

2025 TRIBAL TRANSPORTATION PROGRAM
LONG RANGE TRANSPORTATION PLAN
& NATIONAL TRIBAL TRANSPORTATION FACILITY
INVENTORY UPDATE
DRAFT FINAL

Cowlitz Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:



2025

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VOLUME 2

5704 FORMS PER SECTION

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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
 - Regional Natural Characteristics
 - Demographics and Socioeconomic Data
 - Government and Community Services
 - Transportation Related Information
- PART ONE - EXISTING TTP INVENTORY describes what is currently defined in records available through RIFDS as the Tribe's "Official" TTP inventory.
- PART TWO - RECOMMENDED TTP INVENTORY details the results of the current inventory update, the data collection process, and any relevant transportation network information. This section clearly identifies all components of the TTP inventory that were collected as part of this update. Current roadway conditions assessments and GIS driven transportation asset management system development 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 transportation facility 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 works 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.
- 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.

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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 into 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.

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

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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 Cowlitz Tribe 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 ultimately support the update to the TTP- NTTFI. The Tribe selected Red Plains as the most qualified candidate to work with to complete the project. The project scope of work includes three main components of a comprehensive tribal planning project: TTP inventory update, LRTP, and 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.



I-6 THE COWLITZ INDIAN TRIBE

The territory in Southwest Washington State was once occupied by numerous Cowlitz villages and thousands of indigenous residents. Today, the Cowlitz Indian Tribe is establishing a reservation that will provide a critically-needed center for indigenous identity, along with Tribal programs providing services across the entire ancestral landscape.

Cowlitz Indian Tribal history extends to time before memory. In the pre-contact era, before Euro-American colonization and settlement, people lived in small villages distributed across the landscape. Most villages, consisting of several hundred individuals living in plank house structures, were located next to a significant food resource, such as a bedrock falls fishery, or adjacent to a river confluence (fisheries resources) or prairie (game/roots/seeds resources). Villages were politically independent and led by a headman who did not govern or command, instead, he accumulated wisdom and knowledge and was sought out by village members for guidance and advice. Villages were related in a complex network of economic trade and intermarriage, in a manner that sometimes readily crossed boundaries of language or material cultural identity.

INTRODUCTION (CONT.)

After the initial Euro-American contact from the late 1700s through 1850, most of these villages' populations were killed in waves of foreign diseases for which the indigenous people only had limited resistance. In 1853, the Washington Territory was separated out from the northern portion of the Oregon Territory. By 1854-55, territorial governor I. I. Stevens undertook a systematic sequence of treating with sovereigns in an effort to acquire title to lands and rights through cessions and reservations. The surviving populations of Cowlitz Villages had coalesced in groups, and numbered, in total, only a few hundred. Stevens invited these groups to a treaty council, however, no treaty was ever consummated. Dissatisfaction among the many Tribes with the treaty terms, lack of implementation of promises and with Stevens himself, led to an outbreak of violence in September 1855. The Cowlitz People did not join in the violence and many peaceable Indians were rounded up in camps and put under guard, reportedly for their own protection from the violent acts of settlers.

In August of 1856, Stevens came to meet with the Indians interned at Fort Vancouver, offering them a chance to try the temporary reserve at White Salmon, stating that he would return to treat with them if they found it to their satisfaction. Nearly 250 Indians departed up the Columbia River, and Stevens, again, did not keep his word for a treaty. Despite the continuation of Cowlitz People residing on their traditional landscape, Cowlitz lands were opened to settlement for United States' citizens through President Lincoln's application of the Homestead Act in 1863.

Throughout the late 1800s, agencies, offices and departments of both the US federal government and Washington State dealt with the Indians remaining on this landscape consistently identifying them as Cowlitz Indians. Even the Bureau of Indian Affairs (BIA) administratively consolidated all the unenrolled Indians remaining along these Cowlitz, Kalama and Lewis Rivers as Cowlitz Indians, and identified those Indians enrolled at other reservations as Indians based on their Cowlitz heritage and ancestry. The loss of lands stung deeply, however, the Cowlitz continued to seek redress and in 1910 Special Indian Agent Charles McChesney assessed the facts, concluded the Cowlitz claim was valid, and advocated they receive compensation.

In 1912, shortly after the passing of the last Cowlitz hereditary chief Atwin Stockum, the Cowlitz re-organized and elected their first chairman, Baptiste Kiona. Several meetings of the entire Cowlitz Tribal group were held to elect committees, conduct business, and pursue a land claim against the United States government. Between 1912 and 1930, Cowlitz were successful in getting seventeen bills before Congress that would allow the Cowlitz to pursue their case in the US Court of Claims. In 1928 a bill passed both the House and Senate, only to be vetoed by President Coolidge.

In 1946 the Indian Claims Commission (ICC) was established to hear Indian Claims against the US Federal government. The ICC was established after Indian men fought bravely in WWII, and the USA began to recognize its responsibility to address its history of indigenous colonization.

Despite a focus on land claims activity, the Cowlitz Tribe was not simply a claims-seeking organization; meeting minutes of the Cowlitz Indian Tribe throughout the 20s, 30s and 40s show the organization and its leaders conducted business and signed contracts on behalf of the Tribe, was concerned with maintaining fishing and hunting rights, intervened in Cowlitz heirship issues, addressed the attendance of Cowlitz

INTRODUCTION (CONT.)

children at Indian schools, and maintained group membership lists. In 1950, the Cowlitz Tribe adopted a constitution and reorganized how tribal governance was conducted.

After nearly three decades of prosecuting their case through the ICC, it was determined the Cowlitz Indian Tribe originally held exclusive use and occupancy of 1.716 million acres of land. This land was taken by the US Government without compensation after the 1863 opening of lands by President Lincoln for settlement. In 1974, a compromise settlement was brokered and the Cowlitz accepted roughly 90 cents an acre, or 1.55 million dollars as compensation. The Cowlitz were recognized by the federal government for purposes of prosecuting the claim, but the Cowlitz was administratively organized as a non-incorporated volunteer organization, and therefore without status as a federally-recognized Tribe, the award was withheld. Additionally, there was controversy within the Cowlitz Tribe as to how the award should be used and distributed.

In 1974, on the heels of the ICC decision, the Cowlitz Tribe undertook a concentrated effort to pursue federal recognition through the Branch of Acknowledgement and Research (BAR; now Office of Federal Acknowledgement, OFA) in the Bureau of Indian Affairs. It took three petitions, the first in 1975, the second in 1987, and the final, and ultimately successful, petition in 1997 for the Tribe to gain recognition through the BIA. In 1997 a proposed finding for recognition was published in the Federal Register, followed by a final determination of recognition, signed on February 14, 2000, and published in the Federal Register on February 18, 2000. This finding was appealed by the Cowlitz Indian Tribe, but the finding was upheld and a reconsidered final determination was published in the Federal Register on January 2, 2002.

In the 24 years since federal recognition has been realized for the Cowlitz People, the Tribal organization has gone through a period of growth and development of opportunity. In 2000 the administration of the Cowlitz Tribe was a non-profit 501(c)3 organization with a single employee, now they are a federally-recognized Indian Tribe with a citizenship of 3700 that employs 135 in many departments and professions. The modern Cowlitz Tribe uses its deep heritage within its ancestral landscape to serve, educate, and provide for all residents within the region, and acts as a community-building force, bringing people together and strengthening bonds between all.

Traditional Culture

Historically, the Cowlitz people lived in cedar planked longhouses near fishing streams during the winter. Here they spent much of their daytime hours carving, making baskets and mats, weaving blankets and dressing skins, while evenings were often spent story telling or having ceremonials. During the warmer weather of springtime, families moved to the prairies, which brought the women outside to pick blackberries, blueberries and huckleberries, as well as digging up camas bulbs and wapato, while the men would set out to hunt.

The Cowlitz women were very well known for their water-tight baskets which, to some specialists, adorned the most beautiful designs anywhere. One of the best known basket makers was Mary Kiona, who lived to be well over 100 years old.

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Some of the “footprints” of the Cowlitz ancestral lands that are fundamental to the Tribe’s culture, season, and identity are: the rivers, which provided many varieties of fish; the estuaries, which provided wapato, tule, and cattails; freshwater wetlands and lakes, which provided ducks, geese, swans, and turtles; and prairies, which provided camas and bracken fern roots, as well as the attraction the prairies had to bringing elk into the area. When traveling or fishing on a river, the Cowlitz people relied on a unique style of shallow-draft, shovel-nosed canoe and were renowned for their expertise maneuvering these crafts through rapids and shoals, using both paddles and poles.

Today’s Tribal Administration assists Cowlitz citizens as they engage in the rich cultural practices of old Cowlitz lifeways, such as the Smelt Celebration, First Salmon Ceremony, and River Blessing Ceremonies. Cowlitz people join with many other tribes and partake in the annual Canoe Journeys across and along major waterways. Cowlitz people drum and sing at ceremonies throughout the year and as called upon for funerals, naming ceremonies, healings, and other celebrations. The annual Cowlitz Pow-Wow is the largest in southwest Washington State.

I-6.1 REGIONAL CHARACTERISTICS

Physical Description

The Cowlitz Reservation is a 152-acre site, located in southwest Washington State, in Clark County, near the city of La Center, and lying west of federal Interstate highway I-5 at Exit 16. Eight parcels composing the reservation have been accepted into trust and the entire site has been declared as an initial reservation for the Cowlitz by the US Dept. of the Interior (DOI).

Climate

The varying climate in and around La Center, WA, trends towards warm, sunny summers and cool, damp winters. The notoriously wet climate of the Northwest holds true as December is the wettest month with an average rainfall of 7.2 inches, while July averages only 0.7 inches of rain. The hottest month is typically August with an average high temperature of 79 degrees and the coolest month is usually December with an average low temperature of 32 degrees.

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.

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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⁾:

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.

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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 greater Portland, OR/Vancouver, WA Metropolitan area IS designated as a Non-Attainment area for 1-Hour Ozone and Carbon Monoxide, and is in Maintenance Status for those pollutants. Maintenance Status indicates that an area that previously failed to meet the standards has consistently met the standards, but has not yet qualified to remove the Non-Attainment designation.

County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or Part County	Population (2010)	State/County FIPS Codes
WASHINGTON								
Clark County	1-Hour Ozone (1979) NAAQS revised	Portland/Vancouver AQMA, OR-WA	92, 93, 94, 95, 96	06/18/1997	Marginal	Part	410,990	53/011
Clark County	Carbon Monoxide (1971)	Vancouver, WA	92, 93, 94, 95	10/21/1996	Moderate <= 12.7ppm	Part	400,271	53/011

The Cowlitz Reservation is NOT designated a Non-Attainment Area, therefore is meeting the EPA's NAAQS clean air standards.

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 Environmental Protection Agency's (EPA) My Waterway Mapping Tool to view the Lockwood Creek-East Fork Lewis River Watershed (Watershed #170800020507), a total of 14 water monitoring stations are shown to be in the watershed. There are 16 Permitted Dischargers in the watershed, 6 have a Compliance Status of Significant Category 1 Noncompliance, 2 have a Compliance Status of Violation Identified, and the remaining 8 have a Compliance Status of No Violation.

FEMA Flood Hazard Assessment

Analysis of the floodplain for the Cowlitz Reservation was done by using the Federal Emergency Management Agency (FEMA) Flood Map Tool. Searches revealed the Cowlitz Reservation lies in an area of minimal flood hazard. Detailed information can be found on Flood Insurance Rate Map (FIRM) Number #53011C0202D.



Biological Resources

Investigation into the Tribe's biological resources was done through the U.S. Fish & Wildlife Service (FWS) IPaC online resource.

The USFWS-IPaC (Information for Planning and Consultation) Project Planning Tool revealed *there are five (5) threatened/endangered species expected to occur on or near The Cowlitz Reservation.*

The table below details the Threatened, Endangered, Proposed, and Candidate for Listing species expected to occur in or near the Reservation.

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Mammals	
NAME	STATUS
Columbian White-tailed Deer <i>Odocoileus virginianus leucurus</i>	Threatened
Birds	
NAME	STATUS
Yellow-billed Cuckoo  <i>Coccyzus americanus</i>	Threatened
Reptiles	
NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> Wherever found	Proposed Threatened
Fishes	
NAME	STATUS
Bull Trout  <i>Salvelinus confluentus</i>	Threatened
Insects	
NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found	Candidate
Critical habitats	
Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.	
There are no critical habitats at this location.	

There are no critical habitats, no National Wildlife Refuges, and no fish hatcheries within the Reservation.

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 Bald and Golden eagles and migratory birds.

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 Tribal 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 SOCIOECONOMIC DATA

Planning and Economic Development

Although the Tribe wants to remember, respect, and honor their past, they believe in encouraging the growth and economic development of their Reservation so they can work to expand elder housing, increase healthcare options for tribal members, and offer more college scholarships, all to improve the quality of life for its tribal members. Development plans on the Reservation include a center of commercial activity including: a casino, a 289-room hotel, 20,000 sq. ft. of tribal government offices, 16 elder housing units, and a 12,000 sq. ft. cultural center.

The Ilani Casino Resort opened in the spring of 2017 and was developed by Salishan-Mohegan LLC in collaboration with the Cowlitz Indian Tribe. The casino has been managed by Mohegan since its opening, but the Cowlitz Tribe assumed the management role in July 2024. The Resort is a Las Vegas style complex with 134,150 sq. ft. gaming, entertaining, and meeting destination that is open 24 hours a day, seven days a week. The resort includes 2,500 slot machines and 75 gaming tables, many restaurants varying from casual to gourmet dining, and shopping. There are approximately 80 Cowlitz Tribal members who are employed by the Resort.

A six-story, 2,700-space garage opened in February 2021, located next to the Ilani building with a covered walkway to the main entrance.

In April 2023, the long planned Ilani Hotel opened, a 14 story, 289 room expansion of the existing casino adding 2 restaurants and additional gaming space.

Slated to be completed in 2024, a 10,000 Sq. Ft Entertainment Center expansion at the casino will allow the tribe to host larger entertainment acts and various business and trade shows.

The Cowlitz Tobacco Outlet opened in early 2018 and offers extensive tobacco products as well as drinks and snacks. Initially housed in a temporary location, it became part of the larger Cowlitz Crossing development which opened April 23, 2019, two years to the day after the casino opened.

Also located in the greater Cowlitz Crossing development, the Q'anápsu Cannabis Shop opened in April 2023.

Cowlitz Crossing currently consists of the Tobacco Outlet, Cowlitz Crossing Fuel and Convenience Store - a 24 hour convenience store and gas station, and the cannabis dispensary, with future plans for a Truck Stop and other retail economic developments for the Reservation property.

The plans for the Tribe's economic develop are constantly evolving and expanding given the success of their current ventures.

I-7 GOVERNMENT AND COMMUNITY SERVICES

Tribal Government

The Tribal Council is a governing body made up of democratically elected Cowlitz Indian Tribe members. It governs matters related to economic development, land management, service delivery, judicial matters and the Tribe's cultural integrity, weighing future needs against current ones and making balanced decisions about issues that impact the Tribe's members and the broader community. The Tribal Council also exercises legislative powers regarding Tribal membership and enrollment, and negotiates with federal, state and local governments, and with the councils or governments of other tribes. Voting in the Tribal elections is open to all enrolled Cowlitz Indian Tribe members 18 and older.

Health Services

It is the *vision* of the Cowlitz Indian Tribe, Health and Human Services Department to become the service provider of choice of all Cowlitz Indian Tribal members and other American Indians and Alaska Natives residing in Southwest Washington and beyond.

It is the *mission* of the Cowlitz Indian Tribe, Health and Human Services Department to promote an optimal level of health and well-being for American Indians and Alaska Natives by utilizing traditional, modern, and culturally sensitive medical and social service practices which create balance in the physical, mental, spiritual, and social components of life.

The Tribe offers the following programs in support of the health and wellness for their Tribal members and other American Indian and Alaska Natives in the region:

The Vocational Rehabilitation Program – offers services to prepare the individual for sustainable and meaningful employment by providing guidance and counseling, education and/or vocational training, job readiness and job placement services, transitions services for students with disabilities, occupational licenses, tools, equipment and supplies, among many other support services.

Pathways to Healing Program – promotes safety and well-being for families by providing a holistic approach to inform, educate and heal those affected by violence. Some of the services provided are: information and referrals, cultural and legal advocacy, emergency services and safety planning, support to secondary survivors/victims, and positive youth development.

Cowlitz Tribal Treatment – is a Washington State Certified Chemical Dependency treatment service provider with earned National Accreditation from CARF. There are no fees to federally recognized Native Americans and Alaska Natives. The treatment approach blends Native traditions and teachings with current modern and effective treatment practices through assessments, intensive outpatient treatment, DUI/deferred prosecution, inpatient referral and placement, and youth treatment services.

INTRODUCTION (CONT.)

Contract Health Services – this federal funding source is designed to provide specialty care services to eligible Native Americans when services are unavailable at a tribal clinic and all other resources have been exhausted. This service operates within 4 levels of priority, ranging from 1 being “Threat to Life” or Limb to 4 being Rehabilitation.

Cowlitz Tribal Health Services, Cowlitz Indian Tribe Health Clinic – these clinics provide a holistic approach to health care that promotes disease prevention, treatment, and education. The medical clinic (Longview only) provides a wide-range of general services some of which include family planning, well child exams, immunizations, limited lab services, women’s health, and nutritional counseling. The mental health clinics (Longview and Vancouver locations) provides psychological evaluations, various forms for counseling, referrals, medication management, youth services and positive Indian parenting classes.

Public Services

In 2017 a director for the newly established Cowlitz Indian Tribal Public Safety Department was hired and is now working in full force to get the department modernized with a National Crime Information Computer system. The department is working in collaboration with Clark County and Washington State Patrol as well as Cowlitz Tribal Gaming Agency and Ilani Security and Surveillance Department to ensure the safety and well-being of the Cowlitz Reservation, its properties and the Casino.

Clark County Fire and Rescue entered into an agreement with the Cowlitz Indian Tribe in 2016 to provide fire and emergency management services to the Tribe’s reservation near La Center. During this agreement the fire district will help train tribal members to become firefighters/paramedics and to provide casino employees basic emergency training.

The Office of Emergency Management prepares for emergencies, provides assistance to Cowlitz Tribal Members and surrounding Tribal community programs for disaster recovery, mitigates the effects of these events, and, whenever possible, prevents emergencies and disasters from occurring or worsening.

The Emergency Manager is responsible for managing the Cowlitz program in all phases of emergency management including:

- Acting as the main contact center during disasters and emergencies
- Coordinating with local, regional, state, and federal jurisdictions and agencies
- Developing and maintaining the response, recovery, preparedness, and education / training of Tribal Members, Staff and Communities
- Establishing procedures to staff and maintaining the Tribe’s Emergency Operations Plans
- Tribal education and training

I-8 REGIONAL TRANSPORTATION

Airports

The nearest full service airport to the Reservation is the Portland International Airport (PDX) located 24 miles south of La Center on I-5/I-205 in Portland, OR.

Rail Services

Amtrak has stations in Vancouver, WA (17 miles south of the reservation) and Kelso, WA (25 miles north) providing access to regional and national rail services.

Ferry Services

Ferry service near the reservation is the Wahkiakum County Ferry, the only ferry service on the Lower Columbia River. The Ferry operates year round providing access from Cathlamet, WA to Westport, OR roughly mid-way between the Astoria-Megler Bridge closer to the mouth of the Columbia River on the coast and the Lewis and Clark Bridge in Longview, WA.

Transit

Cowlitz Tribe Transit Service is a public transit service available to rural residents in South Lewis (Centralia Amtrak Station) and Cowlitz Counties who live up to 20 miles from the Interstate 5 corridor. Rides include access to life-sustaining and non-life-sustaining medical appointments, shopping, and cultural or quality-of-life activities.

Expanded Medical Transport Program is a public transport program available to rural residents in Clark, Cowlitz, and Lewis Counties who are over the age of 50 and/or individuals with disabilities. The Expanded Medical Transport Program provides rides north to Olympia and South to Vancouver to increase access to medical appointments such as; specialty medicine, diagnostic facilities, cancer treatment centers, and hospitals.

Tribal Medicaid Transport is for Indian Health Services (IHS) beneficiaries and their descendants who hold a current ProviderOne card and need transportation to medically necessary appointments. Individuals must live within a 60-mile radius of the Cowlitz Indian Tribe Health Clinic, meet the Medicaid criteria, and have exhausted all other transportation options.

All of the above services include door-to-door assistance to and from the vehicle when needed. Vehicles are equipped with lifts to make boarding easier for passengers who use wheelchairs, or mobility devices, or have difficulty negotiating steps. Rides should be scheduled a few days in advance to assure availability. The dispatcher will make every effort to accommodate your requested trip schedule.

The Cowlitz Tribe Transit Service and Transport Programs comply with all federal requirements under the Title VI law, which prohibits discrimination on the basis of race, color, or national origin

C-TRAN provides the citizens of Clark County with safe, reliable and convenient public transportation throughout the Clark County service area, including Express commuter service to downtown Portland and Marquam Hill; connections to the nearest light rail station; and five Current service areas for on-demand rideshare service within the city limits of Camas, Washougal, La Center, Ridgefield and Vancouver.

INTRODUCTION (CONT.)

Other Transportation Options

Greyhound Bus Lines has numerous stations in Portland, Oregon, but the closest station in Washington State is in Olympia, 1.5 hours north of the reservation.

Multiple Taxi companies provide ride services to residents of the area and Uber and Lyft provide Rideshare opportunities as well.

REFERENCES

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<https://www.thereflector.com/stories/hotel-at-ilani-opens-its-doors.318500>
<https://www.500nations.com/casinos/wa-ilani.asp>
<https://www.kark.com/business/press-releases/globenewswire/8812563/cowlitz-indian-tribe-celebrates-grand-opening-of-qanapsu-cannabis-dispensary/>
https://www3.epa.gov/airquality/greenbook/anayo_wa.html
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<https://c-tran.com/>
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https://www.google.com/maps/@45.8611408,-122.7043091,14z?entry=tту&g_ep=EgoyMDI0MDkxMC4wIKXMDS0ASAFAw%3D%3D
<https://msc.fema.gov/portal/search>
<https://ipac.ecosphere.fws.gov/location/index>

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 2020. Small updates and additions have been processed since the 2020 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-NRO 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 five (5) 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 August 2, 2024. The following table summarizes the Existing Official 57 Routes, 149 Sections, and total of 65.6 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 2024 Inventory**

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0001	5			2 - TRIBE		10	0.3	0.3
0004	3			2 - TRIBE		10	0.1	0.1
0005	3			2 - TRIBE		10	0.1	0.1
0006	3			2 - TRIBE		10	0.1	0.1
0007	3			2 - TRIBE		10	0.1	0.1
0223	5			2 - TRIBE		10	0.1	0.6
0223	2			2 - TRIBE		20	0.3	
0223	2			2 - TRIBE		30	0.1	
0223	2			2 - TRIBE		40	0.1	
0224	5			4 - URBAN		1	0.3	2.4
0224	5			4 - URBAN		2	0.1	
0224	5			4 - URBAN		3	0.1	
0224	5			4 - URBAN		4	0.3	
0224	5			5 - COUNTY AND TOWNSHIP		5	0.1	
0224	5			4 - URBAN		6	0.1	
0224	5			5 - COUNTY AND TOWNSHIP		8	1.1	
0224	5			2 - TRIBE		10	0.1	
0224	5			2 - TRIBE		20	0.2	
0225	5			2 - TRIBE		10	0.3	0.3
0226	5			2 - TRIBE		10	0.2	0.2
0227	5			2 - TRIBE		10	0.1	0.3
0227	5			2 - TRIBE		20	0.2	
0228	5			2 - TRIBE		10	0.2	0.3
0228	5			2 - TRIBE		20	0.1	
0229	5			2 - TRIBE		10	0.1	0.1
0230	5			2 - TRIBE		10	0.1	0.1
0231	5			2 - TRIBE		10	0.1	0.8
0231	5			2 - TRIBE		20	0.1	
0231	5			2 - TRIBE		30	0.1	
0231	5			2 - TRIBE		35	0.1	
0231	5			2 - TRIBE		40	0.1	
0231	5			2 - TRIBE		50	0.1	
0231	5			2 - TRIBE		60	0.1	
0231	5			2 - TRIBE		70	0.1	
0232	5			2 - TRIBE		10	0.1	0.1
0233	5			2 - TRIBE		10	0.1	0.1
0234	5			2 - TRIBE		10	0.1	0.1
0238	8			2 - TRIBE		10	0.3	0.3

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



**Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory**

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0240	8			2 - TRIBE		10	0.2	0.2
0241	5			2 - TRIBE		10	0.1	0.2
0241	5			2 - TRIBE		20	0.1	
0242	5			2 - TRIBE		10	0.2	0.2
0250	5			2 - TRIBE		10	0.1	0.1
0251	5			2 - TRIBE		10	0.1	0.1
0252	8			2 - TRIBE		10	0.1	0.1
0260	3			2 - TRIBE		10	0.1	0.1
0261	9			2 - TRIBE		10	0.1	0.1
0270	3			2 - TRIBE		10	0.1	0.1
0271	9			2 - TRIBE		10	0.1	0.1
0272	3			2 - TRIBE		10	0.1	0.1
0273	9			2 - TRIBE		10	0.1	0.1
0301	5			2 - TRIBE		10	0.2	0.2
0303	3			2 - TRIBE		10	0.2	0.7
0303	3			2 - TRIBE		20	0.1	
0303	3			2 - TRIBE		30	0.1	
0303	3			2 - TRIBE		40	0.1	
0303	3			2 - TRIBE		50	0.1	
0303	3			2 - TRIBE		60	0.1	
0505	4			3 - STATE		10	0.3	4.1
0505	4	0014229A00000000	738	3 - STATE		20		
0505	4			3 - STATE		30	0.1	
0505	4			3 - STATE		40	0.3	
0505	4			3 - STATE		50	0.1	
0505	4			3 - STATE		60	0.9	
0505	4			3 - STATE		70	1.2	
0505	4	0804760000000000	55	3 - STATE		80		
0505	4			3 - STATE		90	0.7	
0505	4	0797250000000000	178	3 - STATE		100		
0505	4			3 - STATE		110	0.5	
0506	4			3 - STATE		10	0.3	8.7
0506	4	0011913A00000000	120	3 - STATE		20		
0506	4			3 - STATE		30	0.6	
0506	4			3 - STATE		40	1.5	
0506	4	0003928A00000000	173	3 - STATE		50		
0506	4			3 - STATE		60	2.0	
0506	4			3 - STATE		70	1.7	

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



**Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory**

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0506	4	0005679A00000000	175	3 - STATE		80		
0506	4			3 - STATE		90	2.6	
0510	1			3 - STATE		10	0.9	27.3
0510	1	0014329A00000000	330	3 - STATE		20		
0510	1			3 - STATE		30	0.9	
0510	1	0016610A00000000	427	3 - STATE		40		
0510	1			3 - STATE		50	0.6	
0510	1			3 - STATE		60	0.3	
0510	1			3 - STATE		70	0.3	
0510	1	0005818B00000000	243	3 - STATE		80		
0510	1			3 - STATE		90	2.0	
0510	1	0006510A00000000	124	3 - STATE		100		
0510	1			3 - STATE		110	8.7	
0510	1	0002473A00000000	848	3 - STATE		120		
0510	1			3 - STATE		130	1.1	
0510	1			3 - STATE		140	0.4	
0510	1	0002559A00000000	1081	3 - STATE		150		
0510	1			3 - STATE		160	0.2	
0510	1			3 - STATE		170	0.5	
0510	1			3 - STATE		180	0.3	
0510	1	0007064B00000000	166	3 - STATE		190		
0510	1			3 - STATE		200	1.6	
0510	1	0004885A00000000	105	3 - STATE		210		
0510	1			3 - STATE		220	5.0	
0510	1	0008759A00000000	168	3 - STATE		230		
0510	1			3 - STATE		240	2.1	
0510	1	0008287A00000000	75	3 - STATE		250		
0510	1			3 - STATE		260	2.0	
0510	1	0008759C00000000	470	3 - STATE		270		
0510	1			3 - STATE		280	0.4	
1262	5			2 - TRIBE	01262	10	0.2	0.2
1264	7			1 - BIA	1264	10	0.2	0.3
1264	5			1 - BIA		20	0.1	
1265	3			2 - TRIBE		10	0.1	0.4
1265	9			2 - TRIBE		20	0.1	
1265	9			2 - TRIBE		30	0.1	
1265	9			2 - TRIBE		40	0.1	
4111	4			3 - STATE		10	9.3	10.1
4111	4	0011968A00000000	168	3 - STATE		20		

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



**Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory**

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4111	4			3 - STATE		30	0.8	
4321	2	0006321A00000000	1685	3 - STATE		10	1.9	2.7
4321	2			3 - STATE		20		
4321	2			3 - STATE		30	0.8	
P001	9			2 - TRIBE		10	0.1	0.1
P002	9			2 - TRIBE		10	0.1	0.4
P002	9			2 - TRIBE		20	0.1	
P002	9			2 - TRIBE		30	0.1	
P002	9			2 - TRIBE		40	0.1	
P003	9			2 - TRIBE		10	0.1	0.1
P004	9			2 - TRIBE		10	0.1	0.2
P004	9			2 - TRIBE		20	0.1	
P005	9			2 - TRIBE		10	0.1	0.1
P006	9			2 - TRIBE		10	0.1	0.1
P007	9			2 - TRIBE		10	0.1	0.1
P010	9			2 - TRIBE		10	0.1	0.1
P011	9			2 - TRIBE		10	0.1	0.1
P012	9			2 - TRIBE		10	0.1	0.1
P013	9			2 - TRIBE		10	0.1	0.1
P015	9			2 - TRIBE		10	0.1	0.8
P015	9			2 - TRIBE		20	0.1	
P015	9			2 - TRIBE		30	0.1	
P015	9			2 - TRIBE		40	0.1	
P015	9			2 - TRIBE		50	0.1	
P015	9			2 - TRIBE		60	0.1	
P015	9			2 - TRIBE		70	0.1	
P015	9			2 - TRIBE		80	0.1	
P016	9			2 - TRIBE		10	0.1	0.1
P017	9			2 - TRIBE		10	0.1	0.1
P018	9			2 - TRIBE		10	0.1	0.1
P019	9			2 - TRIBE		10	0.1	0.3
P019	9			2 - TRIBE		20	0.1	
P019	9			2 - TRIBE		30	0.1	
P020	9			2 - TRIBE		10	0.1	0.1

Region Subtotals	Number routes:	57	Number sections:	149	Total length:	65.6
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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, counties, and the Washington State Department of Transportation (WSDOT). The recommended inventory represents the transportation network providing primary access to Tribal properties, both Trust and Fee.

As part of the 2025 LRTP project, Red Plains worked with the Tribe to update their existing inventory, collect eligible additions to the NTTFI, and add new proposed 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 August 2024, RPP's inventory crew collected the desired new inventory additions, updated existing facilities, and began the process of reconciling and correcting any old inventory records that were out of date or inaccurate. This section of the report reflects the newly collected, and GIS verified, roadway inventory for the Tribe.

As mentioned above, proposed 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. 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 and parking lots" will require a Proposed Facility Justification Report (PFJR) submittal package describing the feasibility and details of the project. The Cowlitz Tribe's PFJR supporting the inclusion of proposed facilities is found in Appendix F.

The following table, 2025 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.

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

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Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	Toledo Housing Collector	0001	010	0.3		2-Tribe	3-Rural Local	4-Proposed	
3-Update	Tribal Campus Rd	0004	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Clinic Access Rd	0005	005	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Clinic Access Rd	0005	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Tribal Campus Rd	0007	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Fir St	0008	005	0.1		4-Urban	3-City Local	2-Construction Need-Other	
3-Update	Cowlitz Tribal Treatment Access Rd	0008	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Florida St	0009	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	11th Ave	0010	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	9th Ave	0011	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Douglas St	0012	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Lewis River Rd (SR503)	0015	010	3.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	020	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	030	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000116
1-Add	NFS Rd 90	0025	040	3.4		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	050	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000117
1-Add	NFS Rd 90	0025	060	3.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	070	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	0603010000003004
1-Add	NFS Rd 90	0025	080	7.1		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	085	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	090	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000028
1-Add	NFS Rd 25	0025	100	3.6		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	110	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000027
1-Add	NFS Rd 25	0025	120	1.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	010	0.9		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	020	0.9		4-Urban	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	030	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW 29th St	0200	040	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0201	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 324th St/NW 26th Ave/NW 329th St/NW 24th Ave	0202	010	0.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0203	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	030	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	040	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	050	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	060	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 31st Ave	0204	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NE 28th Ave	0205	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	NE 78th St	0206	010	1.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Cowlitz Way Bypass Road	0215	010	0.6		2-Tribe	5-Rural Local	4-Proposed	
1-Add	Public Safety Entrance	0216	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Public Safety Secondary Access Road	0216	020	0.4		2-Tribe	5-Rural Local	4-Proposed	
1-Add	NW 51st Ave/NW Allen Canyon Rd/NW 324th St/NW 41st Ave	0220	010	1.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Cowlitz Way	0222	010	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	La Center IS Bridge	0222	020	0.0		3-State	6-City Minor Arterial	2-Construction Need-Other	00200513000000
1-Add	NW La Center Rd	0222	030	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	040	1.7		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	050	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	086842000000000
1-Add	NW Pacific Hwy	0222	060	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	070	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	080	0.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	090	0.5		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	100	3.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	NW Cowlitz Way	0223	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	020	0.3		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	030	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	040	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	N Royle Rd	0224	001	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	002	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	003	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	004	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	005	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	006	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	008	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	020	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Road 1	0225	010	0.3		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 2	0226	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	020	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 5	0229	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 6	0230	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	015	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	030	0.1		2-Tribe	5-Rural Local	0-Completed Project	

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

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Cowlitz Indian Tribe - 2025 Recommended Inventory Table

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Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	Ilani Casino Resort Road 7	0231	035	0.1		2-Tribe	3-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	040	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	050	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	060	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 8	0232	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 9	0233	010	0.1		2-Tribe	3-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 10	0234	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	NW 41st Ave	0235	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 319th St	0236	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 44th Ave	0237	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Walking Path	0238	010	0.3		2-Tribe	8-Trail	0-Completed Project	
3-Update	Seattle Health and Human Services Walking Path	0239	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
3-Update	Seattle Health and Human Services Walking Path	0239	020	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Ilani South Lot Walking Path	0240	010	0.2		2-Tribe	8-Trail	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 11	0242	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
1-Add		0243	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add		0244	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Swift School Loop	0250	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Road	0253	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Trails	0252	010	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Health Center Loop	0260	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	Health & Human Services	0261	010	0.1	30,773	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0270	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 1 (Health and Human Services)	0271	010	0.1	17,177	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0272	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 2 (Health and Human Services)	0273	010	0.1	7,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Metal Sculpture Rd	0301	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Lozier Property Access	0303	010	0.2		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	020	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	030	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	040	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	050	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	060	0.1		2-Tribe	3-City Local	4-Proposed	
1-Add	Westside Hwy	0310	010	4.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Westside Hwy	0310	020	1.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Mulford Rd	0311	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Bill Creek Rd	0312	010	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Drews Prairie Rd	0313	010	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Camus Rd	0315	020	1.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	McNulty Rd	0314	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Roberts Ln	0315	010	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	010	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	084524000000000
1-Add	Jackson Hwy	0316	030	1.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	040	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	082865000000000
1-Add	Jackson Hwy	0316	050	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	060	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	082862000000000
1-Add	Jackson Hwy	0316	070	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	080	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	082879000000000
1-Add	Jackson Hwy	0316	090	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Old Olequa Xing	0317	010	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	W Mielker Rd	0317	020	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Spencer Rd	0318	010	5.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Spencer Rd	0318	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	084119000000000
1-Add	Spencer Rd	0318	030	5.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Howe Rd	0319	010	2.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	E Howe Rd	0319	020	0.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	010	3.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	02320A102 00460
1-Add	OR Highway 202	0320	030	2.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	040	4.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	03104A102 01185
1-Add	OR Highway 202	0320	060	3.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	070	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	01964 102 01576
1-Add	OR Highway 202	0320	080	3.4		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Farm Ln	0321	010	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	010	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	020	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	030	1.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	040	0.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	0000P06132C0001
1-Add	Dupont Steilacoom Rd	0325	050	0.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	060	1.9		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	070	1.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	080	0.8		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Davis Pl	0326	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	Office Trail	0327	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	Office Trail Spur	0327	020	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	SR 4	0400	010	2.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	

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

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Cowlitz Indian Tribe - 2025 Recommended Inventory Table

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Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
1-Add	SR 4	0400	020	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	030	1.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	040	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	050	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	060	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007004A00000000
1-Add	SR 4	0400	070	0.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	080	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0001334A00000000
1-Add	SR 4	0400	090	0.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	100	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	110	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	120	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0011701A00000000
1-Add	SR 4	0400	130	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	140	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007399A00000000
1-Add	SR 4	0400	150	5.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	Willow Grove Rd	0401	010	3.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	65th Ave S	0402	010	0.4		4-Urban	7-City Collector	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	005	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	010	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	020	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	030	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	0014269D00000000
1-Add	Southcenter Blvd	0403	040	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0014229A00000000
2-Leave As-Is	Cowlitz St	0505	030	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Kellogg St	0505	040	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	050	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	060	0.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	070	1.2		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0804760000000000
2-Leave As-Is	SR 505	0505	090	0.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	100	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	7972500000000000
2-Leave As-Is	SR 505	0505	110	0.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011913A00000000
2-Leave As-Is	SR 506	0506	030	0.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	040	1.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0003928A00000000
2-Leave As-Is	SR 506	0506	060	2.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	070	1.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0005679A00000000
2-Leave As-Is	SR 506	0506	090	2.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	010	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	020	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0014329A00000000
2-Leave As-Is	I-5	0510	030	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	040	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0016610A00000000
2-Leave As-Is	I-5	0510	050	0.6		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	060	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	070	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	080	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0005818B00000000
2-Leave As-Is	I-5	0510	090	2.0		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	100	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0006510A00000000
2-Leave As-Is	I-5	0510	110	8.7		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	120	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002473A00000000
2-Leave As-Is	I-5	0510	130	1.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	140	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	150	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002559A00000000
2-Leave As-Is	I-5	0510	160	0.2		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	170	0.5		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	180	0.3		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	190	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0007064B00000000
2-Leave As-Is	I-5	0510	200	1.6		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	210	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0004885A00000000
2-Leave As-Is	I-5	0510	220	5.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	230	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759A00000000
2-Leave As-Is	I-5	0510	240	2.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	250	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008287A00000000
2-Leave As-Is	I-5	0510	260	2.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	270	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759C00000000
2-Leave As-Is	I-5	0510	280	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	Sweetlodge Rd	1262	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	St Mary's Access	1264	010	0.1		1-BIA	9-Other Trans Fac	2-Construction Need-Other	
1-Add	St. Marys School Parking Lot	1264	015	0.1	27,428	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St Mary's Access Extension	1264	020	0.1		1-BIA	5-Rural Local	4-Proposed	
2-Leave As-Is	St Mary's South Entrance	1265	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	020	0.1	1,676	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	030	0.1	12,451	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	040	0.1	7,113	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	010	9.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011968A00000000
2-Leave As-Is	SR 411	4111	030	0.8		3-State	4-Rural Major Collector	2-Construction Need-Other	

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

Page 4 of 4

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	SR 432	4321	010	1.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 432	4321	020	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0006321A0000000
2-Leave As-Is	SR 432	4321	030	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Parking Lot 1	P001	010	0.1	156,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Structure	P002	010	0.1	833,000	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	020	0.1	73,005	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Parking Lot 2	P002	025	0.1	23,940	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	030	0.1	77,303	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Bus Drop Off Lot	P002	035	0.1	5,975	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	040	0.1	70,099	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 3	P003	010	0.1	67,539	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	010	0.1	117,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	020	0.1	89,834	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 5	P005	010	0.1	2,023	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani South Parking Lot	P006	010	0.1	454,682	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	010	0.1	135,436	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	020	0.1	11,232	2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add	Ilani Casino Hotel Parking Lot	P008	010	0.1	50,559	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Tribal Water Treatment Parking Lot	P010	010	0.1	36,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tukwila Property Parking Lot	P011	010	0.1	19,885	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Crossing Parking Lot	P012	010	0.1	127,802	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tobacco Outlet Parking Lot	P013	010	0.1	20,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Proposed Public Safety Parking Lot	P014	010	0.1	36,073	2-Tribe	9-Other Trans Fac	4-Proposed	
2-Leave As-Is	Tribal Admin Parking Lot	P015	010	0.1	23,574	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	020	0.1	1,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	030	0.1	6,100	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	040	0.1	13,237	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Visitor Parking Lot	P015	050	0.1	1,800	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	060	0.1	6,624	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	070	0.1	14,738	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	080	0.1	1,756	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P016	010	0.1	2,319	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Smiles Dental Parking Lot	P017	010	0.1	13,685	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Parking Lot	P018	010	0.1	28,688	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	010	0.1	2,759	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	020	0.1	1,843	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	030	0.1	5,186	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Center Parking Lot	P020	010	0.1	13,023	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Public Safety Parking Lot	P021	010	0.1	13,284	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Country House Restaurant Parking Lot	P022	010	0.1	18,289	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Cowlitz HHS Parking Lot	P023	010	0.1	32,952	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	CIT DOT Parking Lot	P024	010	0.1	12,810	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add		P025	010	0.1	26,064	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Public Safety Parking Lot	P026	010	0.1	7,495	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
				196.0	2,761,344				

The 2025 Recommended Inventory Table (RIT) details a total of 109 Routes, 384 Sections and 196.0 miles of roads, including 48 parking or other transportation 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 – 2025 Recommended TTP Inventory, which is included in APPENDIX H.

The 2025 Recommended Deletion Table 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 table below details recommended deletions to the existing “Official” inventory to improve the accuracy and effectiveness of the Tribe’s NTTFI.

Cowlitz Indian Tribe - 2025 Recommended Inventory Deletion Table

2/13/2025

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
4-Delete	Ilani Casino Resort Road 7	0231	070	0.1	0	2-Tribe	5-Rural Local	0-Completed Project	

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.

2-3 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.

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

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 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.

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

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 27.3 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 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 28.1 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 3.5 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 94 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 19.9 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 16.7 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 0.5 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 1.0 miles of Class 8 roads on the Tribe's TTP System.

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

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 5.0 miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

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 0.0 miles of unclassified roads on the Tribe's TTP System.

Roadway Classifications as identified in the 2025 recommended inventory are broken out by mile as follows:

Class 1	27.3
Class 2	28.1
Class 3	3.5
Class 4	97.9
Class 5	19.9
Class 6	12.9
Class 7	0.4
Class 8	1
Class 9	5
Total:	196.0



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

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 also 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 cities, counties, and the WSDOT, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2025 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.

Roadway Ownerships as identified in the 2025 recommended inventory are broken out by mile as follows:

1-BIA	0.2
2-Tribal	15.3
3-State	98.9
4-Urban	10.7
5-County/Township	50.4
7-Other Federal	20.5
Total:	196.0



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

2-7 ROADWAY SURFACE TYPES

The 2025 TTP inventory update identified the surface types for the 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 2025 recommended inventory are broken out by mile as follows:

0-Proposed	2.6
1-Earth	1
3-Gravel	2
4-Bituminous < 2"	0.1
5-Bituminous > 2"	188.4
6-Concrete	1.8
9-Primitive	0.1
Total:	196.0



PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

The following General TTP Project List and Tribal Prioritized Project List describe transportation-related projects the Tribe plans to develop that are eligible for TTP funding. The lists are generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP). The projects detailed below are not listed in order of Tribal priority at the time of this LRTP as the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis, the Tribe generates a detailed TTIP which combines tribal prioritized projects from these lists with available TTP funding for the year and in the TTIP document, projects are listed in order of tribal priority. 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 21 future projects which the Tribe plans to expend their TTP funding on in the future. All of the Prioritized Projects are illustrated on Map C – 2025 Prioritized Project Map provided for you in APPENDIX H.

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), 25 CFR 170.443. All "proposed roads" will require a Proposed Facility Justification Report submittal package describing the feasibility and details of the project.

The 25 CFR 170 also specifies project activities that can be funded using 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 desired activity is eligible as an approved TTP expenditure.

3-1 GENERAL TTP PROJECT LIST

The following list includes typical generalized transportation related administration, planning, and “System-Wide” efforts eligible for TTP funding that the Tribe can utilize to program funding when developing their annual TTIP.

1. Transportation Program Administration (System Wide):

The Tribe currently contracts their TTP program funding through a direct Government to Government (G2G) agreement with the BIA. As such, the Cowlitz Tribe 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 Cowlitz Tribe 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 Tribe, 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 Tribe 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 Tribe in future development prioritization and funding programming and add an ongoing transportation planning component to the Tribe’s current planning efforts and the update and development of the Tribe’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):

MAP-21 established a safety program set aside within the TTP. The Tribe completed their initial Strategic Transportation Safety Plan in 2015 and updated it in 2021. They are also applying for a Safe Streets for All (SS4A) grant in 2024. The SS4A program supports the development of a comprehensive safety action plan (referred to as an “Action Plan”) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. The Safety Plan project list is incorporated into the LRTP Prioritized Project List and TTIP to program funding towards those projects. The Strategic Transportation Safety Plan from the TTPSF set aside will utilize several findings in this report to identify safety emphasis areas classified within the 4-E’s of FHWA transportation safety planning (Engineering, Education, Enforcement, and Emergency Response). This LRTP, combined with the collection and analysis of traffic crash and citation data, will provide good baseline information required to identify emphasis areas of concern. 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 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 Tribe’s Strategic Transportation Safety Plan 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 this project in the PPL enables the Tribe to utilize TTP funds to perform the actual recommended transportation safety improvement projects identified in the Strategic Transportation Safety Plan.

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):

During the NTTFI field data collection, several maintenance needs were identified and recorded in the Tribe's GIS database. The Tribe'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. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 8 below.

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

This project is identified to include in the TTIP annually a specific set aside amount to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP. Again, per regulation, the Tribe 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 Tribe 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 Tribe'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 Tribe should estimate and program the required TTP funding needed to supplement its Transit Program. TTP funding is also eligible as matching funds to leverage additional transit funding from other agencies. The Tribe'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 additional funding from other agencies.

