

# TRIBAL TRANSPORTATION ELEMENT

The United States Constitution recognizes Native American tribes as separate and independent political communities within U.S. territorial boundaries. In California, Native American lands are usually referred to as Reservations or Rancherias. Tribes create and administer their own laws and operate under their own constitutions. Indian Tribal governments have many of the same priorities and needs as cities and the County that determine the focus of Tribal governments and guide Tribal member efforts and a few important differences (e.g., cultural maintenance, prosperous membership, financial security, infrastructure repair) that distinguish Tribes.

There are 109 federally recognized Native American tribes in California. There are eight Native American Reservations and Rancherias in Humboldt County, which are as follows: Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe of California, Trinidad Rancheria, Wiyot Tribe, and the Yurok Tribe. The figure on the following page TT-3 depicts the location of the Reservations and Rancherias in Humboldt County.

## NATIVE AMERICAN COORDINATION AND CONSULTATION

The CTC RTP Guidelines require consultation with, and consideration of Indian Tribal Governments interests in the development of regional transportation plans and programs. This includes state and local transportation program funding, for transportation projects which access tribal lands.

The Humboldt County Native American Tribes were consulted as part of the 2008 RTP update process. The Tribes were contacted via the Humboldt County Tribal Transportation Commission (HCTTC) meetings, HCAOG TAC meetings and direct correspondence via email and phone. At their request, the Tribes were presented with the highway and roads, bicycle and pedestrian facilities, and public transit and paratransit information requests sent to the seven incorporated cities and Humboldt County. Humboldt County Tribes not referenced in this element did not provide information for the 2008 RTP update. It should be noted that Humboldt County Reservations and Rancherias have widely varying land bases for which they are responsible. As a result, the development of transportation systems cannot be viewed as simply a resource management issue, a wildlife urban interface issue, or any sort of narrow issue for all of the Humboldt County Reservations and Rancherias. Each tribe is required to perform its own evaluation of the transportation elements found on each reservation and how to improve those elements for the betterment of their community.

## HUMBOLDT COUNTY TRIBAL TRANSPORTATION COMMISSION

The HCTTC is comprised of representatives from the Bear River Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe of California, Trinidad Rancheria, the Wiyot Tribe, the Yurok Tribe, and the Smith River Rancheria in Del Norte County. The HCTTC Mission Statement is as follows:

*To promote safe and efficient modes of transportation, and to improve transportation, identify transportation needs, and advocate for transportation issues of tribal communities; to collaborate on issues between all of the Native American Tribes; and, to solve problems concerning transportation issues among the tribes.*

The purpose of the HCTTC is as follows:

- To actively participate and seek federal, state, and local funding, technical assistance and training.
- To promote safe and efficient modes of transportation;
- To act as representative for tribes, as delegated;
- To assist in federal, state and local transportation planning;
- To seek opportunities to preserve contemporary and traditional modes and routes of transportation;
- To raise awareness of tribal transportation issues;
- To seek funding that does not impact or reduce funding to individual tribes; and
- To represent Humboldt County tribes' transportation issues and priority projects at federal, inter-tribal, tribal, state, and county levels.

The HCTTC members work together and partner on transportation issues, share information about transportation programs, funding sources and project delivery, and network on the best approaches to dealing with transportation bureaucracies. The HCTTC has successfully brought together diverse groups that have historically not worked together.