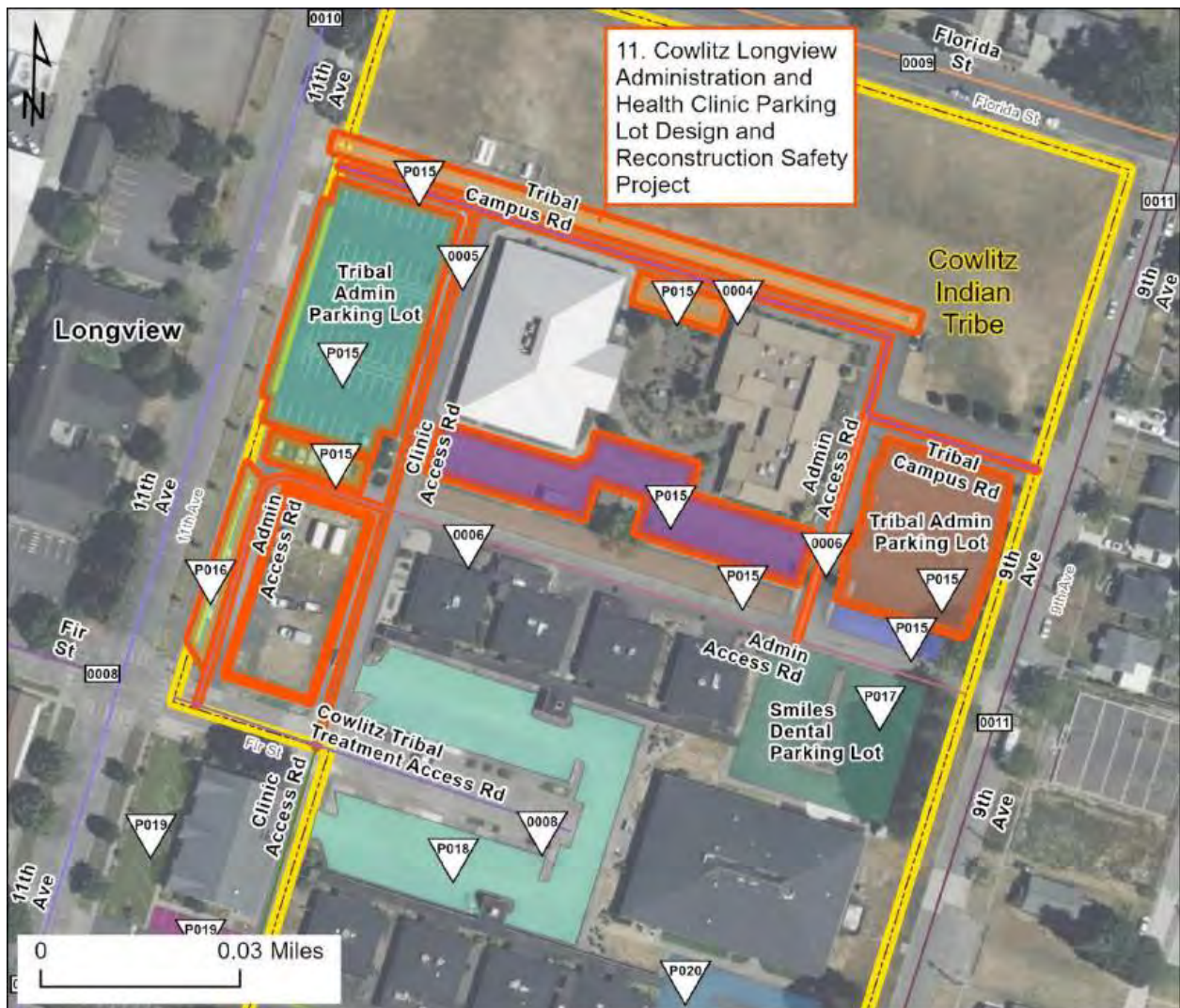
3-2 TRIBAL PRIORITIZED PROJECT LIST

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

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

11. Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project (TTP Route 0004, Section 010 (0.1 Miles)), (TTP Route 0005, Section 010 (0.1 Miles)), (TTP Route 0006, Sections 010 (0.1 Miles), Portion of 020 (0.1 Miles)); (TTP Route P015, Sections 010 (23,574 Sq. Ft.); 020 (1,712 Sq. Ft.); 040 (13,237 Sq. Ft.); 050 (1,800 Sq. Ft.); 060 (6,624 Sq. Ft.); 070 (14,738 Sq. Ft.)), (TTP Route P016, Section 010 (2,319 Sq. Ft.)); (Non TTP Area in SW project area (11,084 Sq. Ft.)):

The Tribe is currently working with Red Plains to redesign and construct parking facility and roadway improvements to improve the safety of pedestrians throughout the area and improve ingress and egress to the tribal facilities at the location. The project includes a specified project from the Tribe's Tribal Transportation Program Safety Fund (TTPSF) Safety Plan Update completed in 2021. The project in the study determined that improved and properly installed street lighting would significantly improve the safety for early morning and evening access to the facility. The engineers on the design project are also looking to implement ADA and pedestrian safety improvements to existing pedestrian facilities and sidewalks to reduce the potential for vehicle pedestrian conflicts which were documented as a concern and issue at this facility. Curb stops, lighting, striping, and traffic control signage are also included with this project. TTP funds would be used for the planning, design, construction and construction management of this parking lot design and reconstruction Safety project.



12. St. Mary's Access Roads and Parking Lots Improvement Project (TTP Route 1264, Sections 010 (0.1 Miles); 015 (27,428 Sq. Ft.); 020 (0.1 Miles), (TTP Route 1265, Sections 010 (0.1 Miles); 020 (1,676 Sq. Ft.); 030 (12,451 Sq. Ft.); 040 (7,113 Sq. Ft.)):

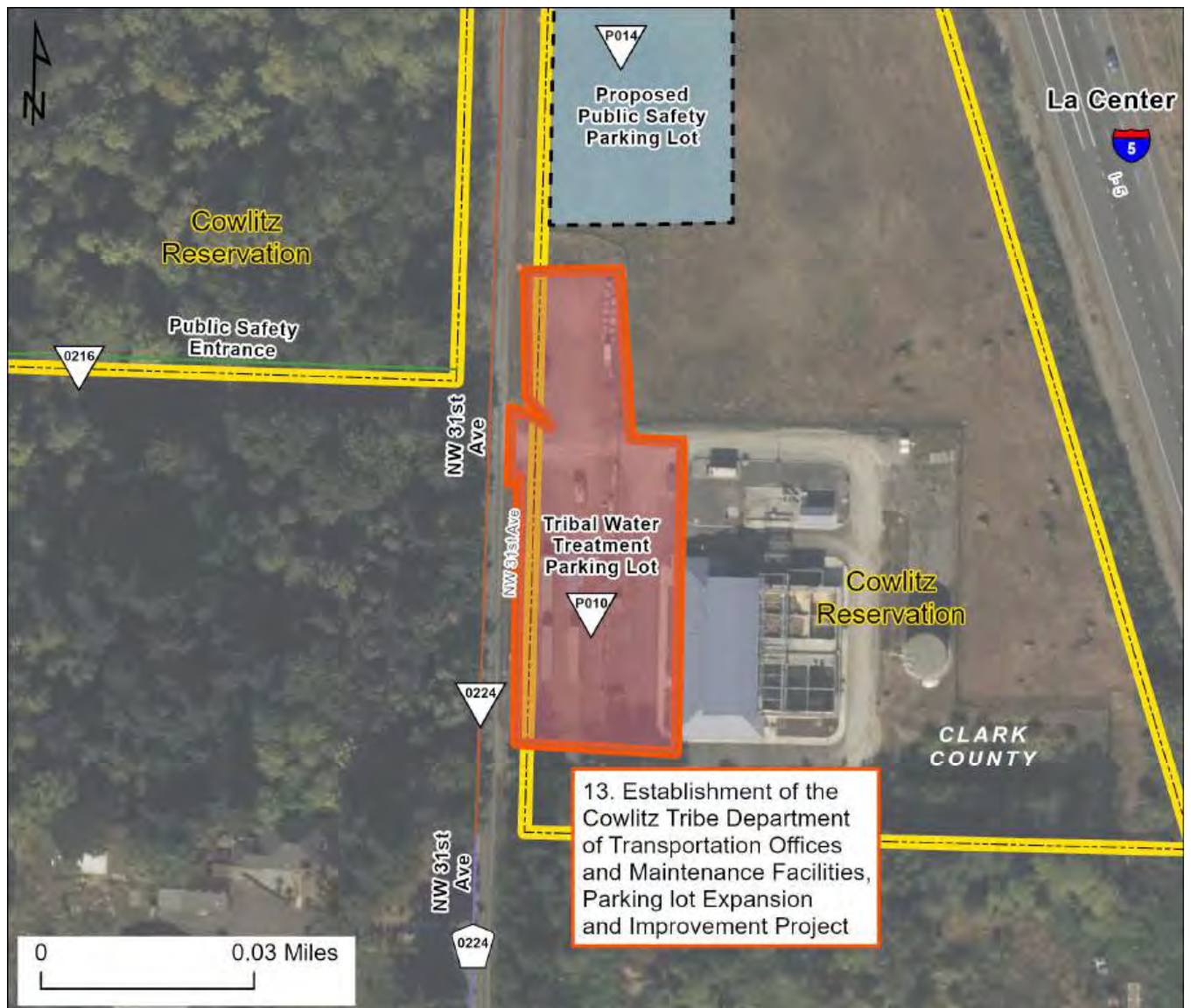
This aerial map illustrates the proposed improvements for the St. Mary's Access Roads and Parking Lots. The project area is outlined in yellow. Key features include:

- St. Mary's Access Roads:** Shown as orange lines connecting the parking areas to Jackson Hwy and Spencer Rd.
- Parking Lots:** The St. Mary's School Parking Lot (top) and St. Mary's South Parking (bottom) are highlighted in red and green, respectively.
- Entrance:** The St. Mary's South Entrance is marked with a red outline.
- Access Points:** St. Mary's Access and St. Mary's Access Extension are labeled along the orange lines.
- Geographic Context:** The map shows the intersection of Jackson Hwy and Spencer Rd, with the Cowlitz Indian Tribe and Lewis County also labeled.
- Scale:** A scale bar at the bottom left indicates a distance of 0.04 miles.

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

13. Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot Expansion and Improvement Project (TTP Route P010, Section 010 (36,986 Sq. Ft.)):

This project is being included to program funding for the establishment of the Cowlitz Tribe DOT offices and Maintenance Facility. Per the 25 CFR 170 Appendix A to subpart B, TTP funds can be used to establish Transportation Facilities. This facility will support the DOT offices that will encompass TTP management and oversight, Transit activities, Maintenance activities (including transit, maintenance, and construction fleet management), and a roadway construction and maintenance and storage yard. The below image illustrates the future location of the parking and facility expansion from the existing parking facility, TTP Route P010_010. In order to receive official approval to use TTP funding in support of the development of this facility it is recommended that the Tribe coordinate this project closely with their BIA Tribal Representative to justify the project's benefits compared to leasing a facility or other options. Many Tribes across the country have used TTP funding for similar projects so it should be a well-received project by the BIA.



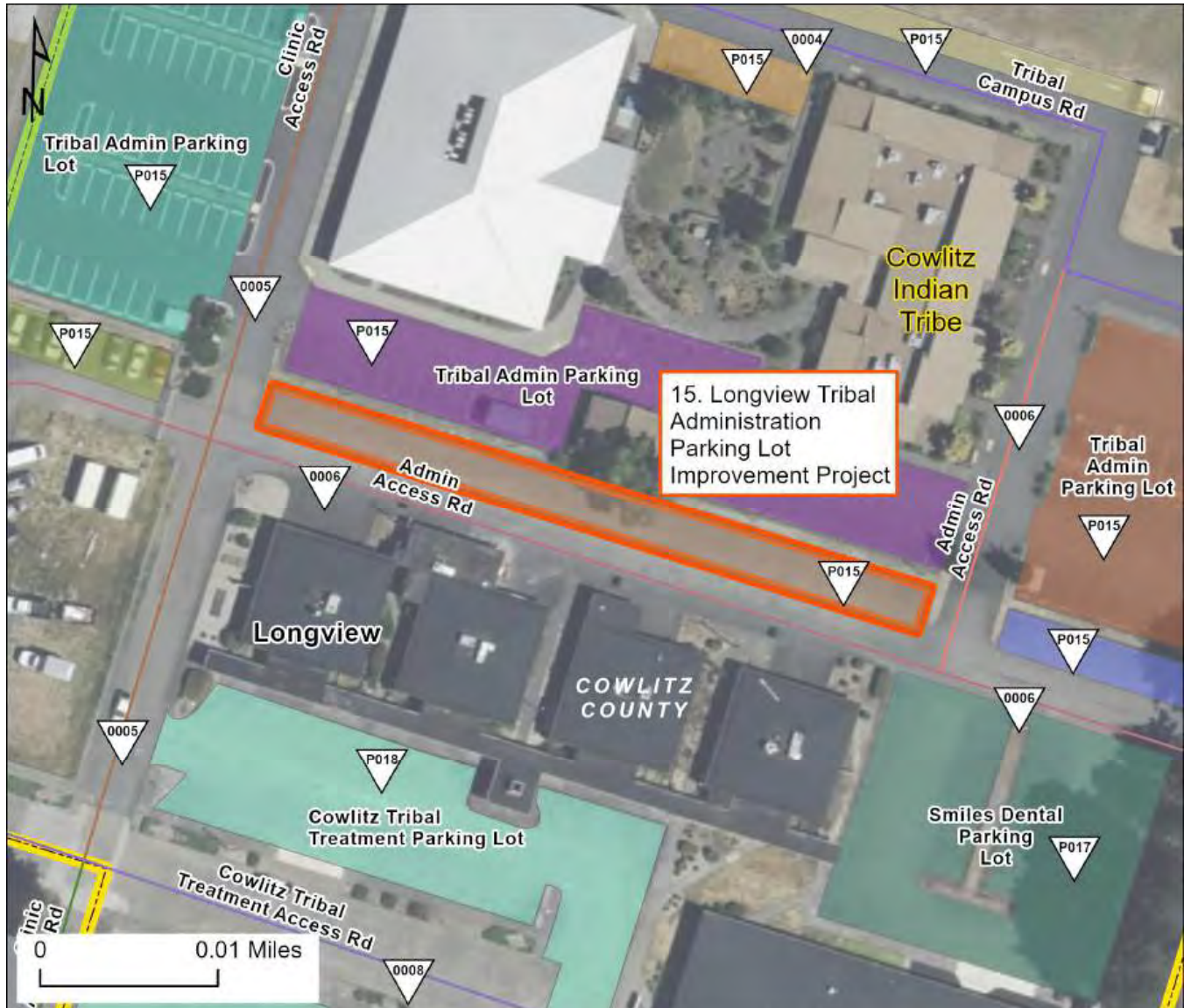
14. Construct New Roundabout at the Intersection NW La Center Rd. (TTP Route 0222, Section 040) and NW Paradise Park Rd. (TTP Route 0200, Section 020):

The City of La Center, WA is in the initial design phase of a roundabout at the above noted location, a map of the project area is below. While the project is on facilities not owned by the Tribe, the routes are Official in their NTTFI and the Tribe may wish to partner with the City on the project as it will directly benefit traffic flow and safety for the nearby Reservation lands, the origination location of much of the traffic that will utilize the roundabout. TTP funds may be used for planning, design, engineering, construction management, and construction of this roundabout construction project.



15. Longview Tribal Administration Parking Lot Improvement Project (TTP Route P015, Section 030 (6,100 Sq. Ft.)):

This project is included to program funding for improvements to this parking facility. The existing asphalt surface is badly degraded and in need of repair. The project will involve removal of the existing asphalt surface, any necessary base and drainage feature improvements and resurfacing with asphalt. Lighting, striping, and traffic control signage may also be components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this parking lot improvement project.



16. Fir St. Improvement Project (TTP Route 0008, Section 010 (0.1 Miles)):

This project is included to program funding for the replacement of the existing concrete roadway surface with asphalt. The existing concrete panels are shifting and sinking causing surface hazards and accelerated degradation of the roadway bed. This project involves the removal of the existing concrete, improvements to the roadway base, improvements to the drainage features, and resurfacing with asphalt. Speed control features, lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



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

17. Tukwila/Seattle HHS Parking Lot 1 Improvement Project (TTP Route 0271, Section 010 (17,177 Sq Ft.)):

This project is being included to program funding for the improvement of the existing parking lot. The existing parking lot surface is degraded due to age, improperly sealed utility cuts, and damage from tree roots. This project involves the removal of the existing asphalt, improvements to the parking lot base, mitigation of tree root issues, improvements to the drainage features, and resurfacing with asphalt. Lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this parking lot improvement project.



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

18. NW 31st Ave Traffic Calming Project (TTP Route 0224, Sections 010 (0.1 Miles); 020 (0.2 Miles)):

This roadway safety project was first identified in the Tribe's 2016 Safety Plan and again in the 2021 Safety Plan Update. An initial "NW 31st Ave. Temporary Traffic Calming Design" project was initiated in Spring 2021 to include improvements to the existing crosswalk to the Tribal gas station, rumble strips along the roadway, and the installation of additional traffic signs to alert drivers using the facility. This project will involve the design and construction of a permanent project to include road widening, road diet revisions, pedestrian facilities (sidewalks and additional crosswalks), and the potential inclusion of raised crosswalks (speed humps). Lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this traffic calming project.

This project may be done as a standalone project or may be combined with PPL item #19 below.



19. NW 31st Ave./N Royal Rd. Safety Improvement Project (TTP Route 0224, Sections 001 (0.3 Miles); 002 (0.1 Miles); 003 (0.1 Miles); 004 (0.3 Miles); 005 (0.1 Miles); 006 (0.1 Miles); 008 (1.1 Miles)):

The existing roadway is a narrow 2 lane rural road with no shoulders that is not designed to handle current traffic flows, much less future demands. The road is a major transportation link between the Ilani Casino Complex and the community of Ridgefield to the south that often functions as a bypass route to I-5. Initially identified in the tribe's 2021 Safety Plan Update, this roadway improvement project is a priority for the tribe, the City of Ridgefield, and Clark County.

The project will involve the design and construction of roadway improvements including roadway widening, improved pedestrian facilities, lighting in strategic areas, striping and signage. While in the tribe's NTTFI, the roadway is owned by partner agencies (City of Ridgefield and Clark County). The tribe is working with the other agencies to determine the best course of action to design, develop, and complete this important safety improvement project.



20. Bypass Rd. Construction Project (TTP Route 0215, 010 (0.7 Miles)):

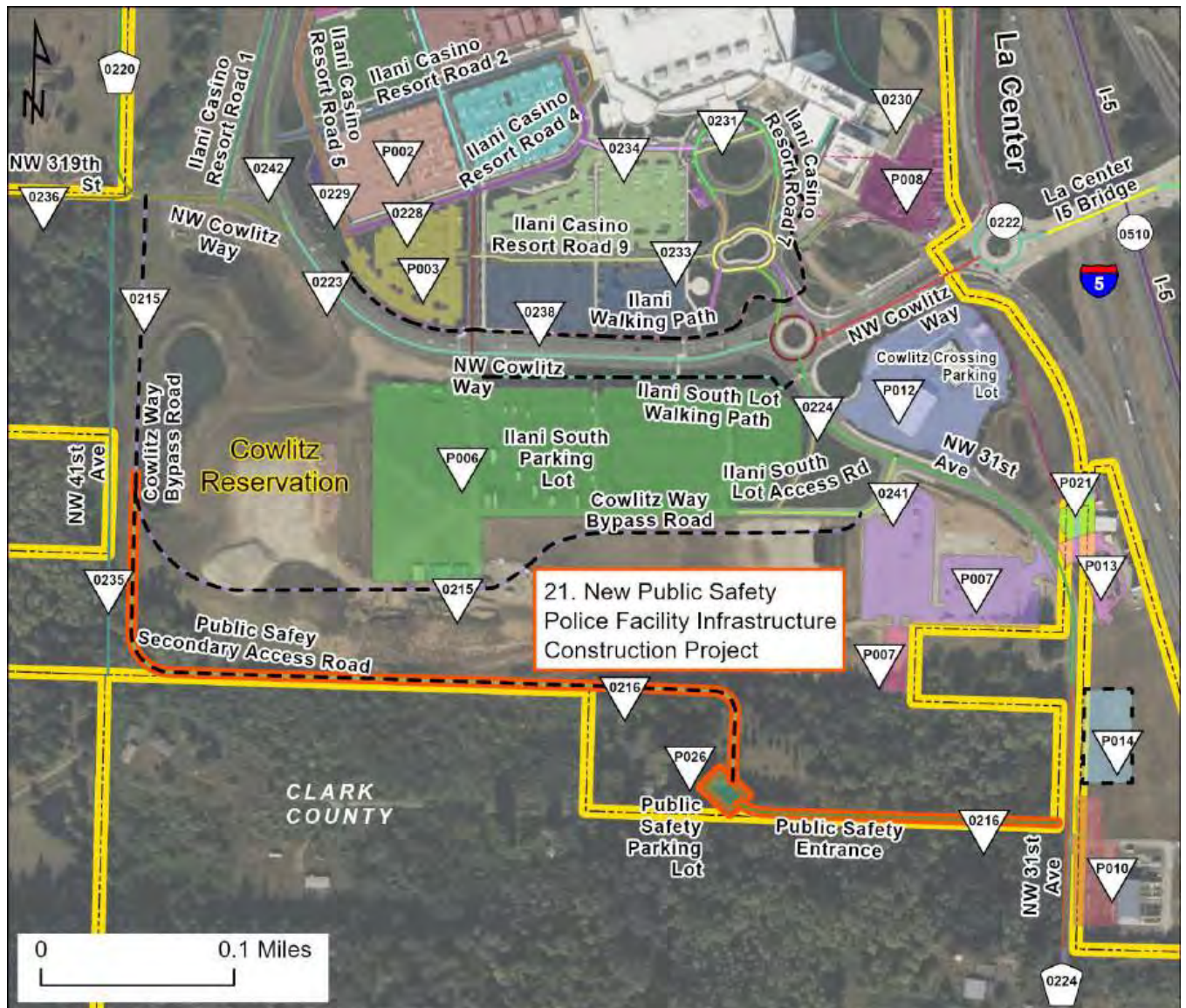
This project is included to program funding for the construction of a new multimodal roadway to bypass the often congested Cowlitz Way. This project will provide the local rural community improved access to Interstate 5 and other local and regional arterials, avoiding the fast-developing area on Cowlitz Reservation Land. Likewise, this project will aid in the safe reduction of traffic congestion on all impacted roadways near Exit 16 on I-5 during peak hours of operation and events providing more dedicated, direct, and efficient traffic movement for local residents. Local road users will benefit significantly from the project with secondary safety improvements from congestion reduction on I-5 at Exit 16. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway construction project.



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

21. New Public Safety/Police Facility Infrastructure Construction Project (TTP Route 0216, Sections 010 (0.2 Miles), 020 (0.4 Miles); TTP Route P026, Section 010 (8,000 Sq. Ft.):

This project is included to program funding for the construction of the transportation related infrastructure for a new Public Safety/Police facility on Tribal land. The project will include improving the existing access road into the facility, redevelopment of the existing parking lot to suit the requirements for the new facility, construction of ADA compliant pedestrian access facilities, and the building of a new proposed secondary access road across tribal land to provide for multiple ingress/egress options for the facility. Lighting, signage, and striping may all be included in this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this infrastructure construction project.



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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements


SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

3-3 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY			
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE	
1	Transportation Program Administration (System Wide)	\$115,000	
2	Transportation Planning and NTTFI Management (System Wide)	\$100,000	
3	Master Plan (System Wide)	\$100,000	
4	Strategic Transportation Safety Plan (System Wide)	\$10,000	
5	Transportation Safety Improvements (System Wide)	\$75,000	
6	Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)	\$85,000	
7	Tribal Transportation Facilities Maintenance Plan (System Wide)	\$75,000	
8	Tribal Transportation Program Maintenance Project (System Wide)	\$150,000	
9	Tribal Transit Program Supplemental Funding (System Wide)	\$50,000	
10	Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)	\$50,000	
11	Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project	\$316,856	
12	St. Mary's Access Roads and Parking Lots Improvement Project Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot	\$3,263,418	
13	Expansion and Improvement Project	\$882,617	
14	Construct New Roundabout at the Intersection NW La Center Rd.	\$2,207,284	
15	Longview Tribal Administration Parking Lot Improvement Project	\$365,649	
16	Fir St. Improvement Project	\$812,611	
17	Tukwila/Seattle HHS Parking Lot 1 Improvement Project	\$688,071	
18	NW 31st Ave Traffic Calming Project	\$1,104,682	
19	NW 31st Ave./N Royal Rd. Safety Improvement Project	\$4,918,063	
20	Bypass Rd. Construction Project	\$1,984,391	
21	New Public Safety/Police Facility Infrastructure Construction Project	\$2,672,651	
TOTAL LUMP SUM AMOUNT		\$20,026,293	

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.

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Transportation Program Administration (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	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.	1	LS	\$115,000	\$115,000
Project Estimate				\$115,000	

COWLITZ INDIAN TRIBE					
Transportation Planning and NTTFI Management (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
2A	The Tribe will program funding to further develop and maintain the LRTP and NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program.	1	LS	\$100,000	\$100,000
Project Estimate				\$100,000	

COWLITZ INDIAN TRIBE					
Master Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
3A	The Tribe intends to complete a Master Planning Project with a significant transportation analysis component. The Master Plan is critical for the future planning of the Tribal and regional transportation network.	1	LS	\$100,000	\$100,000
Project Estimate				\$100,000	

COWLITZ INDIAN TRIBE					
Strategic Transportation Safety Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
4A	The Tribe has secured the initial planning funding for the TTSP and will be applying for additional funding to support its findings and additional projects which 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..	1	LS	\$10,000	\$10,000
Project Estimate				\$10,000	

COWLITZ INDIAN TRIBE					
Transportation Safety Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
5A	The Tribe intends to develop a bicycle and pedestrian plan that identifies the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot, and identify the desired connections that currently do not exist, requiring additional study and community involvement efforts.	1	LS	\$75,000	\$75,000
Project Estimate				\$75,000	

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
6A	The Tribe intends to develop a bicycle and pedestrian plan that identifies the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot, and identify the desired connections that currently do not exist, requiring additional study and community involvement efforts.	1	LS	\$85,000	\$85,000
<i>Project Estimate</i>				\$85,000	

COWLITZ INDIAN TRIBE					
Tribal Transportation Facilities Maintenance Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
7A	A Maintenance Plan was developed for the tribe in 2021 along with the LRTP Update. As the tribe acquires more lands and expands their roadway network, 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.	1	LS	\$75,000	\$75,000
<i>Project Estimate</i>				\$75,000	

COWLITZ INDIAN TRIBE					
Tribal Transportation Program Maintenance Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
8A	This project is identified to include in the TTIP annually a specific set aside amount to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP.	1	LS	\$150,000	\$150,000
<i>Project Estimate</i>				\$150,000	

COWLITZ INDIAN TRIBE					
Tribal Transit Program Supplemental Funding (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
9A	This project is identified to provide potentially required TTP funding support to the Tribe's Transit Program. TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure.	1	LS	\$50,000	\$50,000
<i>Project Estimate</i>				\$50,000	

COWLITZ INDIAN TRIBE					
Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
10A	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.	1	LS	\$50,000	\$50,000
<i>Project Estimate</i>				\$50,000	

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
11A	Planning	1	LS	\$4,921	\$4,921
11B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$11,809	\$11,809
11C	Design	1	LS	\$24,601	\$24,601
11D	Construction	1	LS	\$246,004	\$246,004
11E	Construction Management	1	LS	\$29,521	\$29,521
Project Estimate				\$316,856	

COWLITZ INDIAN TRIBE					
St. Mary's Access Roads and Parking Lots Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
12A	Planning	1	LS	\$51,801	\$51,801
12B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$124,321	\$124,321
12C	Design	1	LS	\$186,481	\$186,481
12D	Construction	1	LS	\$2,590,013	\$2,590,013
12E	Construction Management	1	LS	\$310,802	\$310,802
Project Estimate				\$3,263,418	

COWLITZ INDIAN TRIBE					
Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot Expansion and Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
13-A	Planning	1	LS	\$25,960	\$25,960
13-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$51,919	\$51,919
13-C	Design	1	LS	\$77,878	\$77,878
13-D	Construction	1	LS	\$648,982	\$648,982
13-E	Construction Management	1	LS	\$77,878	\$77,878
Project Estimate				\$882,617	

COWLITZ INDIAN TRIBE					
Construct New Roundabout at the Intersection NW La Center Rd.					
Project	Description	Qty.	Unit	Unit Price	Total Cost
14-A	Planning	1	LS	\$43,349	\$43,349
14-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$83,229	\$83,229
14-C	Design	1	LS	\$138,714	\$138,714
14-D	Construction	1	LS	\$1,733,921	\$1,733,921
14-E	Construction Management	1	LS	\$208,071	\$208,071
Project Estimate				\$2,207,284	

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Longview Tribal Administration Parking Lot Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
15-A	Planning	1	LS	\$9,376	\$9,376
15-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$23,439	\$23,439
15-C	Design	1	LS	\$70,317	\$70,317
15-D	Construction	1	LS	\$234,390	\$234,390
15-E	Construction Management	1	LS	\$28,127	\$28,127
Project Estimate				\$365,649	

COWLITZ INDIAN TRIBE					
Fir St. Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
16-A	Planning	1	LS	\$12,899	\$12,899
16-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$30,957	\$30,957
16-C	Design	1	LS	\$46,435	\$46,435
16-D	Construction	1	LS	\$644,928	\$644,928
16-E	Construction Management	1	LS	\$77,392	\$77,392
Project Estimate				\$812,611	

COWLITZ INDIAN TRIBE					
Tukwila/Seattle HHS Parking Lot 1 Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
17A	Planning	1	LS	\$10,922	\$10,922
17B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$26,213	\$26,213
17C	Design	1	LS	\$39,319	\$39,319
17D	Construction	1	LS	\$546,086	\$546,086
17E	Construction Management	1	LS	\$65,531	\$65,531
Project Estimate				\$688,071	

COWLITZ INDIAN TRIBE					
NW 31st Ave Traffic Calming Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
18A	Planning	1	LS	\$17,535	\$17,535
18B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$42,084	\$42,084
18C	Design	1	LS	\$63,125	\$63,125
18D	Construction	1	LS	\$876,730	\$876,730
18E	Construction Management	1	LS	\$105,208	\$105,208
Project Estimate				\$1,104,682	

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
NW 31st Ave./N Royal Rd. Safety Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
19A	Planning	1	LS	\$55,761	\$55,761
19B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$66,913	\$66,913
19C	Design	1	LS	\$156,129	\$156,129
19D	Construction	1	LS	\$4,460,826	\$4,460,826
19E	Construction Management	1	LS	\$178,434	\$178,434
<i>Project Estimate</i>				\$4,918,063	

COWLITZ INDIAN TRIBE					
Bypass Rd. Construction Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
20A	Planning	1	LS	\$30,958	\$30,958
20B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$89,778	\$89,778
20C	Design	1	LS	\$130,023	\$130,023
20D	Construction	1	LS	\$1,547,885	\$1,547,885
20E	Construction Management	1	LS	\$185,747	\$185,747
<i>Project Estimate</i>				\$1,984,391	

COWLITZ INDIAN TRIBE					
New Public Safety/Police Facility Infrastructure Construction Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
21A	Planning	1	LS	\$42,156	\$42,156
21B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$101,173	\$101,173
21C	Design	1	LS	\$168,622	\$168,622
21D	Construction	1	LS	\$2,107,767	\$2,107,767
21E	Construction Management	1	LS	\$252,933	\$252,933
<i>Project Estimate</i>				\$2,672,651	

3-4 RELATED REGIONAL TRANSPORTATION PROJECTS

WSDOT

Regional Projects:

- Interstate Bridge Replacement Program (Interstate 5 over the Columbia River)

Project Overview: This project is designed to replace the existing Interstate Bridge over the Columbia River connecting Oregon and Washington and related interchange improvements within the 5 mile project corridor. While the final design has yet to be decided, potential options include 4 travel lanes in each direction (currently 3), accessory lanes, light rail, expanded shared use (non-motorized) path, and a height that allows for river traffic to pass under without impacting traffic (The current bridge requires a lift to allow watercraft over a certain height to pass under the structure safely).

Timeline: Early 2020 - 2035

Project status: Project is in consecutive Environmental, Design, and Funding and Grant Application phases with Construction targeted to begin in early 2026.

Funding: \$5-7.5 Billion, likely estimated cost \$6 billion

Projects in Clark County:

- I-5 – NE 179th St. Interchange Improvements

Project Overview: This project aims to improve mobility for travelers who use the I-5 - Northeast 179th Street interchange. Signalized intersections will be removed and replaced with roundabouts at the on- and off-ramps to and from I-5. Roundabouts help to relieve congestion by keeping people moving safely through the intersection. This will make it safer and more accessible for people who walk, bike or roll through this area. The project also includes replacing the I-5 bridges over Northeast 179th Street and addressing nearby fish barriers.

Timeline: Early 2024 - 2030

Project status: Not started

Funding: \$86 million

- I-5 East Fork Lewis River NB Bridge Replacement

Project Overview: The purpose of this project is to remove and replace the northbound span of the I-5 East Fork Lewis River located at milepost 18.21, approximately 3 miles south of Woodland near the Clark and Cowlitz County lines. The existing bridge also crosses over the Paradise Point State Park day use area and Northwest Toenjes Road.

Timeline: 2020 - 2028

Project status: Pre-construction

Funding: \$100 Million

CLARK COUNTY

All Clark County Capital Improvements projects that are near the Cowlitz Reservation relate to the WSDOT I-5 – NE 179th St. Interchange Improvements and are broken into 3 projects:

Project: A. I-5/NE 179th Street - NE Delfel Road to NE 15th Avenue

Timeline: PE Pre 2024-2029; ROW Pre 2024-2029; CN Post 2029

Project Description: This project is a joint project with the Washington State Department of Transportation (WSDOT). WSDOT will enhance or replace the I-5 Bridges and improve the roadway under the bridge and reconfigure the on-ramps/off-ramps. The county will improve gaps (if necessary) in the roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation). A future roundabout may be built by a developer at NE 12th Avenue.

Project: B. NE Delfel Road - NE 179th Street to NE 184th Street

Timeline: PE Pre 2024-2027; ROW Pre 2024-2025; CN 2028-Post 2029

Project Description: Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection.

Project: C. NE 15th Avenue - NE 179th Street to NE 10th Avenue

Timeline: PE Pre 2024-2028; ROW Pre 2024-2028; CN 2028-Post 2029

Project Description: Construct a 3-lane minor arterial including center turn lane/median, sidewalks and bicycle lanes.

CITY OF LA CENTER

La Center Rd. and Paradise Park Rd. Roundabout: (See PPL Item #14 above.)

A new two-lane roundabout to accommodate vehicles, including WB-67 trucks, to WSDOT standards. The design phase of the project will be completed using local funds as part of an agreement with the Cowlitz Indian Tribe. The funding source for construction is not identified as this time. For design the city will need to meet WSDOT Local Programs requirements for design and approval. Contract Plans, specifications, and estimates (PS&E) shall be prepared in accordance with the current State of Washington Standard Specifications for Road, Bridge and Municipal Construction and adopted design standards per the Local Agency Guidelines (LAG). If federal funding is used for construction, WSDOT Local Program Engineer will review the PS&E to ensure compliance with the LAG Manual.

La Center Rd. and Timmen Rd. Roundabout:

A new two-lane roundabout to accommodate vehicles, including WB-67 trucks, to WSDOT standards. This project is currently on the Capital Facility Plan as a Traffic Impact Fee (TIF) eligible project. The city is part of is part of the Regional Transportation Commission (RTC) project, funded by an SS4A grant, to provide a Safety Action. The roundabout at La Center Road and Timmen Road is planned to be part of this plan. For design the city will need to meet WSDOT Local Programs requirements for design and approval. Contract Plans, specifications, and estimates (PS&E) shall be prepared in accordance with the current State of Washington Standard Specifications for Road, Bridge and Municipal Construction and adopted design standards per the Local Agency Guidelines (LAG). If federal funding is used for construction, WSDOT Local Program Engineer will review the PS&E to ensure compliance with the LAG Manual.

Pacific Highway Shared Use Path:

This is a 10-foot wide shared use path on Pacific Highway, between Larsen Road and the existing sidewalk and paved shoulder adjacent to Kays Subdivision. This will be approximately a 1,900 lineal feet concrete path with streetlights. Most of the path will require retaining walls along steep slopes and a bridge across Jenny Creek. This project is listed on the Regional Transportation Plan as a corridor that is federally classified. The city has received \$200,000 in design funding as part of a Transportation Alternative Federal Grant. The consultant has completed 75% design and are working on completing 100% design. The city has received \$700,000 for a combination of a Transportation Alternative/Carbon Reduction Grant. The city also has received an "earmark" for \$1 million dollars that is funded through the Climate Commitment Act. The budget is \$3.4 million to construct the project, and the city needs \$1.7 million dollars in construction funding to bid the project.

La Center Rd. Widening and Improvement Phased Project:

This project will be completed in three phases to pursue funding of smaller projects that may be more easily funded and constructed.

La Center Rd. Widening Phase 1

La Center Road is classified as a Major Arterial per the Capital Facility Plan. The federal function Classification is a Rural Major Collector. The city's goal is to widen La Center Road to have (4) 12 Ft. travel lanes (two lanes in each direction, a center turn lane (11 to 12 ft.) and a shared use path on the south side of the road. The total pavement width curb to curb will be 71-ft. Phase 1 will be a Major Arterial, extend approximately 2,400 feet between the Lewis River Bridge and Timmen Road.

La Center Rd. Widening Phase 2

Phase 2 will extend from Timmen Road and 13th Avenue (the crest of the road). The goal is to widen La Center Road to be Major Arterial to match phase 1. Timmen Road roundabout will be built to match this two-lane street section.

La Center Rd. Widening Phase 3

Phase 3 will extend from 13th Avenue to Paradise Park Road. The goal is to widen La Center Road to be a Major Arterial to match phase 2. The roundabout at Paradise Park Road will be built to match the two lane street section on La Center Road.

4th St. Widening and Brezee Creek Culvert Replacement Project:

The project consists of widening 4th St. to the width detailed in the complete street ordinance. Widening will begin on 4th Street just east of Cedar Avenue and extend to Highland Avenue, which is about 1,800 feet of length. The road will have 10.5 feet travel lanes, 5-feet wide bike lanes, with a 2-foot buffer on each side, along with a 7-feet wide sidewalk. The existing undersized culvert will be replaced with a bridge. The design is complete, and construction funding has been obtained to begin construction. The city needs to complete final property acquisition temporary easements before bidding and construction begins in the spring or summer of 2025.

4th St. and Highland Rd. Traffic Signal and Electronic Signs Project:

The project was originally part of the 4th street widening project but was separated to obtain a Safe Routes to Schools Grant. The project consists of installing a traffic signal, adding two rectangular rapid flashing beacons on 4th Street at the paver parking lot, installing a speed feedback sign just east of the signal and a 20-mph flashing school zone sign on 339th Street approaching the high school. Construction has started, and is anticipated to be completed in summer of 2025.

3-5 EXISTING TTP FUNDING

According to the latest Tribal Shares funding tables provided to the public by the BIA and FHWA, the Cowlitz Tribe was allotted combined Authorized Total Tribal Shares and Authorized Total Tribal 2% Planning funds of approximately \$1,163,104.91 in FY24. After annual program administrative takedowns (13.2% Oblim Reduction in FY24), the Tribe's estimated Total Tribal Shares are approximately \$1,009,575.06. The "Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill", (FY24 THUD Bill), added \$150 Million in "Special Appropriations" to TTP Tribal Shares for FY24.

The Cowlitz Tribe received an additional \$198,358.20 in Tribal Shares for FY24 through this "Special appropriations" funding as shown in the below table.

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 2024 and show the Tribe's recorded AIAN Persons population as 8,508 and the Tribe's total TTP eligible mileage as 2.0. The table below is an excerpt from the Tribal Shares Table discussed in this section; the Cowlitz Tribe is highlighted in yellow. The full FY24 Tribal Shares table is located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation.

Tribal Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY24 Tribal Shares After 13.2% Oblim Reduction	Total FY24 2% Planning after 13.2% Oblim Reduction	FY24 TTP Special Appropriations	Total FY11 Tribal Shares and Planning Combined
Upper Mattaponi Tribe	1,210	-	\$ 128,688.00	\$ 2,941.23	\$ 111,701.18	\$ 2,552.99	\$ 23,470.85	-
Confederated Tribes of the Chehalis Reservation	1,660	6.4	\$ 442,674.77	\$ 10,117.57	\$ 384,241.70	\$ 8,782.05	\$ 53,498.14	\$ 345,538.91
Confederated Tribes of the Colville Reservation	19,060	865.3	\$ 7,030,942.59	\$ 160,696.01	\$ 6,102,858.17	\$ 139,484.14	\$ 1,108,119.42	\$ 4,469,487.23
Cowlitz Indian Tribe	8,508	2	\$ 1,137,115.52	\$ 25,989.39	\$ 987,016.27	\$ 22,558.79	\$ 198,358.20	\$ 326,041.37
Hoh Indian Nation	409	8.5	\$ 91,136.74	\$ 2,082.98	\$ 79,106.69	\$ 1,808.03	\$ 14,839.35	\$ 48,074.41
Jamestown S'Klallam Tribe	1,154	0.8	\$ 497,397.60	\$ 11,368.29	\$ 431,471.11	\$ 9,867.68	\$ 37,750.24	\$ 388,253.94
Kalispel Indian Community	944	45.3	\$ 251,143.67	\$ 5,740.02	\$ 217,992.70	\$ 4,982.34	\$ 41,914.61	\$ 111,289.41

3-6 FUNDING OPPORTUNITIES

The Tribe can use its TTP funding to leverage other federal and non-federal funds. Given the existing partners working on transportation projects in Washington State, there are significant opportunities for the Tribe, counties, 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 Washington State 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.

3-7 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

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

APPENDICES

APPENDICES (DIGITAL ONLY)

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 – PROPOSED FACILITY JUSTIFICATION REPORT

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APPENDIX H – MAPS

MAP A – OFFICIAL TTP ROUTES

Map A1 – 2024 Existing NTTFI Inventory – All

Map A2 – 2024 Existing NTTFI Inventory – Toledo

Map A3 – 2024 Existing NTTFI Inventory – Longview

Map A4 – 2024 Existing NTTFI Inventory – Reservation

MAP B – RECOMMENDED 2025 NTTFI INVENTORY

Map B1 – 2025 Recommended NTTFI Inventory – All

Map B2 – 2025 Recommended NTTFI Inventory – Toledo

Map B3 – 2025 Recommended NTTFI Inventory – Longview

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MAP C – 2025 PRIORITIZED PROJECT MAP

Map C1 – 2025 Prioritized Projects Map – All

Map C2 – 2025 Prioritized Projects Map – Toledo

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APPENDIX A – TRIBAL RESOLUTION

**TRIBAL COUNCIL RESOLUTION IN SUPPORT OF THE 2025 COWLITZ INDIAN TRIBE
UPDATE TO THE NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY
(NTTFI) AND LONG RANGE TRANSPORTATION PLAN (LRTP)**

WHEREAS, the Cowlitz Indian Tribe is Acknowledged as a Sovereign Indian Nation by the United States Government, and

WHEREAS, the Tribal Council is the governing body of the Cowlitz Indian Tribe as authorized by the Tribe's Constitution and By-laws, and

WHEREAS, the Tribe understands the compliance required under the Code of Federal Regulations (CFR) 25 Part 170 in order to add to and update its National Tribal Transportation Facility Inventory (NTTFI) under the Tribal Transportation Program, formally Indian Reservation Roads Program (IRR); and

WHEREAS, 25CFR 170.443 (a) and 170.444(b) identify the requirement for a Tribal resolution to update, delete, and add routes to the NTTFI and modify existing routes to the NTTFI; and

WHEREAS, the Department of the Interior, Bureau of Indian Affairs (BIA), maintains the official Road/Bridge Inventory of the NTTFI; and

WHEREAS, Tribe's 2025 Recommended Inventory Table identifies the Route name, number, section, class, and length of routes to be added, deleted, or modified on the Nation's NTTFI; and

WHEREAS, each route to be added or modified identified in the attached LRTP Table is further defined by the required Road Inventory Field Data System (RIFDS) conditions coding and required attachment files such as; strip maps, photos, LOAs, and the LRTP Update which have all been approved; and

WHEREAS, the Tribe is aware that the roads on the NTTFI are considered open to the public and that public access is limited to the roadway prism only, the Tribe is therefore authorizing public access within the roadway easement defined as one foot either side of the established transportation facility's driving surface; and

WHEREAS, all tribally owned roads we are revising or adding to the NTTFI are considered Tribal Cultural Access Roads as defined in the Federal Register 25CFR, Part 170 which allows the Tribe to temporarily close public access; and

WHEREAS, it is in the Tribe's interest to accept federal funds to implement NTTFI projects, and by accepting federal dollars, the Tribe declares and acknowledges that it is in no way relinquishing or abrogating its sovereign authority or jurisdiction over NTTFI roads and retains any rights of exclusive use; and

THEREFORE, BE IT RESOLVED, that the Tribe approves the attached table and the revisions and additions to the Tribe's Inventory, the LRTP Inventory Table, all required NTTFI coding and attachments in support of the update as entered in RIFDS, and the LRTP Update; and

NOW; THEREFORE BE IT FURTHER RESOLVED, that The Cowlitz Indian Tribe's Tribal Council requests the BIA approve or provide specific reasons for disapproving these routes, as noted in the attached table and also provides authority to the BIA and Red Plains Professional, Inc. to make minor edits in coordination with our Transportation Manager as required to pass these Transportation documents through to official status under this Tribal Resolution and assist in continued implementation of our Cowlitz Indian Tribe's Tribal Transportation Program.

CERTIFICATION

We, the undersigned, Tribal Council Chair and Secretary of the Cowlitz Indian Tribe do hereby certify that at a "Regular" Tribal Council meeting held on the ____ day of _____, 2025 where a quorum was present, the Tribal Council duly adopted this Resolution by a vote of ____ for ____ opposed, and ____ abstentions/s.

Council Chair

Secretary

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

B.1 NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY UPDATE

§ 170.442 What is the National Tribal Transportation Facility Inventory?

- (a) *National Tribal Transportation Facility Inventory (or NTTFI), is defined under §170.5 of this part. NTTFI means at a minimum, transportation facilities that are eligible for assistance under the Tribal transportation program that an Indian Tribe has requested, including facilities that meet at least one of the following criteria:*
- (1) Were included in the Bureau of Indian Affairs system inventory prior to October 1, 2004.*
 - (2) Are owned by an Indian Tribal government ("owned," means having the authority to finance, build, operate, or maintain the facility (see 23 U.S.C. 101(a) (20)).*
 - (3) Are owned by the Bureau of Indian Affairs ("owned" means having the authority to finance, build, operate, or maintain the facility (See 23 U.S.C. 101(a) (20)).*
 - (4) Were constructed or reconstructed with funds from the Highway Trust Fund under the Indian reservation roads program since 1983.*
 - (5) Are public roads or bridges within the exterior boundary of Indian reservations, Alaska Native villages, and other recognized Indian communities (including communities in former Indian reservations in the State of Oklahoma) in which the majority of residents are American Indians or Alaska Natives.*
 - (6) Are public roads within or providing access to either:*
 - (i) An Indian reservation or Tribal trust land or restricted Tribal land that is not subject to fee title alienation without the approval of the Federal Government; or*
 - (ii) Indian or Alaska Native villages, groups, or communities whose residents include Indians and Alaska Natives whom the Secretary has determined are eligible for services generally available to Indians under Federal laws applicable to Indians.*
 - (7) Are primary access routes requested by Tribal governments for inclusion in the NTTFI, including roads between villages, roads to landfills, roads to drinking water sources, roads to natural resources identified for economic development, and roads that provide access to intermodal terminals, such as airports, harbors, or boat landings.*
- (b) *BIA, FHWA, or Tribes can also use the NTTFI to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing TTP facilities, and develop management systems.*
- (c) *The Secretaries may include additional transportation facilities in the NTTFI if the additional facilities are included in a uniform and consistent manner nationally.*
- (d) *As required by 23 U.S.C. 144, all bridges in the NTTFI will be inspected and recorded in the national bridge inventory administered by the Secretary of Transportation.*
- (e) *In accordance with 23 U.S.C. 202(b)(1)(A-B) and the principles of program stewardship and oversight, the Secretaries have the authority to maintain the NTTFI and shall ensure the eligibility of the facilities and the accuracy of the data included in the NTTFI.*

§170.443 What is required to successfully include a proposed transportation facility in the NTTFI?