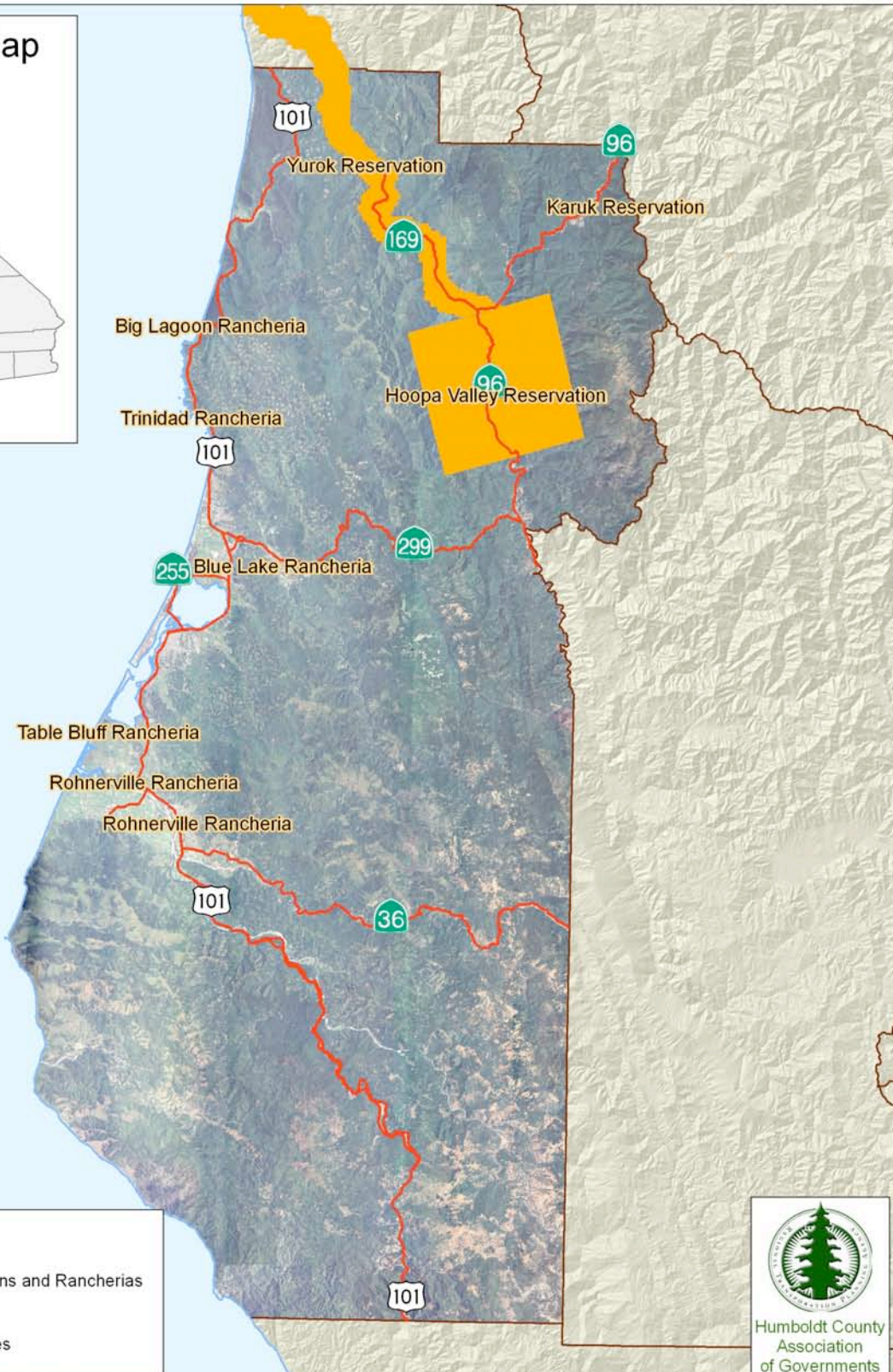
## **HCAOG'S ROLE IN TRIBAL TRANSPORTATION**

Five Humboldt County tribes are represented on the HCAOG TAC. The five tribes are as follows: Blue Lake Rancheria, Hoopa Tribe, Karuk Tribe of California, Trinidad Rancheria, and the Yurok Tribe.

For the 2008 STIP programming cycle, funds were allocated for the Hoopa Downtown Enhancement project. Unfortunately, due to the current structure of many funding programs, the Tribes cannot be direct recipients. A tribal project can, however, under many programs, be eligible for funds when another agency - such as a city or county, acts as the project sponsor and administers the project on the Tribe's behalf. The HCAOG TAC places emphasis on the provision of resources to tribes that are actively involved in the acquisition of resources for tribal transportation needs. Although active Tribe transportation needs are given an emphasis with

# Indian Reservations and Rancherias

## Locator Map

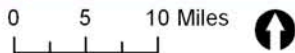


### Legend

- Indian Reservations and Rancherias
- Highway
- County Boundaries



Map Compiled by Planwest Partners  
May 22, 2008



regard to funds distribution, other tribes will not be ignored in future transportation planning efforts if/when they decide to become active members of TAC.

The State of California has passed legislation authorizing the Hoopa Tribe to serve on the HCAOG Board of Directors. Discussions are still taking place regarding the long-term appointment of a Hoopa Tribe representative to the Board.

## HOOPA VALLEY TRIBE

The Hoopa Valley Indian Reservation is the largest reservation in California. The Reservation is nearly square and totals approximately 144 square miles. This area encompasses roughly 50 percent of the Hupa aboriginal territory. The Reservation is located in the northeastern corner of the county, approximately 50 miles inland from the Pacific Ocean. Highway 96 bisects the Hoopa Valley Reservation and the Trinity River flows through the center.

### Highways and Roads

The Hoopa Valley Reservation total backlog cost for roadway maintenance and rehabilitation needs is approximately \$900,000.

SR 96 bisects the Reservation and is the primary access road for the Hoopa Valley, SR 299 and I-5. SR 96 is in need of traffic calming and safety enhancements at various locations. The following segments of SR 96 experience peak- and nonpeak- hour congestion: the intersections of SR 96 and School Road, SR96 and Pine Creek Road/Loop Road, SR96 and Tish Tang Road, and SR96 and Tsewenaldin Road.

In 2003 Hoopa was awarded a grant under the *Environmental Justice: Context Sensitive Planning for Communities Grant Program*. The purpose of the grant-funded project was to involve the community in crafting design solutions to traffic safety problems, specifically the “critical injury cluster sites” along SR 96, while supporting existing community development efforts. Implementation of the grant began in November 2004. In January of 2006 the *Traffic Calming and Safety Enhancement in the Hoopa Valley Indian Reservation: A Conceptual Plan for “Downtown” Hoopa* was released. The Plan provides a blueprint for implementing ideas related to pedestrian safety along Highway 96 through downtown Hoopa. Additionally, the Plan presents ideas related to enhancing the pedestrian environment throughout downtown Hoopa. SR 96 is a major route for people in Hoopa, yet there are no sidewalks, bikeways, or formal public trails that allow people to walk adjacent to the travel lanes. Pedestrian crosswalks and a pedestrian zone on Trinity River Bridge are a few of the safety improvements recommended in the Plan. In October 2007, the Hoopa Valley Tribe completed a project study report (PSR) to move the SR 96 project forward. The 2008 STIP cycle includes a programming allocation for the Hoopa Valley Tribe SR 96 project; however, a funding year has not been determined at this time.

Hoopa Valley Reservation regionally significant roads include: Tish Tang Road, which provides the only access to K’ima:w Medical Center; Pine Creek Road, which provides access to significant residential areas and is the sole connection to Bald Hill Road (to US 101) and Dowd Road (route around Martins Ferry Bridge); Bair Road, which provides secondary access to SR 299; and Tsewenaldin Road, which provides access to the grocery store, US Post Office, radio station, and Lucky Bear Casino.

Table TT1 contains a list of the Hoopa Valley Tribes short- and long-term planned roadway projects.

**Table TT1 Hoopa Valley Tribe Short and Long Term Planned Projects**

<b>Project</b>	<b>Year</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
Bald Hill Slide Stabilization Project	2005	\$6,000,000	IRR, IRRHPP, BIA, congressional earmark
BIA Campus Streets Reconstruction	2005	\$1,502,000	IRR
Bald Hill Slide Repair	2008	\$1,020,000	IRR, National Guard
Hoopa Airport Capital Improvements	2010	\$150,000	FAA
Tsewenaldin Road	2012	\$	IRR
Hospitality Road	2012	\$	IRR
Retail Road	2012	\$	IRR
Bank Lane	2012	\$	IRR
Big Hill Road Grading, Drainage, & Paving	2014	\$1,964,000	IRR
KIDE Road	2016	\$	IRR
Post Office Lane	2016	\$	IRR
Baldy Flat Road	2018	\$	IRR
Storage Road	2019	\$	IRR
River Road	2020	\$	IRR
Redwood Grove Road Grading, Drainage, & Paving	2020	\$2,074,000	IRR
Mill Creek Road Grading, Drainage, & Paving	2023	\$2,912,000	IRR
Scale Shack Road	2025	\$	IRR
<b>Total</b>		<b>\$15,622,000</b>	
\$ = Fund estimates not available			

Since the 2006 RTP, the Hoopa Valley Tribe has completed the following road projects:

- Loop Road Reconstruction
- Moon Lane Construction Project
- Campus Streets Project
- Bald Hill Slide Winterization 2006
- Bald Hill Slide Winterization 2007

Table TT2 details the Hoopa Valley Illustrative road projects or projects that they would complete if funding was available.