- (a) *A proposed transportation facility is any transportation facility, including a highway bridge, which will serve public transportation needs, meets the eligibility requirements of the TTP, and does not currently exist. It must meet the eligibility requirements of the TTP and be open to the public when constructed. In order to have a proposed facility placed on the NTTFI, a Tribe must submit all of the following to the BIADOT/FHWA Quality Assurance Team for consideration:*
- (1) A Tribal resolution or other official action identifying support for the facility and its placement on the NTTFI.*
 - (2) A copy of the Tribe's LRTP containing:*
 - (i) A description of the current land use and identification of land ownership within the proposed road's corridor (including what public easements may be required);*
 - (ii) A description of need and outcomes for the facility including a description of the project's termini; and*
 - (iii) The sources of funding to be used for construction.*

- (3) *If the landowner is a public authority other than the Tribe or BIA, documentation from the public authority that the proposed road has been identified in their LRTP, STIP approved by FHWA, or other published transportation planning documents.*
 - (4) *Documentation clearly identifying that easements or rights-of-way have been acquired or a clear written statement of willingness to provide a right-of-way from each landowner along the route.*
 - (5) *Certification that a public involvement process has been carried out for the proposed road.*
 - (6) *A synopsis discussing the project's anticipated environmental impacts as well as the engineering and construction challenges.*
 - (7) *Documentation that the project can meet financial or fiscal constraint requirements including financial information demonstrating that the project can be implemented using existing or reasonably available funding sources, and that the project route can be adequately maintained after construction. (See 23 U.S.C. 134 and 135.)*
 - (8) *Documentation identifying the entity responsible for maintenance of the facility after construction is completed.*
- (b) *For those proposed roads that exist in the NTTFI, the requirements identified above as paragraphs (a)(1) through (a)(8) of this section, must be completed and submitted for approval to BIA and FHWA within November 7, 2017, in order to remain on the inventory.*

**Regulation Amended on October 31, 2017 – Delayed deadline for compliance to November 7, 2019*

§170.444 How is the NTTFI updated?

- (a) *Submitting data into the NTTFI for a new facility is carried out on an annual basis as follows:*
- (1) *BIA Regional Offices provide each Tribe within its region with a copy of the Tribe's own NTTFI data during the first quarter of each fiscal year.*
 - (2) *Tribes review the provided data and are responsible for entering all changes/updates into the database. This work must be completed by March 15. The submissions must include, at a minimum, all required minimum attachments (see § 170.446) and authorizing resolutions or similar official authorizations.*
 - (3) *The BIA Regional Office reviews each Tribe's submission. If any errors or omissions are identified, the BIA Regional Office will return the submittals along with a request for corrections to the Tribe no later than May 15. If no errors or omissions are found, the BIA Regional Office validates the data and forwards it to BIADOT for review and approval.*
 - (4) *The Tribe must correct any errors or omissions in the data entries or return the corrected submittals back to the BIA Regional Office by June 15.*
 - (5) *Each BIA Regional Office must validate its regional data by July 15.*
 - (6) *BIADOT approves the current inventory year submissions from BIA Regional Offices by September 30 or returns the submissions to the BIA Regional Office if additional work is required.*
 - (7) *New facility data submitted outside of the above referenced dates are not guaranteed for inclusion in the official inventory identified in this subsection.*
- (b) *Updating the data on a facility currently listed in the NTTFI is carried out as follows:*
- (1) *At any time, a Tribe may submit a request to the BIA Region asking for the NTTFI data of an existing facility to be updated. The request must include the Tribe's updated data and background information on how and why the data was obtained. At the request of a Tribe, FHWA may assist BIA and the Tribe in updating the NTTFI data as required under this part.*
 - (2) *The BIA Region must review the submitted data and respond to the Tribe within 30 days of its receipt.*
 - (i) *If approved, the BIA Region validates the data and forwards it to BIADOT for review and approval.*

- (ii) *If not approved, the BIA Region returns the submittals to the Tribe along with a detailed written explanation and supporting documentation of the reasons for the disapproval. The Tribe must correct the data entries and return the corrected submittals back to the BIA Region.*
- (3) *BIADOT approves the current inventory year submittals from BIA Regional Offices or returns the submittals to the BIA Regional Office if additional work is required.*
- (c) *A Tribe may appeal the rejection of submitted data on a new or existing facility included in the NTTFI by filing a written notice of appeal to the Director, Bureau of Indian Affairs, with a copy to the BIA Regional Director.*
- (d) *To be included in the annual NTTFI update used for administrative and reporting purposes for any given fiscal year, submittals for new facilities and updates for existing facilities must be officially accepted by BIA and FHWA by September 30th of that year.*

§ 170.445 [Reserved].

§ 170.446 *What minimum attachments are required for an NTTFI submission?*

The minimum attachments required for a facility to be added into the NTTFI include the following:

- (a) *A long-range transportation plan.*
- (b) *A Tribal resolution or official authorization that refers to all route numbers, names, locations, lengths, construction needs, and ownerships.*
- (c) *A Strip map. See § 170.5.*
- (d) *Average Daily Traffic (ADT) documentation.*
- (e) *A typical or representative section photo or bridge profile photo.*
- (f) *Incidental cost verification.*
- (g) *Acknowledgement of Public Authority responsibility.*
- (h) *For proposed roads, see § 170.443 for additional required attachments.*

Please see the TTP Coding Guide for additional information on the NTTFI minimum attachments.

§ 170.447 *How are the allowable lengths of access roads in the NTTFI determined?*

The allowable length of an access road in the NTTFI is determined as follows:

- (a) *If the road section intersects or abuts a federally recognized Tribal boundary, then the length of the access road is the distance from the boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
- (b) *If the road section does not intersect or abut a federally recognized Tribal boundary, the following applies:*
 - (1) *If the road section intersects or abuts an Alaska Native Claims Settlement Act (ANCSA) (43 U.S.C 1601 et seq.) village corporation transportation service area, then the length of the access road is the distance from the ANCSA village corporation transportation service area extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
 - (2) *If the road section is located outside of an ANCSA village corporation and located within a developed Alaska Native Village with a population more than 50% Alaska Native /American Indian, then the length of the access road is defined as the distance beginning five miles outside of the developed area of the Alaska Native Village extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
 - (3) *If the road section intersects or abuts a Tribally-owned trust or fee parcel located outside of an incorporated municipal boundary, then the length of the access road is defined as the distance beginning five miles outside of the Tribally owned trust or fee parcel boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
 - (4) *If the road section intersects or abuts a Tribally-owned trust or fee parcel located inside of an incorporated municipal boundary, then the length of the access road is defined as the distance from the Tribally-owned*

trust or fee parcel boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.

B.2 LONG RANGE TRANSPORTATION PLAN

§ 170.409 *What is the purpose of long-range transportation planning?*

- (a) The purpose of long-range transportation planning is to clearly demonstrate a Tribe's transportation needs and to develop strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. The planning process should result in a LRTP.*
- (b) The time horizon for a LRTP should be 20 years to match State transportation planning horizons.*

§ 170.410 *How does a long-range transportation plan relate to the NTTFI?*

A LRTP is developed using a uniform process that identifies the transportation needs and priorities of a Tribe. The NTTFI (see § 170.442) is derived from transportation facilities identified through an LRTP. It is also a means for identifying projects and activities for the TTP.

§ 170.411 *What should a long-range transportation plan include?*

A LRTP should include:

- (a) An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;*
- (b) Trip generation studies, including determination of traffic generators due to land use;*
- (c) Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;*
- (d) Measures that address health and safety concerns relating to transportation improvements;*
- (e) A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;*
- (f) Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to Tribal cultural preservation;*
- (g) Scenic byway and tourism plans;*
- (h) Measures that address energy conservation considerations;*
- (i) A prioritized list of short- and long-term transportation needs; and*
- (j) An analysis of funding alternatives to implement plan recommendations.*

§ 170.412 *How is the Tribal TTP long-range transportation plan developed and approved?*

- (a) The Tribal TTP long-range transportation plan is developed by either:*
 - (1) A Tribe working through a self-determination contract, self-governance agreement, Program Agreement; and other appropriate agreement; or*
 - (2) BIA or FHWA upon request of, and in consultation with, a Tribe. The Tribe and BIA or FHWA need to agree on the methodology and elements included in development of the TTP long-range transportation plan along with time frames before work begins. The development of a long-range transportation plan on behalf of a Tribe will be funded from the Tribe's share of the TTP funds.*
- (b) During the development of the TTP long-range transportation plan, the Tribe and BIA or FHWA will jointly conduct a midpoint review.*
- (c) The public reviews a draft TTP long-range transportation plan as required by § 170.413. The plan is further refined to address any issues identified during the public review process. The Tribe then approves the TTP long-range transportation plan.*

§ 170.413 *What is the public's role in developing the long-range transportation plan?*

BIA, FHWA, or the Tribe must solicit public involvement. If there are no Tribal policies regarding public involvement, a Tribe must use the procedures in this section. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement must include either meetings or notices, or both.

- (a) *For public meetings, BIA, FHWA or the Tribe must:*
 - (1) *Advertise each public meeting in local and Tribal public newspapers at least 15 days before the meeting date. In the absence of local and Tribal public newspapers, BIA, FHWA, or the Tribe may post notices under locally acceptable practices;*
 - (2) *Provide at the meeting copies of the draft LRTP;*
 - (3) *Provide information on funding and the planning process; and*
 - (4) *Provide the public the opportunity to comment, either orally or in writing.*
- (b) *For public notices, BIA, FHWA, or the Tribe must:*
 - (1) *Publish a notice in the local and Tribal public newspapers when the draft LRTP is complete. In the absence of local and Tribal public newspapers, BIA, FHWA, or the Tribe may post notices under locally acceptable practices; and*
 - (2) *State in the notice that the LRTP is available for review, where a copy can be obtained, whom to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).*

§ 170.414 *How is the Tribal long-range transportation plan used and updated?*

The Tribal government uses its TTP long-range transportation plan to develop transportation projects as documented in a Tribal priority list or TTIP and to identify and justify the Tribe's updates to the NTTFI. To be consistent with State, Metropolitan Planning Organization (MPO) and Regional Planning Organization (RPO) planning practices, the TTP long-range transportation plan must be reviewed annually and updated at least every five years.

§ 170.415 *What are pre-project planning and project identification studies?*

- (a) *Pre-project planning and project identification studies are part of overall transportation planning and include the activities conducted before final project approval on the TTPTIP. These processes provide the information necessary to financially constrain and program a project on the four-year TTPTIP but are not the final determination that projects will be designed and built. There activities include:*
 - (1) *Preliminary project cost estimates;*
 - (2) *Certification of public involvement;*
 - (3) *Consultation and coordination with States and/or MPO's for a regionally significant projects;*
 - (4) *Preliminary needs assessments; and*
 - (5) *Preliminary environmental and archeological reviews.*
- (b) *BIA and/or FHWA, upon request of the Tribe, will work cooperatively with Tribal, State, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-TTP sources and identification of other funding sources to expedite the planning, design, and construction of projects on the TTPTIP.*

B.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM

§ 170.420 *What is the Tribal priority list?*

The Tribal priority list is a list of all transportation projects that the Tribe wants funded. The list:

- (a) *Is not financially constrained; and*
- (b) *Is provided to BIA or FHWA by official Tribal action, unless the Tribal government submits a TTIP.*

§ 170.421 *What is the Tribal Transportation Improvement Program (TTIP)?*

- (a) *The TTIP:*
 - (1) *Is developed from and must be consistent with the Tribe's Tribal priority list or LRTP;*
 - (2) *Is financially constrained for all identified funding sources;*
 - (3) *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 23 U.S.C. 134(j)(1)(D) indicates a TIP must be updated once every four years, Tribes are encouraged to update the TTIP annually to best represent the plans of the Tribe;*

- (4) *Must identify all projects and activities that are funded through other Federal, State, county, and municipal transportation funds and are carried out by the Tribe in accordance with 23 U.S.C. 202(a)(9);*
- (5) *Must include public involvement;*
- (6) *Is reviewed and updated as necessary by the Tribal government;*
- (7) *Can be changed only by the Tribal government;*
- (8) *After approval by the Tribal government, must be forwarded to BIA or FHWA by Tribal resolution or authorized governmental action certifying public involvement has occurred and requesting approval.*
- (b) *A copy of the FHWA-approved TTIP is returned to the Tribe and BIA. Although the FHWA-approved TTIP authorized the Tribe to expend TTP funds for the projects and/or activities shown, it does not waive or modify other Federal, local, or financial statutory or regulatory requirements associated with the projects or activities.*

§ 170.422 *How does the public participate in developing the TTIP?*

Public involvement is required in the development of the TTIP.

- (a) *The Tribe must publish a notice in local and/or Tribal newspapers when the draft TTIP is complete. In the absence of local public newspapers, the Tribe or BIA may post notices under locally acceptable practices. The notice must indicate where a copy can be obtained, a contact person for questions, where comments may be submitted, and the deadline for submitting comments. A copy of the notice will be made available to BIA or FHWA upon request.*
- (b) *The Tribe may hold public meetings at which the public may comment orally or in writing.*
- (c) *The Tribe, the State transportation department or MPO may conduct public involvement activities.*

§ 170.423 *How are annual updates or amendments to the TTIP conducted?*

- (a) *The TTIP annual update allows:*
 - (1) *Changes to schedules and funding amounts for identified projects and activities; and*
 - (2) *The addition of transportation projects and activities planned for the next four years.*
- (b) *During the first quarter of a fiscal year, Tribes will be notified of the opportunity to update their TTIP. This notification will contain information on where the Tribes can access their estimated TTP funding amounts for that fiscal year, and will include a copy of their previously approved TTIP, as well as instructions for submitting the annual update.*
- (c) *The Tribe must then review any new transportation planning information and priority lists, update their TTIP using the procedure in § 170.421, and forward the documentation to their respective BIA Regional Office or to FHWA.*
- (d) *If forwarded to:*
 - (1) *A BIA Regional Office – The Office will review all submitted information with the Tribe and provide a written response (concurring, denying or requesting additional information) within 45 days. If the BIA regional office concurs in the TTIP, it is then forwarded to FHWA for final approval.*
 - (2) *FHWA – FHWA will review all submitted information with the Tribe and provide a written response (approving, denying, or requesting additional information) within 45 days.*
Once a proposed TTIP update is approved by FHWA, it will be included in that year's overall TTPTIP.
- (e) *The Tribe may amend their approved TTIP at any time using the procedures in § 170.421 and paragraph (d) of this section in order to add a new project or activity within the current fiscal year that they intend to expend TTP funds on.*

§ 170.424 *What is the TTP Transportation Improvement Program (TTPTIP)?*

- (a) *Each year, FHWA will compile the approved TTIPs for all of the Tribes into one document called the TTPTIP. This document will identify all expected projects and activities over a four-year period and will be organized by fiscal year, State, and Tribe.*
- (b) *FHWA and BIA will post the approved TTPTIP on their respective Web sites. A subset of the TTPTIP that identifies only design and construction activities will annually be provided to the pertinent FHWA Division office for further transmittal to each State Transportation Office/Department for inclusion in the STIP without further action per 23 U.S.C. 201(c)(4).*

APPENDIX C – TTP INVENTORY RIFDS REPORTS

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
4-Delete	Ilani Casino Resort Road 7	0231	070	0.1		2-Tribe	5-Rural Local	0-Completed Project	
				0.1	0				

Cowlitz Indian Tribe
2025 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	Toledo Housing Collector	0001	010	0.3		2-Tribe	5-Rural Local	4-Proposed	
3-Update	Tribal Campus Rd	0004	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Clinic Access Rd	0005	005	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Clinic Access Rd	0005	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Tribal Campus Rd	0007	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Fir St	0008	005	0.1		4-Urban	3-City Local	2-Construction Need-Other	
3-Update	Cowlitz Tribal Treatment Access Rd	0008	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Florida St	0009	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	11th Ave	0010	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	9th Ave	0011	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Douglas St	0012	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Lewis River Rd (SR503)	0025	010	3.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	020	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	030	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000116
1-Add	NFS Rd 90	0025	040	3.4		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	050	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000117
1-Add	NFS Rd 90	0025	060	3.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	070	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000003004
1-Add	NFS Rd 90	0025	080	7.1		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	085	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	090	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000028
1-Add	NFS Rd 25	0025	100	3.6		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	110	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000027
1-Add	NFS Rd 25	0025	120	1.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	010	0.9		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	020	0.9		4-Urban	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	030	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW 299th St	0200	040	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0201	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 324th St/NW 26th Ave/NW 329th St/NW 24th Ave	0202	010	0.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0203	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	030	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	040	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	050	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	060	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 31st Ave	0204	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NE 26th Ave	0205	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	NE 78th St	0206	010	1.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Cowlitz Way Bypass Road	0215	010	0.6		2-Tribe	5-Rural Local	4-Proposed	
1-Add	Public Safety Entrance	0216	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Public Safety Secondary Access Road	0216	020	0.4		2-Tribe	5-Rural Local	4-Proposed	
1-Add	NW 51st Ave/NW Allen Canyon Rd/NW 324th St/NW 41st Ave	0220	010	1.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Cowlitz Way	0222	010	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	La Center IS Bridge	0222	020	0.0		3-State	6-City Minor Arterial	2-Construction Need-Other	002005130000000
1-Add	NW La Center Rd	0222	030	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	040	1.7		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	050	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	086842000000000
1-Add	NW Pacific Hwy	0222	060	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	070	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	080	0.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	090	0.5		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	100	3.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	NW Cowlitz Way	0223	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	020	0.3		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	030	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	040	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	N Royle Rd	0224	001	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	002	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	003	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	004	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	005	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	006	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	008	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	020	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Road 1	0225	010	0.3		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 2	0226	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	020	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	

Cowlitz Indian Tribe
2025 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	Ilani Casino Resort Road 5	0229	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 6	0230	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	015	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	030	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	035	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	040	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	050	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	060	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 8	0232	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 9	0233	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 10	0234	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	NW 41st Ave	0235	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 319th St	0236	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 44th Ave	0237	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Walking Path	0238	010	0.3		2-Tribe	8-Trail	0-Completed Project	
3-Update	Seattle Health and Human Services Walking Path	0239	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
3-Update	Seattle Health and Human Services Walking Path	0239	020	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Ilani South Lot Walking Path	0240	010	0.2		2-Tribe	8-Trail	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 11	0242	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
1-Add		0243	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add		0244	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Swift School Loop	0250	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Road	0251	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Trails	0252	010	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Heath Center Loop	0260	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	Health & Human Services	0261	010	0.1	30,773	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0270	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 1 (Health and Human Services)	0271	010	0.1	17,177	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0272	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 2 (Health and Human Services)	0273	010	0.1	7,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Metal Sculpture Rd	0301	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Lozier Property Access	0303	010	0.2		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	020	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	030	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	040	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	050	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	060	0.1		2-Tribe	3-City Local	4-Proposed	
1-Add	Westside Hwy	0310	010	4.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Westside Hwy	0310	020	1.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Mulford Rd	0311	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Bill Creek Rd	0312	010	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Drews Prairie Rd	0313	010	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Camus Rd	0313	020	1.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	McNulty Rd	0314	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Roberts Ln	0315	010	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	010	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	08452400000000
1-Add	Jackson Hwy	0316	030	1.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	040	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	08286500000000
1-Add	Jackson Hwy	0316	050	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	060	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	08286200000000
1-Add	Jackson Hwy	0316	070	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	080	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	08287000000000
1-Add	Jackson Hwy	0316	090	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Old Olequa Xing	0317	010	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	W Miekler Rd	0317	020	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Spencer Rd	0318	010	5.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Spencer Rd	0318	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	08411900000000
1-Add	Spencer Rd	0318	030	5.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Howe Rd	0319	010	2.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	E Howe Rd	0319	020	0.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	010	3.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	02320A102 00460
1-Add	OR Highway 202	0320	030	2.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	040	4.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	03104A102 01185
1-Add	OR Highway 202	0320	060	3.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	070	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	01964 102 01576
1-Add	OR Highway 202	0320	080	3.4		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Farm Ln	0321	010	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	

Cowlitz Indian Tribe
2025 Recommended Inventory Table

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
1-Add	Dupont Steilacoom Rd	0325	010	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	020	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	030	1.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	040	0.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	0000P06132C0001
1-Add	Dupont Steilacoom Rd	0325	050	0.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	060	1.9		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	070	1.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Steilacoom Rd	0325	080	0.8		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Davis Pl	0326	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	Office Trail	0327	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	Office Trail Spur	0327	020	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	SR 4	0400	010	2.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	020	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	030	1.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	040	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	050	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	060	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007004A0000000
1-Add	SR 4	0400	070	0.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	080	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0001334A0000000
1-Add	SR 4	0400	090	0.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	100	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	110	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	120	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0011701A0000000
1-Add	SR 4	0400	130	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	140	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007399A0000000
1-Add	SR 4	0400	150	5.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	Willow Grove Rd	0401	010	3.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	65th Ave S	0402	010	0.4		4-Urban	7-City Collector	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	005	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	010	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	020	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	030	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	0014269D0000000
1-Add	Southcenter Blvd	0403	040	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0014229A0000000
2-Leave As-Is	Cowlitz St	0505	030	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Kellogg St	0505	040	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	050	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	060	0.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	070	1.2		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	080476000000000
2-Leave As-Is	SR 505	0505	090	0.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	100	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	797250000000000
2-Leave As-Is	SR 505	0505	110	0.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011913A0000000
2-Leave As-Is	SR 506	0506	030	0.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	040	1.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0003928A0000000
2-Leave As-Is	SR 506	0506	060	2.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	070	1.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0005679A0000000
2-Leave As-Is	SR 506	0506	090	2.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	010	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	020	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0014329A0000000
2-Leave As-Is	I-5	0510	030	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	040	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0016610A0000000
2-Leave As-Is	I-5	0510	050	0.6		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	060	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	070	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	080	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0005818B0000000
2-Leave As-Is	I-5	0510	090	2.0		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	100	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0006510A0000000
2-Leave As-Is	I-5	0510	110	8.7		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	120	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002473A0000000
2-Leave As-Is	I-5	0510	130	1.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	140	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	150	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002559A0000000
2-Leave As-Is	I-5	0510	160	0.2		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	170	0.5		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	180	0.3		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	190	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0007064B0000000
2-Leave As-Is	I-5	0510	200	1.6		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	210	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0004885A0000000

Cowlitz Indian Tribe
2025 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	I-5	0510	220	5.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	230	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759A0000000
2-Leave As-Is	I-5	0510	240	2.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	250	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008287A0000000
2-Leave As-Is	I-5	0510	260	2.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	270	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759C0000000
2-Leave As-Is	I-5	0510	280	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	Sweatlodge Rd	1262	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	St Mary's Access	1264	010	0.1		1-BIA	9-Other Trans Fac	2-Construction Need-Other	
1-Add	St. Marys School Parking Lot	1264	015	0.1	27,428	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St Mary's Access Extension	1264	020	0.1		1-BIA	5-Rural Local	4-Proposed	
2-Leave As-Is	St Mary's South Entrance	1265	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	020	0.1	1,676	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	030	0.1	12,451	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	040	0.1	7,113	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	010	9.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011968A0000000
2-Leave As-Is	SR 411	4111	030	0.8		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 432	4321	010	1.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 432	4321	020	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0006321A0000000
2-Leave As-Is	SR 432	4321	030	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Parking Lot 1	P001	010	0.1	156,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Structure	P002	010	0.1	833,000	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	020	0.1	73,006	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Parking Lot 2	P002	025	0.1	23,940	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	030	0.1	77,303	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Bus Drop Off Lot	P002	035	0.1	5,975	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	040	0.1	70,099	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 3	P003	010	0.1	67,539	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	010	0.1	117,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	020	0.1	89,834	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 5	P005	010	0.1	2,023	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani South Parking Lot	P006	010	0.1	454,682	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	010	0.1	135,436	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	020	0.1	11,232	2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add	Ilani Casino Hotel Parking Lot	P008	010	0.1	50,559	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Tribal Water Treatment Parking Lot	P010	010	0.1	36,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tukwila Property Parking Lot	P011	010	0.1	19,885	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Crossing Parking Lot	P012	010	0.1	127,802	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tobacco Outlet Parking Lot	P013	010	0.1	20,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Proposed Public Safety Parking Lot	P014	010	0.1	36,073	2-Tribe	9-Other Trans Fac	4-Proposed	
2-Leave As-Is	Tribal Admin Parking Lot	P015	010	0.1	23,574	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	020	0.1	1,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	030	0.1	6,100	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	040	0.1	13,237	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Visitor Parking Lot	P015	050	0.1	1,800	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	060	0.1	6,624	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	070	0.1	14,738	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	080	0.1	1,756	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P016	010	0.1	2,319	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Smiles Dental Parking Lot	P017	010	0.1	13,686	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Parking Lot	P018	010	0.1	28,688	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	010	0.1	2,759	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	020	0.1	1,843	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	030	0.1	5,186	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Center Parking Lot	P020	010	0.1	13,023	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Public Safety Parking Lot	P021	010	0.1	13,284	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Country House Restaurant Parking Lot	P022	010	0.1	18,289	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Cowlitz HHS Parking Lot	P023	010	0.1	32,952	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	CIT DOT Parking Lot	P024	010	0.1	12,810	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add		P025	010	0.1	26,084	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Public Safety Parking Lot	P026	010	0.1	7,495	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
				196.0	2,761,344				



Indian Reservation Roads Program
Miles of Road by Class and Surface Type
Present System
FY 2024 Inventory

P - Northwest
P06 - Olympic Peninsula
P06132 - Cowlitz Indian Tribe

Class*	Existing Roads & Trails (CN 0 1 2 or 3) Classified by Surface Type								New Roads (CN 4) Classified by Future Surface Type				Total (mi)	Bridges	
	Proposed** (0)	Earth (1)	Gravel (3)	< 2 inch (4)	> 2 inch (5)	Concrete (6)	Trail (9)	None (null)	Earth (E)	Gravel (G)	Paved (P)	None (null)	CN 0 1 2 3 4	Count	Length (ft)
1 - Major Arterial	0.0	0.0	0.0	0.0	26.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	27.3	11	4,037
2 - Rural Minor Arterial	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	1	1,685
3 - City Local	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.7	0.0	0.0	0.0	1.5	0	0
4 - Rural Major Collector	0.0	0.0	0.0	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	7	1,607
5 - Rural Local	0.0	0.2	0.2	0.0	5.3	0.0	0.0	0.0	0.0	0.6	0.0	0.0	6.3	0	0
6 - City Minor Arterial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
7 - City Collector	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0	0
8 - Trails	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0	0
9 - Other	0.0	0.0	0.2	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0	0
10 - Airstrips	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
Total:	0.0	0.2	0.4	0.2	63.0	0.4	0.0	0.0	0.7	0.6	0.0	0.1	65.6	19	7,329

*Class 11 (overlap) is excluded.
** Surface type is 0 (proposed) and CN not 4 (new construction).



Indian Reservation Roads Program
Construction Cost to Build Final System
Reporting Final System Miles and Future Surface Types
FY 2024 Inventory

Region P - NORTHWEST
Agency 06 - OLYMPIC PENINSULA
Reservation 132 - Cowlitz Indian Tribe

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Other	Total
<u>Road Length (mi)</u>									
Earth	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
Gravel	0.0	0.0	0.0	22.9	6.3	0.0	0.2	0.0	29.4
Pavement	27.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	30.5
not specified	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	4.2
Total	27.3	3.2	1.5	22.9	6.3	0.0	155.5	4.2	65.6

<u>Bridge Length (ft)</u>									
Total	4,037	1,685	0	1,607	0	0	0	0	7,329

<u>CTC (\$1000)</u>									
Incidental	8,182	84	649	487	1,031	0	68	8	10,509
Addtnl Incidental	0	0	0	0	0	0	0	0	0
Grade & Drain	0	0	303	2,277	712	0	88	0	3,379
Aggregate	0	0	0	0	366	0	0	0	366
Pavement	0	0	0	0	0	0	0	0	0
Bridges	0	0	0	490	0	0	0	0	490
Total	8,182	84	952	2,764	2,109	0	156	8	14,254



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Toledo H	Tribal C	Clinic A	Clinic A	Clinic A	Clinic A	Admin Ac	Admin Ac
4-IRR Route Number	0001	0004	0005	0005	0005	0005	0006	0006
5-Section Number	10	10	5	10	10	10	10	20
10-Class	5	3	3	3	3	3	3	3
15-Length of Section	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	041	015	015	015	015	015	015	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	4	3	2	3	3	3	3	2
11-Terrain	2							
25-Roadbed Condition		7	7	7	7	7	7	7
24-Surface Condition Index		50	62	86	50	86	50	86
16-Surface Width		26	16	26	24	24	24	24
13-Surface Type		5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	1	1	0	1	0	1
29-Right of Way Width				0	999	0	999	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0		0	0	2	0	2
14-Shoulder Type		4	4	4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width		26	16	26	24	28	24	28
TTAM Future ADT	74	37	37	37	37	37	37	37
TTAM ADS Number	14	18	18	18	18	18	18	18
TTAM Future Surface Type	G	E	E	E	E	E	E	E
35-Drainage Condition		2	2	3	2	3	2	2
36-Shoulder Condition		0	2	3	0	3	0	2
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance		1	4	4	1	4	1	4
27-Snow & Ice Control		3		3	3	3	3	3
41-Begin Latitude		46.13197700	46.13193700	46.13193700		46.13210600		46.13210600
42-End Latitude		46.13265000	46.13252900	46.13252900		46.13168100		46.13168100
43-Begin Longitude		-122.93085500	-122.93296600	-122.93296600		-122.93150400		-122.93150400
44-End Longitude		-122.93336700	-122.93274400	-122.93274400		-122.93167300		-122.93167300
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change		1959	1986	1959	1959	1959	1959	1959
Update Year	2012	2009	2023	2023	2009	2023	2009	2022
Status	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	OFFICIAL	IN-PROCESS	OFFICIAL	RETURNED-TO-FIELD



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
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Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Tribal C	Cowlitz	Nw Cowli	Nw Cowli	Nw Cowli	Nw Cowli	Nw Cowli	N Royle	N Royle
4-IRR Route Number	0007	0008	0223	0223	0223	0223	0223	0224	0224
5-Section Number	10	10	10	20	30	40	1	2	
10-Class	3	3	5	2	2	2	5	5	
15-Length of Section	0.1	0.1	0.1	0.3	0.1	0.1	0.3	0.1	
18-Bridge Number									
19-Bridge Condition									
20-Bridge Length									
32-County	015	015	011	011	011	011	011	011	
33-Congressional District	03	03	03	03	03	03	03	03	
7-State	WA	WA	WA	WA	WA	WA	WA	WA	
8-Ownership	2	2	2	2	2	2	4	4	
12-Construction Need	2	2	0	0	0	0	2	2	
11-Terrain	7	7	2	2	2	2	2	2	
25-Roadbed Condition	70	68	95	95	98	98	86	82	
24-Surface Condition Index	26	36	22	60	37	37	33	46	
16-Surface Width	5	6	5	5	5	5	5	5	
13-Surface Type	1	1	1	1	1	1	1	1	
9-Federal Aid Category	1	1	1	1	1	1	1	1	
28-Right of Way Status	1	1	1	1	1	1	1	1	
29-Right of Way Width	0	0							
TTAM BIA Share	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent									
17-Shoulder Width	2	2	3	6	2		6	0	
14-Shoulder Type	4	4	3	3	4	4	4		
22-Existing ADT									
21-ADT Year									
23-Percent Trucks									
34-Owner Route Number									
Roadway Width	30	40	28	72	41	37	45	46	
TTAM Future ADT	37	37	74	149	149	149	74	74	
TTAM ADS Number	18	18	14	8	8	8	14	14	
TTAM Future Surface Type	E	E	G	P	P	P	G	G	
35-Drainage Condition	2	2	3	3	3	3	2	2	
36-Shoulder Condition	2	3	3	3	3	3	3	3	
37/38 # RR X I NG/RR XING TYPE									
39-Right of Way Utility									
40-Right of Way Cost									
26-Level of Maintenance	4	4	4	4	4	4	4	4	
27-Snow & Ice Control									
41-Begin Latitude	46.13043900	46.13210600					45.81588800	45.82024900	
42-End Latitude	46.13092200	46.13168100					45.82024900	45.82105900	
43-Begin Longitude	-122.93153500	-122.93150400					-122.70290200	-122.70293100	
44-End Longitude	-122.93408300	-122.93167300					-122.70293100	-122.70293300	
45-Atlas Map Number [99]									
46-50 Grade/Sight/Curve/Stop / Safe	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	
51-Road Category									
52-Year of Construction Change	1986	1986	2016	2016	2016	2016	1986	1986	
Update Year	2022	2023	2017	2021	2017	2017	2023	2023	
Status	OFFICIAL	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	N Royle	N Royle	N Royle	N Royle	Nw 31st	Nw 31st	Nw 31st	Ilani Ca
4-IRR Route Number	0224	0224	0224	0224	0224	0224	0224	0225
5-Section Number	3	4	5	6	8	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.3	0.1	0.1	1.1	0.1	0.2	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	011	011	011	011
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	4	4	5	4	5	2	2	2
12-Construction Need	2	2	2	2	2	2	0	0
11-Terrain	2	2	2	2	2	1	1	2
25-Roadbed Condition	6	5	5	5	5	5	5	5
24-Surface Condition Index	75	72	72	75	72	65	95	99
16-Surface Width	33	22	22	22	22	22	24	25
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width								
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	6		0	0	0		6	2
14-Shoulder Type	4	4					3	2
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	45	22	22	22	22	22	36	29
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	14	14	14	14	14	13	13	14
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	3	3	3	0	0	0	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude	45.82105900	45.82290800	45.82708500	45.82903900	45.83027400			
42-End Latitude	45.82290800	45.82708500	45.82903900	45.83027400	45.84638000			
43-Begin Longitude	-122.70293300	-122.70293700	-122.70293800	-122.70293400	-122.70293100			
44-End Longitude	-122.70293700	-122.70293800	-122.70293400	-122.70293100	-122.70290400			
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1986	1986	1986	1986	1986	1986	2016	2016
Update Year	2023	2023	2023	2023	2023	2017	2017	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca
4-IRR Route Number	0226	0227	0227	0228	0228	0229	0230	0231
5-Section Number	10	10	20	10	20	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	011	011	011	011
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	0	0	0	0	0	0	0	0
11-Terrain	1	1	1	1	1	1	2	1
25-Roadbed Condition	7	7	7	7	7	7	5	7
24-Surface Condition Index	99	99	99	99	99	99	98	96
16-Surface Width	24	24	22	22	28	22	28	21
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width								
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2				0	2
14-Shoulder Type	4	4	4	4	4	4		4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	28	28	26	22	28	22	28	25
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	13	13	13	14	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	3	3	3	3	3	3	2	3
36-Shoulder Condition	3	3	3	3	3	3	0	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2016	2016	2016	2017	2017	2017	2016	2017
Update Year	2017	2017	2017	2017	2017	2017	2017	2020
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca
4-IRR Route Number	0231	0231	0231	0231	0231	0231	0231	0232
5-Section Number	20	30	35	40	50	60	70	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	011	011	011	011
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	0	0	0	0	0	0	0	0
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	7	7	7	7	7	7	7	7
24-Surface Condition Index	96	96	96	96	96	96	96	96
16-Surface Width	46	20	20	11	28	12	12	12
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width								
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	50	24	24	15	32	16	16	16
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	13	13	13	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	3	3	3	3	3	3	3	3
36-Shoulder Condition	3	3	3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2017	2017	2017	2017	2017	2017	2017	2017
Update Year	2020	2020	2020	2020	2020	2020	2020	2020
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Ilani Ca	Ilani Ca	Nw 41st	Nw 319th	Nw 44th	Ilani Wa	Seattle	Seattle
4-IRR Route Number	0233	0234	0235	0236	0237	0238	0239	0239
5-Section Number	10	10	10	10	10	10	10	20
10-Class	5	5	5	5	5	8	8	8
15-Length of Section	0.1	0.1	0.3	0.1	0.1	0.3	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	011	011	033	033
33-Congressional District	03	03	03	03	03	03	09	09
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	8	8	2	2	2
12-Construction Need	0	0	2	2	2	0	2	4
11-Terrain	1	1	1	1	1			
25-Roadbed Condition	7	7	3	3	3			
24-Surface Condition Index	95	96	57	57	57			
16-Surface Width	30	22	9	10	9	10	6	
13-Surface Type	5	5	3	3	3	5	4	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	0	0	0	1	1	1
29-Right of Way Width								
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	0		0			
14-Shoulder Type	4	4						
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	34	26	9	10	9	10	6	
TTAM Future ADT	74	74	74	74	74	30	30	30
TTAM ADS Number	13	13	13	13	13	19	19	19
TTAM Future Surface Type	G	G	G	G	G			
35-Drainage Condition	3	3	1	1	1	2	1	
36-Shoulder Condition	3	3	0	0	0	0	0	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	3	3	4	4	
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2017	2017	1950	1950	1950	2017	1980	
Update Year	2020	2020	2020	2017	2017	2019	2020	2020
Status	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	IN-PROCESS	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Ilani So	Ilani So	Ilani So	Ilani Ca	Swift Sc	Swift Sc	Swift Sc	Health C
4-IRR Route Number	0240	0241	0241	0242	0250	0251	0252	0260
5-Section Number	10	10	20	10	10	10	10	10
10-Class	8	5	5	5	5	5	8	3
15-Length of Section	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	059	059	059	011
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	0	0	0	0	4	4	4	2
11-Terrain	2	2	2	2	2	2	2	7
25-Roadbed Condition	7	7	7	7	0	0	0	65
24-Surface Condition Index	96	96	96	98				24
16-Surface Width	8	20	12	60				5
13-Surface Type	5	5	5	5	0	0	0	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0				
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		2	2	2				
14-Shoulder Type		4	4	4				
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	8	24	16	64				24
TTAM Future ADT	30	74	74	74	74	74	30	37
TTAM ADS Number	19	14	14	14	14	14	19	18
TTAM Future Surface Type		G	G	G	G	G		E
35-Drainage Condition	3	3	3	3				
36-Shoulder Condition		3	3	3				
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance		4	4	4				
27-Snow & Ice Control								
41-Begin Latitude	45.85052900	45.84958300	45.85040400	45.85128700				
42-End Latitude	45.85056600	45.85002800	45.84958800	45.85381900				
43-Begin Longitude	-122.70928900	-122.70652000	-122.70570400	-122.71103200				
44-End Longitude	-122.70762400	-122.70568100	-122.70582800	-122.71157300				
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								5
52-Year of Construction Change	2019	2019	2019	2019				1980
Update Year	2022	2022	2022	2022	2015	2015	2015	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Health &	Seattle	Hhs Seat	Seattle	Hhs Seat	Metal Sc	Proposed	
4-IRR Route Number	0261	0270	0271	0272	0273	0301	0303	0303
5-Section Number	10	10	10	10	10	10	10	20
10-Class	9	3	9	3	9	5	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	033	033	033	033	041	041	041
33-Congressional District	03	09	09	09	09	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	4	4
11-Terrain						1		
25-Roadbed Condition		7		7		2	0	0
24-Surface Condition Index		65		65		0		
16-Surface Width	55	20	32	20	32	20		
13-Surface Type	5	5	5	5	5	1	0	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width		80				40		
TTAM BIA Share	0	100	0	100	0	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	55	20	32	20	32	20		
TTAM Future ADT	37	37	20	37	20	74	37	37
TTAM ADS Number	20	18	20	18	20	13	18	18
TTAM Future Surface Type		E		E		G	E	E
35-Drainage Condition	2	2	2	2	2			
36-Shoulder Condition	3	2	3	2	3			
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4					
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category		5		5				
52-Year of Construction Change	1980	1980	1980	1980	1980			
Update Year	2017	2017	2017	2017	2017	2012	2012	2012
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID Region Agency Reservation Road Name	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Cowlitz Sr 505	P06132 Northwes Olympic Cowlitz Sr 505	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Cowlitz	P06132 Northwes Olympic Kellogg
4-IRR Route Number	0303	0303	0303	0303	0505	0505	0505	0505	0505
5-Section Number	30	40	50	60	10	20	30	40	40
10-Class	3	3	3	3	4	4	4	4	4
15-Length of Section	0.1	0.1	0.1	0.1	0.3		0.1	0.3	0.3
18-Bridge Number						0014229A0000000			
19-Bridge Condition						9			
20-Bridge Length						738			
32-County	041	041	041	041	041	041	041	041	041
33-Congressional District	03	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	3	3	3	3	3
12-Construction Need	4	4	4	4	2	2	2	2	2
11-Terrain					2	5	1	2	2
25-Roadbed Condition	0	0	0	0	76	24	78	74	74
24-Surface Condition Index					24	5	24	24	24
16-Surface Width	0	0	0	0	5	2	5	5	5
13-Surface Type	1	1	1	1	2	1	2	2	2
9-Federal Aid Category	1	1	1	1	1	1	1	1	1
28-Right of Way Status									
29-Right of Way Width									
TTAM BIA Share	100	100	100	100	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent					4	18	6	6	6
17-Shoulder Width					3	4	3	3	3
14-Shoulder Type									
22-Existing ADT									
21-ADT Year									
23-Percent Trucks									
34-Owner Route Number									
Roadway Width					32	60	36	36	36
TTAM Future ADT	37	37	37	37	74	74	74	74	74
TTAM ADS Number	18	18	18	18	11	10	11	11	11
TTAM Future Surface Type	E	E	E	E	G	G	G	G	G
35-Drainage Condition					2	3	2	2	2
36-Shoulder Condition					2	3	2	2	2
37/38 # RR X I NG/RR XING TYPE									
39-Right of Way Utility									
40-Right of Way Cost									
26-Level of Maintenance									
27-Snow & Ice Control									
41-Begin Latitude									
42-End Latitude									
43-Begin Longitude									
44-End Longitude									
45-Atlas Map Number [99]									
46-50 Grade/Sight/Curve/Stop / Safe									
51-Road Category									
52-Year of Construction Change					1980	1980	1980	1980	1980
Update Year	2012	2012	2012	2012	2014	2014	2014	2014	2014
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Italicized fields are direct update data
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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Fifth St	Fifth St	Sr 505	Sr 505	Sr 505	Sr 505	Sr 505	Sr 506
4-IRR Route Number	0505	0505	0505	0505	0505	0505	0505	0506
5-Section Number	50	60	70	80	90	100	110	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.1	0.9	1.2		0.7		0.5	0.3
18-Bridge Number				080476000000000		079725000000000		
19-Bridge Condition				5		9		
20-Bridge Length				55		178		
32-County	041	041	041	041	041	041	041	041
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	6	5	5		5		5	4
24-Surface Condition Index	74	74	77		74		74	77
16-Surface Width	24	24	22		22		22	26
13-Surface Type	5	5	5		5		5	5
9-Federal Aid Category	2	2	2		2		2	2
28-Right of Way Status	1	1	1		1		1	0
29-Right of Way Width								
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	6	6	12		12		12	
14-Shoulder Type	3	3	3		3		3	
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	36	36	46		46		46	26
TTAM Future ADT	74	74	74		74		74	74
TTAM ADS Number	11	11	11		11		11	11
TTAM Future Surface Type	G	G	G		G		G	G
35-Drainage Condition	2	2	2		2		2	2
36-Shoulder Condition	2	2	2		2		2	0
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980		1980		1980	1980
Update Year	2014	2014	2014	2014	2014	2014	2014	2013
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Sr 506	Sr 506	Sr 506	Sr 506	Sr 506	Sr 506	Sr 506	Sr 506
4-IRR Route Number	0506	0506	0506	0506	0506	0506	0506	0506
5-Section Number	20	30	40	50	60	70	80	90
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.6	1.5		2.0	1.7		2.6
18-Bridge Number	0011913A0000000			0003928A0000000			0005679A0000000	
19-Bridge Condition	1			9			9	
20-Bridge Length	120			173			175	
32-County	041	041	041	041	041	041	041	041
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		2	2		2	2		2
25-Roadbed Condition		5	4		4	4		5
24-Surface Condition Index		78	79		79	74		76
16-Surface Width		24	24		28	24		24
13-Surface Type		5	5		5	5		5
9-Federal Aid Category		2	2		2	2		2
28-Right of Way Status		0	0		0	0		0
29-Right of Way Width								
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width		18						4
14-Shoulder Type		3						3
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width		60	24		28	24		32
TTAM Future ADT		74	74		74	74		74
TTAM ADS Number		11	11		11	11		11
TTAM Future Surface Type		G	G		G	G		G
35-Drainage Condition		2	2		2	2		2
36-Shoulder Condition		2	0		0	0		2
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change		1980	1980		1980	1980		1980
Update Year	2013	2013	2013	2013	2013	2013	2013	2013
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	I-5	I-5	I-5	I-5	I-5	I-5	I-5	I-5
4-IRR Route Number	0510	0510	0510	0510	0510	0510	0510	0510
5-Section Number	10	20	30	40	50	60	70	80
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	0.9		0.9		0.6	0.3	0.3	
18-Bridge Number		0014329A0000000		0016610A0000000				0005818B0000000
19-Bridge Condition		9		9				9
20-Bridge Length		330		427				243
32-County	011	011	011	011	011	011	011	011
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2		2	2	2	
25-Roadbed Condition	5		5		5	5	5	
24-Surface Condition Index	81		80		82	82	82	
16-Surface Width	80		80		80	60	40	
13-Surface Type	5		5		5	5	5	
9-Federal Aid Category	4		4		4	4	4	
28-Right of Way Status	3		3		3	3	3	
29-Right of Way Width	250		250		250	250	250	
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	44		44		44	44	44	
14-Shoulder Type	3		3		3	3	3	
22-Existing ADT	87000		74000		74000	49000	49000	
21-ADT Year	2015		2015		2015	2015	2015	
23-Percent Trucks	15		15		15	15	15	
34-Owner Route Number								
Roadway Width	99		99		99	99	99	
TTAM Future ADT	129195		109890		109890	72765	72765	
TTAM ADS Number	2		2		2	2	2	
TTAM Future Surface Type	P		P		P	P	P	
35-Drainage Condition	2		2		2	2	2	
36-Shoulder Condition	2		2		2	2	2	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4		4		4	4	4	
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1950		1950		1950	1950	1950	
Update Year	2017	2017	2017	2017	2017	2017	2017	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5
4-IRR Route Number	0510	0510	0510	0510	0510	0510	0510	0510
5-Section Number	90	100	110	120	130	140	150	160
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	2.0		8.7		1.1	0.4		0.2
18-Bridge Number		0006510A0000000		0002473A0000000			0002559A0000000	
19-Bridge Condition		9		9			9	
20-Bridge Length		124		848			1081	
32-County	011	011	011	011	011	011	011	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2		2		2	
25-Roadbed Condition	5		5		5		5	
24-Surface Condition Index	80		81		79		75	
16-Surface Width	40		80		72		72	
13-Surface Type	5		5		5		6	
9-Federal Aid Category	4		4		4		4	
28-Right of Way Status	3		3		3		3	
29-Right of Way Width	250		250		200		200	
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	40		44		32		32	
14-Shoulder Type	3		3		3		3	
22-Existing ADT	94000		71000		74000		74000	
21-ADT Year	2015		2015		2015		2015	
23-Percent Trucks	15		15		15		15	
34-Owner Route Number								
Roadway Width	99		99		99		99	
TTAM Future ADT	139590		105435		109890		109890	
TTAM ADS Number	2		2		2		2	
TTAM Future Surface Type	P		P		P		P	
35-Drainage Condition	2		3		3		3	
36-Shoulder Condition	2		3		3		3	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4		4		4		4	
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1950		1950		1950		1950	
Update Year	2017	2017	2017	2017	2017	2017	2017	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	1-5	1-5	1-5	1-5	1-5	1-5	1-5	1-5
4-IRR Route Number	0510	0510	0510	0510	0510	0510	0510	0510
5-Section Number	170	180	190	200	210	220	230	240
10-Class	1	1	1	1	1	1	1	1
15-Length of Section	0.5	0.3		1.6		5.0		2.1
18-Bridge Number			0007064B0000000		0004885A0000000		0008759A0000000	
19-Bridge Condition			9		9		9	
20-Bridge Length			166		105		168	
32-County	011	015	015	015	015	015	015	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3		3	3		3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2		2		2		2
25-Roadbed Condition	5	5		5		5		5
24-Surface Condition Index	81	81		78		81		80
16-Surface Width	72	72		72		72		72
13-Surface Type	5	5		5		5		5
9-Federal Aid Category	4	4		4		4		4
28-Right of Way Status	3	3		3		3		3
29-Right of Way Width	200	200		200		200		200
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	32	32		16		32		33
14-Shoulder Type	3	3		3		3		3
22-Existing ADT	74000	57000		65000		60000		64000
21-ADT Year	2015	2015		2015		2015		2015
23-Percent Trucks	15	15		15		15		15
34-Owner Route Number								
Roadway Width	99	99		99		99		99
TTAM Future ADT	109890	84645		96525		89100		95040
TTAM ADS Number	2	2		2		2		2
TTAM Future Surface Type	P	P		P		P		P
35-Drainage Condition	3	3		3		3		3
36-Shoulder Condition	3	3		3		3		3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4		4		4		4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1950	1950		1950		1950		1950
Update Year	2017	2017	2017	2017	2017	2017	2017	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	I-5	I-5	I-5	I-5	I-5	Sweatlod	St Mary'	St Mary'
4-IRR Route Number	0510	0510	0510	0510	1262	1264	1264	1265
5-Section Number	250	260	270	280	10	7	20	10
10-Class	1	1	1	1	5	7	5	3
15-Length of Section		2.0		0.4	0.2	0.2	0.1	0.1
18-Bridge Number	0008287A0000000		0008759C0000000					
19-Bridge Condition	9		9					
20-Bridge Length	75		470					
32-County	015	015	015	015	041	041	041	041
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	2	1	1	2
12-Construction Need	2	2	2	2	2	2	4	2
11-Terrain		2		2	2		1	
25-Roadbed Condition		5		5	4	3		4
24-Surface Condition Index		81		81	20	40		75
16-Surface Width		72		72	12	14		30
13-Surface Type		5		5	3	4		5
9-Federal Aid Category		4		4	1	1	1	1
28-Right of Way Status		3		3	3	2	3	0
29-Right of Way Width		200		200	60	60	60	
TTAM BIA Share	13.5	13.5	13.5	13.5	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		32		32	0	0		
14-Shoulder Type		3		3				
22-Existing ADT		60000		63000				
21-ADT Year		2015		2015				
23-Percent Trucks		15		15				
34-Owner Route Number					01262	1264		
Roadway Width		99		99	12	14		30
TTAM Future ADT		89100		93555	74	74	74	37
TTAM ADS Number		2		2	14	17	13	18
TTAM Future Surface Type		P		P	G	G	G	E
35-Drainage Condition		3		3	1	1		
36-Shoulder Condition		3		3	0	0		
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility					3	3		
40-Right of Way Cost								
26-Level of Maintenance		4		4	3	4		
27-Snow & Ice Control					3	3		
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]					01	01	01	
46-50 Grade/Sight/Curve/Stop / Safe					7 3 0 1 8	5 4 0 0 8		
51-Road Category					2	A		
52-Year of Construction Change		1950		1950	1959	1959		1976
Update Year	2017	2017	2017	2017	2011	2005	2005	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