**Table TT2 Hoopa Valley Tribe Illustrative Projects**

<b>Project</b>	<b>Description</b>	<b>Total Cost</b>
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<b>Project</b>	<b>Description</b>	<b>Total Cost</b>
Tish Tang Reconstruction	Reconstruct roadway near bridge to K'ima:w Medical Center; add sidewalks and bicycle lanes	\$6,000,000
School Sidewalks to Downtown	Connect sidewalks and bike lanes from Loop Road (south end) to Trinity River Bridge	\$3,500,000
Cantilevered Walkway	Full size pedestrian, bicycle, equestrian walkway constructed to one side of the Trinity River Bridge	\$12,000,000
Bridge at Blue Slide	On SR 96 at Blue Slide, place a bridge connecting the straight portions of the highway on each bank over the Trinity River	\$25,000,000
Bridge to K'ima:w Medical Center	On SR 96 at Blue Slide, place a bridge crossing the Trinity River from the north end of Blue Slide across to the area south of the dance grounds below the airport	\$45,000,000
Tish Tang Foot Bridge	Place a seasonal pedestrian/bicycle bridge connecting the two Tish Tang campgrounds	\$4,000,000
Tish Tang Reconstruction	Reconstruct roadway near bridge to K'ima:w Medical Center; add sidewalks, bicycle lanes	\$6,000,000
<b>Total</b>		<b>\$101,500,000</b>

## **Hoopa Airport**

Hoopa Airport is owned by the Hoopa Valley Tribe. The airfield serves the Hoopa Willow Creek area. Its sole runway is 2,325 feet long and 50 feet wide. There is one aircraft based at the airport and aircraft tie-downs are available. The runway is not lit, so night operations are not normally permitted. However, in emergencies, battery-powered runway edge lights are placed along the runway to permit its use. CASP classifies the Hoopa Airport as a Limited Use General Aviation Airport with a runway weight bearing capacity that is 2,500 pounds shy of the desired minimum. The Hoopa Valley Tribe has capital improvements scheduled for 2010.

## **KARUK TRIBE OF CALIFORNIA**

The Karuk Tribe of California is the second largest Tribe in California with 3,513 enrolled members. The Karuk Tribe is a self-governance tribe and compacted transportation functions into a multi-year funding agreement with the Bureau of Indian Affairs (BIA) in 2007. The tribe now receives funding for a transportation program, and works directly with the BIA and the Federal Highways Administration to accomplish road construction and maintenance activities. The Karuk Tribe previously contracted with the BIA to construct tribal roads, and before that the BIA built them. Now that the tribe receives the funding directly, carries out its own road maintenance activities, and is planning the construction of new roads in Orleans, Happy Camp, and Yreka. The tribe is also planning a snow removal project on Greyback Road, a forest highway that gets snowed in every year and is the only alternate access for the town of Happy camp. The Karuk tribal roads are showing sign of needing repair and rehabilitation. SR 96 is considered a regionally significant road for the Karuk Tribe as it provides the only access between, in and out of Karuk communities. The Karuk Tribe does not have any road project planned in Humboldt County.

The Karuk Tribe of California applied for an FTA Tribal Transit 5311 Grant to connect KT-NET up to Somes Bar, and the Yreka STAGE down to Somes Bar, but did not receive the grant. The tribe intends on using their IRR Program Construction Funds to expand the KT-NET service area to include a route to Somes Bar twice a week.

The Karuk Tribe of California would like to improve pedestrian and bicycle facilities on the reservation. If funds became available, they would install bicycle and pedestrian facilities on Red Cap Road, SR 96, and Ishi Pishi Road.

## **TRINIDAD RANCHERIA**

The Trinidad Rancheria is comprised of three separate parcels that total 83 acres. The largest parcel is located on the west side of Highway 101 along the Pacific Coast and is made up of 46.5 acres. The 46.5 acre parcel contains Tribal Member Housing, Tribal Offices, a Tribal Library, and the Cher-Ae Heights Casino.

Highway 101 bisects the Rancheria on the north eastern corner which leaves a small nine-acre parcel on the eastern side of Highway 101. A third 27.5-acre parcel is located in the unincorporated community of McKinleyville, east of the Arcata Eureka Airport. Twelve residential properties are located on the 27.5-acre parcel.

In addition to Rancheria property, the Trinidad Rancheria also owns the Trinidad Pier and Seascape Restaurant in the City of Trinidad. The Rancheria's property in Trinidad also includes the main entrance and access point to the Trinidad Head, which hosts walking trails, and cultural and historical points of interest. Breathtaking ocean views and recreational opportunities for walkers, joggers, bicyclists' surfers, outdoor enthusiasts, fisherman and tourists contribute to the need for transportation alternatives within the lands owned and managed by the Trinidad Rancheria.

The Rancheria is beginning the journey of planning and building infrastructure. The Rancheria recently hired a full time Roads Director and Assistant to undertake the development of a Trinidad Rancheria and Harbor Master Plan. This plan will look at transportation connectivity, long range planning for cultural preservation, housing, land, environment and economic development. Finding solutions to the existing barriers to pedestrian and bicycle travel, safe routes to school, and alternative access to the Rancheria are transportation issues which will be addressed as priorities in the plan. Currently, the Trinidad Rancheria is engaged in three major projects pertinent to the Rancheria's long-range planning and development: The Trinidad Pier Reconstruction Project, the stabilization and rehabilitation of Scenic Drive, and the planning for a new US 101 Interchange directly to the Trinidad Rancheria.

### **Pier Project**

The Trinidad Rancheria is in the permit process and beginning design and engineering phase for a Pier Reconstruction Project in the Trinidad harbor. The existing pier was built in 1946 and is the northernmost oceanfront pier in California. It serves a fleet of commercial fisherman year-round and offers a unique opportunity for visitors to the north coast to observe a working pier and fishing operation. The Rancheria leases the land below the pier (harbor) from the City of Trinidad. Additionally, the Humboldt State University Marine Lab leases space on Trinidad Pier for placement of a pump and associated plumbing for the Telonicher Marine Laboratory.

The purpose of the pier project is to correct the structural deficiencies of the pier and to improve the pier facilities for the public. The pier reconstruction will address the structural and environmental impacts caused by the aged creosote-treated fir piles. The new pier will be 540 feet long and will vary in width from 24 feet to 26 feet, to match the existing footprint. The current pier will be replaced with 13,500 feet of recast concrete decking, 115 concrete piles (including batter and motor piles) four hoists, standard lights, guardrail and dock utility pipes including power, water and phone. Stairs will be replaced with an ADA compliant ramp and a

new storm drain system will be incorporated into the new pier design. Additionally, the new design and construction will improve the water quality conditions and provide additional habitat for the biological community in the *ASBS (area of special biological significance)*, as identified by the State Water Resources Control Board.

### **Scenic Drive Rehabilitation and Realignment**

The Trinidad Rancheria is working on a 2,150-foot (0.4 mile) reconstruction project on Scenic Drive, directly west of the Rancheria. Scenic Drive is a two-lane, three-mile-long road that parallels US 101 from the City of Trinidad (to the north) to the community of Westhaven (to the South). Originally, Scenic Drive was operated as a part of US 101 until 1962 when a bypass was constructed and Scenic Drive was deeded to the County. The Trinidad Rancheria, the City of Trinidad, and the County of Humboldt own sections of Scenic Drive. Scenic Drive provides the only access to the Trinidad Rancheria which is home to Tribal member housing, Tribal operations and office buildings, and the Cher-Ae Heights Casino.

Various sections of the public road are failing due to slope instability and bluff erosion; Scenic Drive was constructed on the face of a steep bluff adjacent to the Pacific Ocean and has experienced extensive damage which has compromised the roads overall safety and integrity. The Scenic Drive project will repair and stabilize roadside areas, improve drainage, and realign the southernmost 600 feet of the project area to meet the Federal Highways Administration (FHA) geometric design standards for horizontal and vertical curvature. Further, this project will include repaving, shoulder widening and guardrail installation. This project will indeed improve road safety and stability, but does not include pedestrian or bicycle improvements because of the prohibitive four-foot shoulders needed to accomplish this. Future planning for Scenic Drive Projects will incorporate alternatives that may address this goal.

### **101 Interchange**

The Trinidad Rancheria's long-term goal is the construction of a US 101 interchange directly to the Rancheria, and is in the process of writing a plan to address the goal. Current access to the Rancheria is compromised due to the continuous failure of Scenic Drive which offers the only access to the Rancheria, its Tribal offices and operations, and the Cher-Ae Heights Casino.

The Rancheria is dedicated to maintaining an inclusive relationship with various stakeholder groups as the planning process unfolds. Major components of the Rancheria's plan include public outreach, publicity, and a community Charrette event to take place in 2009. The Charrette will include multiple days of community involvement that incorporate focus groups, community meetings, and design concepts. The Rancheria looks forward to the public's involvement as the planning process unfolds.