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Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	St Mary'	St Mary'	St Mary'	Sr 411	Sr 411	Sr 411	Sr 432	Sr 432
4-IRR Route Number	1265	1265	1265	4111	4111	4111	4321	4321
5-Section Number	20	30	40	10	20	30	10	20
10-Class	9	9	9	4	4	4	2	2
15-Length of Section	0.1	0.1	0.1	9.3		0.8	1.9	
18-Bridge Number					0011968A0000000			0006321A0000000
19-Bridge Condition					9			9
20-Bridge Length					168			1685
32-County	041	041	041	015	015	015	015	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain				2		2	1	
25-Roadbed Condition				5		5	5	
24-Surface Condition Index				81		81	80	
16-Surface Width	30	120	140	24		24	48	
13-Surface Type	5	5	5	5		5	5	
9-Federal Aid Category	1	1	1	2		2	2	
28-Right of Way Status	0	0	0	0		0	1	
29-Right of Way Width								
TTAM BIA Share	0	0	0	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width				10		16	26	
14-Shoulder Type				3		3	3	
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	30	99	99	44		56	99	
TTAM Future ADT				74		74	149	
TTAM ADS Number	20	20	20	11		11	7	
TTAM Future Surface Type				G		G	P	
35-Drainage Condition				2		2	2	
36-Shoulder Condition				2		2	2	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1976	1976	1976	1980		1980	1980	
Update Year	2015	2015	2015	2013	2013	2013	2014	2014
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Sr 432	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Bu	Ilani Ca
4-IRR Route Number	4321	P001	P002	P002	P002	P002	P002	P002
5-Section Number	30	10	10	20	25	30	35	40
10-Class	2	9	9	9	9	9	9	9
15-Length of Section	0.8	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	015	011	011	011	011	011	011	011
33-Congressional District	03	18	18	18	03	18	03	18
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	2	2	2	2	2	2	2
12-Construction Need	2	0	0	0	0	0	0	0
11-Terrain	1							
25-Roadbed Condition	5							
24-Surface Condition Index	81							
16-Surface Width	48	466	321	341	118	338	40	316
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	2	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width					0		0	
TTAM BIA Share	13.5	0	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width	26							
14-Shoulder Type	3							
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	99	99	99	99	99	40	99
TTAM Future ADT	149							
TTAM ADS Number	7	20	20	20	20	20	20	20
TTAM Future Surface Type	P							
35-Drainage Condition	2				3		3	
36-Shoulder Condition	2							
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude					45.85343400		45.85192300	
42-End Latitude								
43-Begin Longitude					-122.71077900		-122.71108900	
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	2017	2017	2017	2017	2017	2017	2017
Update Year	2014	2017	2017	2017	2021	2017	2021	2017
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Ilani Ca	Ilani Ca	Ilani Ca	Ilani Ca	Ilani So	Ilani Ca	Tribal W	Tukwila
4-IRR Route Number	P003	P004	P004	P005	P006	P007	P010	P011
5-Section Number	10	10	20	10	10	10	10	10
10-Class	9	9	9	9	9	9	9	9
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	011	011	011	011	033
33-Congressional District	18	18	18	03	18	03	03	09
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	0	0	0	0	2	0	2	2
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width	317	550	547	29	500	393	120	66
13-Surface Type	5	5	5	5	5	3	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width					0			0
TTAM BIA Share	0	0	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	99	99	29	99	99	99	66
TTAM Future ADT								
TTAM ADS Number	20	20	20	20	20	20	20	20
TTAM Future Surface Type								
35-Drainage Condition					3			2
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude					45.84991800			
42-End Latitude					-122.70845100			
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2017	2017	2017	2017	2019	2017	2016	1986
Update Year	2017	2017	2017	2020	2022	2020	2017	2020
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID Region Agency Reservation Road Name	P06132 Northwes Olympic Cowlitz Cowlitz P012	P06132 Northwes Olympic Cowlitz Cowlitz P013	P06132 Northwes Olympic Cowlitz Proposed P014	P06132 Northwes Olympic Cowlitz Tribal A P015	P06132 Northwes Olympic Cowlitz Tribal A P015	P06132 Northwes Olympic Cowlitz Tribal A P015	P06132 Northwes Olympic Cowlitz Tribal A P015	P06132 Northwes Olympic Cowlitz Tribal A P015
4-IRR Route Number	10	10	10	10	20	30	40	50
5-Section Number	9	9	9	9	9	9	9	9
10-Class	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	011	011	011	015	015	015	015	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	4	2	2	2	2	2
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width	340	57		112	19	19	40	19
13-Surface Type	5	5	0	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	0	0	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	57		99	19	19	40	19
TTAM Future ADT								
TTAM ADS Number	20	20	20	20	20	20	20	20
TTAM Future Surface Type								
35-Drainage Condition	3	3		3	3	3	3	3
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4		4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude	45.85055200	45.84918200	45.84798500	46.13227100	46.13195300	46.13178200	46.13188800	46.13233100
42-End Latitude								
43-Begin Longitude	-122.70448800	-122.70269100	-122.70249400	-122.93315400	-122.93327600	-122.93236400	-122.93230500	-122.93215700
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2018	2018		1986	1986	1986	1986	1986
Update Year	2022	2022	2021	2022	2022	2022	2022	2022
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
P	2024	06	132	

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132	P06132	P06132	P06132	P06132	P06132	P06132
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic	Olympic
Reservation	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz	Cowlitz
Road Name	Tribal A	Tribal A	Tribal A	Tribal A	Tribal A	Smiles D	Cascade	Cascade
4-IRR Route Number	P015	P015	P015	P016	P017	P018	P019	P019
5-Section Number	60	70	80	10	10	10	10	20
10-Class	9	9	9	9	9	9	9	9
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	015	015	015	015	015	015	015	015
33-Congressional District	03	03	03	03	03	03	03	03
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width	8	80	18	14	110	183	19	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	0	0	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	8	80	18	14	99	99	19	20
TTAM Future ADT								
TTAM ADS Number	20	20	20	20	20	20	20	20
TTAM Future Surface Type								
35-Drainage Condition	3	3	3	3	3	3	3	3
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude	46.13247300	46.13183100	46.13161000	46.13172200	46.13139000	46.13122900	46.13080600	46.13091000
42-End Latitude								
43-Begin Longitude	-122.93233600	-122.93137700	-122.93147500	-122.93357100	-122.93166200	-122.93272800	-122.93372000	-122.93360500
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2022	2022	2022	2022	2022	2022	2022	2022
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

For construction costs use
the Greenbook Report

Filter Criteria				
P	2024	06	132	

Italicized fields are direct update data
and bold fields are derived data.

Location ID	P06132	P06132
Region	Northwes	Northwes
Agency	Olympic	Olympic
Reservation	Cowlitz	Cowlitz
Road Name	Cascade	Cowlitz
4-IRR Route Number	P019	P020
5-Section Number	30	10
10-Class	9	9
15-Length of Section	0.1	0.1
18-Bridge Number		
19-Bridge Condition		
20-Bridge Length		
32-County	015	015
33-Congressional District	03	03
7-State	WA	WA
8-Ownership	2	2
12-Construction Need	2	2
11-Terrain		
25-Roadbed Condition		
24-Surface Condition Index		
16-Surface Width	19	108
13-Surface Type	5	5
9-Federal Aid Category	1	1
28-Right of Way Status	1	1
29-Right of Way Width	0	0
TTAM BIA Share	0	0
30-Additional Incidental Percent		
17-Shoulder Width		
14-Shoulder Type		
22-Existing ADT		
21-ADT Year		
23-Percent Trucks		
34-Owner Route Number		
Roadway Width	19	99
TTAM Future ADT		
TTAM ADS Number	20	20
TTAM Future Surface Type		
35-Drainage Condition	3	3
36-Shoulder Condition		
37/38 # RR XING/RR XING TYPE		
39-Right of Way Utility		
40-Right of Way Cost		
26-Level of Maintenance	4	4
27-Snow & Ice Control		
41-Begin Latitude	46.13113900	46.13070600
42-End Latitude		
43-Begin Longitude	-122.93377700	-122.93194400
44-End Longitude		
45-Atlas Map Number [99]		
46-50 Grade/Sight/Curve/Stop / Safe		
51-Road Category		
52-Year of Construction Change	1986	1986
Update Year	2022	2022
Status	OFFICIAL	OFFICIAL



Indian Reservation Roads Program
Miles of Road by Class and Organizational Responsibility
Present System
FY 2024 Inventory

P - Northwest
P06 - Olympic Peninsula
P06132 - Cowlitz Indian Tribe

Mileage (mi) Classified According to Class Code with class 11 (overlap) excluded*												Total Mileage (mi)														
												Classes 1 2 3 4 5 6 7 8					Classes 9 10 none					Classes 1 2 3 4 5 6 7 5 9 10 none				
Ownership	Major Arterial (1)	Rural Minor Arterial (2)	City Local (3)	Rural Major Collector (4)	Rural Local (5)	City Minor Arterial (6)	City Collector (7)	Trail (8)	Other Trans Fac (9)	Airstrip (10)	None (null)															
1 - BIA	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.3					0.0					0.3				
2 - Tribe	0.0	0.5	1.5	0.0	4.1	0.0	0.0	0.6	3.6	0.0	0.0	6.7					3.6					10.3				
3 - State	27.3	2.7	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.9					0.0					52.9				
4 - Urban	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9					0.0					0.9				
5 - County And Township	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2					0.0					1.2				
6 - Other BIA Offices	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
7 - Other Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
8 - Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
Total:	27.3	3.2	1.5	22.9	6.3	0.0	0.2	0.6	3.6	0.0	0.0	62.0					3.6					65.6				

*Mileage includes proposed construction (CN=4).



Indian Reservation Roads Program
Miles of Road by Organizational Responsibility and Surface Type
Present System
FY 2024 Inventory

P - Northwest
P06 - Olympic Peninsula
P06132 - Cowlitz Indian Tribe

Ownership	Mileage* (mi) with CN of 0, 1, 2, or 3 Classified by Existing Surface Type Code								Mileage* (mi) with CN = 4 Classified by Future Surface Type Code				Total (mi) CN 0 1 2 3 4					Bridges	
	Proposed** (0)	Earth (1)	Gravel (3)	< 2 inch (4)	> 2 inch (5)	Concrete (6)	Trail (9)	None (null)	Earth (E)	Gravel (G)	Paved (P)	None (null)						Count	Length (ft)
1 - BIA	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3					0	0.0
3 - State	0.0	0.0	0.0	0.0	52.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	52.9					19	7,329.0
4 - Urban	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9					0	0.0
8 - Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	0.0
5 - County And Township	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2					0	0.0
2 - Tribe	0.0	0.2	0.4	0.0	8.4	0.0	0.0	0.0	0.7	0.5	0.0	0.1	10.3					0	0.0
6 - Other BIA Offices	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	0.0
7 - Other Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	0.0
Total:	0.0	0.2	0.4	0.2	63.0	0.4	0.0	0.0	0.7	0.6	0.0	0.1	65.6					19	7,329.0

*All mileage in OFFICIAL records excep for class 11 (overlap).
**This column contains mileage where the surface type is 0 (proposed) but the construction need is not 4.



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0001	5			2 - TRIBE		10	0.3	0.3
0004	3			2 - TRIBE		10	0.1	0.1
0005	3			2 - TRIBE		10	0.1	0.1
0006	3			2 - TRIBE		10	0.1	0.1
0007	3			2 - TRIBE		10	0.1	0.1
0223	5			2 - TRIBE		10	0.1	0.6
0223	2			2 - TRIBE		20	0.3	
0223	2			2 - TRIBE		30	0.1	
0223	2			2 - TRIBE		40	0.1	
0224	5			4 - URBAN		1	0.3	2.4
0224	5			4 - URBAN		2	0.1	
0224	5			4 - URBAN		3	0.1	
0224	5			4 - URBAN		4	0.3	
0224	5			5 - COUNTY AND TOWNSHIP		5	0.1	
0224	5			4 - URBAN		6	0.1	
0224	5			5 - COUNTY AND TOWNSHIP		8	1.1	
0224	5			2 - TRIBE		10	0.1	
0224	5			2 - TRIBE		20	0.2	
0225	5			2 - TRIBE		10	0.3	0.3
0226	5			2 - TRIBE		10	0.2	0.2
0227	5			2 - TRIBE		10	0.1	0.3
0227	5			2 - TRIBE		20	0.2	
0228	5			2 - TRIBE		10	0.2	0.3
0228	5			2 - TRIBE		20	0.1	
0229	5			2 - TRIBE		10	0.1	0.1
0230	5			2 - TRIBE		10	0.1	0.1
0231	5			2 - TRIBE		10	0.1	0.8
0231	5			2 - TRIBE		20	0.1	
0231	5			2 - TRIBE		30	0.1	
0231	5			2 - TRIBE		35	0.1	
0231	5			2 - TRIBE		40	0.1	
0231	5			2 - TRIBE		50	0.1	
0231	5			2 - TRIBE		60	0.1	
0231	5			2 - TRIBE		70	0.1	
0232	5			2 - TRIBE		10	0.1	0.1
0233	5			2 - TRIBE		10	0.1	0.1
0234	5			2 - TRIBE		10	0.1	0.1
0238	8			2 - TRIBE		10	0.3	0.3



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0240	8			2 - TRIBE		10	0.2	0.2
0241	5			2 - TRIBE		10	0.1	0.2
0241	5			2 - TRIBE		20	0.1	
0242	5			2 - TRIBE		10	0.2	0.2
0250	5			2 - TRIBE		10	0.1	0.1
0251	5			2 - TRIBE		10	0.1	0.1
0252	8			2 - TRIBE		10	0.1	0.1
0260	3			2 - TRIBE		10	0.1	0.1
0261	9			2 - TRIBE		10	0.1	0.1
0270	3			2 - TRIBE		10	0.1	0.1
0271	9			2 - TRIBE		10	0.1	0.1
0272	3			2 - TRIBE		10	0.1	0.1
0273	9			2 - TRIBE		10	0.1	0.1
0301	5			2 - TRIBE		10	0.2	0.2
0303	3			2 - TRIBE		10	0.2	0.7
0303	3			2 - TRIBE		20	0.1	
0303	3			2 - TRIBE		30	0.1	
0303	3			2 - TRIBE		40	0.1	
0303	3			2 - TRIBE		50	0.1	
0303	3			2 - TRIBE		60	0.1	
0505	4			3 - STATE		10	0.3	4.1
0505	4	0014229A0000000	738	3 - STATE		20		
0505	4			3 - STATE		30	0.1	
0505	4			3 - STATE		40	0.3	
0505	4			3 - STATE		50	0.1	
0505	4			3 - STATE		60	0.9	
0505	4			3 - STATE		70	1.2	
0505	4	080476000000000	55	3 - STATE		80		
0505	4			3 - STATE		90	0.7	
0505	4	079725000000000	178	3 - STATE		100		
0505	4			3 - STATE		110	0.5	
0506	4			3 - STATE		10	0.3	8.7
0506	4	0011913A0000000	120	3 - STATE		20		
0506	4			3 - STATE		30	0.6	
0506	4			3 - STATE		40	1.5	
0506	4	0003928A0000000	173	3 - STATE		50		
0506	4			3 - STATE		60	2.0	
0506	4			3 - STATE		70	1.7	



Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0506	4	0005679A00000000	175	3 - STATE		80		
0506	4			3 - STATE		90	2.6	
0510	1			3 - STATE		10	0.9	27.3
0510	1	0014329A00000000	330	3 - STATE		20		
0510	1			3 - STATE		30	0.9	
0510	1	0016610A00000000	427	3 - STATE		40		
0510	1			3 - STATE		50	0.6	
0510	1			3 - STATE		60	0.3	
0510	1			3 - STATE		70	0.3	
0510	1	0005818B00000000	243	3 - STATE		80		
0510	1			3 - STATE		90	2.0	
0510	1	0006510A00000000	124	3 - STATE		100		
0510	1			3 - STATE		110	8.7	
0510	1	0002473A00000000	848	3 - STATE		120		
0510	1			3 - STATE		130	1.1	
0510	1			3 - STATE		140	0.4	
0510	1	0002559A00000000	1081	3 - STATE		150		
0510	1			3 - STATE		160	0.2	
0510	1			3 - STATE		170	0.5	
0510	1			3 - STATE		180	0.3	
0510	1	0007064B00000000	166	3 - STATE		190		
0510	1			3 - STATE		200	1.6	
0510	1	0004885A00000000	105	3 - STATE		210		
0510	1			3 - STATE		220	5.0	
0510	1	0008759A00000000	168	3 - STATE		230		
0510	1			3 - STATE		240	2.1	
0510	1	0008287A00000000	75	3 - STATE		250		
0510	1			3 - STATE		260	2.0	
0510	1	0008759C00000000	470	3 - STATE		270		
0510	1			3 - STATE		280	0.4	
1262	5			2 - TRIBE	01262	10	0.2	0.2
1264	7			1 - BIA	1264	10	0.2	0.3
1264	5			1 - BIA		20	0.1	
1265	3			2 - TRIBE		10	0.1	0.4
1265	9			2 - TRIBE		20	0.1	
1265	9			2 - TRIBE		30	0.1	
1265	9			2 - TRIBE		40	0.1	
4111	4			3 - STATE		10	9.3	10.1
4111	4	0011968A00000000	168	3 - STATE		20		



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4111	4			3 - STATE		30	0.8	
4321	2			3 - STATE		10	1.9	2.7
4321	2	0006321A00000000	1685	3 - STATE		20		
4321	2			3 - STATE		30	0.8	
P001	9			2 - TRIBE		10	0.1	0.1
P002	9			2 - TRIBE		10	0.1	0.4
P002	9			2 - TRIBE		20	0.1	
P002	9			2 - TRIBE		30	0.1	
P002	9			2 - TRIBE		40	0.1	
P003	9			2 - TRIBE		10	0.1	0.1
P004	9			2 - TRIBE		10	0.1	0.2
P004	9			2 - TRIBE		20	0.1	
P005	9			2 - TRIBE		10	0.1	0.1
P006	9			2 - TRIBE		10	0.1	0.1
P007	9			2 - TRIBE		10	0.1	0.1
P010	9			2 - TRIBE		10	0.1	0.1
P011	9			2 - TRIBE		10	0.1	0.1
P012	9			2 - TRIBE		10	0.1	0.1
P013	9			2 - TRIBE		10	0.1	0.1
P015	9			2 - TRIBE		10	0.1	0.8
P015	9			2 - TRIBE		20	0.1	
P015	9			2 - TRIBE		30	0.1	
P015	9			2 - TRIBE		40	0.1	
P015	9			2 - TRIBE		50	0.1	
P015	9			2 - TRIBE		60	0.1	
P015	9			2 - TRIBE		70	0.1	
P015	9			2 - TRIBE		80	0.1	
P016	9			2 - TRIBE		10	0.1	0.1
P017	9			2 - TRIBE		10	0.1	0.1
P018	9			2 - TRIBE		10	0.1	0.1
P019	9			2 - TRIBE		10	0.1	0.3
P019	9			2 - TRIBE		20	0.1	
P019	9			2 - TRIBE		30	0.1	
P020	9			2 - TRIBE		10	0.1	0.1

Region Subtotals	Number routes:	57	Number sections:	149	Total length:	65.6
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APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

State	Region Name	Tribe Name	Population	Total Miles	Transition		Bureau Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal	Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY24 TRIBAL PLANNING after 13.2% Oblim Reduction		Total FY24 TRIBAL 2% PLANNING after 13.2% Oblim Reduction		FY24 TTP Appropriations	Total and PNF
					Funding (20%) (a)	Allocation (b1)								Reduction	Oblim	Reduction	Oblim		
AK	E - Alaska	Afognak, Native Village of	90	12.2	13,112.39	18,223.96	7,237.92	15,722.50	41,184.39	54,296.78	17,251.47	71,588.25	1,636.19	67,138.60	1,420.21	65,561.96	9,933.35	65,561.96	
AK	E - Alaska	Agiagayuk Tribe of King Cove	287	7.7	14,054.92	11,502.01	23,080.93	21,444.96	50,327.89	73,654.86	24,282.81	81,610.67	1,866.10	79,744.57	1,619.78	78,124.79	14,309.71	74,774.58	
AK	E - Alaska	Akiak, Native Village of	35	13.7	14,615.88	20,464.61	2,814.75	23,110.84	46,390.20	61,006.08	18,790.60	79,796.68	1,823.80	77,972.88	1,583.06	76,389.82	11,189.18	73,079.40	
AK	E - Alaska	Akiachak Native Community	682	80.4	35,687.97	120,098.87	54,847.37	38,567.14	213,513.38	249,201.35	22,905.96	272,107.31	6,219.16	236,189.15	5,398.23	231,498.80	17,439.83	178,439.83	
AK	E - Alaska	Akiak Native Community	368	21.1	14,668.24	13,136.91	29,595.06	14,745.40	47,477.37	62,145.61	17,936.93	80,082.53	1,830.33	69,511.64	1,588.73	67,922.91	11,451.40	73,341.19	
AK	E - Alaska	Akutan, Native Village of	45	18.1	19,301.17	27,037.18	3,618.96	27,488.35	58,144.50	77,445.67	27,930.75	105,376.42	2,408.44	91,466.73	2,090.52	89,376.21	14,024.28	96,505.84	
AK	E - Alaska	Alakanuk, Village of	731	145.2	136,785.15	216,894.98	58,788.02	67,383.05	343,066.04	479,851.20	266,939.31	746,790.51	17,068.30	648,214.16	14,815.29	627,465.52	683,925.76		
AK	E - Alaska	Alatna Village	29	11.3	5,959.34	16,879.57	2,332.22	4,261.54	23,473.33	29,432.67	3,102.86	32,535.53	743.62	28,240.84	645.46	27,595.38	5,661.70	29,796.69	
AK	E - Alaska	Aleknagik, Native Village of	197	15.4	14,086.13	23,004.01	15,843.01	20,901.95	59,748.97	73,835.10	6,786.74	80,621.84	1,842.66	69,979.76	1,599.43	68,380.33	14,411.27	70,430.61	
AK	E - Alaska	Algaicq Native Village (St. Mary's)	438	-	11,223.73	-	35,224.56	9,665.88	44,890.43	56,114.16	5,162.75	61,276.91	1,400.52	53,188.36	1,215.65	51,972.71	10,827.44	56,118.63	
AK	E - Alaska	Allakaket Village	156	17.3	13,158.98	25,842.17	12,545.73	17,120.38	55,508.28	68,667.27	6,311.72	74,978.99	1,713.69	65,081.76	1,487.48	63,594.28	13,388.43	65,794.92	
AK	E - Alaska	Ambluk, Native Village of	226	5.0	22,232.93	7,468.84	18,175.23	17,900.58	43,544.64	65,777.57	5,565.07	73,128.64	2,774.27	65,360.13	2,408.06	62,952.07	11,164.66		
AK	E - Alaska	Anaktuvuk Pass, Village of	289	3.0	15,421.50	4,481.30	23,241.77	15,139.08	42,862.15	58,283.65	25,911.38	84,195.03	1,924.32	73,081.29	1,670.31	71,410.98	13,338.22	77,107.50	
AK	E - Alaska	Angoon Community Association	319	5.8	40,905.80	8,663.85	25,654.41	53,939.85	88,258.11	129,163.91	94,164.89	233,328.80	5,104.30	193,849.40	4,430.53	189,418.87	21,287.60	208,520.00	
AK	E - Alaska	Aniak, Village of	398	5.2	12,340.03	7,767.59	32,007.70	14,907.02	54,682.31	67,022.34	6,160.53	73,182.86	1,672.63	63,522.73	1,451.85	62,070.88	13,189.21	61,700.14	
AK	E - Alaska	Anvik Village	75	14.5	13,345.85	21,659.62	6,031.60	9,363.07	37,054.29	50,400.14	22,462.69	72,862.82	1,665.32	63,244.93	1,455.50	61,789.43	8,637.29	66,729.24	
AK	E - Alaska	Arctic Village	127	217.5	45,850.59	324,894.34	10,213.51	36,864.23	371,972.09	417,822.68	38,405.22	456,227.89	10,427.34	396,005.81	9,050.93	387,115.87	22,252.96		
AK	E - Alaska	Ashcararmiut Tribe	849	2.3	15,689.04	3,435.66	68,277.74	18,395.00	90,108.40	105,797.44	11,522.08	127,329.48	2,640.32	100,773.16	2,291.80	98,481.36	21,733.88	78,445.22	
AK	E - Alaska	Atka, Native Village of	47	26.1	31,361.70	38,987.32	3,779.80	53,277.91	96,045.03	127,406.74	43,815.23	171,221.97	3,913.37	148,620.67	3,396.81	145,223.86	15,868.52		
AK	E - Alaska	Atmurtuk, Village of	310	48.0	30,284.25	17,700.82	24,930.62	23,378.45	120,009.89	150,294.14	15,045.36	165,339.50	3,778.92	143,514.69	3,280.11	140,234.58	28,946.03	151,421.24	
AK	E - Alaska	Atkasuk Village (Atlasook)	230	1.3	11,349.58	1,941.90	18,496.91	12,270.63	32,709.44	44,059.03	17,905.01	61,964.04	1,416.22	53,784.78	1,229.28	52,555.50	7,889.42	56,747.91	
AK	E - Alaska	Barrow Inupiat Traditional Gov., Native Village of	2,626	17.5	92,481.22	26,140.92	211,186.50	108,124.06	345,451.47	437,932.70	66,676.63	504,909.33	11,539.98	438,261.30	10,610.70	427,650.60	33,821.87	462,406.12	
AK	E - Alaska	Beaver Village	77	5.6	8,281.61	8,365.10	6,192.44	10,567.33	25,124.87	33,406.48	11,807.70	45,214.18	1,033.39	39,245.91	896.99	38,348.92	6,060.04	41,408.06	
AK	E - Alaska	Belkofski, Native Village of	-	27.1	5,730.18	40,481.09	-	4,482.54	44,963.63	50,693.81	4,659.65	55,353.46	1,265.13	48,046.80	1,098.14	46,948.66	10,804.09	28,650.91	
AK	E - Alaska	Bill Moore's Slough, Village of	-	71.6	36,645.64	106,952.72	-	30,926.29	137,880.01	174,525.65	25,544.43	200,070.09	4,572.71	173,660.84	3,969.11	169,691.73	33,256.25	183,228.21	
AK	E - Alaska	Birch Creek Tribe	31	8.3	8,829.47	13,398.27	2,493.06	13,624.18	28,515.94	37,348.93	10,856.32	48,205.25	1,010.76	41,942.16	956.33	40,985.83	6,678.81	44,147.34	
AK	E - Alaska	Brevik Mission, Native Village of	388	245.7	120,804.17	367,018.57	31,203.49	122,803.79	520,853.86	640,147.08	59,734.87	700,591.78	16,015.17	638,237.82	13,801.61	624,436.21	60,478.17		
AK	E - Alaska	Buckland, Native Village of	412	8.7	16,390.84	12,995.77	33,133.60	17,891.09	64,020.46	80,411.31	9,075.94	89,487.25	2,045.28	77,674.93	1,775.30	75,900.63	15,445.55	81,954.22	
AK	E - Alaska	Cantwell, Native Village of	66	-	5,003.00	-	5,307.81	4,339.87	9,647.68	14,650.68	12,663.63	27,314.31	624.28	23,708.82	541.88	23,166.94	2,515.00		
AK	E - Alaska	Central Council Tlingit & Haida Indian Tribes	5,599	13.9	138,094.40	20,763.36	450,279.20	128,990.42	600,032.98	738,127.38	67,846.82	805,974.20	18,420.98	699,555.61	15,989.41	683,566.20	144,726.18	690,472.00	
AK	E - Alaska	Chalkyitsik Village	566	179.6	34,289.23	268,280.57	4,503.60	28,402.29	301,186.45	335,475.68	30,836.08	366,311.76	8,372.25	317,958.12	7,267.12	310,691.00	172,446.13		
AK	E - Alaska	Chanega (Chenega), Native Village of	42	16.4	33,044.17	24,497.78	3,377.70	39,325.67	67,201.14	100,245.31	80,162.20	180,407.51	4,123.31	156,593.72	3,579.03	153,014.69	16,208.72	165,220.83	
AK	E - Alaska	Cheesh-Na Tribe (Chistochina)	44	6.8	7,973.41	10,157.62	3,538.54	10,942.53	24,638.69	32,612.09	10,919.42	43,531.51	994.94	37,785.85	863.60	36,922.25	5,942.78	39,867.03	
AK	E - Alaska	Chefornak, Village of	458	0.3	11,297.71	448.13	36,832.98	10,013.68	47,294.79	58,592.50	5,385.68	63,978.17	1,462.26	55,533.05	1,269.24	54,263.81	11,407.36	56,488.55	
AK	E - Alaska	Chevak Native Village	1,012	285.6	134,841.57	426,619.88	81,386.42	52,575.87	560,582.16	695,423.73	63,921.61	759,345.34	17,355.25	699,111.76	15,064.36	684,047.40	135,210.76	674,207.84	
AK	E - Alaska	Chikaloon Native Village	508	334.6	171,707.23	499,814.47	40,854.05	189,860.34	730,528.86	902,236.09	82,931.28	985,167.37	22,516.54	855,125.28	19,544.35	835,580.93	156,201.00	858,536.13	
AK	E - Alaska	Chignik Bay Tribal Council	50	20.1	16,068.89	30,024.72	4,021.07	27,404.60	61,450.39	75,519.27	10,210.22	85,729.49	2,005.11	76,149.20	1,740.43	74,408.77	14,821.65	80,344.44	
AK	E - Alaska	Chignik Lagoon, Native Village of	56	20.5	15,002.65	30,622.23	4,503.60	27,445.92	62,571.74	77,574.39	7,130.44	84,704.83	1,935.97	73,523.79	1,680.43	71,843.36	15,092.12	75,013.23	
AK	E - Alaska	Chignik Lake Village	67	13.7	13,208.94	20,033.37	5,884.21	25,897.19	45,884.81	59,816.16	12,623.59	72,609.74	1,659.47	64,940.27	1,440.42	63,499.85	11,087.14	74,687.00	
AK	E - Alaska	Chignik Native Village (Klukwan)	72	8.7	54,911.15	12,995.77	5,790.34	49,448.45	68,234.56	122,725.71	174,773.50	297,499.20	6,799.51	258,229.31	5,901.97	252,327.34	16,457.97	272,755.31	
AK	E - Alaska	Chilkoot Indian Association (Haines)	413	171.2	218,678.04	255,732.93	33,214.02	168,330.27	457,277.21	575,955.25	517,936.63	1,193,891.89	27,287.05	1,036,298.16	23,685.16	1,012,613.00	110,293.91	1,093,308.20	
AK	E - Alaska	Chitina Eskimo Community (Golovin)	599	221.0	111,605.77	330,122.53	12,787.00	119,523.85	462,433.37	574,039.14	52,764.24	626,803.38	14,325.93	544,065.34	12,434.91	531,630.43	111,537.56	558,028.85	
AK	E - Alaska	Chitina, Native Village of	25	2.2	6,081.82	3,286.29	2,010.53	5,653.77	10,950.59	17,032.41	16,171.81	33,204.22	758.90	28,821.27	658.73	28,162.54	3,409.09		
AK	E - Alaska	Chuathbaluk, Native Village of	127	-	12,201.27	-	10,213.51	24,654.78	34,868.29	47,069.56	19,544.35	66,613.91	1,522.50	57,820.87	1,321.53	56,500.34	8,410.13	61,006.36	
AK	E - Alaska	Chuloonawik Native Village	-	-	4,874.47	-	-	4,200.68	4,200.68	9,075.15	17,537.43	26,612.58	608.24	23,099.72	527.96	22,571.76	1,013.19	24,732.33	
AK	E - Alaska	Circulo Native Community	85	4.2	7,005.43	6,273.82	6,835.82	8,405.40	21,515.04	28,520.47	9,726.31	38,246.78	874.15	33,198.20	758.76	32,439.44	5,189.36	35,027.17	
AK	E - Alaska	Clarks Point, Village of	60	3.1	6,438.50	4,630.68	4,825.28	3,746.04	16,932.00	23,370.51	11,781.06	35,151.56	803.41	30,511.56	697.36	29,814.20	4,083.95	32,192.51	
AK	E - Alaska	Council, Native Village of	-	54.9	36,586.47	82,007.81	-	28,308.79	110,316.60	146,903.07	52,843.95	199,747.02	4,565.33	173,380.42	3,962.70	169,417.72	26,608.04	182,932.34	
AK	E - Alaska	Craig Community Association	455	441.3	137,668.84	61,692.58	36,591.72	199,718.56	298,002.86	435,371.70	314,605.50	749,977.19							

State	Region Name	Tribe Name	Population	Total Miles	Transition Funding (2020)		Bureau Population Allocation	Region Share Allocation	Allocation Subtotal	Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Total Tribal Shares	Authorized Total Tribal Shares (A+J)	Total FY24 TRIBAL PLANNING after 13.2% Oblin		Total FY24 TRIBAL PLANNING after 13.2% Oblin		FY24 TTP Proportion	Total and PNF
					(A)	(B)								Reduction	Reduction	Reduction	Reduction		
AK	E - Alaska	King Salmon Tribe	79	3.4	0.274	0.0781	6,353.29	7,349.91	18,720.01	25,066.05	9,197.64	23,253.69	23,253.69	29,732.21	6,799.55	4,530.16	31,370.22		31,370.22
AK	E - Alaska	Kipuk, Native Village of	714	131.5	115,387.98	106,430.37	57,420.85	47,009.24	300,960.47	436,322.32	213,622.32	629,942.76	629,942.76	14,398.32	12,497.75	12,497.75	17,590.78	570,939.89	570,939.89
AK	E - Alaska	Kivalina, Native Village of	369	28.9	32,415.79	43,169.87	29,675.48	37,002.79	109,848.14	142,263.93	34,712.89	176,976.82	4,004.90	153,615.88	9,726.49	26,490.05	162,078.93		162,078.93
AK	E - Alaska	Klawock Cooperative Association	393	3.5	187,891.37	5,228.18	31,605.60	224,380.63	261,214.41	449,105.78	576,703.60	1,025,809.38	23,445.43	890,450.24	20,350.63	63,004.14	939,456.86		939,456.86
AK	E - Alaska	Kluti-Kaah (Copper Center), Native Village of	175	42.2	12,433.27	63,036.97	14,073.74	9,210.10	86,320.80	98,574.50	9,077.23	107,831.30	2,464.54	93,597.57	2,133.22	20,820.32	62,166.34		62,166.34
AK	E - Alaska	Knik Tribe	4,518	1.9	86,714.78	2,838.16	363,343.71	38,094.36	404,276.23	490,991.01	45,130.67	536,121.68	12,253.35	465,353.62	10,635.91	97,510.23	433,573.91		433,573.91
AK	E - Alaska	Kobuk, Native Village of	141	80.3	38,033.78	119,949.50	11,339.41	32,068.73	163,357.64	201,391.41	18,511.39	219,902.81	5,026.00	190,875.64	4,362.57	49,301.38	190,168.88		190,168.88
AK	E - Alaska	Kokhanok Village	131	97.7	15,103.61	145,941.04	10,535.20	18,557.30	175,033.54	190,137.15	17,476.93	207,614.09	4,745.13	180,209.03	4,118.78	42,217.57	75,518.05		75,518.05
AK	E - Alaska	Kongiganak, Native Village of	481	62.0	50,750.79	62,613.56	38,682.67	27,001.33	158,297.57	209,048.36	68,030.01	277,078.36	6,332.78	240,504.02	5,496.85	38,180.91	253,753.93		253,753.93
AK	E - Alaska	Kotlik, Village of	638	9.1	16,328.70	13,593.28	51,308.83	18,689.58	83,591.69	99,920.39	9,184.43	109,104.82	2,493.65	94,702.99	2,164.49	20,162.07	81,643.48		81,643.48
AK	E - Alaska	Kotzebue, Native Village of	2,331	22.2	56,510.50	33,161.63	187,462.19	79,547.65	300,171.47	356,681.97	32,785.31	389,467.29	8,901.49	338,057.61	7,726.49	72,400.47	282,552.52		282,552.52
AK	E - Alaska	Koyuk, Native Village of	323	362.1	169,975.68	540,893.06	25,976.10	168,886.83	735,755.99	905,731.67	83,252.59	988,984.26	22,603.77	858,438.34	19,620.07	17,462.17	849,874.40		849,874.40
AK	E - Alaska	Koyukuk, Native Village of	88	2.9	6,639.91	4,331.92	7,077.08	7,783.44	19,192.45	25,832.35	10,418.79	36,251.14	828.54	31,465.99	719.17	4,629.16	33,199.53		33,199.53
AK	E - Alaska	Kwethluk, Organized Village of	777	6.4	16,847.14	9,560.11	62,487.40	19,563.25	91,610.76	108,457.89	9,969.18	118,427.07	2,706.72	102,794.70	2,349.43	22,096.24	84,235.68		84,235.68
AK	E - Alaska	Kwillingnook, Native Village of	349	13.6	11,080.40	20,315.23	28,067.06	9,479.88	57,862.17	68,942.58	6,337.03	75,279.61	1,720.56	65,342.70	1,493.44	13,956.18	55,402.02		55,402.02
AK	E - Alaska	Kwinagagak (Quinhagak), Native Village of	716	12.0	23,824.16	17,925.21	57,581.69	23,018.22	98,525.12	122,349.28	11,246.04	133,595.32	3,053.39	115,960.74	2,650.35	23,763.97	119,120.82		119,120.82
AK	E - Alaska	Larsen Bay, Native Village of	66	0.3	10,256.87	448.13	5,307.81	7,606.30	13,362.24	23,619.11	32,379.15	55,998.26	1,279.87	48,606.49	1,110.93	3,222.93	51,284.33		51,284.33
AK	E - Alaska	Leveck Village	56	16.4	46,217.09	24,497.78	4,503.60	46,152.83	75,154.20	121,371.29	130,954.93	252,326.22	5,767.05	219,019.16	5,005.80	18,126.97	231,085.43		231,085.43
AK	E - Alaska	Lime Village	32	7.7	8,705.84	11,502.01	2,573.48	13,220.92	27,296.41	36,002.25	11,528.03	47,530.27	1,086.33	41,256.28	942.93	6,583.81	43,529.18		43,529.18
AK	E - Alaska	Lower Katsikag, Village of	298	38.7	14,221.34	57,808.79	23,965.57	11,201.79	92,976.14	107,197.48	9,853.32	117,050.81	2,675.26	101,600.10	2,322.13	22,425.75	71,106.70		71,106.70
AK	E - Alaska	Manley Hot Springs Village	24	43.3	14,527.22	64,680.12	1,930.11	20,984.88	87,595.11	102,122.33	9,386.83	111,509.16	2,548.60	96,789.95	2,212.19	11,127.68	72,636.10		72,636.10
AK	E - Alaska	Manokotak Village	458	16.8	19,776.59	25,095.29	36,832.98	28,460.85	90,389.12	110,165.71	10,126.16	120,291.86	2,749.34	104,413.34	2,386.42	21,801.59	98,882.96		98,882.96
AK	E - Alaska	Marshall (Fortuna Lodge), Native Village of	446	46.4	28,502.29	69,310.79	35,867.93	51,218.67	156,397.39	184,899.68	16,995.52	201,895.20	4,614.42	175,245.03	4,005.32	37,722.59	142,511.45		142,511.45
AK	E - Alaska	Mary's Igloo, Native Village of	-	270.4	122,331.43	403,914.62	-	102,148.37	506,063.00	628,394.42	57,760.44	686,154.87	15,682.44	595,582.42	13,612.36	127,060.90	611,657.13		611,657.13
AK	E - Alaska	McGrath Native Village	181	50.4	29,729.43	75,285.86	14,556.27	35,340.55	125,182.68	154,912.11	14,239.13	169,151.24	3,866.04	146,821.78	3,355.73	30,193.69	148,647.16		148,647.16
AK	E - Alaska	Meekoryuk, Native Village of	204	13.2	25,184.02	19,177.73	16,405.96	21,874.05	57,997.73	81,881.75	54,312.58	137,494.34	3,142.51	119,345.08	2,727.70	125,938.88	125,938.88		125,938.88
AK	E - Alaska	Mentasta Traditional Council	91	9.3	11,906.12	30,214.03	7,157.50	9,214.51	40,180.58	47,280.19	6,426.14	56,426.14	1,289.60	54,942.19	1,289.60	59,533.67	59,533.67		59,533.67
AK	P - Northwest	Mettakallia Indian Community, Annette Island Reserve	1,289	246.9	70,526.27	368,811.10	103,663.13	143,327.06	615,801.29	686,327.56	192,936.35	879,263.91	20,096.05	763,207.86	17,443.37	148,529.45	352,631.33		352,631.33
AK	E - Alaska	Minto, Native Village of	179	5.3	10,443.05	7,916.97	14,395.42	12,143.29	34,455.68	44,898.73	12,116.03	57,014.76	1,303.10	49,498.81	1,131.09	8,310.61	52,215.26		52,215.26
AK	E - Alaska	Naknek Native Village	256	75.1	80,901.18	112,181.91	20,587.87	131,050.87	263,820.65	344,721.82	96,965.23	441,687.05	10,095.00	383,384.36	8,762.46	60,432.76	404,505.88		404,505.88
AK	E - Alaska	Nanwalek (English Bay), Native Village of	232	57.4	47,753.85	85,742.23	18,657.76	62,026.91	166,426.90	214,180.74	46,535.56	260,716.30	5,958.81	226,301.75	5,127.25	40,141.68	238,769.23		238,769.23
AK	E - Alaska	Napaimute, Native Village of	1	41.2	9,888.73	61,543.20	80.42	6,413.55	68,037.17	77,925.90	7,162.75	85,088.65	1,944.75	73,856.95	1,688.04	16,410.36	49,443.64		49,443.64
AK	E - Alaska	Napakaki, Native Village of	394	124.7	96,242.42	186,272.76	31,686.02	47,011.41	264,970.18	361,212.60	164,231.30	525,443.89	12,009.31	456,085.30	10,424.08	63,910.02	481,212.08		481,212.08
AK	E - Alaska	Napaskiak, Native Village of	448	49.3	54,769.65	73,622.45	36,028.77	31,040.35	140,711.84	195,481.48	103,538.20	299,019.68	6,834.26	259,549.08	5,932.14	33,939.28	273,848.24		273,848.24
AK	E - Alaska	Nelson Lagoon, Native Village of	30	11.8	9,890.96	17,676.45	2,412.64	8,384.30	28,423.39	38,314.35	15,686.20	54,000.55	1,234.21	46,872.48	1,071.30	6,855.64	49,454.79		49,454.79
AK	E - Alaska	Nenana Native Association	134	2.1	16,720.06	3,136.91	10,776.46	14,511.86	28,425.23	45,145.30	46,139.35	91,284.65	2,086.36	79,235.07	1,810.96	6,856.08	83,600.32		83,600.32
AK	E - Alaska	New Koliganek Village Council	216	10.8	12,227.01	16,132.68	17,371.01	16,924.66	50,428.35	62,655.36	5,759.12	68,414.48	1,563.65	69,398.77	1,357.25	12,163.17	61,135.03		61,135.03
AK	E - Alaska	New Stuyahok Village	516	6.8	14,021.35	10,157.62	41,497.42	16,205.72	67,860.76	81,882.11	7,526.40	89,408.51	2,043.48	77,606.59	1,773.74	16,967.82	70,106.75		70,106.75
AK	E - Alaska	Newhalen Village	147	264.5	119,667.21	805,101.40	11,821.94	109,495.19	515,401.74	583,314.43	693,449.57	1,584,014.13	58,940.14	601,334.36	13,757.06	124,314.63	598,336.07		598,336.07
AK	E - Alaska	Newtok Village	389	131.7	102,341.92	196,729.13	31,283.91	73,671.63	301,684.67	404,026.59	154,718.07	558,744.65	12,770.41	484,990.36	11,084.72	72,765.45	511,709.59		511,709.59
AK	E - Alaska	Nightmute, Native Village of	294	26.1	22,380.18	38,987.32	23,643.88	36,622.81	99,254.01	121,634.19	11,180.31	132,814.50	3,035.55	115,282.99	2,634.86	23,399.77	111,900.91		111,900.91
AK	E - Alaska	Nikolai Village	72	31.1	20,787.86	46,456.16	5,790.34	40,865.91	93,112.41	113,900.26	10,469.43	124,369.69	2,842.54	107,952.84	2,467.32	22,458.44	103,939.28		103,939.28
AK	E - Alaska	Nikolski, Native Village of	14	0.8	5,346.17	1,195.01	1,125.90	5,533.94	7,854.85	13,201.02	15,986.87	29,187.89	667.11	25,335.09	4,759.05	1,894.57	26,730.86		26,730.86
AK	E - Alaska	Nimlichik Village	1,253	28.7	29,914.58	42,871.12	100,767.97	46,143.44	189,782.52	219,697.10	20,194.01	239,891.11	5,482.84	208,225.48	4,759.11	45,774.98	149,572.88		149,572.88
AK	E - Alaska	Noatak, Native Village of	506	27.8	18,806.93	41,526.73	40,693.21	17,473.05	99,692.98	118,499.91	10,892.22	129,392.12	2,957.33	112,312.36	2,566.96	20,045.65	94,034.65		94,034.65
AK	E - Alaska	Nome Eskimo Community	1,594	71.4	53,287.18	106,594.97	128,191.65	51,521.38	286,368.00	339,655.18	31,220.25	370,875.43	8,476.56	321,919.88	7,357.65	69,071.12	266,435.89		266,435.89
AK	E - Alaska	Nondalton Village	131	1.2	10,264.24	1,792.52	10,535.20	10,676.67	23,004.39	33,768.62	22,769.87	56,038.49	1,280.79	48,641.41	1,111.73	5,548.59	51,321.18		51,321.18
AK	E - Alaska	Noorvik Native Community	633	148.0	77,098.70	221,077.53	49,298.29	77,094.68	347,470.50	424,569.21	39,025.34	463,594.54	10,595.71	402,400.06	9,197.07	83,808.			

State	Region Name	Tribe Name	Population	Total Miles	Transition		Bureau Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal	Allocation Subtotal (A+B)	Total Allocation	Authorized Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY24 TRIBAL		Total FY24 TRIBAL		FY24 TTP Special Appropriations	Total and 199F
					Funding (20)	Allocation (b1)								SHARES after 13.2% Oblin	Reduction	SHARES after 13.2% Oblin	Reduction		
AK	E - Alaska	Stony River, Village of	16,5	-	\$ 12,891.67	\$ 24,647.16	\$ 4,181.91	\$ 11,763.46	\$ 40,597.52	\$ 53,484.19	\$ 16,899.00	\$ 70,383.19	\$ 1,688.85	\$ 61,694.34	\$ 1,396.30	\$ 62,458.34	\$ 1,396.30	\$ 64,458.34	\$ 1,396.30
AK	E - Alaska	Surin-A Tribe of Kodiak	514	-	\$ 21,557.84	-	\$ 41,336.58	\$ 16,577.47	\$ 57,914.05	\$ 79,471.88	\$ 26,252.02	\$ 107,696.90	\$ 2,690.90	\$ 105,006.00	\$ 2,334.94	\$ 107,340.94	\$ 2,334.94	\$ 107,789.19	\$ 2,334.94
AK	E - Alaska	Takotna Village	11	0.7	\$ 13,452.18	\$ 1,045.64	\$ 884.63	\$ 6,661.38	\$ 8,591.65	\$ 11,399.51	\$ 73,443.34	\$ 1,678.59	\$ 63,748.82	\$ 1,457.01	\$ 7,072.28	\$ 67,260.88	\$ 1,457.01	\$ 67,260.88	\$ 1,457.01
AK	E - Alaska	Tanacross, Native Village of	116	5.1	\$ 9,202.28	\$ 7,618.21	\$ 9,328.88	\$ 9,562.60	\$ 26,509.69	\$ 35,711.97	\$ 14,528.68	\$ 50,240.66	\$ 1,148.28	\$ 43,608.89	\$ 996.70	\$ 6,394.06	\$ 46,011.41	\$ 996.70	\$ 46,011.41
AK	E - Alaska	Tanana, Native Village of	201	99.6	\$ 17,526.00	\$ 148,779.20	\$ 16,164.69	\$ 16,021.22	\$ 180,965.11	\$ 198,491.11	\$ 18,244.81	\$ 216,735.92	\$ 4,953.62	\$ 188,126.78	\$ 4,299.74	\$ 43,648.25	\$ 67,630.01	\$ 43,648.25	\$ 67,630.01
AK	E - Alaska	Tangirmat Native Village (Lesnoi Village)	14	-	\$ 1,484.54	-	-	\$ 1,125.90	\$ 3,642.42	\$ 4,768.32	\$ 6,252.86	\$ 1,852.13	\$ 8,104.99	\$ 185.24	\$ 7,035.13	\$ 1,601.79	\$ 1,150.10	\$ 7,422.71	\$ 1,601.79
AK	E - Alaska	Tatitiek, Native Village of	55	4.5	\$ 10,448.84	\$ 6,721.95	\$ 4,423.17	\$ 13,130.94	\$ 24,276.07	\$ 34,724.91	\$ 23,221.47	\$ 57,046.38	\$ 1,303.83	\$ 49,516.25	\$ 1,313.72	\$ 5,855.32	\$ 52,244.22	\$ 1,313.72	\$ 52,244.22
AK	E - Alaska	Tazlina, Native Village of	136	123.8	\$ 54,400.71	\$ 184,928.37	\$ 10,937.31	\$ 31,373.37	\$ 227,239.04	\$ 281,639.74	\$ 25,887.62	\$ 307,527.36	\$ 7,028.70	\$ 266,933.75	\$ 6,100.92	\$ 54,809.38	\$ 272,003.53	\$ 6,100.92	\$ 272,003.53
AK	E - Alaska	Telida Village	3	16.2	\$ 2,319.13	\$ 24,199.03	\$ 241.26	\$ 2,053.47	\$ 26,493.76	\$ 28,812.89	\$ 31,461.29	\$ 71,096	\$ 27,308.40	\$ 624.15	\$ 6,200.22	\$ 11,595.65	\$ 6,200.22	\$ 11,595.65	\$ 6,200.22
AK	E - Alaska	Teller, Native Village of	241	96.9	\$ 52,847.12	\$ 144,746.03	\$ 19,381.55	\$ 46,683.90	\$ 210,811.48	\$ 263,658.60	\$ 24,864.88	\$ 288,523.48	\$ 6,594.36	\$ 250,438.38	\$ 5,723.91	\$ 50,847.11	\$ 264,235.60	\$ 5,723.91	\$ 264,235.60
AK	E - Alaska	Tellin Village	124	115.8	\$ 51,587.81	\$ 172,978.23	\$ 9,972.25	\$ 51,069.31	\$ 234,019.79	\$ 285,607.59	\$ 26,252.34	\$ 311,859.93	\$ 7,127.73	\$ 270,694.42	\$ 6,186.87	\$ 56,444.88	\$ 257,939.03	\$ 6,186.87	\$ 257,939.03
AK	E - Alaska	Togiak, Traditional Village of	689	10.9	\$ 31,973.29	\$ 16,282.06	\$ 55,410.32	\$ 35,559.92	\$ 108,252.30	\$ 140,225.95	\$ 34,335.38	\$ 174,560.97	\$ 3,989.69	\$ 151,518.92	\$ 3,463.05	\$ 22,210.13	\$ 159,864.44	\$ 3,463.05	\$ 159,864.44
AK	E - Alaska	Tulukag Native Community	405	19.4	\$ 14,280.82	\$ 28,979.08	\$ 32,570.65	\$ 15,411.73	\$ 76,961.46	\$ 91,242.28	\$ 8,386.76	\$ 99,629.04	\$ 2,277.08	\$ 86,478.01	\$ 1,976.50	\$ 16,562.88	\$ 71,404.09	\$ 1,976.50	\$ 71,404.09
AK	E - Alaska	Tuntutuliak, Native Village of	420	154.8	\$ 17,702.82	\$ 231,235.15	\$ 37,197.97	\$ 54,153.32	\$ 319,163.64	\$ 446,866.47	\$ 250,388.27	\$ 697,204.74	\$ 15,934.99	\$ 605,173.71	\$ 13,831.57	\$ 76,981.33	\$ 68,514.17	\$ 13,831.57	\$ 68,514.17
AK	E - Alaska	Tununak, Native Village of	354	35.4	\$ 12,645.83	\$ 52,879.36	\$ 28,469.16	\$ 11,299.72	\$ 92,648.24	\$ 105,294.07	\$ 9,678.37	\$ 114,972.43	\$ 2,627.76	\$ 99,796.07	\$ 2,280.89	\$ 22,346.48	\$ 62,239.13	\$ 2,280.89	\$ 62,239.13
AK	E - Alaska	Twin Hills Village	76	24.8	\$ 14,935.36	\$ 37,045.42	\$ 6,112.02	\$ 27,344.59	\$ 70,504.04	\$ 85,437.39	\$ 7,853.19	\$ 93,290.58	\$ 2,132.21	\$ 80,976.23	\$ 1,850.76	\$ 17,004.88	\$ 74,676.78	\$ 1,850.76	\$ 74,676.78
AK	E - Alaska	Tyonek, Native Village of	180	113.4	\$ 50,110.83	\$ 169,393.19	\$ 14,475.85	\$ 55,552.34	\$ 239,421.37	\$ 289,532.20	\$ 26,613.08	\$ 316,145.28	\$ 7,225.67	\$ 274,414.10	\$ 6,271.88	\$ 57,747.73	\$ 250,554.14	\$ 6,271.88	\$ 250,554.14
AK	E - Alaska	Ugashik Village	7	95.1	\$ 28,808.46	\$ 142,057.25	\$ 562.95	\$ 62,097.94	\$ 204,718.14	\$ 233,526.60	\$ 21,465.18	\$ 254,991.78	\$ 5,827.98	\$ 221,332.87	\$ 5,058.68	\$ 49,377.41	\$ 144,024.32	\$ 5,058.68	\$ 144,024.32
AK	E - Alaska	Umukumiut Native Village	57	-	\$ 1,512.39	-	-	\$ 4,584.02	\$ 1,221.05	\$ 5,805.07	\$ 7,317.46	\$ 939.58	\$ 8,257.04	\$ 188.72	\$ 7,167.11	\$ 1,631.81	\$ 1,400.17	\$ 7,561.96	\$ 1,631.81
AK	E - Alaska	Unalakleet, Native Village of	580	164.1	\$ 68,517.30	\$ 245,127.18	\$ 46,644.39	\$ 63,117.01	\$ 354,888.58	\$ 423,405.88	\$ 38,918.41	\$ 462,324.29	\$ 10,566.67	\$ 401,297.49	\$ 9,171.87	\$ 85,598.08	\$ 342,586.50	\$ 9,171.87	\$ 342,586.50
AK	E - Alaska	Unga, Native Village of	17	24.4	\$ 17,099.89	\$ 36,447.92	\$ 1,367.16	\$ 32,665.08	\$ 70,480.16	\$ 87,580.05	\$ 8,050.14	\$ 95,630.19	\$ 2,185.68	\$ 83,007.01	\$ 1,897.17	\$ 16,999.61	\$ 85,499.45	\$ 1,897.17	\$ 85,499.45
AK	E - Alaska	Venetie Tribal Government, Native Village of	127	322.9	\$ 91,119.13	\$ 482,337.39	\$ 10,313.51	\$ 81,196.93	\$ 573,747.84	\$ 664,866.97	\$ 61,112.91	\$ 725,979.88	\$ 16,592.66	\$ 630,150.54	\$ 14,402.43	\$ 138,386.28	\$ 455,595.66	\$ 14,402.43	\$ 455,595.66
AK	E - Alaska	Wainwright, Village of	535	0.6	\$ 15,154.70	\$ 896.26	\$ 43,025.43	\$ 29,728.28	\$ 73,649.97	\$ 88,804.67	\$ 8,162.70	\$ 96,967.38	\$ 2,216.24	\$ 84,167.68	\$ 1,923.70	\$ 17,764.15	\$ 75,773.52	\$ 1,923.70	\$ 75,773.52
AK	E - Alaska	Wales, Native Village of	135	135.2	\$ 67,159.86	\$ 201,957.31	\$ 10,856.88	\$ 64,041.08	\$ 276,855.27	\$ 344,015.13	\$ 31,621.01	\$ 375,636.14	\$ 8,585.37	\$ 326,052.17	\$ 7,452.10	\$ 66,776.67	\$ 335,799.31	\$ 7,452.10	\$ 335,799.31
AK	E - Alaska	White Mountain, Native Village of	170	183.9	\$ 93,205.79	\$ 274,703.77	\$ 13,671.63	\$ 84,855.77	\$ 373,231.17	\$ 466,436.97	\$ 42,873.72	\$ 509,310.69	\$ 11,640.57	\$ 442,081.67	\$ 10,104.02	\$ 90,022.26	\$ 466,028.97	\$ 10,104.02	\$ 466,028.97
AK	E - Alaska	Wrangell Cooperative Association	401	5.9	\$ 128,225.51	\$ 8,813.23	\$ 32,248.97	\$ 89,113.03	\$ 130,175.22	\$ 258,400.73	\$ 441,657.60	\$ 760,050.69	\$ 16,000.21	\$ 607,650.69	\$ 13,888.19	\$ 31,397.88	\$ 641,127.56	\$ 13,888.19	\$ 641,127.56
AK	E - Alaska	Yakutat Tlingit Tribe	297	13.9	\$ 27,752.34	\$ 20,763.36	\$ 23,885.14	\$ 38,072.25	\$ 82,755.75	\$ 120,507.99	\$ 85,603.67	\$ 206,111.66	\$ 4,710.79	\$ 198,944.82	\$ 4,088.97	\$ 19,980.44	\$ 188,964.12	\$ 4,088.97	\$ 188,964.12
AK	E - Alaska	Yupit of Andreafski	90	250.1	\$ 16,564.57	\$ 373,591.15	\$ 7,237.92	\$ 19,112.64	\$ 399,941.71	\$ 416,506.28	\$ 38,284.22	\$ 454,790.50	\$ 10,394.48	\$ 394,758.15	\$ 9,022.41	\$ 96,464.76	\$ 82,822.86	\$ 9,022.41	\$ 82,822.86
AL	S - Eastern	Poarch Band of Creek Indians	5,588	13.9	\$ 9,819.50	\$ 20,763.36	\$ 449,394.57	\$ 390,424.88	\$ 860,582.81	\$ 954,402.31	\$ 307,752.84	\$ 1,262,155.15	\$ 28,847.24	\$ 1,095,550.67	\$ 25,039.41	\$ 207,570.51	\$ 469,097.51	\$ 25,039.41	\$ 469,097.51
AZ	H - Western	Ak-Chin Indian Community	938	23.3	\$ 62,976.53	\$ 34,804.77	\$ 75,345.24	\$ 64,096.92	\$ 174,336.93	\$ 237,313.47	\$ 164,760.90	\$ 402,073.87	\$ 9,189.62	\$ 349,000.12	\$ 7,976.59	\$ 42,049.55	\$ 314,882.67	\$ 7,976.59	\$ 314,882.67
AZ	H - Western	Chemehuevi Indian Tribe	207	50.6	\$ 24,666.20	\$ 75,584.61	\$ 16,647.22	\$ 36,354.07	\$ 128,585.93	\$ 152,852.11	\$ 42,324.84	\$ 195,176.95	\$ 4,460.88	\$ 169,413.59	\$ 3,872.04	\$ 31,014.54	\$ 121,331.01	\$ 3,872.04	\$ 121,331.01
AZ	H - Western	Cocopah Tribe	665	10.5	\$ 20,642.52	\$ 15,684.55	\$ 53,480.21	\$ 36,582.10	\$ 105,746.85	\$ 126,011.38	\$ 34,892.63	\$ 160,904.01	\$ 3,677.55	\$ 139,664.68	\$ 3,192.11	\$ 25,505.83	\$ 110,322.62	\$ 3,192.11	\$ 110,322.62
AZ	H - Western	Colorado River Indian Tribes	2,883	337.4	\$ 161,820.47	\$ 503,997.02	\$ 231,854.78	\$ 433,479.75	\$ 1,169,331.55	\$ 1,331,152.02	\$ 368,596.79	\$ 1,699,748.82	\$ 38,848.68	\$ 1,475,381.97	\$ 37,720.66	\$ 282,039.31	\$ 809,102.35	\$ 37,720.66	\$ 809,102.35
AZ	H - Western	Fort McDowell Yavapai Nation	1,139	35.0	\$ 29,589.13	\$ 52,281.85	\$ 91,599.93	\$ 51,438.01	\$ 195,319.79	\$ 224,908.91	\$ 62,277.41	\$ 287,186.33	\$ 6,563.80	\$ 249,277.73	\$ 5,697.38	\$ 47,110.56	\$ 147,945.64	\$ 5,697.38	\$ 147,945.64
AZ	H - Western	Fort Mojave Indian Tribe	748	104.7	\$ 102,240.77	\$ 156,397.41	\$ 60,155.18	\$ 140,080.03	\$ 356,632.63	\$ 458,873.39	\$ 193,883.08	\$ 652,756.48	\$ 14,919.10	\$ 566,592.62	\$ 12,949.78	\$ 60,818.74	\$ 511,203.83	\$ 12,949.78	\$ 511,203.83
AZ	H - Western	Gila River Indian Community	14,128	312.4	\$ 314,561.12	\$ 466,652.84	\$ 1,136,192.99	\$ 679,362.12	\$ 2,822,208.12	\$ 2,596,769.23	\$ 719,046.95	\$ 3,315,816.19	\$ 75,784.78	\$ 2,878,128.45	\$ 65,781.19	\$ 550,465.81	\$ 1,572,805.58	\$ 65,781.19	\$ 1,572,805.58
AZ	H - Western	Havasupai Tribe	480	140.7	\$ 34,891.98	\$ 170,173.03	\$ 38,602.25	\$ 65,930.37	\$ 314,705.66	\$ 364,597.64	\$ 96,803.80	\$ 461,401.44	\$ 10,202.75	\$ 387,476.45	\$ 8,855.98	\$ 75,906.07	\$ 174,459.91	\$ 8,855.98	\$ 174,459.91
AZ	H - Western	Hopi Tribe	26,496	1,106.3	\$ 609,733.14	\$ 1,652,554.53	\$ 2,130,844.39	\$ 719,935.13	\$ 4,503,334.06	\$ 5,113,607.20	\$ 1,415,817.37	\$ 6,528,878.56	\$ 149,212.06	\$ 5,667,066.59	\$ 129,523.88	\$ 1,086,190.86	\$ 3,048,665.93	\$ 129,523.88	\$ 3,048,665.93
AZ	H - Western	Hualapai Indian Tribe	1,600	678.8	\$ 996,166.63	\$ 1,013,069.10	\$ 128,674.18	\$ 1,415,841.68	\$ 2,560,548.42	\$ 2,956,714.05	\$ 818,115.89	\$ 3,775,423.94	\$ 66,289.50	\$ 3,277,013.19	\$ 74,899.29	\$ 617,596.71	\$ 1,980,828.18	\$ 74,899.29	\$ 1,980,828.18
AZ	H - Western	Kaibab Band of Paiute Indians	416	104.2	\$ 23,712.81	\$ 155,650.53	\$ 33,455.29	\$ 42,998.38	\$ 232,104.19	\$ 255,817.00	\$ 70,835.88	\$ 326,652.88	\$ 7,465.83	\$ 283,534.70	\$ 6,480.34	\$ 15,582.85	\$ 118,564.05	\$ 6,480.34	\$ 118,564.05
AZ	N - Navajo	Navajo Nation, Arizona, New Mexico and Utah	183,180	11,288.8	\$ 10,868,039.77	\$ 16,862,837.95	\$ 14,731,384.98	\$ 9,475,159.22	\$ 41,069,582.15	\$ 51,937,621.93	\$ 15,158,665.30	\$ 67,096,287.22	\$ 1,533,522.08	\$ 58,239,577.31	\$ 1,331,097.16	\$ 9,905,861.79	\$ 54,340,198.85	\$ 1,331,097.16	\$ 54,340,198.85
AZ	H - Western	Pascua Yaqui Tribe	8,817	20.3	\$ 10,945.26	\$ 30,323.47	\$ 70,075.14	\$ 243,819.21	\$ 331,217.83	\$ 413,261.99	\$ 1,331,281.43	\$ 1,435,444.52	\$ 32,807.86	\$ 1,245,965.85	\$ 28,477.23	\$ 23,749.23	\$ 70,426.32	\$ 28,477.23	\$ 70,426.32
AZ	H - Western	Quechan Tribe	5,757	24.4	\$ 77,072.28	\$ 36,447.92	\$ 462,985.78	\$ 81,367.78	\$ 580,801.48	\$ 657,873.75	\$ 182,165.64	\$ 840,039.39	\$ 19,199.56	\$ 729,154.19	\$ 16,665.21	\$ 104,087			

State	Region Name	Tribe Name	Population	Total Miles	Transition Funding (20%)		Mile Allocation (b1)	Bureau Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal (B)	Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY24 TRIBAL		FY24 TTP Special Appropriations	Total and PNF
					(A)	(B)									SHARES after 13.2% Reduction	TRIBAL 2% PLANNING after 13.2% Oblim Reduction		
CA	J- Pacific	La Jolla Band of Luiseno Mission Indians	421	0.5	\$ 31,300.59	-	746.88	\$ 33,857.39	\$ 92,051.85	\$ 126,656.13	\$ 157,956.72	\$ 7,972.74	\$ 165,929.47	\$ 3,792.41	\$ 144,067.78	\$ 3,291.81	\$ 30,584.98	\$ 156,502.96
CA	J- Pacific	La Posta Band of Diegueno Mission Indians	32	-	\$ 3,325.30	-	-	\$ 2,572.48	\$ 19,358.77	\$ 21,932.20	\$ 12,774.85	\$ 20,532.55	\$ 526.41	\$ 23,030.99	\$ 5,289.98	-	\$ 16,620.92	\$ 16,620.92
CA	J- Pacific	Los Coyotes Band of Cahuilla & Cupeno Indians	81	18.3	\$ 26,631.31	-	27,335.94	\$ 6,514.13	\$ 80,742.74	\$ 154,592.81	\$ 141,224.12	\$ 7,128.18	\$ 148,352.30	\$ 3,390.67	\$ 128,769.79	\$ 2,943.10	\$ 17,639.45	\$ 133,156.55
CA	J- Pacific	Lower Lake Rancheria	-	-	\$ 5,223.34	-	-	-	\$ 15,413.95	\$ 15,413.95	\$ 20,637.29	\$ 6,677.64	\$ 27,434.93	\$ 627.04	\$ 23,813.52	\$ 544.27	\$ 3,717.80	\$ 26,116.71
CA	J- Pacific	Lytton Rancheria	546	-	\$ 11,333.80	-	-	\$ 43,910.06	\$ 37,339.84	\$ 81,249.90	\$ 92,583.69	\$ 4,673.09	\$ 97,256.79	\$ 2,222.86	\$ 84,418.89	\$ 1,929.44	\$ 15,927.24	\$ 56,668.98
CA	J- Pacific	Manchester Band of Pomo Indians	248	2.1	\$ 35,062.70	-	3,136.91	\$ 172,745.08	\$ 101,592.83	\$ 277,474.82	\$ 312,537.52	\$ 15,775.09	\$ 328,312.61	\$ 7,503.76	\$ 284,975.35	\$ 6,513.27	\$ 66,296.11	\$ 175,318.31
CA	J- Pacific	Manzanita Band of Diegueno Mission Indians	64	3.2	\$ 8,132.50	-	4,780.05	\$ 5,146.97	\$ 38,213.59	\$ 48,140.61	\$ 56,273.11	\$ 59,113.45	\$ 1,351.07	\$ 51,310.48	\$ 1,171.73	\$ 7,161.37	\$ 40,662.50	\$ 40,662.50
CA	J- Pacific	Mechopoda Indian Tribe	1,266	-	\$ 15,281.60	-	-	\$ 101,813.44	\$ 50,077.01	\$ 151,890.45	\$ 167,172.05	\$ 8,437.88	\$ 175,609.93	\$ 4,013.66	\$ 152,429.42	\$ 3,483.86	\$ 36,635.53	\$ 76,408.01
CA	J- Pacific	Mesa Grande Band of Diegueno Mission Indians	1,020	5.5	\$ 20,625.73	-	8,215.72	\$ 8,202.98	\$ 24,620.06	\$ 41,038.76	\$ 45,256.21	\$ 106,600.69	\$ 2,436.42	\$ 92,529.40	\$ 2,114.81	\$ 8,998.43	\$ 101,478.64	\$ 101,478.64
CA	J- Pacific	Middletown Rancheria of Pomo Indians	452	0.6	\$ 8,332.77	-	896.26	\$ 36,350.46	\$ 25,170.97	\$ 62,417.69	\$ 70,750.45	\$ 3,571.07	\$ 74,321.53	\$ 1,698.66	\$ 64,511.09	\$ 1,474.44	\$ 15,054.96	\$ 41,663.84
CA	J- Pacific	Moretown Rancheria of Maidu Indians	2,264	1.7	\$ 49,995.79	-	2,539.40	\$ 182,073.96	\$ 230,076.67	\$ 414,690.03	\$ 464,685.82	\$ 23,454.66	\$ 488,140.48	\$ 11,156.72	\$ 423,705.94	\$ 9,684.03	\$ 100,022.01	\$ 249,978.94
CA	J- Pacific	Morongo Band of Cahuilla Mission Indians	660	-	\$ 19,065.48	-	-	\$ 53,078.10	\$ 83,819.30	\$ 136,897.40	\$ 155,962.88	\$ 7,872.11	\$ 143,834.99	\$ 3,744.54	\$ 142,208.77	\$ 3,250.26	\$ 33,019.25	\$ 95,327.41
CA	J- Pacific	Northfork Rancheria of Mono Indians	4,678	3.5	\$ 44,688.61	-	\$ 5,228.18	\$ 376,211.13	\$ 144,942.08	\$ 526,381.40	\$ 571,070.01	\$ 28,834.32	\$ 599,894.33	\$ 13,710.91	\$ 520,708.28	\$ 11,901.07	\$ 126,961.64	\$ 233,443.05
CA	J- Pacific	Palute-Shoshone Indians of the Bishop Community	1,242	8.4	\$ 74,385.66	-	12,547.64	\$ 99,130.33	\$ 125,509.65	\$ 237,940.62	\$ 312,362.28	\$ 78,374.81	\$ 390,701.09	\$ 8,939.69	\$ 339,128.55	\$ 7,507.97	\$ 57,390.57	\$ 371,928.30
CA	J- Pacific	Palute-Shoshone Indians of the Lone Pine Community	423	1.7	\$ 11,746.00	-	2,539.40	\$ 34,018.24	\$ 39,446.69	\$ 76,004.33	\$ 87,750.33	\$ 4,429.13	\$ 92,179.46	\$ 2,106.81	\$ 80,011.77	\$ 1,828.71	\$ 18,332.02	\$ 58,730.01
CA	J- Pacific	Palu Band of Luiseno Mission Indians	792	-	\$ 16,666.72	-	-	\$ 63,693.72	\$ 60,722.35	\$ 124,416.07	\$ 141,082.78	\$ 7,121.05	\$ 148,203.83	\$ 3,387.28	\$ 128,640.92	\$ 2,940.16	\$ 30,002.78	\$ 83,333.59
CA	J- Pacific	Paskenta Band of Nomlaki Indians	576	-	\$ 11,278.71	-	-	\$ 46,322.70	\$ 38,583.81	\$ 84,906.51	\$ 96,185.22	\$ 4,854.88	\$ 101,040.10	\$ 2,309.33	\$ 87,702.80	\$ 2,004.50	\$ 20,479.20	\$ 56,393.55
CA	J- Pacific	Pauma Band of Luiseno Mission Indians	163	2.7	\$ 75,858.43	-	4,033.17	\$ 13,108.68	\$ 66,576.69	\$ 83,718.54	\$ 159,576.97	\$ 238,859.66	\$ 398,436.63	\$ 9,106.49	\$ 345,842.99	\$ 7,904.43	\$ 20,192.66	\$ 379,292.15
CA	J- Pacific	Pechanga Band of Luiseno Mission Indians	286	-	\$ 11,407.22	-	-	\$ 23,000.51	\$ 44,210.45	\$ 67,210.96	\$ 78,618.38	\$ 3,968.20	\$ 82,586.58	\$ 1,887.56	\$ 71,685.15	\$ 1,638.40	\$ 16,211.08	\$ 57,037.09
CA	J- Pacific	Picayune Rancheria of Chukchansi Indians	3,342	0.8	\$ 35,503.94	-	1,195.01	\$ 268,768.19	\$ 115,189.62	\$ 385,152.82	\$ 420,656.76	\$ 21,232.33	\$ 441,889.09	\$ 10,099.62	\$ 383,559.73	\$ 8,766.47	\$ 92,897.72	\$ 177,519.70
CA	J- Pacific	Piñoleville Pomo Nation	600	-	\$ 10,672.77	-	-	\$ 48,252.82	\$ 34,081.49	\$ 82,334.31	\$ 93,007.08	\$ 4,694.46	\$ 97,701.54	\$ 2,233.02	\$ 84,800.94	\$ 1,938.26	\$ 19,558.79	\$ 53,363.84
CA	J- Pacific	PI River Tribe of California	4,899	8.9	\$ 352,659.19	-	13,294.53	\$ 393,984.25	\$ 525,932.46	\$ 933,211.24	\$ 1,285,870.43	\$ 566,426.54	\$ 1,852,296.96	\$ 42,335.25	\$ 1,607,793.77	\$ 36,747.00	\$ 225,087.79	\$ 1,763,295.95
CA	J- Pacific	Potter Valley Tribe	12	-	\$ 14,971.70	-	-	\$ 965.06	\$ 26,560.86	\$ 27,525.92	\$ 42,497.62	\$ 36,139.32	\$ 78,636.94	\$ 1,797.29	\$ 68,256.86	\$ 1,560.05	\$ 6,639.17	\$ 74,858.51
CA	J- Pacific	Quart Valley Indian Community	790	2.9	\$ 22,223.35	-	4,331.92	\$ 63,532.88	\$ 38,637.56	\$ 106,502.36	\$ 128,725.72	\$ 6,497.33	\$ 135,223.05	\$ 3,090.60	\$ 117,373.61	\$ 2,682.64	\$ 25,688.06	\$ 111,116.77
CA	J- Pacific	Ramona Band or Village of Cahuilla Mission Indians	15	-	\$ 19,983.71	-	-	\$ 1,206.32	\$ 15,139.47	\$ 16,345.79	\$ 36,329.51	\$ 66,632.38	\$ 104,961.88	\$ 2,398.96	\$ 91,106.91	\$ 2,082.30	\$ 3,942.56	\$ 99,918.57
CA	J- Pacific	Redding Rancheria	466	0.5	\$ 10,687.54	-	788.78	\$ 37,476.35	\$ 38,413.61	\$ 76,635.65	\$ 87,324.19	\$ 4,407.62	\$ 91,731.81	\$ 2,096.58	\$ 79,623.21	\$ 1,819.83	\$ 18,484.53	\$ 53,437.68
CA	J- Pacific	Redwood Valley Rancheria of Pomo Indians	482	0.2	\$ 9,502.22	-	296.75	\$ 38,763.10	\$ 30,793.91	\$ 69,855.70	\$ 79,357.98	\$ 4,905.53	\$ 83,363.51	\$ 1,953.82	\$ 72,359.53	\$ 1,653.82	\$ 16,849.80	\$ 47,511.11
CA	J- Pacific	Resighini Rancheria	30	1.2	\$ 5,048.77	-	1,792.52	\$ 2,412.64	\$ 15,148.08	\$ 19,353.25	\$ 24,402.01	\$ 2,115.99	\$ 26,518.01	\$ 606.08	\$ 23,017.63	\$ 526.08	\$ 4,667.95	\$ 25,243.84
CA	J- Pacific	Rincon Band of Luiseno Mission Indians	499	10.4	\$ 49,828.79	-	15,535.18	\$ 40,130.26	\$ 59,479.71	\$ 115,145.15	\$ 164,973.94	\$ 96,745.34	\$ 261,719.27	\$ 5,981.74	\$ 227,172.37	\$ 5,192.15	\$ 27,772.67	\$ 249,143.93
CA	J- Pacific	Robinson Rancheria of Pomo Indians	866	1.8	\$ 32,006.53	-	2,688.78	\$ 69,644.90	\$ 89,262.33	\$ 161,596.01	\$ 193,602.54	\$ 9,771.94	\$ 203,374.48	\$ 4,648.23	\$ 176,529.05	\$ 4,034.67	\$ 38,976.48	\$ 160,032.65
CA	J- Pacific	Round Valley Indian Tribes	9,934	2.4	\$ 79,537.70	-	3,585.04	\$ 798,905.80	\$ 290,712.15	\$ 1,093,203.00	\$ 1,172,740.70	\$ 59,193.19	\$ 1,231,933.89	\$ 28,156.52	\$ 1,069,318.62	\$ 24,439.86	\$ 263,677.33	\$ 397,688.52
CA	J- Pacific	Rumsey Indian Rancheria of Wintun Indians	88	-	\$ 5,232.52	-	-	\$ 7,077.08	\$ 16,057.55	\$ 23,134.63	\$ 28,367.15	\$ 1,431.81	\$ 29,798.96	\$ 681.07	\$ 25,865.50	\$ 591.17	\$ 5,580.00	\$ 26,162.62
CA	J- Pacific	San Manuel Band of Serrano Mission Indians	81	-	\$ 6,043.84	-	-	\$ 6,514.13	\$ 19,881.85	\$ 26,395.98	\$ 32,439.82	\$ 1,637.37	\$ 34,077.19	\$ 778.85	\$ 29,579.00	\$ 676.04	\$ 6,366.63	\$ 30,219.19
CA	J- Pacific	San Pasqual Band of Diegueno Mission Indians	720	4.8	\$ 31,226.51	-	7,170.08	\$ 57,903.38	\$ 70,775.58	\$ 135,849.05	\$ 167,075.55	\$ 8,433.01	\$ 175,508.56	\$ 4,011.34	\$ 152,341.43	\$ 3,481.85	\$ 32,766.39	\$ 156,132.53
CA	J- Pacific	Santa Rosa Band of Cahuilla Indians	73	3.8	\$ 13,066.00	-	5,676.31	\$ 5,870.76	\$ 28,160.92	\$ 39,708.00	\$ 58,553.49	\$ 15,853.49	\$ 68,627.49	\$ 1,568.52	\$ 59,568.66	\$ 1,361.47	\$ 9,577.45	\$ 65,330.01
CA	J- Pacific	Santa Rosa Indian Community	618	1.5	\$ 11,789.66	-	2,240.65	\$ 49,700.40	\$ 37,459.47	\$ 89,400.52	\$ 101,190.18	\$ 5,107.50	\$ 106,297.68	\$ 2,429.49	\$ 92,266.38	\$ 2,058.97	\$ 11,563.14	\$ 58,948.30
CA	J- Pacific	Santa Ynez Band of Chumash Mission Indians	184	-	\$ 19,769.47	-	-	\$ 14,797.53	\$ 27,117.61	\$ 41,915.14	\$ 61,684.62	\$ 42,152.00	\$ 103,836.61	\$ 2,373.24	\$ 90,130.18	\$ 2,019.80	\$ 10,109.81	\$ 98,847.37
CA	J- Pacific	Santa Ysabel Band of Mission Indians	513	21.3	\$ 33,118.13	-	31,817.24	\$ 25,171.49	\$ 141,420.79	\$ 198,409.92	\$ 231,528.05	\$ 11,686.20	\$ 243,214.25	\$ 5,558.79	\$ 211,109.97	\$ 4,825.03	\$ 47,855.89	\$ 165,590.59
CA	J- Pacific	Scott Valley Band of Pomo Indians	526	-	\$ 10,287.17	-	-	\$ 31,301.64	\$ 31,588.44	\$ 73,879.08	\$ 84,177.19	\$ 4,247.77	\$ 88,405.02	\$ 2,000.54	\$ 79,353.93	\$ 1,753.83	\$ 17,817.34	\$ 51,435.84
CA	J- Pacific	Sherwood Valley Rancheria of Pomo Indians	932	10	\$ 15,846.06	-	4,934.77	\$ 74,952.71	\$ 50,178.20	\$ 126,624.67	\$ 142,740.74	\$ 7,191.10	\$ 149,661.84	\$ 3,420.60	\$ 129,906.48	\$ 2,969.08	\$ 30,541.50	\$ 79,230.32
CA	J- Pacific	Shingle Springs Band of Miwok Indians	898	1.7	\$ 14,852.92	-	2,539.40	\$ 72,218.38	\$ 45,938.26	\$ 120,696.04	\$ 135,548.96	\$ 6,841.73	\$ 142,390.69	\$ 3,254.42	\$ 123,595.12	\$ 2,824.83	\$ 29,111.53	\$ 74,264.58
CA	J- Pacific	Smith River Rancheria	3,138	-	\$ 44,810.34	-	-	\$ 252,362.23	\$ 137,060.39	\$ 389,422.62	\$ 434,232.96	\$ 21,917.58	\$ 456,150.54	\$ 10,425.57	\$ 395,938.67	\$ 9,049.39	\$ 93,927.59	\$ 224,051.70
CA	J- Pacific	Soboba Band of Luiseno Indians	502	-	\$ 12,989.70	-	-	\$ 40,371.52	\$ 52,020.12	\$ 92,391.64	\$ 105,381.34	\$ 5,319.04	\$ 110,700.38	\$ 2,530.12	\$ 96,087.93	\$ 2,096.14	\$ 22,284.59	\$ 64,948.49
CA	J- Pacific	Susanville Indian Rancheria	1,681	5.5	\$ 33,719.52	-	8,215.72	\$ 135,188.31	\$ 67,108.42	\$ 210,512.44	\$ 244,231.96	\$ 12,327.42	\$ 256,559.38	\$ 5,863.80	\$ 222,693.54	\$ 5,089.78	\$ 50,774.98	\$ 168,597.59
CA	J- Pacific	Sycuan Band of the Kumeyaay Nation	121	1.8	\$ 15,991.75	-	2,688.78	\$ 9,730.99	\$ 98,734.13	\$ 111,153.89	\$ 267,145.64	\$ 552,180.91	\$ 819,326.55	\$ 18,726.15	\$ 71,117.45	\$ 16,254.30	\$ 26,809.99	\$ 779,958.73
CA	J- Pacific	Table Mountain Rancheria	3	1.1	\$ 205,081.55	-	1,643.14	\$ 241.26	\$ 245,339.82	\$ 247,224.23	\$ 452,305.78	\$ 624,858.63	\$ 1,077,164.41	\$ 24,619.18	\$ 934,978.70	\$ 21,369.45	\$ 59,629.75	\$ 1,025,407.73
CA	J- Pacific	Tejon Indian Tribe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CA	J- Pacific	Torres-Martinez Desert Cahuilla Indians	231	2.7	\$ 48,080.01	-	4,033.17	\$ 18,577.33	\$ 82,517.80	\$ 105,128.30	\$ 153,216.31	\$ 99,359.76	\$ 252,576.08	\$ 5,772.76	\$ 219,236.04	\$ 5,010.76	\$ 25,556.64	\$ 240,440.05
CA	J- Pacific	Tule River Indian Tribe	3,866	13.4	\$ 94,067.10	-	20,016.48	\$ 310,908.98	\$ 171,929.09	\$ 502,854.55	\$ 596,921.65	\$ 30,129.16	\$ 627,050.81	\$ 14,331.59	\$ 544,280.10	\$ 12,439.82	\$ 121,287.03	\$ 470,335.48
CA	J- Pacific	Tuolumne Band of Me-Wuk Indians	726	4.9	\$ 16,040.28	-	7,319.46	\$ 58,385.91	\$ 54,657.37	\$ 126,062.73	\$ 136,403.02	\$ 6						

State	Region Name	Tribe Name	Population	Total Miles	Transition Funding (20%)		Bureau Population Allocation		Region Share Allocation		Allocation Subtotal		Allocation (Sub-A)		Total Supplemental Allocation		Authorized Total Tribal Shares		Authorized Total 2% Planning (Adjusted)		Total FY24 TRIBAL TRIBAL Z% PLANNING after 13.2% Oblim		FY24 TTP Proportions		Total 2011 RNF and PAF	
					(a)	(b1)	(b2)	(b3)	(b3)	(b3)	(b)	(b)	(A+B)	(A+B)	(A+B)	(A+B)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)	(Adjusted)
MN	F - Midwest	Leech Lake Band of Ojibwe	7,055	135.7	697,484.15	202,704.19	567,372.70	751,171.67	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	1,521,794.57	
MN	F - Midwest	Lower Sioux Indian Community	7,055	135.7	113,066.46	26,738.33	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	223,466.21	
MN	F - Midwest	Little Lac du Ojibwe	4,593	330.0	185,060.17	79,169.66	369,375.31	147,354.59	599,899.56	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	780,959.72	
MN	F - Midwest	Prairie Island Indian Community	199	15.1	121,339.92	22,555.88	16,003.85	183,584.82	222,144.56	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	343,484.47	
MN	F - Midwest	Red Lake Band of Chippewa Indians	8,408	556.9	476,858.99	831,878.89	676,182.81	599,715.78	2,107,777.48	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	2,584,636.47	
MN	F - Midwest	Shakopee Mdewakanton Sioux Community	549	4.4	63,323.50	6,572.58	44,151.33	161,228.41	211,952.31	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	275,275.81	
MN	F - Midwest	Upper Sioux Community	966	20.1	73,373.63	31,219.73	77,687.04	293,658.37	402,565.13	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	475,938.76	
MN	F - Midwest	White Earth Band, Minnesota Chippewa Tribe	6,147	172.5	335,816.32	257,674.82	494,350.11	626,623.28	1,378,648.21	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	1,714,464.53	
MS	S - Eastern	Mississippi Band of Choctaw Indians	11,883	123.0	199,586.13	183,733.35	955,647.04	1,172,445.71	2,311,826.10	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	2,511,412.23	
MT	C - Rocky Mountain	Assiniboin & Sioux Tribes-Fort Peck	7,360	375.1	738,758.05	560,312.04	591,901.22	1,906,687.38	3,058,900.63	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	3,797,658.68	
MT	C - Rocky Mountain	Blackfeet Tribe	9,444	653.2	410,165.66	95,728.66	759,499.34	1,154,685.34	2,889,913.34	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	3,300,079.01	
MT	C - Rocky Mountain	Chippewa Cree Indians - Rocky Boy's	3,537	541.1	266,913.78	808,277.37	284,450.36	687,566.40	1,780,294.13	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	2,047,207.91	
MT	P - Northwest	Confederated Salish & Kootenai Tribes	8,550	334.2	154,070.41	499,216.96	687,602.64	363,962.83	1,550,782.43	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	1,704,852.84	
MT	C - Rocky Mountain	Crow Tribe of Montana	7,619	1,788.9	848,123.31	2,597,511.60	612,730.78	2,008,764.82	5,219,006.77	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	6,067,130.08	
MT	C - Rocky Mountain	Fort Belknap Indian Community	2,981	697.9	399,970.91	1,042,500.05	239,736.08	1,050,542.05	2,332,778.18	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	2,732,749.09	
MT	C - Rocky Mountain	Little Shell Tribe of Chippewa Indians of Montana	6,873	206.0	552,736.02	-	-	-	552,736.02	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	1,748,812.27	
MT	C - Rocky Mountain	Northern Cheyenne Tribe	5,027	558.4	340,189.83	834,119.54	404,278.18	861,319.39	2,099,717.11	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	2,439,906.95	
NC	S - Eastern	Eastern Band of Cherokee Indians	7,592	275.2	188,793.41	411,084.70	610,558.98	1,318,298.32	2,339,942.00	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	2,525,735.41	
ND	A - Great Plains	Spirit Lake Tribe	3,900	99.4	182,875.11	148,480.50	313,643.31	411,082.54	873,206.30	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	1,056,081.41	
ND	A - Great Plains	Standing Rock Sioux Tribe	6,395	245.2	436,509.15	366,271.69	514,294.61	749,206.06	1,629,772.35	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	2,066,281.51	
ND	A - Great Plains	Three Affiliated Tribes-Fort Berthold	5,603	260.3	286,352.70	388,827.57	450,600.89	498,783.90	1,338,212.36	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	1,624,565.07	
ND	A - Great Plains	Turtle Mountain Band of Chippewa Indians	13,609	177.0	373,160.41	264,396.78	1,094,454.31	839,001.21	2,197,852.19	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	2,571,012.59	
NE	A - Great Plains	Omaha Tribe of Nebraska	2,572	53.8	114,575.40	80,364.67	206,843.74	243,225.21	530,433.62	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	645,009.02	
NE	A - Great Plains	Ponca Tribe of Nebraska (A)	9,014	0.2	614,205.13	298.75	724,918.15	359,894.18	1,085,111.09	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	1,699,316.22	
NE	A - Great Plains	Santee Sioux Nation	761	25.3	37,724.33	37,792.31	61,200.66	108,246.16	179,241.62	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	216,965.95	
NE	A - Great Plains	Winnebago Tribe of Nebraska	1,906	78.5	57,921.43	72,447.70	153,283.11	126,215.35	361,946.17	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	419,867.60	
NM	M - Southwest	Jicarilla Apache Nation	9,320	912.7	361,677.23	330,361.23	290,478.78	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	3,290,473.91	
NM	M - Southwest	Kewa Pueblo	3,874	81.5	73,318.98	121,742.02	311,552.35	286,372.39	719,666.76	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	792,985.74	
NM	M - Southwest	Mescalero Apache Tribe	4,278	579.4	259,643.76	865,485.65	344,042.58	1,253,983.01	2,463,514.25	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	2,723,158.01	
NM	M - Southwest	Ohkay Owingeh (Pueblo of San Juan)	2,191	63.5	63,031.07	94,854.21	176,203.20	205,850.04	476,907.45	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	539,938.53	
NM	M - Southwest	Pueblo of Acoma	3,115	307.1	177,290.19	458,735.87	250,512.54	800,323.39	1,509,571.81	1,686,862.																

State	Region Name	Tribe Name	Population	Total Miles	Transition Funding (20%)		Bureau Population Allocation	Region Share Allocation	Allocation Subtotal	Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning	Total FY24 TRIBAL SHARES after 13.2% Oblim		FY24 TTP Special Appropriations	Total 2011 RNF and PAF
					(A)	(b1)								Reduction	Reduction		
OK	B - Southern Plains	Ponca Tribe of Indians of Oklahoma (B)	2,261	47.0	\$ 146,217.67	\$ 70,207.05	\$ 181,832.70	\$ 330,946.20	\$ 582,985.95	\$ 729,203.62	\$ 196,329.70	\$ 925,533.33	\$ 21,153.57	\$ 803,362.93	\$ 18,361.30	\$ 140,614.49	\$ 731,088.36
OK	G - Eastern Oklahoma	Quapaw Tribe of Indians	1,352	19.1	\$ 113,657.31	\$ 28,829.70	\$ 108,729.68	\$ 106,917.62	\$ 244,476.86	\$ 358,134.17	\$ 330,481.22	\$ 688,615.39	\$ 15,738.68	\$ 697,718.16	\$ 13,661.17	\$ 58,987.10	\$ 689,286.56
OK	B - Southern Plains	Sac and Fox Nation of Oklahoma	6,495	124.5	\$ 380,029.78	\$ 185,974.00	\$ 522,326.74	\$ 865,372.14	\$ 1,573,682.88	\$ 1,953,722.66	\$ 519,824.65	\$ 2,473,247.32	\$ 56,529.70	\$ 2,146,865.47	\$ 49,067.78	\$ 379,567.66	\$ 1,900,198.91
OK	G - Eastern Oklahoma	Seminole Nation of Oklahoma	4,362	78.8	\$ 342,587.74	\$ 117,708.85	\$ 350,797.98	\$ 367,364.45	\$ 835,781.28	\$ 1,178,459.02	\$ 897,176.85	\$ 2,075,635.87	\$ 47,439.78	\$ 1,801,651.93	\$ 41,177.3	\$ 201,609.68	\$ 1,712,938.71
OK	G - Eastern Oklahoma	Seneca-Cayuga Tribe	858	23.3	\$ 65,489.77	\$ 34,804.77	\$ 69,001.53	\$ 80,364.06	\$ 184,170.37	\$ 249,660.23	\$ 97,782.75	\$ 306,782.75	\$ 9,068.69	\$ 344,407.43	\$ 7,871.62	\$ 44,421.35	\$ 327,448.83
OK	G - Eastern Oklahoma	Shawnee Tribe	-	-	\$ 11,003.28	\$ -	\$ -	\$ 10,195.29	\$ 10,195.29	\$ 21,198.57	\$ 45,467.00	\$ 66,665.57	\$ 1,523.68	\$ 57,865.71	\$ 1,322.55	\$ 2,459.07	\$ 55,016.41
OK	G - Eastern Oklahoma	Thlopthlocco Tribal Town	1,668	14.0	\$ 23,279.14	\$ 20,912.74	\$ 134,142.83	\$ 17,136.90	\$ 172,192.47	\$ 195,471.61	\$ 41,389.10	\$ 236,860.71	\$ 5,413.58	\$ 205,595.10	\$ 4,698.99	\$ 41,532.31	\$ 116,395.71
OK	B - Southern Plains	Tonkawa Tribe of Indians	655	6.1	\$ 101,401.43	\$ 9,111.98	\$ 52,675.99	\$ 242,980.74	\$ 304,768.71	\$ 406,170.14	\$ 235,683.88	\$ 641,854.02	\$ 14,669.92	\$ 557,129.29	\$ 12,733.49	\$ 73,509.31	\$ 507,007.14
OK	G - Eastern Oklahoma	United Keetowah Band of Cherokee Indians	9,029	3.7	\$ 72,986.28	\$ 5,526.94	\$ 126,124.47	\$ 41,366.63	\$ 773,018.04	\$ 846,004.32	\$ 17,132.72	\$ 1,025,137.04	\$ 23,430.06	\$ 889,818.95	\$ 20,337.30	\$ 186,449.67	\$ 364,931.39
OK	B - Southern Plains	Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Towakonie)	1,135	111.4	\$ 112,042.34	\$ 166,405.65	\$ 91,278.25	\$ 325,799.07	\$ 583,482.97	\$ 695,525.32	\$ 184,986.39	\$ 880,511.71	\$ 20,124.57	\$ 764,284.16	\$ 17,468.13	\$ 140,734.37	\$ 560,211.72
OK	G - Eastern Oklahoma	Wiyandotte Nation	3,107	34.6	\$ 54,080.66	\$ 51,684.34	\$ 249,869.17	\$ 70,151.07	\$ 371,704.58	\$ 425,785.24	\$ 50,155.65	\$ 515,940.89	\$ 11,792.11	\$ 447,836.69	\$ 10,235.55	\$ 89,654.05	\$ 270,403.28
OR	P - Northwest	Burns Paiute Tribe	459	4.2	\$ 11,687.05	\$ 6,273.82	\$ 36,913.40	\$ 21,755.27	\$ 64,942.50	\$ 76,629.54	\$ 21,541.65	\$ 98,171.19	\$ 2,243.76	\$ 85,212.59	\$ 1,947.58	\$ 15,663.94	\$ 58,435.23
OR	P - Northwest	Cos, Lower Umpqua and Siuslaw Indians, Confederated Tribes of the	2,490	3.1	\$ 25,858.93	\$ 4,630.68	\$ 200,249.19	\$ 48,178.96	\$ 253,058.82	\$ 278,917.75	\$ 78,407.71	\$ 357,325.47	\$ 8,166.87	\$ 310,158.51	\$ 7,088.84	\$ 1,013,074.25	\$ 129,294.65
OR	P - Northwest	Couville Tribe	2,348	8.7	\$ 25,300.46	\$ 12,995.77	\$ 188,829.36	\$ 51,153.53	\$ 252,977.66	\$ 278,278.12	\$ 78,227.90	\$ 356,506.03	\$ 8,148.14	\$ 309,447.23	\$ 7,072.58	\$ 61,017.46	\$ 126,502.29
OR	P - Northwest	Crow Creek Band of Umpqua Indians	3,842	6.6	\$ 60,228.72	\$ 9,858.86	\$ 308,978.87	\$ 91,816.65	\$ 410,654.38	\$ 470,883.10	\$ 132,371.88	\$ 603,254.98	\$ 13,787.72	\$ 532,625.33	\$ 11,967.74	\$ 99,048.62	\$ 101,143.61
OR	P - Northwest	Grand Ronde Community, Confederated Tribes of the	10,852	50.1	\$ 116,004.97	\$ 74,837.73	\$ 872,732.61	\$ 246,793.63	\$ 1,194,363.98	\$ 1,310,368.94	\$ 368,363.19	\$ 1,678,732.13	\$ 38,368.33	\$ 1,457,139.49	\$ 33,303.71	\$ 288,077.06	\$ 580,024.84
OR	P - Northwest	Klamath Tribe	11,502	817.3	\$ 239,376.74	\$ 1,220,855.84	\$ 925,006.50	\$ 181,272.50	\$ 2,327,134.84	\$ 2,566,511.58	\$ 721,482.59	\$ 3,287,994.17	\$ 75,148.89	\$ 2,853,978.94	\$ 65,229.24	\$ 561,298.04	\$ 1,196,883.69
OR	P - Northwest	Siletz Reservation, Confederated Tribes of the	11,178	11.1	\$ 133,962.33	\$ 16,580.81	\$ 898,949.98	\$ 286,962.00	\$ 1,202,492.79	\$ 1,336,455.12	\$ 375,696.38	\$ 1,712,151.50	\$ 39,132.15	\$ 1,486,147.51	\$ 33,966.71	\$ 290,537.71	\$ 1,691,811.66
OR	P - Northwest	Umatilla Indian Reservation, Confederated Tribes of the	4,810	106.2	\$ 161,964.04	\$ 158,638.07	\$ 386,826.75	\$ 397,107.57	\$ 942,572.38	\$ 1,104,536.42	\$ 310,500.76	\$ 1,415,037.18	\$ 32,341.41	\$ 1,228,257.29	\$ 28,072.37	\$ 277,345.67	\$ 809,820.18
OR	P - Northwest	Warm Springs Reservation of Oregon, Confederated Tribes of the	4,076	702.8	\$ 211,700.17	\$ 1,049,819.51	\$ 327,797.47	\$ 715,397.57	\$ 2,093,014.55	\$ 2,304,714.72	\$ 647,887.81	\$ 2,952,602.53	\$ 67,383.43	\$ 2,562,858.99	\$ 58,575.53	\$ 504,828.92	\$ 1,058,500.86
RI	S - Eastern	Narragansett Indian Tribe	2,047	25.3	\$ 77,722.58	\$ 37,792.31	\$ 164,622.53	\$ 341,083.29	\$ 543,498.13	\$ 621,220.71	\$ 200,316.40	\$ 821,537.11	\$ 18,776.68	\$ 713,094.21	\$ 16,298.16	\$ 131,090.14	\$ 388,612.88
SC	S - Eastern	Catawba Indian Nation	6,498	23.1	\$ 67,616.95	\$ 34,506.02	\$ 522,578.01	\$ 366,130.31	\$ 923,214.34	\$ 990,831.29	\$ 319,499.59	\$ 1,310,330.88	\$ 29,948.32	\$ 1,137,367.20	\$ 25,995.14	\$ 222,676.57	\$ 338,084.75
SD	A - Great Plains	Cheyenne River Sioux Tribe	2,697	310.1	\$ 445,837.49	\$ 463,217.18	\$ 530,339.72	\$ 971,280.76	\$ 1,465,037.65	\$ 2,410,875.15	\$ 451,320.09	\$ 2,862,195.24	\$ 65,417.03	\$ 2,484,385.46	\$ 56,781.98	\$ 473,961.27	\$ 2,229,187.47
SD	A - Great Plains	Crow Creek Sioux Tribe	1,895	54.1	\$ 49,691.35	\$ 80,812.80	\$ 152,398.48	\$ 251,254.45	\$ 985,467.33	\$ 1,057,157.08	\$ 108,419.23	\$ 687,576.30	\$ 15,714.93	\$ 596,816.23	\$ 13,640.56	\$ 176,551.70	\$ 427,456.76
SD	A - Great Plains	Flowerdeu Santee Sioux Tribe	363	7.7	\$ 30,705.00	\$ 11,502.01	\$ 29,192.95	\$ 64,459.21	\$ 105,154.17	\$ 135,859.17	\$ 46,405.99	\$ 182,265.16	\$ 4,165.77	\$ 158,206.16	\$ 3,615.89	\$ 25,362.88	\$ 153,525.01
SD	A - Great Plains	Lower Brule Sioux Tribe	1,484	113.5	\$ 126,652.71	\$ 169,542.56	\$ 144,748.02	\$ 34,748.02	\$ 633,635.88	\$ 760,288.59	\$ 142,327.37	\$ 902,615.96	\$ 20,629.78	\$ 783,476.05	\$ 17,906.65	\$ 152,831.10	\$ 633,263.55
SD	A - Great Plains	Oglala Sioux Tribe of Pine Ridge	17,508	1,975.9	\$ 847,318.16	\$ 2,951,534.40	\$ 1,408,017.20	\$ 1,984,233.17	\$ 6,343,794.76	\$ 7,191,102.92	\$ 1,346,187.17	\$ 8,537,290.09	\$ 195,124.40	\$ 7,410,307.79	\$ 169,367.98	\$ 1,530,102.13	\$ 4,236,592.29
SD	A - Great Plains	Rosebud Sioux Tribe of the Rosebud Indian Reservation	4,729	313.0	\$ 693,216.68	\$ 667,549.10	\$ 862,840.79	\$ 1,084,188.33	\$ 2,414,578.21	\$ 3,107,790.90	\$ 1,007,125.72	\$ 4,114,916.61	\$ 94,048.65	\$ 3,571,747.62	\$ 81,634.23	\$ 582,389.13	\$ 3,486,063.42
SD	A - Great Plains	Sisseton-Wahpeton Oyate	10,782	90.0	\$ 559,794.69	\$ 134,439.04	\$ 384,574.95	\$ 1,000,709.97	\$ 1,519,723.96	\$ 2,029,518.64	\$ 1,243,427.56	\$ 3,273,946.20	\$ 75,947.74	\$ 2,884,317.30	\$ 65,922.64	\$ 366,552.93	\$ 2,798,974.33
SD	A - Great Plains	Yankton Sioux Tribe of South Dakota	3,140	29.4	\$ 199,901.50	\$ 43,916.75	\$ 456,628.33	\$ 75,068.16	\$ 952,969.66	\$ 233,647.42	\$ 1,186,617.08	\$ 27,120.78	\$ 1,029,983.63	\$ 23,540.84	\$ 181,637.81	\$ 99,507.51	\$ 1,049,507.51
TX	B - Southern Plains	Absentee-Shawnee Tribe of Indians	9,109	61.1	\$ 209,609.86	\$ 91,269.17	\$ 732,558.18	\$ 522,802.88	\$ 1,346,630.23	\$ 1,556,240.10	\$ 413,907.63	\$ 1,970,147.73	\$ 45,028.80	\$ 1,710,088.23	\$ 39,085.00	\$ 324,803.23	\$ 1,048,049.31
TX	B - Southern Plains	Alabama-Coushatta Tribes	702	27.3	\$ 24,123.70	\$ 40,779.84	\$ 56,455.80	\$ 79,956.64	\$ 177,192.28	\$ 201,315.98	\$ 53,543.29	\$ 254,859.27	\$ 5,824.95	\$ 221,217.85	\$ 5,056.05	\$ 42,738.25	\$ 120,618.49
TX	B - Southern Plains	Karankawa Traditional Tribe of Texas	918	81.9	\$ 36,434.81	\$ 122,339.52	\$ 73,826.81	\$ 87,792.46	\$ 283,958.79	\$ 320,393.61	\$ 85,213.95	\$ 405,607.55	\$ 9,270.38	\$ 352,067.36	\$ 8,046.69	\$ 69,480.02	\$ 182,174.07
TX	M - Southwest	Ysleta Del Sur Pueblo	10,078	86.0	\$ 65,154.93	\$ 128,463.97	\$ 810,486.48	\$ 128,191.97	\$ 1,067,142.42	\$ 1,132,297.34	\$ 376,204.54	\$ 1,508,501.88	\$ 34,477.63	\$ 1,309,379.64	\$ 29,926.58	\$ 257,391.60	\$ 323,774.65
UT	H - Western	Goshute Reservation, Confederated Tribes of the	774	50.0	\$ 55,398.12	\$ 74,688.35	\$ 62,246.13	\$ 74,697.04	\$ 121,613.53	\$ 267,029.66	\$ 86,659.84	\$ 353,689.49	\$ 8,083.77	\$ 307,002.48	\$ 7,016.71	\$ 15,044.90	\$ 276,990.62
UT	H - Western	Paute Indian Tribe of Utah	1,682	5.9	\$ 24,515.49	\$ 8,813.23	\$ 135,268.73	\$ 42,300.97	\$ 186,382.93	\$ 210,898.42	\$ 58,397.90	\$ 269,296.31	\$ 6,154.91	\$ 233,749.20	\$ 5,342.46	\$ 44,955.01	\$ 122,577.43
UT	H - Western	Skull Valley Band of Goshute Indians	32	2.6	\$ 5,377.16	\$ 3,883.79	\$ 2,573.48	\$ 7,775.16	\$ 14,232.44	\$ 19,609.60	\$ 14,720.90	\$ 34,330.50	\$ 784.64	\$ 29,798.88	\$ 681.07	\$ 3,432.82	\$ 26,885.81
UT	H - Western	Ute Indian Tribe	3,394	797.4	\$ 917,544.66	\$ 1,191,129.88	\$ 272,590.10	\$ 868,097.08	\$ 2,332,177.06	\$ 3,249,721.72	\$ 2,608,344.92	\$ 5,858,066.64	\$ 133,889.29	\$ 5,084,801.84	\$ 116,215.91	\$ 562,514.21	\$ 4,587,723.31
VA	S - Eastern	Chickahominy Indian Tribe	1,798	-	\$ -	\$ -	\$ -	\$ 144,597.61	\$ 144,597.61	\$ 46,626.38	\$ 191,223.99	\$ 4,370.53	\$ 165,982.42	\$ 3,793.62	\$ 34,876.52	\$ -	\$ -
VA	S - Eastern	Chickahominy Indian Tribe - Eastern Division	350	-	\$ -	\$ -	\$ -	\$ 28,147.48	\$ 28,147.48	\$ 9,076.33	\$ 37,223.80	\$ 850.77	\$ 32,310.26	\$ 738.47	\$ 6,789.09	\$ -	\$ -
VA	S - Eastern	Monacan Indian Nation	2,330	-	\$ -	\$ -	\$ -	\$ 187,381.77	\$ 187,381.77	\$ 187,381.77	\$ 60,422.39	\$ 247,804.17	\$ 5,663.70	\$ 215,094.02	\$ 4,916.09	\$ 45,195.93	\$ -
VA	S - Eastern	Nansemond Indian Nation	740	-	\$ -	\$ -	\$ -	\$ 59,511.81	\$ 59,511.81	\$ 19,189.94	\$ 78,701.75	\$ 1,798.77	\$ 68,313.12	\$ 1,561.33	\$ 14,354.07	\$ -	\$ -
VA	S - Eastern	Pamunkey Indian Tribe	41	-	\$ -	\$ -	\$ -	\$ 3,297.28	\$ 3,297.28	\$ 3,297.28	\$ 1,063.23	\$ 4,360.50	\$ 99.66	\$ 3,784.92	\$ 86.51	\$ 795.29	\$ -
VA	S - Eastern	Rappahannock Tribe, Inc.	434	-	\$ -	\$ -	\$ -	\$ 34,902.87	\$ 34,902.87	\$ 34,902.87	\$ 11,254.64	\$ 46,157.51	\$ 1,054.96	\$ 40,064.72	\$ 915.70	\$ 8,418.47	\$ -
VA	S - Eastern	Upper Mattaponi Tribe	1,210	-	\$ -	\$ -	\$ -	\$ 97,309.85	\$ 97,309.85	\$ 97,309.85	\$ 31,378.15	\$ 128,688.00	\$ 2,941.23	\$ 111,701.18	\$ 2,552.99	\$ 23,470.85	\$ -
WA	P - Northwest	Chehalis Reservation, Confederated Tribes of the	1,660	6.4	\$ 69,107.78	\$ 9,560.11	\$ 133,499.46	\$ 78,743.06	\$ 221,802.33	\$ 290,910.41	\$ 151,764.35	\$ 442,674.77	\$ 10,117.57	\$ 384,241.70	\$ 8,782.05	\$ 53,498.14	\$ 345,538.91
WA	P - Northwest	Colville Reservation, Confederated Tribes of the	19,060	865.3	\$ 893,897.45	\$ 1,292,556.66	\$ 1,532,831.15	\$ 1,768,861.81	\$ 4,594,249.62	\$ 5,488,147.06	\$ 1,542,795.53	\$ 7,030,942.59	\$ 106,696.01	\$ 6,102,858.17	\$ 139,844.14	\$ 1,108,119.42	\$ 4,469,487.33
WA	P - Northwest	Cowlitz Indian Tribe	8,508	2.0	\$ 65,208.27	\$ 2,987.53	\$ 684,224.94	\$ 135,178.19	\$ 822,390.67	\$ 887,598.67	\$ 1,577,115.52	\$ 25,989.39	\$ 887,016.27	\$ 22,558.79	\$ 198,358.20	\$ 326,041.37	\$ -
WA	P - Northwest	Hoh Indian Tribe	409	8.5	\$ 9,614.88	\$ 12,697.0											

APPENDIX E - FUNDING SOURCES

U.S. DOT

Funding is administered through DOT. FHWA administers what is often referred to as “Chapter 1 funds” authorized under current transportation legislation (Chapter 1 of 23 USC is where the regulations governing these funds are located). FHWA works with DOT to expend the State’s share of these federal transportation dollars for programs such as the Surface Transportation Program, Transportation Alternatives Program, Tribal Transportation Program, and Tribal Transportation Safety programs, and all transit programs. Projects are prioritized through a planning process. DOT’s regional planners work with their communities to identify needs. Once a need is identified, DOT’s planners will help each community put together a project nomination that is submitted to the Statewide Transportation Improvement Program (STIP). The projects are evaluated and then prioritized based on criteria set by the DOT.

FEDERAL HIGHWAY ADMINISTRATION PROGRAM FUNDS

As FHWA’s partner agency for the State of Washington, DOT is responsible for the planning and programming of funding under the purview of FHWA. Several types of funding DOT administers allow tribal governments, municipal governments, and other similar entities to nominate projects for inclusion in the STIP, or compete for grant-like funding to complete projects. The State of Washington also has a State Highway Safety Improvement Program (HSIP). The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. Funding is administered through DOT.

BUREAU OF INDIAN AFFAIRS

The TTP provides tribes with a percentage of funding allocated based on highway legislation to plan, design, construct, and maintain their local transportation system. Tribal governments receive funding from FHWA and BIA based on their population according to the Native American Housing Assistance and Self Determination Act (NAHASDA). The TTP funds can be used for safety, transit, administration, maintenance, bike and pedestrian facilities, and planning. These funds can be leveraged and used as non-federal match. This opportunity is developed through partnerships and leveraging funding. There is no solicitation for this opportunity.

U.S. DEPARTMENT OF TRANSPORTATION – BUILD

The U.S. Department of Transportation (DOT) has made nearly \$500 million (per year) available for transportation projects since 2010 through the Better Utilizing Investments to Leverage Development (BUILD) grant program. Applications under this program can be successful if the subject project: demonstrates construction readiness (National Environmental Protection Agency (NEPA) and design work is complete), the ability to leverage funds, create jobs, and enhance the economic well-being within a community.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides formula funding to help cities, towns, and rural areas invest in bicycle infrastructure that can improve mobility and help people access public transportation. A local transit provider may be interested in partnering with a local government to improve sidewalks and bicycle paths so that residents have better access to their transit system. This opportunity is developed through partnerships and leveraging funding. There is no solicitation for this opportunity.

*U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL TRANSIT ADMINISTRATION
SECTION 5311*

FTA has a program that provides formula grants for Rural Areas, Section 5311 funding. This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. State agencies, local public bodies and agencies, private-nonprofit and private for-profit (inter-city only) organizations and operators of public transportation services are eligible to apply.

U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

The Economic Development Administration (EDA) solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under the EDA's public works and other programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. The EDA provides strategic investments on a competitive merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. This opportunity is open year round. A grant applicant can meet with the local EDA Program Manager to determine eligibility.

WESTERN FEDERAL LANDS HIGHWAY DIVISION

Western Federal Lands Highway Division (WFLHD) of the Office of Federal Lands Highway (FLH) jointly administers the TTP with the BIA. Each federally recognized tribe is eligible for this funding and is allocated an annual dollar amount based on a codified formula that takes into account tribal population, road mileage, and average tribal shares. These funds are often referred to as "Chapter 2 funds" and can be used by tribes as local match funds on projects funded with Chapter 1 funding. WFLHD also administers Washington's Federal Lands Access (FLAP) Program, a program for surface transportation facilities providing access to, or within, federally-owned lands. This program is designed to encourage cooperation and coordination among federal land management agencies, state agencies, and local and tribal governments. Funding is administered through DOT.

THE WASHINGTON STATE LEGISLATURE

Each year the Washington Legislature develops both capital and operating budgets for the state. In years when the state's fiscal situation allows, transportation projects for areas across the state are included as line items in the capital budget. Additionally, the legislature periodically drafts bond bills that are voted on by state residents during general elections. Unlike capital budget line items, those identified in an approved bond bill are funded through the sale of general obligation bonds, which are repaid at a later date using specified state revenues.

WASHINGTON STATE DEPARTMENT OF COMMERCE

The State of Washington's Department of Commerce administers several programs of interest for developing and maintaining transportation infrastructure vital to a community's success. Most notably, it administers the Community Development Block Grant (CDBG) program, funded by the U.S. Department of Housing and Urban Development (HUD). Once each year, municipal governments are able to apply for CDBG funding for an array of project types, which include transportation improvements such as bicycle and pedestrian facilities. In addition to capital projects, HUD also allows CDBG funding to be used for planning efforts. Funding is administered through the State.



Bipartisan Infrastructure Law Tribal Playbook:
A roadmap for delivering opportunity and investments in Indian Country

May 2022

In response to chronically underfunded infrastructure in Tribal communities, the Bipartisan Infrastructure Law (BIL) will deploy record investments to provide affordable high-speed internet, safer roads and bridges, modern wastewater and sanitation systems, clean drinking water, reliable and affordable electricity, and good paying jobs in every Tribal community. The law provides more than \$13 billion in funding to directly support Tribal communities and makes Tribes eligible to apply for or request billions in discretionary, formula, and other funding. In total, this funding represents the single largest investment in Tribal infrastructure ever. To help Tribal applicants navigate the full range of funds both available to Tribal Nations and set aside for their communities, this playbook provides an overview **of the “what, when, where, and how” to apply for funds.**

This playbook has two specific goals, and is organized in two parts:

- (1) Identify programs and sources of funds specifically set aside for Tribal communities under the law. There are over \$13 billion dollars in Tribal-specific programs or set-asides for Tribes within existing programs under the law. The first half of this document provides an outline of these funds and guidance on where to seek technical assistance and further information.
- (2) Provide a guide to Tribal eligibility for other programs under the law and identify specific benefits or flexibilities for Tribes and Tribal communities – like waivers for Federal matching requirements for Tribal Nations that apply for competitive funds or enhanced benefits under existing programs for members of Tribal Nations. In partnership with the Bureau of Indian Affairs, the White House also has identified more than 150 programs under the law where Tribes or Tribal entities are eligible to apply for funding.

Part I: Tribal Set Asides

Over \$13 billion set aside for Tribal infrastructure

Program Name	Agency	Funding	Description
IHS Sanitation Facilities Construction Program	HHS	\$3.5 B	Funding to build infrastructure necessary to ensure a safe supply of drinking water, reliable sewage systems, and solid waste disposal facilities.
Tribal Transportation Program	DOT	\$3.0 B	Funding to increase safety, mobility, and access for Tribal communities.
Indian Water Rights Settlements	DOI	\$2.5 B	Funding to satisfy Federal obligations under Indian water rights settlements reached as of November 15 th , 2022.
Tribal Broadband Connectivity Program	DOC	\$2.0 B	Funding for an existing grant program that invests in broadband infrastructure, distance learning, telehealth, and activities that promote access and adoption of these services.
Clean Water and Drinking Water Grants	EPA	\$0.9 B	Funding for several programs at EPA to promote safe, healthy, and clean drinking water through State Revolving Funds.
Tribal Transportation Facility Bridges	DOT	\$0.8 B	Funding for planning, designing, engineering, replacing, improving, or constructing bridges on Tribal lands.
Safety of Dams	DOI	\$0.3 B	Funding for the Bureau of Indian Affairs to improve the safety of dams, water sanitation, and other facilities.
Climate Adaptation and Community Relocation	DOI	\$0.2 B	Funding to pursue climate-resilient planning, and implement managed retreat, expansion, protect-in-place, and relocation options for threats associated with the climate change and environmental degradation
Tribal Orphaned Wells	DOI	\$0.2 B	Funding to plug, cap, and remediate orphan oil and gas wells on Tribal lands.
TOTAL			> \$13 billion

Promoting affordable, high-speed internet

Access to affordable, high-speed internet access is a modern-day necessity. But too often, Tribal communities have been left behind in the pursuit of universal broadband coverage at affordable rates. According to the Federal **Communications Commission's** 2021 Broadband Deployment Report, less than half of households living on Tribal lands possess high-speed internet at home. To close this digital divide, BIL includes billions of dollars of investments in laying the critical broadband infrastructure and lowering costs to connect families.

- *Tribal Broadband Connectivity Grant Program:* BIL allocates \$2 billion to Tribal governments, Tribal organizations, and Tribal colleges and universities for an existing grant program that invests in broadband infrastructure, distance learning, telehealth, and activities that promote access and adoption of these services. This infusion of funding **through the Department of Commerce's** National Telecommunications and Information Administration (NTIA) triples the Federal **government's support for** a critical program to connect Tribal communities to the internet. Though Tribal lands have access to other broadband funds—including in other provisions of the Bipartisan Infrastructure Law—these funds will give Tribal governments the flexibility to determine the best route to meet their **communities'** needs. Funds will be distributed through competitive grants that do not require matching funds. Interested parties must submit a

formal application outlining their project proposal. The application period will open following a [Tribal consultation](#) by the Department of Commerce. More information can be found on the assistance listing [here](#).

- *State Digital Equity Planning Grant Program:* BIL provides \$60 million in grants to states, territories, Tribal governments, Alaska Native entities, and Native Hawaiian organizations through a new program at the Department of **Commerce's NTIA. These funds are intended to be used to develop** State/Territory/Tribal digital equity plans. At least five percent of these funds, and a portion of the State Digital Equity Capacity Funds, will be distributed to Tribal governments, Alaska Native entities, and Native Hawaiian organizations to support digital equity planning. More information, including technical assistance, can be found [here](#).
- *State Digital Equity Capacity Grant Program:* BIL provides \$1.44 billion in grants to states, territories, Tribal governments, Alaska Native entities, and Native Hawaiian organizations through a new program at the Department of **Commerce's NTIA.** These funds can be used to advance digital equity plans, expand broadband adoption, or support technological literacy (funding to develop digital equity plans is described in the bullet above). At least five percent of funds, or more than \$70 million, will be distributed to Tribal governments, Alaska Native entities, and Native Hawaiian organizations. More information, including technical assistance, can be found [here](#).
- *Digital Equity Competitive Grant Program:* BIL provides \$1.25 billion over five years through a new program at the Department of Commerce's NTIA. These grants go to projects that support the adoption and use of high-speed internet among underserved communities, including Tribal communities. Eligible applicants include Tribal governments, Alaska Native entities, and Native Hawaiian organizations who will receive at least \$62.5 million worth of awards. More information, including technical assistance, can be found [here](#).

Rebuilding Roads, Bridges, and Public Transportation in Indian Country

Rampant underinvestment in Tribal roads and bridges has placed hardships on tribal communities, negatively harming connectivity, economic development, and community safety. BIL substantially increases investments in transportation-related Tribal infrastructure to rebuild and upgrade these critical transit systems, including the estimated 145,000 miles of roads passing through Tribal lands.

- *Tribal Transportation Program:* BIL includes nearly \$3 billion in funding for the Tribal Transportation Program. Funding is deployed through a number of vehicles toward transportation projects that increase safety, mobility, and access

for Tribal communities. Federally-recognized Tribal governments are eligible to apply. Funds will be administered over five years, with additional guidance on eligible uses of funds will come in the next few months. More information on specific programs and eligibilities can be found [here](#).

- *Tribal High Priority Projects Program*: BIL sets aside \$45 million of Tribal Transportation Program funds over five years for a competitive grant program to **fund a Tribe's highest priority transportation project, if other funds received** under the Tribal Transportation Program are insufficient to cover total costs. Funds can also flow to Tribes that experience disasters that render transportation facilities unusable.
- *Tribal Transportation Facility Bridges*: BIL sets aside a proportion of funds under the Bridge Formula Program for Tribal bridges. Over four years, the Department of Transportation will invest \$825 million in planning, designing, engineering, replacing, improving, or constructing bridges on Tribal lands. In addition, Tribal governments are also eligible for a \$200 million set-aside from the Bridge Investment Program to improve the condition, safety, efficiency, and reliability of bridges on the National Bridge Inventory. More information, including regulations, a recorded webinar, and contact information for program staff is available [here](#).
- *Nationally Significant Federal Lands and Tribal Projects*: BIL allocates \$275 million over five years to an existing program offered by the Department of Transportation. The funding goes toward construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. All applicants eligible to receive funding under the Tribal Transportation Program—which includes Tribal governments—are eligible to apply. In addition, Tribal governments are eligible for 100% cost share. More information, including program status, resources, and a webinar schedule, can be found [here](#).
- *Tribal Transit Program*: BIL includes approximately \$230 million to the Public Transportation on Indian Reservations program. This includes over \$180 million to a formula grant issued to Federally recognized Tribes and Alaska Native Village for public transportation on Tribal lands, as well as more than \$45 million in competitive funding for the same purpose. More information is available [here](#).
- *Railroad Crossing Elimination Program*: BIL invests \$3 billion for making improvements to highway and pathway rail crossings. At least 20 percent of funds are reserved for projects in rural areas or on Tribal lands. For Fiscal Year 2022, \$600 million will be made available to states, Tribes, local governments, and regional/local transportation bodies. More information is available [here](#).

Protecting Our Shared Environment and Promoting Clean Energy

Since day one, the Biden-Harris Administration has made combatting the climate crisis a core priority of every aspect of its work to build a better America. Through investments in clean energy, cleaning-up pollutants, and promoting sustainable conservation practices, BIL takes critical steps to protect our planet. This is particularly true on Tribal lands, where a number of BIL program aim to mitigate environmental threats while advancing equity and environmental justice.

- *Tribal Orphaned Well Grant Program:* BIL invests nearly \$4.7 billion into direct Federal spending, grants to states and Tribes, and technical assistance for a new program to plug orphaned oil and gas wells. This includes a \$150 million program to plug, cap, and remediate orphan oil and gas wells on Tribal lands. These unplugged wells are harmful to both humans and our planet through contaminated water, methane emissions, and chemical leakage. Funds can be used for all stages of clean-up, including inventorying the number and scope of abandoned wells, removal of equipment, and site restoration. Application guidance is projected to be published later this year. More information about the structure of the broader orphaned wells program is available [here](#).
- *Tribal Climate Resilience - Community Relocation:* BIL allocates \$130 million for Tribal governments to plan and implement managed retreat, expansion, protect-in-place, and relocation options for threats associated with the climate change and environmental degradation. More information, including details about the 2022 Request for Proposals, can be found [here](#).
- *Tribal Climate Resilience – Adaptation Planning:* BIL allocates \$86 million for Tribal governments to pursue climate-resilient planning. These funds can be deployed towards a variety of activities related to risk assessment, monitoring, and coastal management, among other eligible purposes. More information, including details about the 2022 Request for Proposals, can be found [here](#).
- *Energy Efficiency and Conservation Block Grant:* BIL funds a \$550 million investment in a new grant program at the Department of Energy for state, local, and Tribal governments to reduce their fossil fuel footprint and bolster conservation efforts. Funds can go toward a wide array of uses energy-efficient uses, ranging from standing up inspection services for efficiency certification to funding methane capture projects to installing renewable energy technology. The program sets aside 2% of funds—or \$11 million—exclusively for grants and technical assistance to Tribal applicants. More information can be found [here](#).

- *Electric Grid Resilience Programs:* BIL provides funding under several programs for enhancing the resilience of the electrical grid. Under the Preventing Outages and Enhancing the Resilience of the Electric Grid Program, DOE allocates \$459 million annually via formula, over a period of five years, to states, territories, and Tribes to improve the resilience of the electric grid against disruptive events. The Department of Energy is inviting comment through June 2 on the structure of the program, more information can be found [here](#). Additional information on another grid resilience program, Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency, that Tribes are eligible for is available [here](#).
- *Hazardous Fuels Treatments:* BIL appropriates up to a combined \$50 million to the Departments of Agriculture and Interior for implementation of the Tribal Forestry Protection Act. This funding will be used to support work on Forest Service or Bureau of Land Management land that poses a fire, disease, or other threat to Tribal forest land, rangeland or tribal communities. More information can be found [here](#).

Ensuring Clean and Safe Water, and Upgrading Sanitation Systems

The Biden-Harris Administration believes that access to reliable wastewater systems and safe drinking water is a right for every family. However, a series of water challenges threaten access to that right for communities across the country, especially on Tribal lands. BIL programs provide several opportunities for Tribal communities to pursue sustainable and safe water systems.

- *Indian Health Service Sanitation Facilities Construction Program:* BIL provides a total of \$3.5 billion to the Indian Health Service to address the projects on the IHS Sanitation Deficiency System list. This funding will support the infrastructure necessary to ensure a safe supply of drinking water, reliable sewage systems, and solid waste disposal facilities to promote high-quality health care and disease prevention in Tribal communities. More information about the Division of Sanitation Facilities Construction is available [here](#).
- *Indian Water Rights Settlement Completion Fund:* BIL authorized \$2.5 billion to satisfy Federal obligations under Indian water rights settlements reached as of November 15th, 2022. This package includes funding for numerous settlements with various Tribes. The Department of Interior has already allocated \$1.7 billion in settlements. Full details about funding recipients is available [here](#).
- *Clean and Drinking Water State Revolving Funds:* BIL issues \$43.4 billion in additional funding for several programs to promote safe, healthy, and clean drinking water through State Revolving Funds. Each of these EPA funding streams includes a 2% Tribal set-aside, meaning that Tribal governments are

eligible to receive approximately \$868 million. The Tribal funding will be allocated as follows: \$234M for Clean Water SRF, \$234M for Drinking Water SRF, \$100M to address emerging contaminants in clean (\$20M) and drinking (\$80M) water, and \$300M in Lead Service Line Removal Funding. EPA Regions are responsible for working with the Indian Health Service (IHS) and the tribes, to identify, prioritize, and select projects to receive funding from its share of the program funds. More information about the Tribal Drinking Water program is available [here](#) and more information about the Tribal Clean Water program is available [here](#).

- *Fish Passage Restoration*: BIL apportions \$400 million for restoring fish passage. Of this, \$60 million is set aside for Tribes and partnerships with Tribes to remove in-stream barriers. Funds, which take the form of grants, cooperative agreements, and Federal spending, will be dispersed through the National Oceanic and Atmospheric Administration at the Department of Commerce. In addition, a separate program for fish passage at the Department of the Interior will deploy and additional \$200 million for similar projects. More information about fish passage restoration efforts is available [here](#).
- *Safety of Dams, Water Sanitation, And Other Facilities*: BIL provides \$200 million to improve the safety of dams, water sanitation, and other facilities. These funds will be allocated to the Bureau of Indian Affairs and dispersed to Tribal governments to reduce the risk of dam failure. More information about the program is available [here](#).
- *Tribal Irrigation and Power Systems*: BIL allocates \$50 million in funding to Tribal governments for deferred maintenance and deficiencies at seventeen irrigation projects on Tribal lands. **More information about BIA's Branch of Irrigation and Power is available [here](#) and a [press release on the latest round of announced projects is available here](#).**
- *Underground Injection Control Grants*: BIL provides \$50 million for a competitive grant program for states and Tribes to support efforts to safeguard drinking water sources from contamination. Seven percent of the overall UIC grant program is set aside for Tribes. BIL funding specifically targets support to wells used for carbon sequestration. More information about the program is available [here](#).

Investing in Tribal Cybersecurity

Strengthening our national cyber defenses is a paramount priority for the Biden-Harris Administration. Over the past several months, the Administration has issued executive orders, worked to create public-private partnerships, and bolstered cyber defense at the

Federal level. Through the State and Local Cybersecurity Grant program, BIL also makes critical investments to keep Tribal data, governments, and communities safe from the threat of cyber-attacks.

- *State and Local Cybersecurity Grant Program:* BIL allocates \$1 billion toward mitigating cybersecurity risks and cybersecurity threats to governmental information security systems. Tribal governments—as well as states and territories—are eligible to apply for these grants. A base level of three percent—or \$30 million—of the overall grant funds are reserved for Tribal governments. In addition, BIL tasks the Department of Homeland Security with preparing a report and recommendations on Tribal government cybersecurity to Congress. Applications for these funds are projected to open in the third quarter of 2022.

Part II: Additional Opportunities for Tribal Applicants

Beyond this historic guaranteed investment, BIL also offers billions of dollars in competitive and other funding that Tribes and Tribal entities are eligible to apply for. The following section lists some of the opportunities that may be most responsive to challenges and opportunities facing Tribal communities. These programs range from broadband infrastructure to water system assistance and land clean-up. In many cases, though money is not set aside explicitly for Tribal communities, Tribal applicants are eligible to receive additional benefits.

Promoting affordable, high-speed internet:

Affordable Connectivity Program: BIL provided the Federal Communications Commission with \$14.2 billion to subsidize the cost of internet service for lower-income households. Households on Tribal lands are eligible to receive a subsidy of up to \$75 per month for internet. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop or tablet. The Administration has also secured commitments from 20 leading internet service providers to offer ACP-eligible households high-speed, high-quality internet plans for no more than \$30 per month. Eligible families who pair their ACP benefit with one of these plans can receive high-speed internet at no cost. More information about the Affordable Connectivity Program can be found at [GetInternet.Gov](https://www.getinternet.gov).

- *Middle Mile Grants Program:* BIL provided the Department of Commerce with \$1 billion for construction of middle mile broadband infrastructure. As a result of historical inequities, Tribal **lands are often situated in “internet deserts”** without any internet service. Moreover, even when Tribal households and businesses have internet access, they are often faced with exorbitant rates because the cost of

providing service is higher on many Tribal lands. The new Middle Mile Grants Program funds vital middle mile infrastructure, which facilitates access to broader internet infrastructure. Tribal governments, other Native entities, electric cooperatives, and nonprofits are eligible to apply. In addition, Tribes may receive a cost share waiver. Applications are projected to open in Q2 of 2022. Additional information on this program can be found [here](#).

- *ReConnect Program*: BIL apportions \$1.926 billion for projects funded by the **Department of Agriculture's ReConnect Program**. **These funds** will be used to provide loans and grants to construct, improve, or acquire the infrastructure needed to deploy high-speed internet to rural areas across the country. USDA has waived the 25% matching funds requirement for grant proposals that would serve socially vulnerable communities or submitted by Federally recognized Tribes. BIL expanded this waiver to Alaska Native Corporations, and to proposals serving colonias or persistent poverty counties. For individual questions, please contact Tedd Buelow, Rural Development Tribal Coordinator at tedd.buelow@usda.gov, or Laurel Leverrier, Assistant Administrator for Rural Utilities Service – Telecommunications Program at laurel.leverrier@usda.gov. More information about the ReConnect program is available [here](#).

Rebuilding Roads, Bridges, and Public Transportation in Indian Country:

- *Nationally Significant Freight and Highway Projects (INFRA)*: BIL invests \$8 billion in a competitive grant process for multimodal freight and highway projects. Tribal governments are eligible to apply, and BIL amended the law to include a minimum 30 percent set-aside for small projects, largely intended for rural areas. More information about the program is available in the [combined FY22 funding opportunity](#) released in March.
- *National Infrastructure Project Assistance (MEGA)*: BIL establishes a new program at the Department of Transportation to provide grants for highway or bridge projects, freight intermodal (including public ports) or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, or public transportation projects of national or regional significance. BIL provides \$5 billion over five years in competitive grants for these projects. Tribal governments and consortia of Tribal governments are eligible to apply. More information about the program is available in the [combined FY22 funding opportunity](#) released in March.
- *Rural Surface Transportation Program*: BIL provides \$2 billion dollars to a new Rural Surface Transportation grant program, including \$300 million for FY22. These funds can be deployed to rural areas, including on Tribal lands. The goals include increasing connectivity, safety, and economic growth. More information

about the program is available in the [combined FY22 funding opportunity](#) released in March.

- *Bridge Investment Program:* BIL invests \$12.2 billion over four years through the new Bridge Investment Program to support projects that improve bridge safety, efficiency, and reliability. States, metropolitan planning organization, local governments, and Tribal governments are eligible to apply. Additional information on application release is forthcoming and will be available [here](#).
- *Local and Regional Project Assistance:* BIL expands the Department of **Transportation's existing RAISE (previously "BUILD/TIGER") competitive** grants program to provide \$7.5 billion over four years. Eligible parties, including Tribal governments, can apply for grants for highways, bridges, passenger rail, ports, airports, and other surface transportation projects of local or regional significance. More information is available [here](#).
- *Safe Streets and Roads for All Program:* BIL includes \$5 billion for a new competitive Safe Streets and Roads for All program. Studies show that Tribal communities have been disproportionately impacted by roadway fatalities. Recipients, including Tribal governments, can use funds to support **"vision zero"** plans and other investments in transportation systems that reduce fatalities. More information is available [here](#).
- *Highway Safety Programs:* BIL invests nearly \$2 billion in formula funding for highway safety programs through the Department of Transportation. Part of this money will flow directly to Tribes, with additional opportunities available through competitive grants. Tribes may also receive a cost share waiver, meaning they do not need to provide matching funds.
- *Reconnecting Communities Pilot Program:* BIL establishes a pilot program at the Department of Transportation to provide grants to conduct feasibility studies, planning activities, and construction activities on existing eligible transportation facilities that create barriers for community connection. The law apportions \$1 billion to this effort through competitive grants to eligible facilities. More information is available [here](#).
- *Bus and Bus Facilities:* BIL includes over \$3.1 billion in formula funding for Bus and Bus Facilities, and nearly \$2 billion for competitive grants. Tribal governments are eligible to receive money from both grant programs to rehabilitate, replace, purchase or lease buses or bus-related facilities. More information is available [here](#).

- *National Culvert Removal, Replacement, & Restoration Grant:* BIL allocates \$200 million for the National Culvert Removal, Replacement, and Restoration Program at the Department of Transportation. This program will provide grants to states, local governments, and Tribes to remove or improve culverts in service of improved fish passage.
- *Grants for Charging and Fueling Infrastructure:* BIL creates several programs for deployment of fueling infrastructure such as electric vehicle chargers. EV charging deployment can support a transition to clean and affordable electric vehicles. Tribes are eligible applicants for \$2.5 billion in funding for community-based charging and alternative fuels corridors. Grant details will be available soon. More information is available [here](#).

Protecting Our Shared Environment and Promoting Clean Energy:

- *Clean School Bus Program:* BIL provides the Environmental Protection Agency with \$5 billion over five years to replace existing school buses with clean school buses and zero emission school buses. Tribes, Tribal organizations, or Tribally-controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school are eligible to apply. The program gives priority for applications that propose to replace buses that serve BIA-funded school districts and school districts that receive basic support payments under [section 7703\(b\)\(1\) of title 20](#) for children who reside on Tribal land. Information about Clean School Bus funding programs may be found at www.epa.gov/cleanschoolbus and questions may be directed to CleanSchoolBus@epa.gov.
- *Battery Manufacturing and Recycling Grants and Battery Material Processing Grants:* BIL apportions \$3 billion each to two grant programs that promote manufacturing, processing, and recycling for batteries. In both grant programs, the law directs the Secretary to prioritize applicants who partner with Tribes. More information is available [here](#) and [here](#).
- *Solid Waste Management and Recycling:* BIL invests \$350 million in funding for new grant programs focused on local waste management infrastructure and recycling programs, improving consumer education and outreach on recycling, and reducing contamination of the recycling and organics waste streams. More information is available [here](#). To receive periodic updates on grants related to recycling and supporting a circular economy for all, sign up [here](#) or email EPAREcycles@epa.gov.
- *Brownfields Projects:* BIL authorizes \$1.5 billion in additional funding to support **the EPA's Brownfields program to help communities, states, and Tribal nations to**

clean up Brownfields in a safe and sustainable manner. Brownfields are sites whose development or expansion is constrained by the presence of toxic contaminants. \$1.2 billion of this funding will go to competitive grants, while \$300 million will fund state and Tribal Nation response programs. Potential applicants for brownfields grants should become familiar with application guidelines and determine which priority sites are eligible for funding. More information about available brownfields grants and other available resources for communities can be found [here](#). **Information about BIL's historic investments in the program** is available [here](#).

- *Pacific Coastal Salmon Recovery Fund*: BIL provides \$172 million to support recovery efforts for Pacific coastal salmon through the National Oceanic and Atmospheric Administration at the Department of Commerce. These investments will protect, restore, and conserve Pacific salmon and steelhead and their habitats through competitive funding to the states of Alaska, Washington, Oregon, Idaho, Nevada, and California and Federally recognized tribes of the Columbia River and Pacific Coast (including Alaska), or their representative Tribal commissions and consortia. More information is available [here](#).
- *Energy Improvement in Rural and Remote Areas*: BIL allocates \$1 billion to provide financial assistance to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety and availability of energy in rural or remote areas of the U.S. Tribal groups are eligible to apply for funding. The Department of Energy expects to provide technical assistance funding for this program beginning in summer of 2022. More information is available [here](#).
- *Clean Hydrogen Manufacturing Recycling Research, Development and Demonstration Program*: BIL allocates \$500 million to provide Federal financial assistance to advance new clean hydrogen production, processing, delivery, storage and use equipment manufacturing technologies and techniques. Priority will be given to projects that operate in partnership with Tribal energy development organizations, Indian Tribes, Tribal organizations, Native Hawaiian community-based organizations. The Department of Energy anticipates publishing a Notice of Intent on program design in summer of 2022. More information is available [here](#).
- *Regional Clean Hydrogen Hubs*: BIL allocates \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage and end use. These efforts will contribute to a broader strategy for a national clean hydrogen network. Potential recipients include technology developers, industry, national labs, utilities, state, local, and Tribal governments, among others. The Department of Energy

anticipates an initial funding opportunity announcement in fall of 2022. More information can be found [here](#).

Ensuring Clean and Safe Water, and Upgrading Sanitation Systems:

- *Planning Assistance to State and Tribes:* BIL apportions \$30 million to states and Tribes for planning assistance related to water resource challenges through the Army Corps of Engineers. Tribal cost share requirements for projects are waived, up to \$200,000.

Additional programs

- *Regional Commissions:* BIL provided \$1.38 billion to the regional commissions, which are Federal-state partnerships that invest in infrastructure and workforce and business development in distressed communities across the United States. Tribal entities located in the commissions' **regions are eligible to apply for grants**. The commissions include Appalachian Regional Commission, Delta Regional Authority, Denali Commission, Northern Border Regional Commission, and Southeast Crescent Regional Commission.
- *Tribal Benefits for Infrastructure Permitting Assistance - Permitting Council:* The Permitting Council is a unique Federal agency charged with improving the transparency, predictability, and outcomes of the Federal environmental review and authorization process for certain critical infrastructure projects in the following industry sectors: renewable and conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, manufacturing, mining, and carbon capture.

Established in 2015 by Title 41 of the Fixing America's Surface Transportation Act (FAST-41), the Permitting Council is comprised of 16 members, including the Executive Director (Permitting Council Chair), the Deputy Secretary (or equivalent) from 13 Federal agencies, the Chair of the Council on Environmental Quality, and the Director of the Office of Management and Budget. FAST-41 is intended to facilitate good project management practices, foster a high level of communication and collaboration, and provide transparency to achieve a high-quality, accountable, and effective project review and permitting process.

FAST-41 coverage is voluntary – project sponsors must apply for and receive FAST-41 coverage to receive the benefits of the FAST-41 program, which include:

- (i) a coordinated and comprehensive permitting timetable posted on the Federal Permitting Dashboard that contains all Federal environmental reviews and permits needed to begin project construction;

- (ii) mandatory interagency coordination in processing all project-related reviews and authorizations;
- (iii) mandatory Federal consultation with the project sponsor on all permitting timetable modifications;
- (iv) unique elevation procedures that allow agency principles to directly resolve covered project permitting issues; and
- (v) access to funding opportunities to make the project review and permitting process more efficient.

The BIL lowers the barriers to FAST-41 access for infrastructure projects that are sponsored by an Indian Tribe, an Alaska Native Corporation, a Native Hawaiian organization, the Department of Hawaiian Home Lands, or the Office of Hawaiian Affairs, if that project is also intended to be located on lands owned or under the jurisdiction of the same project sponsor.

Additionally, the BIL grants the Permitting Council Executive Director new authority to transfer Federal funds to Tribal governments to facilitate timely and efficient environmental reviews and authorizations for FAST-41 covered projects (e.g., Historical Preservation Act section 106 reviews, NEPA review, Government-to-Government consultations, etc.).

For more information, please visit the Permitting Council’s website [here](#); or email at fast.fortyone@fpisc.gov

Additional Information

Infrastructure Guidebook

A complete Guidebook to the Bipartisan Infrastructure Law for state, local, Tribal, and territorial governments, and other partners—including detailed information about awarding agencies, funding amounts, availability, and eligible uses—can be found [here](#).

Agency Contact Information

Department of Transportation: intergov@dot.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommercelGA@doc.gov

Department of Energy: DL-RegionalSpecialists@hq.doe.gov

Department of Agriculture: EIA@usda.gov

Environmental Protection Agency: State&Local@epa.gov

Federal Emergency Management Agency:

<https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>

Disclaimer: This guide is designed to help users familiarize themselves with the Bipartisan Infrastructure Law. Nothing contained in this document constitutes guidance from the U.S. government on any law, program, policy, application process, or funding eligibility. Applicants for funding should consult official agency or program specific guidance for additional information.

FEDERAL HIGHWAY ADMINISTRATION



Transportation Funding Opportunities for Tribal Nations



U.S. Department
of Transportation


**Federal Highway
Administration**

Overview

The Infrastructure Investment and Jobs Act, otherwise known as the Bipartisan Infrastructure Law (BIL), represents a once-in-a-generation investment in our nation's infrastructure, competitiveness, and communities and provides approximately \$550 billion in new Federal infrastructure investment.

This includes historic and critical investments in Tribal transportation through the Tribal Transportation Program (TTP), including increased funding to programs dedicated to Tribal needs and increased Tribal eligibility for new and existing discretionary grant programs. The first year of the BIL (2022) increases TTP funding by 15 percent over 2020 levels—and over the full range of the BIL (2022-2026), the law provides more than \$3 billion for the program. This dedicated historic level of funding benefits all 574 federally recognized Indian Tribes and Alaska Native Villages (Tribes).


The BIL provides substantial resources to help tribes advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. The Federal Highway Administration (FHWA) will work with Tribes to ensure consideration of using Federal funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development and removing barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity, or to redress prior inequities and barriers to opportunity.




Safety continues to be the U.S. Department of Transportation's (USDOT) top priority. Tragically, based upon statistics, Native Americans remain the group most likely to lose their lives in car crashes. Dedicated safety funding within the TTP more than doubled in the BIL, giving us more opportunities to work together to improve safety in Tribal communities. The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the USDOT and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages Tribes to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant funding.

In addition, the BIL includes an unprecedented investment in the Tribal Transportation Bridge Program. Here, the BIL provides more than \$1 billion dollars over five years (2022-2026)—a 14-fold increase compared to the FAST Act—through dedicated set-asides from the new Bridge Investment Program and Bridge Formula Program.

Tribes are eligible to access many of the new highway programs created under the BIL, including programs focused on resilience, electric charging and alternative fuel vehicle infrastructure, and repairing and replacing culverts. Tribes can also apply for several unprecedented USDOT-led surface transportation competitive grant programs that will provide billions for infrastructure projects across the country.



Images throughout this document unless otherwise noted were taken by FHWA employees. Special thanks to all contributors.



Funding for Tribes

The purpose of this document is to provide information to Tribes on new and existing highway and bridge transportation funding programs for which Tribes are eligible. This document does not include programs subject to an annual appropriation, which have not been funded by Congress.

Federal Role and Assistance

The Federal Highway Administration's (FHWA) Office of Federal Lands Highway, and the Bureau of Indian Affairs (BIA), provide funding and support for addressing the transportation needs of the 574 federally recognized Tribes. The FHWA's Office of Tribal Transportation provides stewardship and oversight for direct funding agreements with 135 of the federally recognized Tribes and provides support for all FHWA activities affecting Tribal transportation. The BIA provides support for the remaining Tribes.



N.E. Fort Gibson Road.
Cherokee Nation, Oklahoma.

Who to Contact

FHWA.



U.S. Department
of Transportation
**Federal Highway
Administration**

The FHWA Office of Tribal Transportation is Tribes' first point of contact for assistance with direct funding agreements with FHWA.

For more information about the Office of Tribal Transportation, please visit:

<https://highways.dot.gov/federal-lands/programs-tribal>

The FHWA Federal-aid Highway Division Offices can also assist. FHWA Division Offices provide stewardship, guidance, best practices, and technical assistance with contributions from FHWA's Headquarters and technical program staff, as needed. They also ensure that the overall objectives of the Federal-aid Highway Program are met and that Federal financial resources are distributed in accordance with applicable laws and regulations.

To contact the appropriate Division Office for your location, please visit:

<https://www.fhwa.dot.gov/about/field.cfm>

BIA.



Tribes that work directly with the BIA through program agreements or other contract authorities should contact the BIA Department of Transportation and/or the Tribe's BIA Regional Transportation Representative for more information on administration and program assistance.

For more information on BIA's role, please visit:

<https://www.bia.gov/bia/ois/division-transportation>

How to Access Funding

Federal funds are provided to Tribes within specific programs, and each program has its own eligibility criteria for allowable work. The intent of this document is to help increase Tribes' awareness of available highway and bridge Federal funds and the associated eligibility criteria.

- **Formula Funding:**

The FHWA Office of Tribal Transportation distributes Federal transportation funds as they become available. TTP formula funds (known as Tribal shares) are distributed to Tribes and the BIA. Some Tribes receive this funding according to their program agreements with FHWA. The FHWA Office of Tribal Transportation also sends funds to the BIA for Tribes that have made other arrangements to access the program. Other formula funding is distributed to State DOTs by statute, which Tribal roads and bridges may be eligible for. See your respective State DOT for your location for specifics on those funding opportunities.

For more information, please visit: <https://highways.dot.gov/federal-lands/programs-tribal/finance>.

- **Competitive Funding Opportunities (Grants):**

Tribes are eligible to apply for a number of USDOT competitive funding opportunities. Examples include the new Safe Streets and Roads for All program; Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program; Charging and Fueling Infrastructure program; Bridge Investment program; Reconnecting Communities Pilot program; and Rural Surface Transportation Grants program; and others. Generally, competitive funding is made available via a Notice of Funding Opportunity (NOFO) published at Grants.gov.

N9402 Bridge.
Navajo Nation, Arizona.



How Can We Help You?

FHWA encourages Tribes to take full advantage of BIL's opportunities, to more fully realize the transformative effects from this historic increase in funding. FHWA supports Tribes by prioritizing the critical technical assistance tools that help Tribes plan, fund, and execute successful projects.

- **FHWA Office of Tribal Transportation:** FHWA regularly provides technical and program support to its Tribal government stakeholders by offering technical assistance and project delivery training sessions on a regular basis at Tribal transportation summits and meetings, as well as on request.

Please contact your Tribal Coordinator or other FHWA Office of Tribal Transportation staff member at <https://highways.dot.gov/federal-lands/programs-tribal/contact-info> to discuss your needs or learn more about how to access training.

- **Tribal Technical Assistance Program (TTAP):** FHWA's Tribal Technical Assistance Program (TTAP) (<https://www.fhwa.dot.gov/clas/ttap/>) provides comprehensive transportation training and technical assistance to Tribal communities, building skills and expertise to improve the safety and maintenance of Tribal roads and the professional development of the Tribal transportation workforce.

FHWA is working to re-establish and operate seven TTAP Centers throughout the country and looks forward to continuing to strengthen its vital relationship with Tribes through these Centers.



HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Dedicated Tribal Programs				
Tribal Transportation Program (TTP)	\$3.01 B		F	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	\$825 M		C	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		C	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Tribal Technical Assistance Program (TTAP)	\$17.8 M		C	Transportation training and technical assistance.
Other Programs				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Bridge Investment Program	\$12.5 B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	NEW!	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			C	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system.
Local and Regional Project Assistance (RAISE)	\$8.275 B		C	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	NEW!	C	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	NEW!	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		C	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Other Programs (Cont.)				
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1.4 B	NEW!	C	Support resilience improvements.
Reconnecting Communities Pilot	\$1 B	NEW!	C	Restore community connectivity by removing highways that create barriers.
Reduction of Truck Emissions at Port Facilities	\$400 M	NEW!	C	Reduce truck idling and emissions at ports.
Rural Surface Transportation Grants	\$2 B	NEW!	C	Improve and expand surface transportation infrastructure in rural areas.
Safe Streets and Roads for All	\$5 B	NEW!	C	Support local safety initiatives to prevent transportation-related deaths and serious injuries.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500 M		C	Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	\$7.2 B		C	Fund a variety of generally smaller-scale transportation projects.
Wildlife Crossing Pilot Program	\$350 M	NEW!	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

The table above is not fully inclusive of all potentially available programs. It omits programs that do not become active unless Congress passes an annual appropriations law to fund those programs.

The FHWA knows how critically important infrastructure funding is to Tribal governments. Be sure to contact FHWA to check on the latest funding opportunities, or visit:

<https://highways.dot.gov/federal-lands/programs-tribal/contact-info>

TRIBES ONLY

Tribal Transportation Program (TTP)

- **Purpose:** Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

- **Funding:** \$3.01 billion

	Bipartisan Infrastructure Law (BIL)				
Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$578 million	\$590 million	\$602 million	\$613 million	\$628 million

- **Program Type:** Formula.
- **Federal Share:** 100 percent.
- **Eligible activities:** Tribes can use these funds for eligible transportation activities such as planning, design, construction, and road and bridge maintenance.
- **BIL Changes to TTP:**
 - ◇ Tribal bridges: Eliminates the current TTP set-aside of 3 percent for the Tribal Transportation Bridge Program, and instead funds Tribal bridges via set-asides from the Bridge Investment Program and Bridge Formula Program.
 - ◇ Sets aside \$9 million per year from the TTP to fund the Tribal High Priority Projects Program. (See below for additional detail on this program).
 - ◇ Increases set-aside for the TTP Safety Fund (TTPSF) from 2 percent to 4 percent. (See below for additional detail on the TTPSF.)
 - ◇ Updates bridge terminology, replacing language referring to “structurally deficient” or “functionally obsolete” bridges with terminology such as “in poor condition.”
- **Additional Information and Assistance**
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal>
 - ◇ FHWA Tribal Transportation Program Overview: <https://highways.dot.gov/federal-lands/programs-tribal/program-overview>

TRIBES ONLY

Tribal High Priority Projects Program

- **Purpose:** Provide funding to an Indian Tribe or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project of the Tribe, or to any Indian Tribe that has an emergency or disaster occur on a tribal transportation facility that renders the facility impassible or unusable and which is not eligible under the Emergency Relief for Federally Owned Roads (ERFO) program.

- **Funding:**

	Bipartisan Infrastructure Law (BIL)				
Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$9 million	\$9 million	\$9 million	\$9 million	\$9 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent.
- **Eligible activities:** Information will be added as it becomes available.
- **Additional Information and Assistance**
 - ◇ BIL marks the first time in over ten years that a program focused on Tribal high priority projects has received funding.
 - ◇ \$9 million per year of program funds is a set-aside from the TTP.
 - ◇ In the event of an emergency or disaster, funding under the Tribal High Priority Projects Program can be used if the work is not otherwise eligible under the ERFO or Emergency Relief (ER) Programs. For more information on ERFO, please visit <https://highways.dot.gov/federal-lands/programs/erfo>. For more information on FHWA's overall ER programs, please visit <https://www.fhwa.dot.gov/programadmin/erelief.cfm>.
 - ◇ The statutory language of the Tribal High Priority Projects Program is modeled after the former regulatory Indian Reservation Roads High Priority Projects Program (IRRHPP), which was developed through negotiated rulemaking, including the Project Scoring Matrix to evaluate applications.

TRIBES ONLY

Tribal Transportation Facility Bridge Program

The BIL funds the Tribal Bridge Program with set-asides from the Bridge Formula Program (BFP) and the Bridge Investment Program (BIP). Note that the two set-asides below (the Bridge Formula Program and the Bridge Investment Program) are jointly administered under the Tribal Transportation Bridge program, including issuance of guidance, funding availability, and overall program administration.

Bridge Formula Program (BFP) Tribal Bridge Set-aside

- **Purpose:** Funding to replace, rehabilitate, preserve, protect, and construct new bridges.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$165 million	\$165 million	\$165 million	\$165 million	\$165 million

- **Program Type:** Formula.
- **Federal Share:** 100 percent.
- **Eligible activities:** Planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges; replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or implement any countermeasure for tribal transportation facility bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple-pipe culverts.
- **Additional Information and Assistance**
 - ◇ Of the BFP funds appropriated from the General Fund per FY for this program, 3 percent are set aside for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program.
 - ◇ A minimum of 15 percent of each State's BFP apportionment shall be for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).
 - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.
 - ◇ BFP Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>

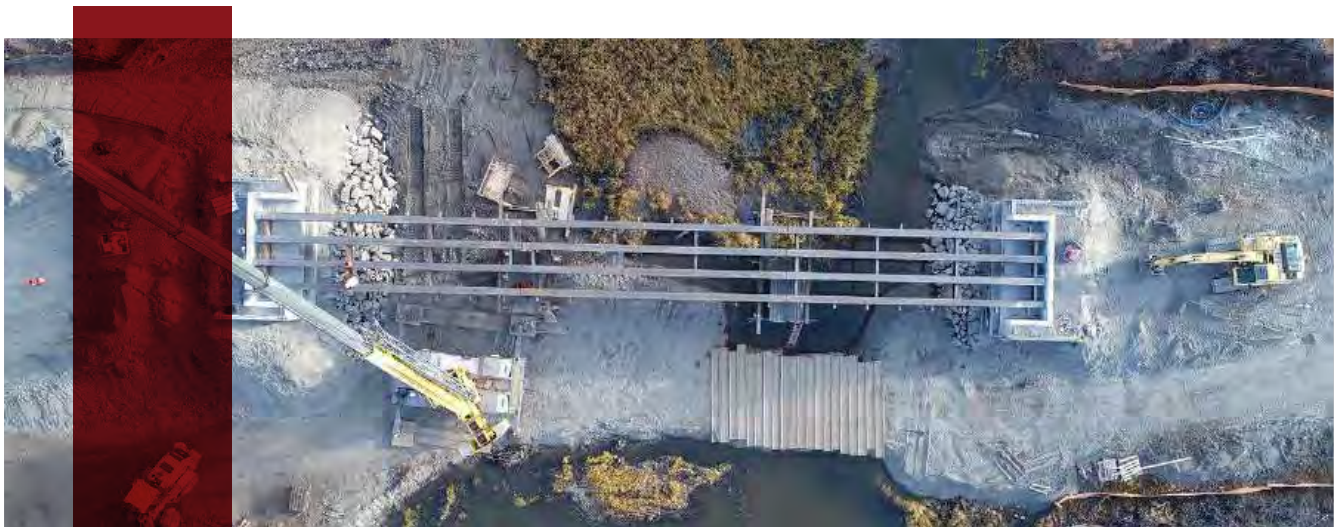
Bridge Investment Program (BIP) Tribal Bridge Set-aside

- **Purpose:** Funding to replace, rehabilitate, preserve, protect, and construct new bridges.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$36 million	\$38 million	\$40 million	\$42 million	\$44 million

- **Program Type:** Competitive.
- **Federal Share:** 100 percent for the funds from the General Fund.
- **Eligible activities:** To carry out any planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges; replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or to implement any countermeasure for tribal transportation facility bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple-pipe culverts.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ An average of \$40 million per year is set aside for Tribal transportation facility bridges, which are considered part of the Tribal Transportation Program.



Fort Yukon Ivar's Bridge Replacement under construction.
Fort Yukon, Alaska.

**TRIBES
ONLY**

Tribal Transportation Program Safety Fund (TTPSF)

- **Purpose:** Funding dedicated to preventing and reducing transportation-related injuries and fatalities on Tribal Lands.
- **Funding:** The anticipated maximum available funding is presented below (rounded to the nearest tenths).

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$23.1 million	\$23.6 million	\$24.1 million	\$24.5 million	\$25.1 million

- **Program Type:** Competitive.
- **Federal Share:** 100 percent federal share. Applicants can propose a match.
- **Eligible projects/activities:**
 - ◇ Development and update of transportation safety plans
 - ◇ Crash data assessment, improvement, and analysis
 - ◇ Systemic roadway departure countermeasures
 - ◇ Infrastructure improvements and other eligible activities as listed in **23 U.S.C. 148(a)(4)**.
- **Additional Information and Assistance**
 - ◇ This program is a set-aside of the TTP. BIL increased the set-aside from 2 percent to 4 percent.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
 - ◇ In addition to dedicated Tribal safety funding, safety projects on Tribal lands are also eligible for funding under other Federal-aid highway programs, including the Highway Safety Improvement Program (HSIP) and the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant Program. (See below for additional information on HSIP and TA.).

TRIBES ONLY

Tribal Technical Assistance Program (TTAP)

- **Purpose:** Provide comprehensive transportation training and technical assistance to tribal communities, building skills and expertise to ensure the safety and maintenance of tribal roads.
- **Funding:**

Total	\$17.8 million
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- **Program Type:** Competitive.
- **Federal Share:** 100 percent.
- **Additional Information and Assistance**
 - ◇ Website: <https://www.fhwa.dot.gov/clas/ttap/>
 - ◇ Current request for applications closed on May 2, 2022
 - ◇ Awards for TTAP Center cooperative agreements are anticipated to be made by the end of FY22.



Green Bridge Rehabilitation Project under construction. Pawnee Nation, Oklahoma.

Accelerated Innovation Deployment (AID) demonstration

- **Purpose:** Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies in highway transportation projects.

- **Funding:** \$10 million for FY 2022.

Fiscal Year (FY)	2022
Amount	\$10 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Eligible projects may involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction. AID Demonstration projects must: 1) be eligible for assistance under title 23, United States Code; 2) address goals of FHWA's Technology and Innovation Deployment Program (TIDP); 3) pilot a proven transportation innovation for the applicant; and 4) be ready to initiate within six months of receiving award.
- **Additional Information and Assistance**
 - ◇ AID Demonstration is funded by the TIDP.
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://www.fhwa.dot.gov/innovation/grants/>.



Bridge Investment Program

- **Purpose:** Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.45 billion	\$2.49 billion	\$2.50 billion	\$2.52 billion	\$2.53 billion

- **Program Type:** Competitive.
- **Federal Share:** Flexible and in some instances higher than 80 percent based on project specifications. TTP funds may also be used as part of the non-federal match. Further details to follow.
- **Eligible projects/activities:** Includes, but is not limited to, projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Also, projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.



Rainbow Arch Historic Bridge Citizen Potawatomi Nation.
Pottawatomie County, Oklahoma.

NEW!

Charging and Fueling Infrastructure

- **Purpose:** Fund the strategic deployment of publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$300 million	\$400 million	\$500 million	\$600 million	\$700 million

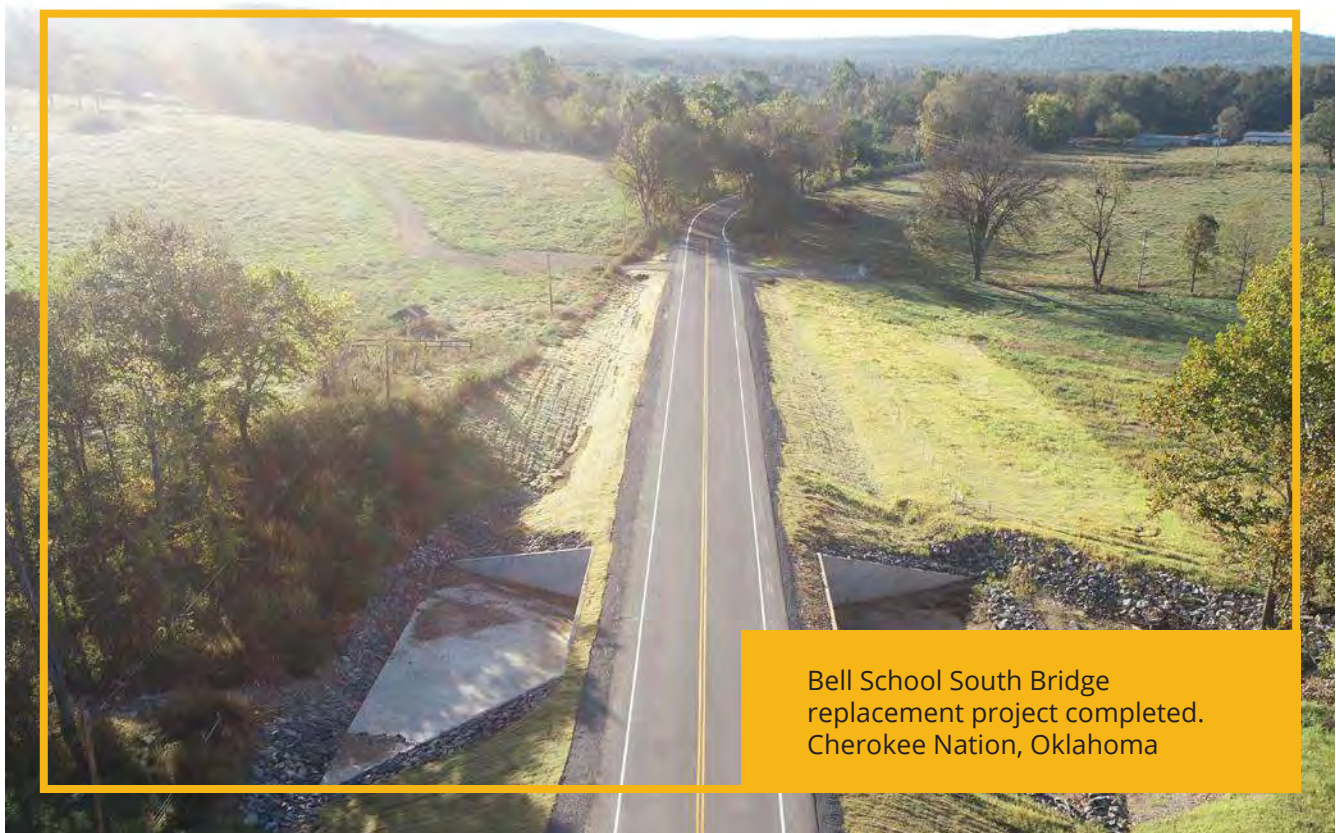
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ DOT is required to update and redesignate alternative fuel corridors and establish a recurring process to regularly update and redesignate such corridors.
 - ◇ The law reserves 50 percent of the amounts made available each FY for Community Grants that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible charging and fueling infrastructure including development phase activities and acquisition and installation of infrastructure.
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the [FHWA BIL website](#) as it becomes available.

Highway Safety Improvement Program (HSIP)

- **Purpose:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
- **Funding:** Of note, the funding for the Highway Safety Improvement Program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on their HSIP funding opportunities.

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.980 billion	\$3.044 billion	\$3.110 billion	\$3.177 billion	\$3.246 billion

- **Program Type:** Formula.
- **Eligible projects/activities:**
 - ◇ HSIP Eligibility Guidance: https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf
- **Additional Information and Assistance**
 - ◇ Program webpage: <https://safety.fhwa.dot.gov/hsip/>



Bell School South Bridge replacement project completed. Cherokee Nation, Oklahoma

Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)

- **Purpose:** INFRA (known statutorily as Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1.64 billion	\$1.64 billion	\$1.64 billion	\$1.54 billion	\$1.54 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility based on various project specifications. See NOFO for further details.
- **Eligible projects/activities:** Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://www.transportation.gov/grants/infra-grants-program>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppId=338854>



Fort Yukon Ivar's Bridge Replacement completed.
Fort Yukon, Alaska.

Local and Regional Project Assistance Program (RAISE)

- **Purpose:** Capital investments in surface transportation that will have a significant local or regional impact.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.275 billion	\$1.5 billion	\$1.5 billion	\$1.5 billion	\$1.5 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications. Further information to follow.
- **Eligible projects/activities:** Includes, but is not limited to, capital projects to highway, bridge, or other road projects eligible under title 23, intermodal projects; a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program). Planning projects which include: planning, preparation, or design of eligible surface transportation capital projects. Further information available in the NOFO.
- **Additional Information and Assistance**
 - ◇ The Local and Regional Project Assistance program codifies the RAISE program, which was previously established through appropriations acts and was formerly known as TIGER and BUILD.
 - ◇ TTP funds may be used to meet matching or cost participation requirements
 - ◇ Program website: <https://www.transportation.gov/RAISEgrants/about>
 - ◇ NOFO link if available: Current round closed on April 14 and award announcements for FY22 no later than August 12, 2022.

NEW!

National Culvert Removal, Replacement, and Restoration Grants

- **Purpose:** Fund projects that would improve or restore passage for anadromous fish.
- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$200 million	\$200 million	\$200 million	\$200 million	\$200 million
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Repair or remove culverts to ease passage for endangered and threatened fish.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.

Yukon River, Alaska.



NEW!

National Infrastructure Project Assistance "Mega-projects"

- **Purpose:** Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects that support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1 billion	\$1 billion	\$1 billion	\$1 billion	\$1 billion
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility based on various project specifications. See NOFO for further details.
- **Eligible projects/activities:** Highway and bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System are eligible for the program. Other eligible projects are freight intermodal or freight rail projects that provide a public benefit, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.
- **Additional Information and Assistance**
 - ◇ Half of the funding is set aside for projects with costs of \$500 million or more, and the other half is reserved for projects with costs of more than \$100 million but less than \$500 million.
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://www.transportation.gov/grants/mega-grant-program>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=338855>

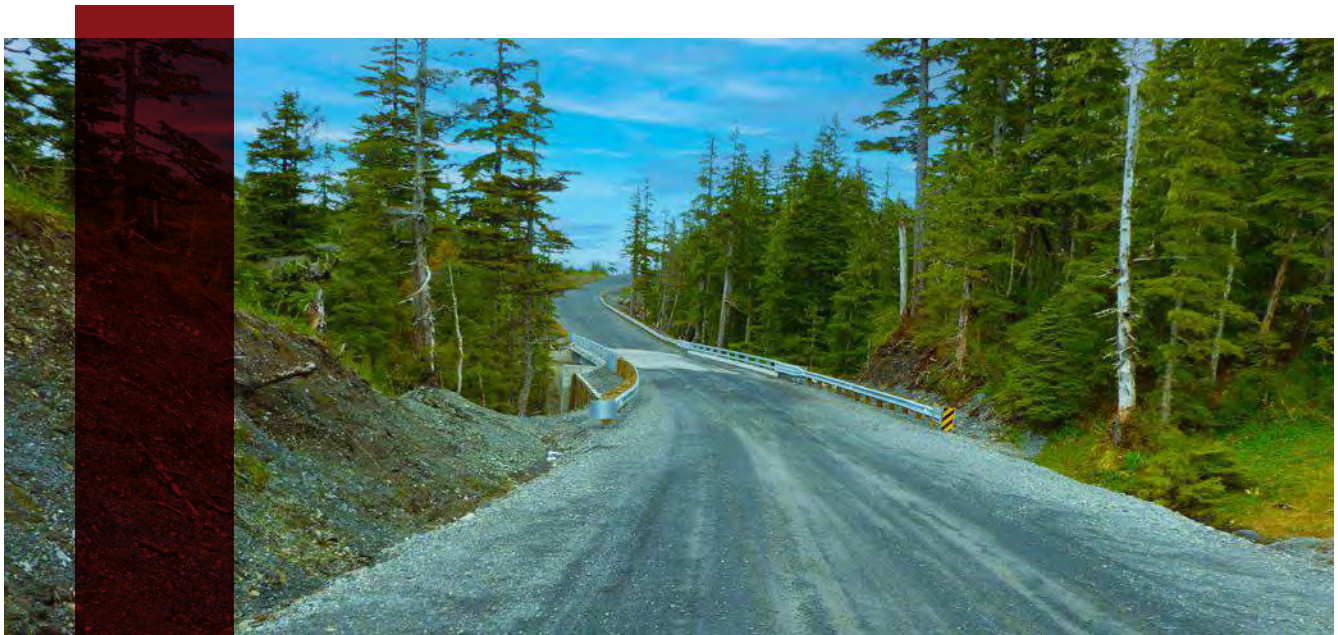
National Scenic Byways

- **Purpose:** Fund improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.

- **Funding:**

Fiscal Year (FY)	2021	2022
Amount	\$22 million	

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications. Further information in the NOFO below.
- **Eligible projects/activities:**
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: **America's Byways (dot.gov)**
 - ◇ NOFO link: (closes June 20) **<https://www.grants.gov/web/grants/view-opportunity.html?oppld=338707>**



Whitshed road bridge.
Cordova, Alaska.

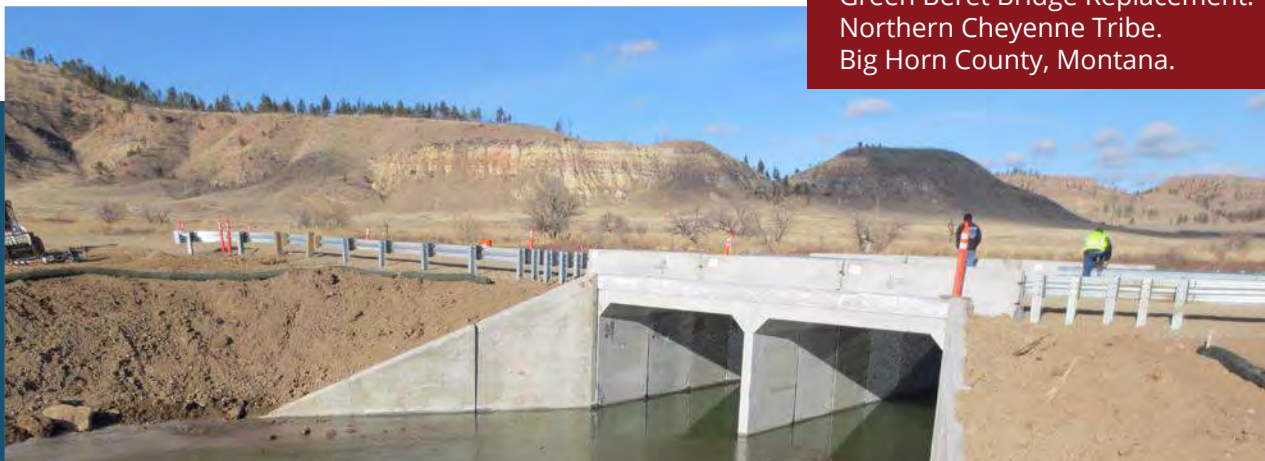
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

- **Purpose:** Provide an opportunity to address significant challenges across the nation for transportation facilities that serve Federal and Tribal lands.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$130 million	\$55 million	\$55 million	\$55 million	\$55 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent.
- **Eligible projects/activities:** Construction, reconstruction, and rehabilitation of nationally-significant projects that have an estimated construction cost of at least \$12.5 million, and within, adjacent to, or accessing Federal and Tribal lands.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs/>
 - ◇ Requires 50/50 split between Tribal and Federal lands projects under BIL.
 - ◇ Construction projects with an estimated cost equal to and exceeding \$50 million receive priority consideration in the selection process.
 - ◇ BIL established a Federal share for Tribal projects of 100 percent.
 - ◇ BIL reduced the minimum eligible project cost from \$25 million to \$12.5 million.



Green Beret Bridge Replacement.
Northern Cheyenne Tribe.
Big Horn County, Montana.

NEW! Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grants

- **Purpose:** To support resilience improvements, including planning, improvements, community resilience, and evacuation routes, and at-risk coastal infrastructure.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$500 million	\$250 million	\$300 million	\$300 million	\$300 million

- **Program Type:** Competitive. Eligible entities must apply to DOT for grants.
- **Federal Share:** up to 80 percent, with flexibility for higher shares based on various project specifications. Further information to follow.
- **Eligible projects/activities:** Projects may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement. Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements .
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the [FHWA BIL website](#) as it becomes available.



NEW!

Reconnecting Communities Pilot

- **Purpose:** Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Planning	\$50 million	\$50 million	\$50 million	\$50 million	\$50 million
Capital Construction	\$145 million	\$148 million	\$150 million	\$152 million	\$155 million
Total	\$195 million	\$198 million	\$200 million	\$202 million	\$205 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:**
The program makes available two types of grants:
 - ◊ Planning grants of up to \$2 million.
 - ◊ Capital construction grants of \$5 million or greater.
- **Additional Information and Assistance**
 - ◊ TTP funds may be used to meet matching or cost participation requirements.
 - ◊ Owners of eligible facilities are eligible to apply for these grants, and they may partner with any entity eligible for a planning grant. Such projects could include the removal and replacement of an eligible facility.
 - ◊ Program website: <https://www.transportation.gov/grants/reconnecting-communities>



Oglala Sioux Tribe.
Cheyenne River Bridge Replacement Project.
Custer County, South Dakota.

NEW!

Reduction of Truck Emissions at Port Facilities

- **Purpose:** To reduce truck idling and emissions at ports, including through the advancement of port electrification.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$80 million	\$80 million	\$80 million	\$80 million	\$80 million

- **Program Type:** Competitive.
- **Federal Share:** 80 percent.
- **Eligible projects/activities:** The program includes competitive grants to test, evaluate, and deploy projects that reduce port-related emissions.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ BIL does not specify which entities would be eligible to apply.
 - ◇ Study: The program also includes a study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute.
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.

Green Beret Bridge Replacement.
Northern Cheyenne Tribe.
Big Horn County, Montana.



NEW!

Rural Surface Transportation Grants

- **Purpose:** Improve and expand surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve the quality of life.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$300 million	\$350 million	\$400 million	\$450 million	\$500 million

- **Program Type:** Competitive.
- **Federal Share:** 80 percent, with flexibility for higher shares based on various project specifications. See NOFO for further details.
- **Eligible projects/activities:**
 - ◇ Highway, bridge or tunnel projects eligible under National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, or the Tribal Transportation Program;
 - ◇ Highway freight projects eligible under the National Highway Freight Program;
 - ◇ Highway safety improvement projects; and
 - ◇ Highway and bridge projects that improve access and support the rural economy, among others.
- **Additional Information and Assistance**
 - ◇ The BIL defines a “rural area” as “an area that is outside an urbanized area with a population of over 200,000.”
 - ◇ Maximum grant amount is \$25 million.
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://www.transportation.gov/grants/rural-surface-transportation-grant>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=338856>

NEW!

Safe Streets and Roads for All

- **Purpose:** Support local initiatives to prevent transportation-related deaths and serious injuries.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1 billion	\$1 billion	\$1 billion	\$1 billion	\$1 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Grant funding may be used for planning grants to develop comprehensive safety action plans, and 40 percent of the funding is set aside for this use each fiscal year. Funding may also be used for planning, design, and development activities for infrastructure projects and other strategies identified in such action plans.
- **Additional Information and Assistance**
 - ◇ Program website: <https://www.transportation.gov/SS4A>



Traffic Calming Ahead sign.
Salt River Pima-Maricopa Indian Community.
Scottsdale, Arizona.

Strengthening Mobility and Revolutionizing Transportation (SMART) Program

- **Purpose:** Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

- **Funding:** \$500 million

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$100 million	\$100 million	\$100 million	\$100 million	\$100 million

- **Program Type:** Competitive.
- **Eligible projects/activities:** May be used to carry out a project that demonstrate at least one of the following: coordinate automation, connected vehicles, intelligent sensor-based infrastructure, system integration, commerce delivery and logistics, leveraging use of innovative aviation technology, smart grid, and smart technology traffic signals.
- **Additional Information and Assistance**
 - ◇ DOT is working expeditiously to stand up this program. NOFO is expected in the second or third quarter of 2022. https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=81



Salt River Pima-Maricopa Indian Community Sidewalks. Scottsdale, Arizona.

Transportation Alternatives

- **Purpose:** Set-Aside from the **Surface Transportation Block Grant** (STBG) Program to provide funding for a variety of generally smaller-scale transportation projects.
- **Funding:** Of note, the funding for the Transportation Alternatives Program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on their TA funding opportunities.

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1.384 billion	\$1.411 billion	\$1.439 billion	\$1.468 billion	\$1.498 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares. See Fact Sheet link below
- **Eligible activities:** Pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Funding for this program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on funding opportunities.
 - ◇ Program website: https://www.fhwa.dot.gov/environment/transportation_alternatives/
 - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

CMGC Project.
Pueblo of Acoma, New Mexico.



NEW!

Wildlife Crossing Pilot Program

- **Purpose:** Fund projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$60 million	\$65 million	\$70 million	\$75 million	\$80 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Projects likely to protect motorists and wildlife by reducing the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.
 - ◇ Not less than 60 percent of grant funds each fiscal year are reserved for projects in rural areas.



Cabazon Road Grading and Drainage Improvements, installation of cattle guard underpass. Pueblo of Zia, New Mexico.



North Valley Creek Bridge
Replacement.
Flathead Indian Reservation
Arlee, Montana.



U.S. Department of Transportation
Federal Highway Administration

Office of Tribal Transportation

APPENDIX F - PROPOSED FACILITY JUSTIFICATION REPORT

2025 TRIBAL TRANSPORTATION PROGRAM PROPOSED FACILITY JUSTIFICATION REPORT

Cowlitz Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:



2025

TABLE OF CONTENTS

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PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS	3
1-1 NTTFI PROPOSED FACILITY TABLE AND JUSTIFICATION REPORTS	3
1-2 ACTION INTENDED TO BE TAKEN PER ROUTE.....	3
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I-1 PURPOSE FOR ADDENDUM

In 2025, the Cowlitz Tribe completed a comprehensive Long Range Transportation Plan (LRTP) and a full National Tribal Transportation Facility Inventory (NTTFI) Update. The Tribe worked with a consultant, Red Plains Professional, Inc., to complete the project which started with the Inventory Update in 2024. On November 7, 2016, the BIA, FHWA, and other Federal Agencies published new 25 CFR Part 170 rules and regulations which govern the implementation of the Tribal Transportation Program (TTP) and NTTFI. This PFJR addresses the new requirement which pertains specifically to Part 170.443 which impacts proposed transportation facilities submitted for inclusion into our NTTFI. The Regulation reads:

§170.443 What is required to successfully include a proposed transportation facility in the NTTFI?

- (a) A proposed transportation facility is any transportation facility, including a highway bridge, which will serve public transportation needs, meets the eligibility requirements of the TTP, and does not currently exist. It must meet the eligibility requirements of the TTP and be open to the public when constructed. In order to have a proposed facility placed on the NTTFI, a Tribe must submit all of the following to the BIA-DOT/FHWA Quality Assurance Team for consideration:*
 - (1) A Tribal resolution or other official action identifying support for the facility and its placement on the NTTFI.*
 - (2) A copy of the Tribe's LRTP containing:*
 - (i) A description of the current land use and identification of land ownership within the proposed road's corridor (including what public easements may be required);*
 - (ii) A description of need and outcomes for the facility including a description of the project's termini; and*
 - (iii) The sources of funding to be used for construction.*
 - (3) If the landowner is a public authority other than the Tribe or BIA, documentation from the public authority that the proposed road has been identified in their LRTP, STIP approved by FHWA, or other published transportation planning documents.*
 - (4) Documentation clearly identifying that easements or rights-of-way have been acquired or a clear written statement of willingness to provide a right-of-way from each landowner along the route.*
 - (5) Certification that a public involvement process has been carried out for the proposed road.*
 - (6) A synopsis discussing the project's anticipated environmental impacts as well as the engineering and construction challenges.*
 - (7) Documentation that the project can meet financial or fiscal constraint requirements including financial information demonstrating that the project can be implemented using existing or reasonably available funding sources, and that the project route can be adequately maintained after construction. (See 23 U.S.C. 134 and 135.)*
 - (8) Documentation identifying the entity responsible for maintenance of the facility after construction is completed.*
- (b) For those proposed roads that were included in the NTTFI as of November 7, 2016, the information in paragraphs (a)(1) through (8) of this section may be submitted for approval to BIA and FHWA at any time, but is not required in order for those proposed roads to remain in the NTTFI, unless any changes or updates to the proposed road were (or are) made after that date.*

The Cowlitz Tribe and its Planning Department have consistently performed responsible inventory updates and transportation planning for the betterment of our transportation network through accurate and reasonable NTTFI and LRTP processes. Our deliverables meet (and exceed) the requirements set forth by the BIA, FHWA, and the various governing regulation which apply to the TTP.

To ensure our planning efforts to date and TTP related projects remain on schedule and unimpeded by this new regulation, we have developed this LRTP addendum as the Tribe moves forward on our projects. We appreciate the intention of the new regulation, which we understand to be an attempt to improve the accuracy and reasonableness of the NTTFI. At the same time, the BIA and FHWA did not adequately regulate prior year inventory submittals thus allowing multiple Tribes to manipulate their TTP Tribal Share levels unjustly by adding proposed roads and facilities that were knowingly never feasible to construct. Now to reverse this prior manipulation by certain Tribes and the lack of proper oversight of the NTTFI submittals of prior years, the BIA and FHWA are requiring all Tribes to provide this justification report for proposed roads. To prevent negative impacts on our transportation system and responsible planning approach as a Tribe and Planning Department, the following pages provide the information and statements required to further support our NTTFI proposed facilities.

I-2 ADDENDUM PROCESS

The Tribe has provided additional documentation and statements acknowledging that proper planning and procedures were followed through the LRTP planning process to adequately support the proposed roads and prioritized project identified in our plan.

PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS

This section of the document will identify all proposed facilities submitted in the 2025 LRTP/NTTFI Update for inclusion into the existing NTTFI Inventory. Based on the listed requirements established in the Federal Register 25 CFR Part 170.443, we have developed the following “Proposed Facility Justification Reports” for each proposed facility listed on the 2025 Recommended Inventory Table and submitted to the BIA for approval.



1-1 NTTFI PROPOSED FACILITY TABLE AND JUSTIFICATION REPORTS

COWLITZ INDIAN TRIBE												
PROPOSED FACILITIES - 2025												
Fiscal Year	Status Code	Route #	Section #	Owner	Class	Terrain Type	Const. Need	Surface Type	Sec. Length	Bridge #	Bridge Name	Route Name
FY25		0215	010	2	5		4		0.6			Cowlitz Way Bypass Rd.
FY25		0216	020	2	5		4		0.4			Public Safety Secondary Access Rd.
FY25	R-T-F	0239	020	2	8		4		0.1			Seattle Health and Human Services Walking Path
Total Miles									1.1			
Number of Routes									3			
Number of Records									3			

1-2 ACTION INTENDED TO BE TAKEN PER ROUTE

SUMMARY TABLE					
ACTION INTENDED TO BE TAKEN PER ROUTE					
Fiscal Year	Status Code	Route #	Section #	Mileage	Intended Action to be Taken in the NTTFI and RIFDS
FY25		0215	010	0.6	Route to be added to the NTTFI. Justification Report attached.
FY25		0216	020	0.4	Route to be added to the NTTFI. Justification Report attached.
FY25	R-T-F	0239	020	0.1	Route to remain in the NTTFI. Justification Report attached.
Total Miles				1.1	
Number of Routes				3	
Number of Records				3	

PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

1-3 NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS PER ROUTE

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Cowlitz Indian Tribe				
Route Number	0239				
Section Number(s)	020	Through			
Total Route Length	0.1	Miles	OR	X	Sq Ft
Route Name	Seattle Health and Human Services Walking Path				
Action intended by developing this report					
The intended action of adding this transportation facility (TTP Route 0239, Section 020) to the Tribe's NTTFI is to allow for the use of TTP funds to extend the existing walking trail at the tribe's Seattle Health and Human Services property.					
1	Tribal Resolution	Yes	Date Passed:	With LRTP - 2025	

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Cowlitz Indian Tribe				
Route Number	0239				
Section Number(s)	020	Through			
Total Route Length	0.1	Miles	OR	X	Sq Ft
Route Name	Seattle Health and Human Services Walking Path				
2i	Description of Current Land Use				
The property is undeveloped land and is currently not in use. This is Tribal property. Easements and ROW will be established during the pre-construction planning activities of the project.					
2ii	Description of the Needs Outcomes and Termini				
Needs and outcomes – The tribe desires to extend the existing walking path, the outcome will provide a longer loop trail for tribal and general public use. The project area is identified in the graphic above.					
2iii	Sources of Funding to be Used for Construction				
The Tribe intends to utilize TTP funding for the development of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project					
3	Who is the <u>Land Owner</u> and has the project been identified in the LRTP				
The affected property is owned by the Tribe and is vacant and undeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.					
4	Identified Easement or ROW or Stated Intent to Provide				
Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.					
5	Certification of Public Involvement				
The Tribe certifies that the public involvement has been carried out as part of the LRTP as documented in their 2025 LRTP Update.					
6	Synopsis of Environmental Impacts and Engineering/Construction Challenges				
The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.					
7	Financial or Fiscal Reasonability for Construction and Maintenance				
When this project is prioritized, the Tribe will utilize TTP and, if necessary, other funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.					
8	Maintenance Responsibility				
The Tribe will utilize their TTP funds to provide for the continued maintenance of this facility once completed.					

PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																																																																					
Tribe	Cowlitz Indian Tribe																																																																				
Route Number	0216																																																																				
Section Number(s)	020	Through																																																																			
Total Route Length	0.4	Miles	OR	X	Sq Ft																																																																
Route Name	Public Safety Secondary Access Rd.																																																																				
Action intended by developing this report																																																																					
The intended action of adding this transportation facility (TTP Route 0216, Section 020) to the Tribe's NTTFI is to allow for the use of TTP funds to construct a new multi-modal roadway to provide secondary access to the Tribe's planned new Public Services/Police facility.																																																																					
1	Tribal Resolution	Yes	Date Passed:	With LRTP - 2025																																																																	
<div> <div> <h3>Cowlitz Indian Tribe 2025 NTTFI Inventory Update Strip Map</h3> </div> <div> <table border="1"> <tr> <td>Route Number:</td> <td>Section Number:</td> </tr> <tr> <td>0216</td> <td>020</td> </tr> <tr> <td colspan="2">Route Name:</td> </tr> <tr> <td colspan="2">Public Safety Secondary Access Road</td> </tr> <tr> <td colspan="2">Section Length (mi): 0.4</td> </tr> <tr> <td colspan="2">Route Length (mi): 0.5</td> </tr> <tr> <td colspan="2">Bridge Number:</td> </tr> <tr> <td colspan="2">Bridge Condition:</td> </tr> <tr> <td colspan="2">Bridge Length (ft):</td> </tr> <tr> <td colspan="2">Ownership:</td> </tr> <tr> <td colspan="2">Class:</td> </tr> <tr> <td colspan="2">Construction Need:</td> </tr> <tr> <td colspan="2">County:</td> </tr> <tr> <td colspan="2">Congressional District:</td> </tr> <tr> <td colspan="2">Begin Latitude:</td> </tr> <tr> <td colspan="2">Begin Longitude:</td> </tr> <tr> <td colspan="2">End Latitude:</td> </tr> <tr> <td colspan="2">End Longitude:</td> </tr> </table> </div> <div> <h4>SYMBOLS</h4> <table border="0"> <tr> <td>NTTFI Strip Map</td> <td>Cowlitz Indian Tribe</td> </tr> <tr> <td>Route Section (color codes)</td> <td>Congressional District</td> </tr> <tr> <td>NTTFI Bridge</td> <td>County</td> </tr> <tr> <td>NTTFI Route (color codes)</td> <td>Washington State Park</td> </tr> <tr> <td>NTTFI Trail Route</td> <td>Federal Land</td> </tr> <tr> <td>NTTFI Proposed Route</td> <td>Bureau of Land Management</td> </tr> <tr> <td>NTTFI Parking Lot (color codes)</td> <td>Bureau of Reclamation</td> </tr> <tr> <td>Road</td> <td>Department of Defense</td> </tr> <tr> <td>Highway</td> <td>Fish and Wildlife Service</td> </tr> <tr> <td>Named Hydrology Feature</td> <td>Forest Service</td> </tr> <tr> <td>Active Railroad</td> <td></td> </tr> </table> <h4>ROUTE OWNERSHIP</h4> <table border="0"> <tr> <td>Tribal</td> <td>BIA</td> </tr> <tr> <td>Urban</td> <td>State</td> </tr> <tr> <td>County</td> <td>Other Federal</td> </tr> </table> <div> <p>Cowlitz Indian Tribe lands are located within Clark, Cowlitz, King, Lewis, Pierce, Skamania, and Clallam counties of Washington, and Clatsop County of Oregon. Congressional Districts 01, 03, 05, 06, 10.</p> </div> </div> </div> <div> <div> <p>Strip Map Area</p> </div> <div> <p>Cover Map</p> </div> </div> <div> <p>Prepared by: RED PLAINS Date: 1/3/2025</p> <p>0216_020</p> </div>						Route Number:	Section Number:	0216	020	Route Name:		Public Safety Secondary Access Road		Section Length (mi): 0.4		Route Length (mi): 0.5		Bridge Number:		Bridge Condition:		Bridge Length (ft):		Ownership:		Class:		Construction Need:		County:		Congressional District:		Begin Latitude:		Begin Longitude:		End Latitude:		End Longitude:		NTTFI Strip Map	Cowlitz Indian Tribe	Route Section (color codes)	Congressional District	NTTFI Bridge	County	NTTFI Route (color codes)	Washington State Park	NTTFI Trail Route	Federal Land	NTTFI Proposed Route	Bureau of Land Management	NTTFI Parking Lot (color codes)	Bureau of Reclamation	Road	Department of Defense	Highway	Fish and Wildlife Service	Named Hydrology Feature	Forest Service	Active Railroad		Tribal	BIA	Urban	State	County	Other Federal
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NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Cowlitz Indian Tribe				
Route Number	0216				
Section Number(s)	020	Through			
Total Route Length	0.4	Miles	OR	X	Sq Ft
Route Name	Public Safety Secondary Access Rd.				
2i	Description of Current Land Use				
The property is undeveloped land and is currently not in use. This is Tribal property. Easements and ROW will be established during the pre-construction planning activities of the project.					
2ii	Description of the Needs Outcomes and Termini				
Needs and outcomes – The tribe requires an additional ingress/egress route for the public safety facility to assure adequate and timely responses. The project area is identified in the graphic above.					
2iii	Sources of Funding to be Used for Construction				
The Tribe intends to utilize TTP funding for the development of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project					
3	Who is the <u>Land Owner</u> and has the project been identified in the LRTP				
The affected property is owned by the Tribe and is vacant and undeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.					
4	Identified Easement or ROW or Stated Intent to Provide				
Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.					
5	Certification of Public Involvement				
The Tribe certifies that the public involvement has been carried out as part of the LRTP as documented in their 2025 LRTP Update.					
6	Synopsis of Environmental Impacts and Engineering/Construction Challenges				
The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.					
7	Financial or Fiscal Reasonability for Construction and Maintenance				
When this project is prioritized, the Tribe will utilize TTP and, if necessary, other funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.					
8	Maintenance Responsibility				
The Tribe will utilize their TTP funds to provide for the continued maintenance of this facility once completed.					

PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Cowlitz Indian Tribe				
Route Number	0215				
Section Number(s)	010	Through			
Total Route Length	0.6	Miles	OR	X	Sq Ft
Route Name	Cowlitz Way Bypass Rd.				
Action intended by developing this report					
<p>The intended action of adding this transportation facility (TTP Route 0215, Section 010) to the Tribe's NTTFI is to allow for the use of TTP funds to construct a new multimodal roadway through a congested area providing direct ingress and egress between a local growing rural community, through a fast-developing Cowlitz Reservation Land, to the Major Arterial of I-5. Local road users will benefit significantly from the project with secondary safety improvements from congestion reduction on I-5 at Exit 16.</p>					
1	Tribal Resolution	Yes	Date Passed:	With LRTP - 2025	

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Cowlitz Indian Tribe				
Route Number	0215				
Section Number(s)	010	Through			
Total Route Length	0.6	Miles	OR	X	Sq Ft
Route Name	Cowlitz Way Bypass Rd.				
2i	Description of Current Land Use				
The property is undeveloped land and is currently not in use. This is Tribal property. Easements and ROW will be established during the pre-construction planning activities of the project.					
2ii	Description of the Needs Outcomes and Termini				
Needs and outcomes – The tribe desires to develop this facility to reduce traffic congestion on local roadways and provide a more direct and efficient route for local traffic to utilize. The project area is identified in the graphic above.					
2iii	Sources of Funding to be Used for Construction				
The Tribe intends to utilize TTP funding for the development of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project					
3	Who is the <u>Land Owner</u> and has the project been identified in the LRTP				
The affected property is owned by the Tribe and is vacant and undeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.					
4	Identified Easement or ROW or Stated Intent to Provide				
Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.					
5	Certification of Public Involvement				
The Tribe certifies that the public involvement has been carried out as part of the LRTP as documented in their 2025 LRTP Update.					
6	Synopsis of Environmental Impacts and Engineering/Construction Challenges				
The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.					
7	Financial or Fiscal Reasonability for Construction and Maintenance				
When this project is prioritized, the Tribe will utilize TTP and, if necessary, other funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.					
8	Maintenance Responsibility				
The Tribe will utilize their TTP funds to provide for the continued maintenance of this facility once completed.					

APPENDIX G – PUBLIC PARTICIPATION

APPENDIX H - MAPS

MAP A – OFFICIAL TTP ROUTES

Map A1 – 2024 Existing NTTFI Inventory – All

Map A2 – 2024 Existing NTTFI Inventory – Toledo

Map A3 – 2024 Existing NTTFI Inventory – Longview

Map A4 – 2024 Existing NTTFI Inventory – Reservation

MAP B – RECOMMENDED 2025 NTTFI INVENTORY

Map B1 – 2025 Recommended NTTFI Inventory – All

Map B2 – 2025 Recommended NTTFI Inventory – Toledo

Map B3 – 2025 Recommended NTTFI Inventory – Longview

Map B4 – 2025 Recommended NTTFI Inventory – Reservation

MAP C – 2025 PRIORITIZED PROJECT MAP

Map C1 – 2025 Prioritized Projects Map – All

Map C2 – 2025 Prioritized Projects Map – Toledo

Map C3 – 2025 Prioritized Projects Map – Longview

Map C4 – 2025 Prioritized Projects Map – Reservation

APPENDIX G - MAPS

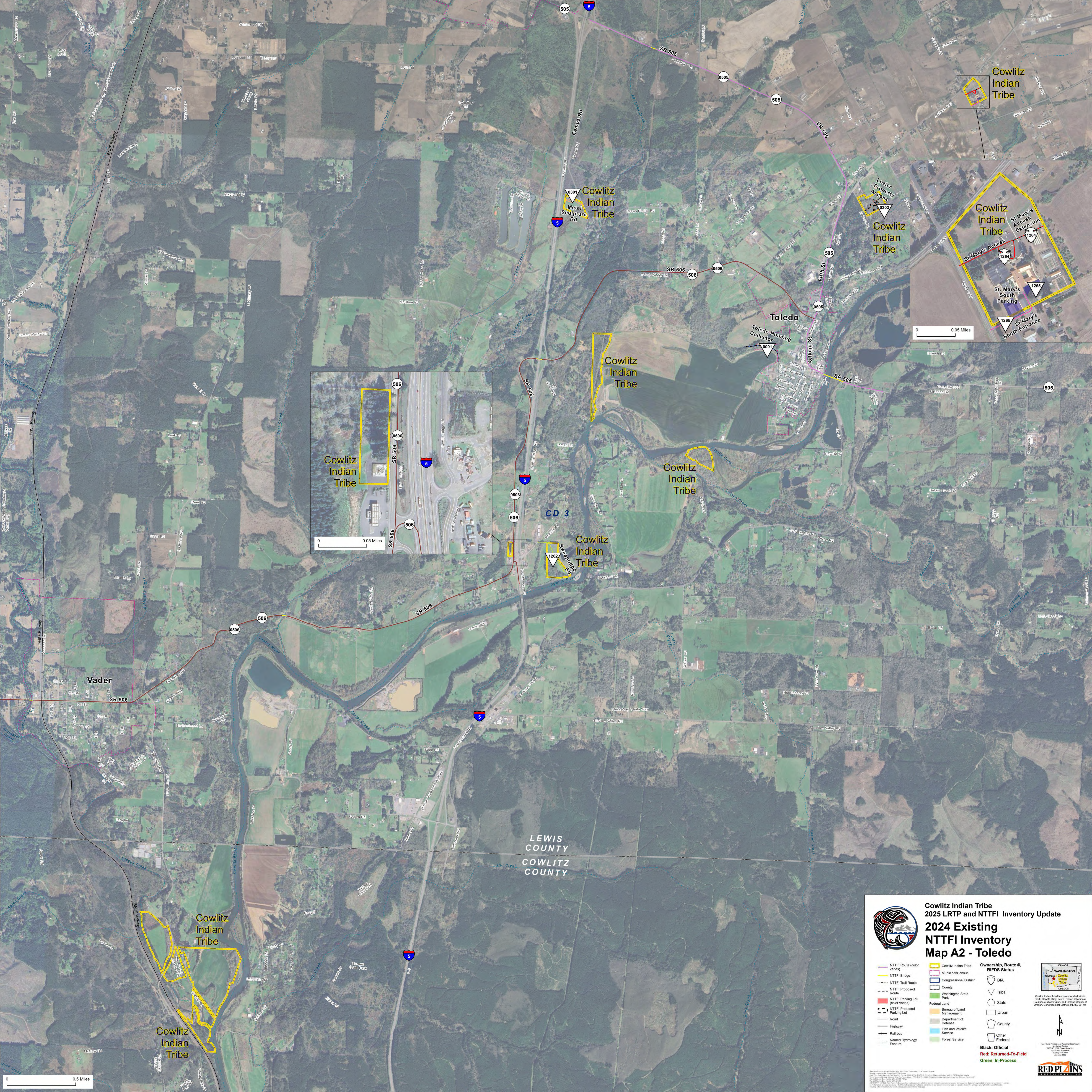
MAP A – OFFICIAL TTP ROUTES

Map A1 – 2024 Existing NTTFI Inventory – All

Map A2 – 2024 Existing NTTFI Inventory – Toledo

Map A3 – 2024 Existing NTTFI Inventory – Longview

Map A4 – 2024 Existing NTTFI Inventory – Reservation




Cowlitz Indian Tribe
2025 LRTP and NTTFI Inventory Update

2024 Existing
NTTFI Inventory
Map A2 - Toledo

- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none">NTTFI Route (color varies)NTTFI BridgeNTTFI Trail RouteNTTFI Proposed RouteNTTFI Parking Lot (color varies)NTTFI Proposed Parking LotNamed Hydrology Feature | <ul style="list-style-type: none">Cowlitz Indian TribeMunicipal/CensusCongressional DistrictCountyWashington State ParkBureau of Land ManagementDepartment of DefenseFish and Wildlife ServiceForest Service | <p>Ownership, Route #, RIFDS Status</p> <ul style="list-style-type: none">BIATribalStateCountyFederal <p>Black: Official
Red: Returned-To-Feld
Green: In-Process</p> | |
|--|--|--|--|





Cowlitz Indian Tribe

2025 LRTP and NTTFI Inventory Update

2024 Existing NTTFI Inventory

Map A4 - Reservation


- NTTFI Route (color varies)
- NTTFI Bridge
- NTTFI Trail Route
- NTTFI Proposed Route
- NTTFI Parking Lot (color varies)
- NTTFI Proposed Parking Lot
- Road
- Highway
- Railroad
- Named Hydrology Feature

- Cowlitz Indian Tribe
- Municipal/Census
- Congressional District
- County
- Washington State
- Federal Land
- Bureau of Land Management
- Department of Defense
- Fish and Wildlife Service
- Forest Service

Ownership, Route #, RIFDS Status


- BIA
- Tribal
- State
- Urban
- County
- Other Federal

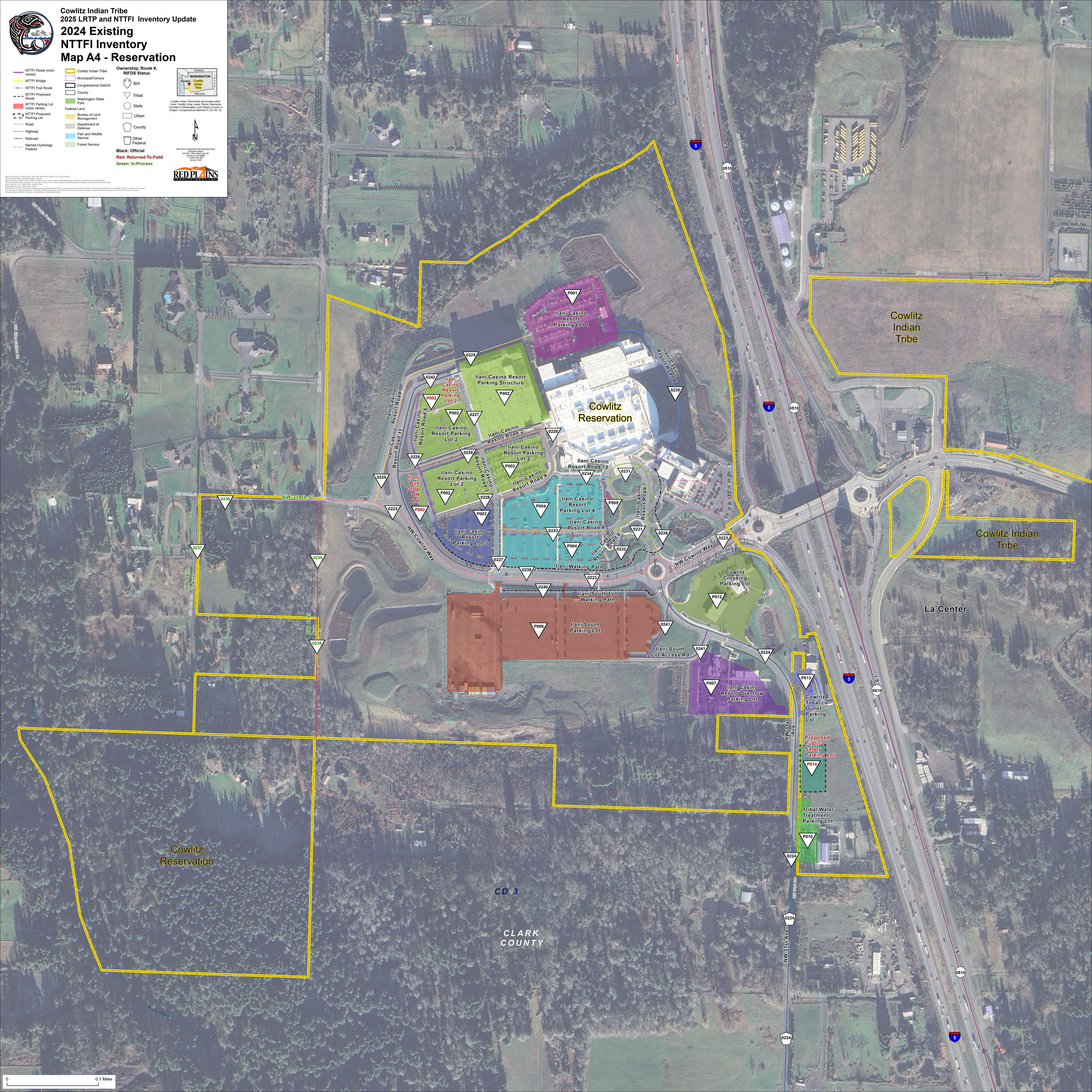
Black: Official
Red: Returned-To-Field
Green: In-Process



Cowlitz Indian Tribal lands are located within Clatsop, Clallam, Lewis, Tillamook, Clatsop, and Clatsop County of Oregon. Congressional Districts 21, 13, 18, 10.

Real Plans Professional Planning Department
2100 NE 10th, Suite 200
Vancouver, WA 98661
Phone: 360.455.1234
Fax: 360.455.1235
www.realplans.com
January 2025





APPENDIX G - MAPS (CONT.)

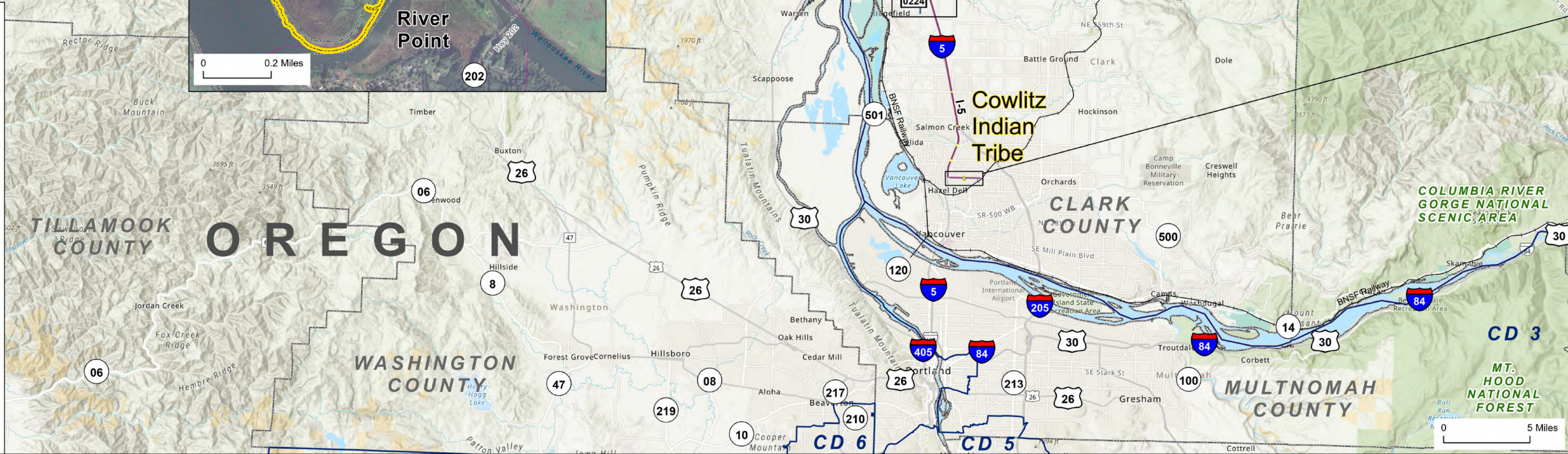
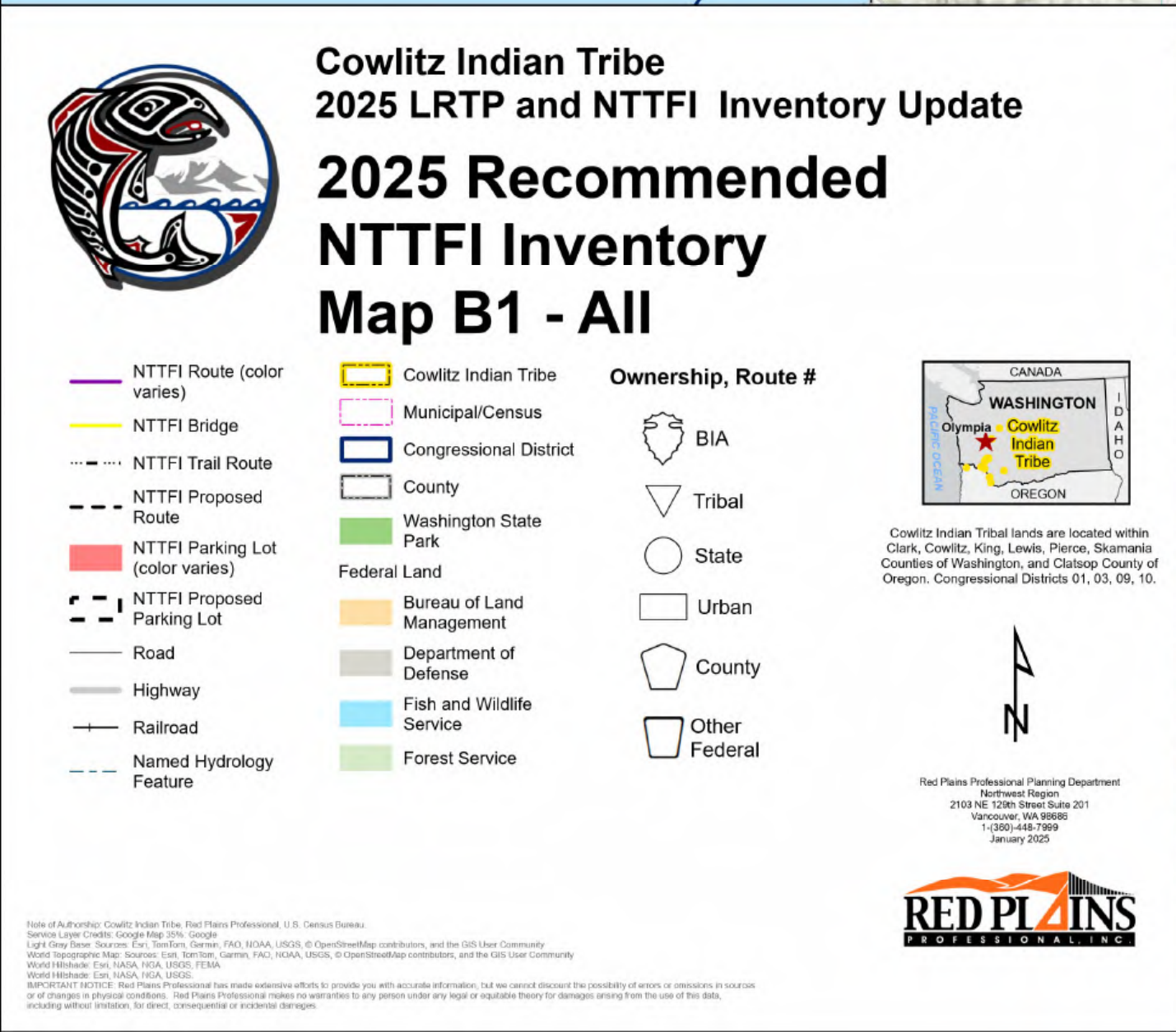
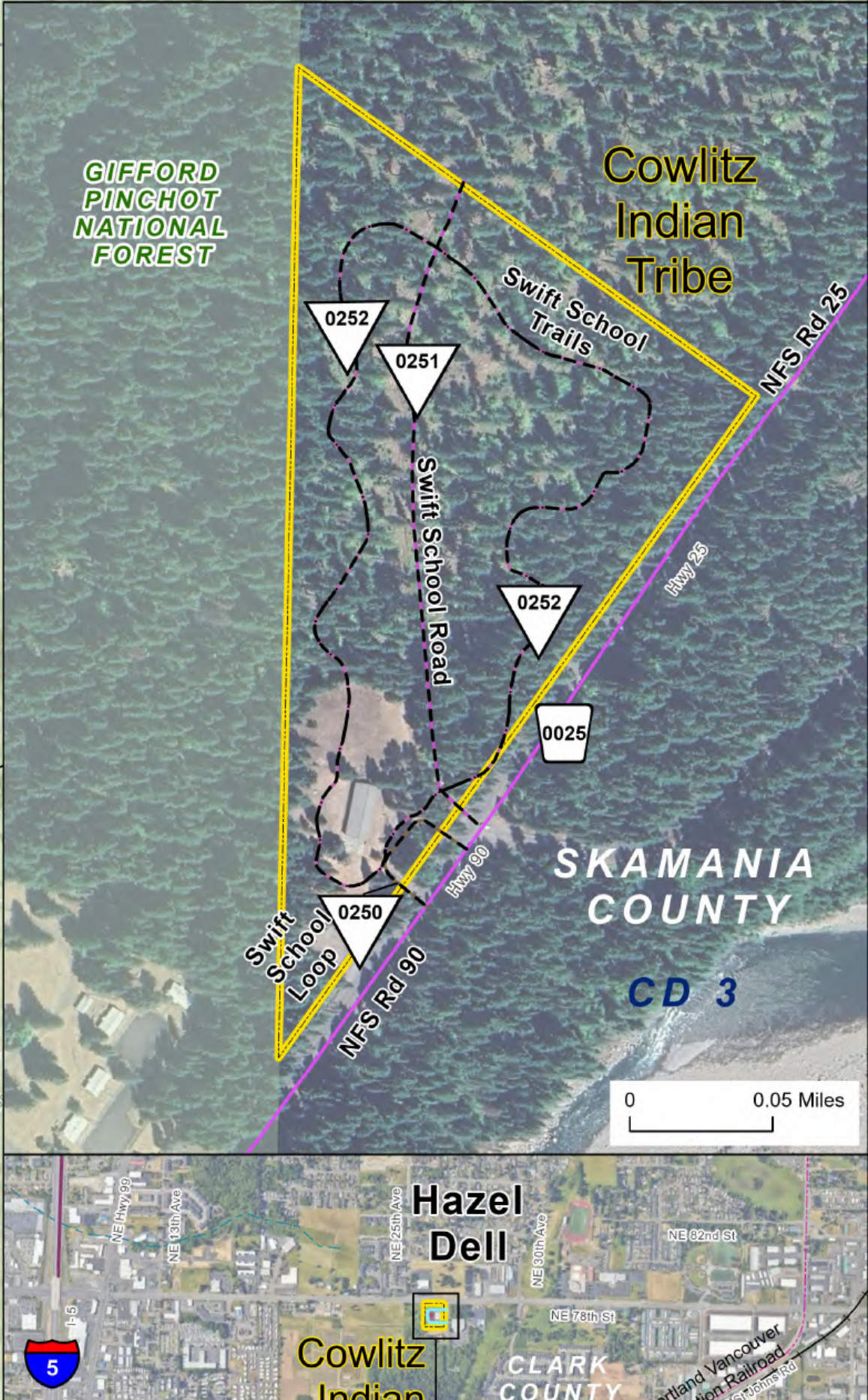
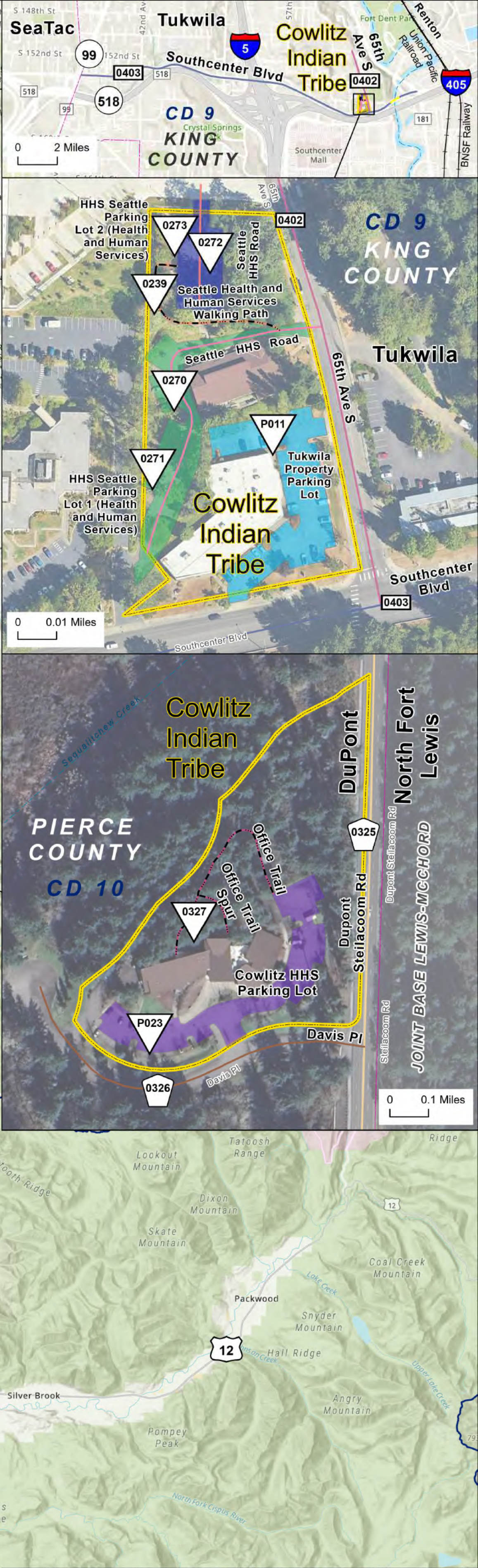
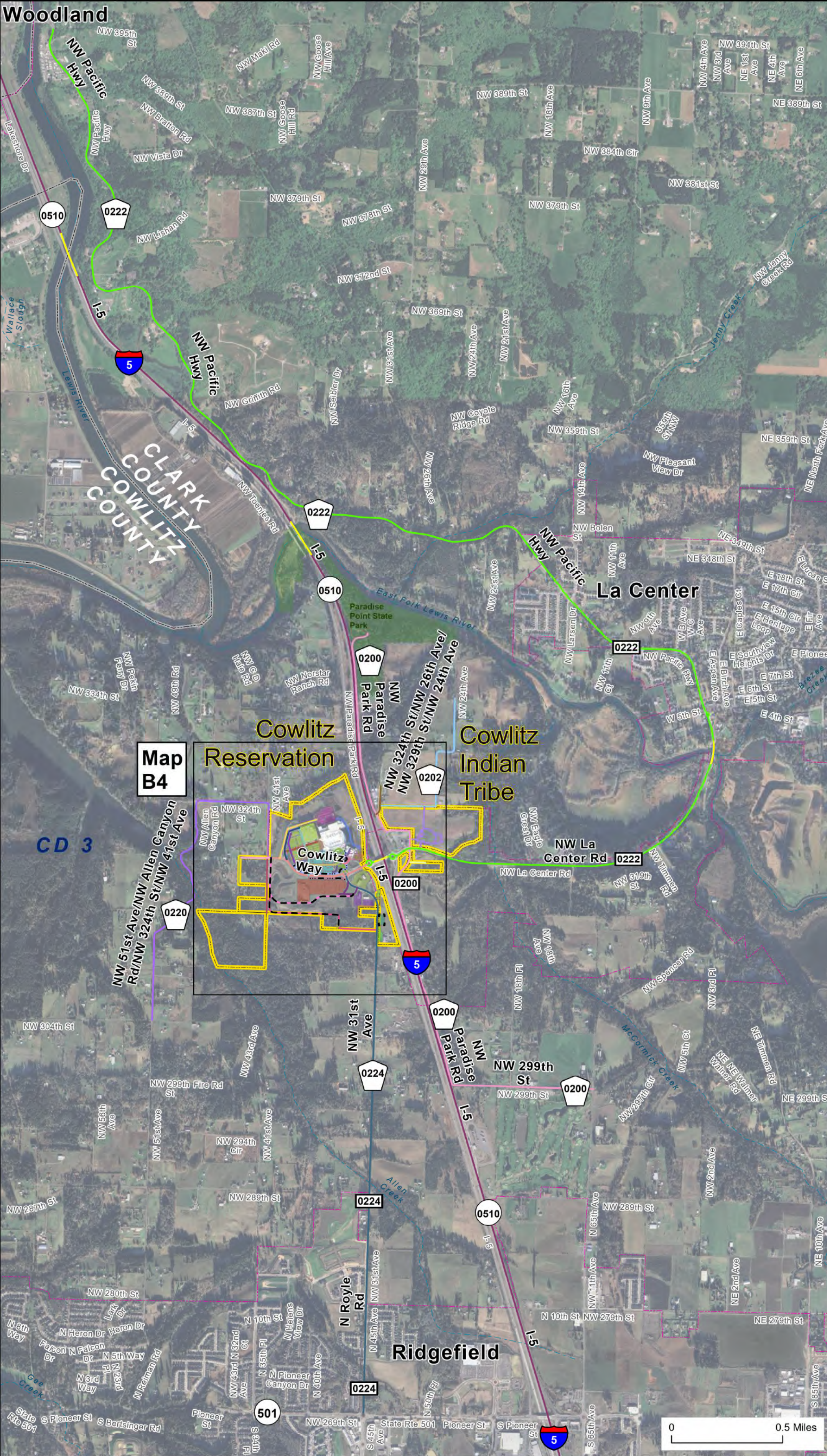
MAP B – RECOMMENDED 2025 NTTFI INVENTORY

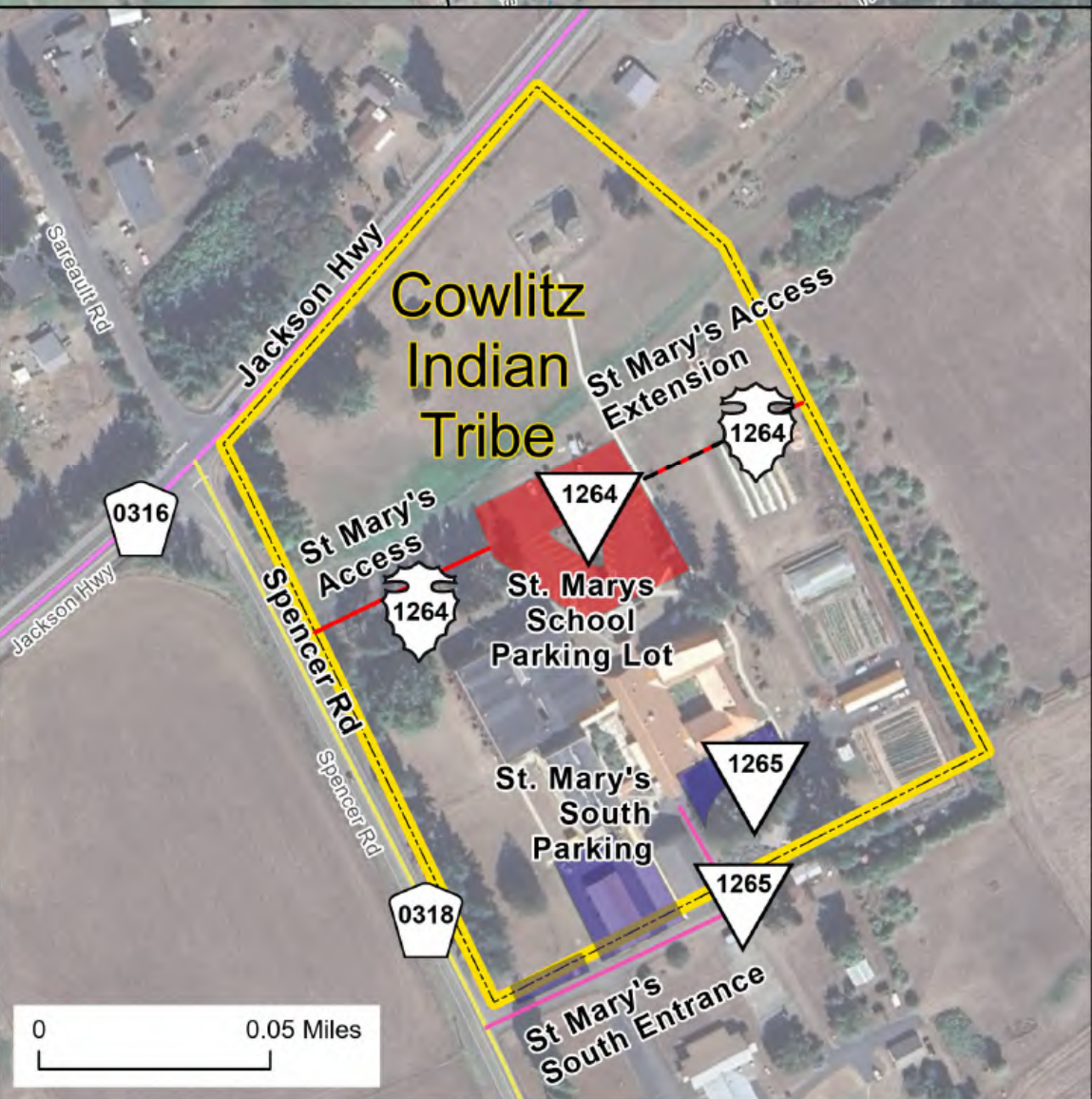
Map B1 – 2025 Recommended NTTFI Inventory – All

Map B2 – 2025 Recommended NTTFI Inventory – Toledo

Map B3 – 2025 Recommended NTTFI Inventory – Longview

Map B4 – 2025 Recommended NTTFI Inventory – Reservation





Cowlitz Indian Tribe
2025 LRTP and NTTFI Inventory Update
**2025 Recommended
NTTFI Inventory
Map B2 - Toledo**

- | | | | | |
|--|----------------------------------|--|---------------------------|-------------------------|
| | NTTFI Route (color varies) | | Cowlitz Indian Tribe | Ownership, Route |
| | NTTFI Bridge | | Municipal/Census | |
| | NTTFI Trail Route | | Congressional/District | |
| | NTTFI Proposed Route | | County | |
| | NTTFI Parking Lot (color varies) | | Washington State Park | |
| | NTTFI Proposed Parking Lot | | Federal Land | |
| | Road | | Bureau of Land Management | |
| | Highway | | Department of Defense | |
| | Railroad | | Fish and Wildlife Service | |
| | Natural Hydrology | | Forest Service | |
| | | | BIA | |
| | | | Tribal | |
| | | | State | |
| | | | Urban | |
| | | | County | |
| | | | Other Federal | |



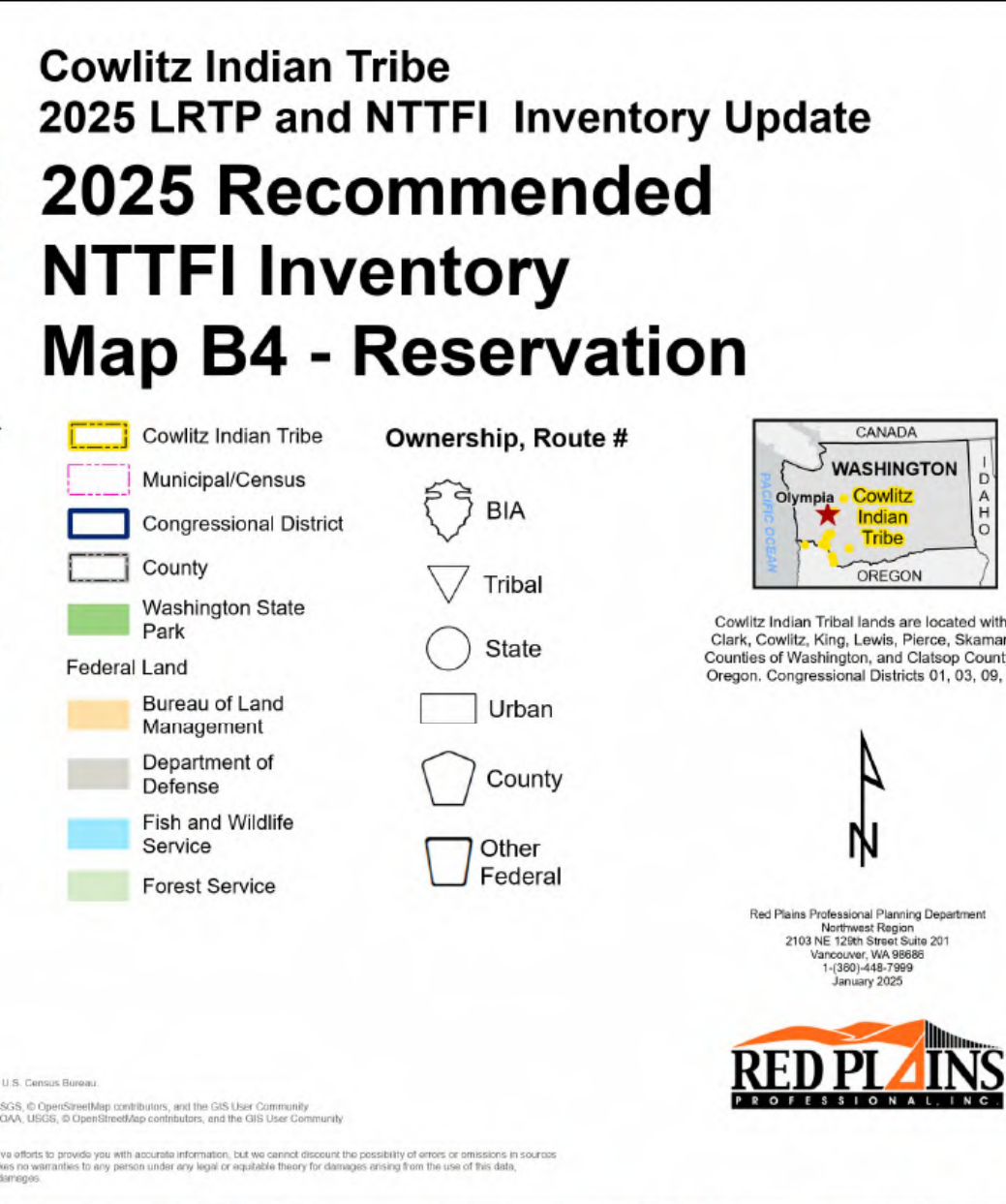


Cowlitz Indian Tribe
2025 LRTP and NTTFI Inventory Update

2025 Recommended NTTFI Inventory Map B3 - Longview

- | | | | |
|--|---|---|--|
| <ul style="list-style-type: none">NTTFI Route (color varies)NTTFI BridgeNTTFI Trail RouteNTTFI Proposed RouteNTTFI Parking Lot (color varies)NTTFI Proposed Parking LotRoadHighwayRailroadNamed Hydrology Feature | <ul style="list-style-type: none">Cowlitz Indian TribeMunicipal/CensusCongressional DistrictCountyWashington State ParkFederal LandBureau of Land ManagementDepartment of DefenseFish and Wildlife ServiceForest Service | Ownership, Route # <ul style="list-style-type: none">BIATribalStateCountyOther Federal | <p>Source: Tribal lands are under the jurisdiction of the Cowlitz Indian Tribe, Cowlitz County, Washington. Cowlitz County, Washington, and Cowlitz County, Oregon. Congressional Districts 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.</p> |
|--|---|---|--|





APPENDIX G - MAPS (CONT.)

MAP C – 2025 PRIORITIZED PROJECT MAP

Map C1 – 2025 Prioritized Projects Map – All

Map C2 – 2025 Prioritized Projects Map – Toledo

Map C3 – 2025 Prioritized Projects Map – Longview

Map C4 – 2025 Prioritized Projects Map – Reservation



- ## System Wide Prioritized Projects (no location on map)
1. Transportation Program Administration
 2. Transportation Planning and NHTFI Management
 3. Master Plan
 4. Strategic Transportation Safety Plan
 5. Transportation Safety Improvements
 6. Comprehensive Multimodal (Pedestrian and Bicycle) Plan
 7. Tribal Transportation Facilities Maintenance Plan
 8. Tribal Transportation Program Maintenance Project
 9. Tribal Transit Program Supplemental Funding
 10. Tribal EV Charging and Alternative Fueling Infrastructure Program