## **YUOK TRIBE**

The territory of the Yurok people runs along the coast seven miles north of the Klamath River to Wilson Creek and 35 miles south of the river mouth to Little River. Inland, their territory follows the Klamath River from its mouth upriver for over 45 miles past the confluence of the Klamath and Trinity Rivers. The watershed of the Lower Klamath River and its tributaries dominated the Yurok Territory. The River is mountainous, heavily forested and meanders 52 miles along the federally designated Wild and Scenic Klamath River.

### **Highway and Roads**

Historically, the Yurok people used the Klamath River along with a traditional system of trails as their primary transportation routes. Many of the roads today on the Yurok Reservation follow these same traditional trails. The Yurok Reservation was once the center of a bustling logging economy that depended upon improved roads for the removal and sale of logs. As logging on the reservation diminished, State and county roads and bridges on the reservation have fallen into

disrepair. While highways and roads off the reservation were widened and brought up to federal standards, highways and roads on the reservation have deteriorated and fallen far short of federal highway standards. Consequently, most road segments on the reservation are incomplete, underdeveloped or falling seriously behind acceptable federal standards for public roads.

SR 169 and US 101 serve as the major transportation arteries of the Yurok Reservation, and are key access points for Tribal economic development and transportation-related commerce. A twenty-mile strip of SR 169 on the upper reservation is a one-lane highway without striping, guardrails or other safety measures.

Martin's Ferry Bridge connecting the upper reservation to the lower reservation was recently condemned and is currently undergoing a \$15,000,000 emergency renovation. Hunter Creek Bridge in Klamath is rated below an acceptable standard and required replacement.

The estimated cost (in 2005 dollars) for roadway rehabilitation projects ranked by relative importance to the Yurok Tribe is \$633,208,000. The number one transportation construction priority is the reconstruction of 20.1 miles of SR 169 at a cost of \$205,720,000. The second highest priority project is the realignment and pavement of Bald Hills Road at a cost of \$61,230,200.

The BIA stopped conducting routine road maintenance in 1988. For the last 20 years, the only road maintenance on tribal or BIA roads has been the result of disaster assistance after major storms. Funding for road maintenance provided by the BIA amounts to less than \$50,000 dollars per year. It is estimated that the backlog of roadway maintenance could be in the hundreds of millions of dollars. In fact, most roadways have fallen into such deplorable condition that road maintenance can no longer address the problem, and most routes now require major roadway rehabilitation.

The tribe is currently working with Caltrans to widen a small portion of SR 169. The project is a SHOPP project that has been several years in the process of completing the PS&E. The tribe is working with Humboldt County to complete an emergency rehabilitation project on Martin's Ferry Bridge and PS&E for Bald Hills Road. The tribe is working with Del Norte County to resurface Klamath Blvd and Elhers Way and to complete a guardrail and safety project for P.J. Murphy Road.

The Yurok Tribe completed the Yurok Tribal Transportation Plan (TTP) in 2006. Included in the TTP is a list of projects for the Tribal Transportation Improvement Program (TTIP). The Yurok Tribe also completed a comprehensive update of Indian Reservation Road Program inventory (IRR).

### **Public Transit**

The Yurok Tribe is currently in negotiations with K-T NET to begin transit services to the upper portion of the Yurok Reservation by late summer of 2008. State, tribal FTA and Indian Reservation Road grants will be used to fund the service. The Yurok tribe has ordered a 15-22 passenger, Ford #450 Super Duty bus with two wheelchair positions to serve the Hoopa to Weitchpec route. A second smaller bus will be added to serve the Wautec to Weitchpec Route.

### **Bicycle and Pedestrian Facilities**

There are currently no bicycle and pedestrian facilities located on the Yurok Reservation. Bicycle and pedestrian routes along US101 and SR 169 are being considered for future planning efforts. The tribe was recently funded by California Coastal Conservancy to begin planning for a coastal pedestrian trail through the Yurok Reservation.

### **Yurok High Priority Projects**

- Martin's Ferry Bridge Rehabilitation Project, Currently under construction.
- Bald Hills Road, currently in progress.

- Widening SR 169 at Weitchpec; Caltrans is currently completing Plans Specifications & Engineering.

## **WIYOT TRIBE**

The land base of the Wiyot Tribe is an 88.5 acre parcel of trust land located south of Eureka near the community of Loleta. Table Bluff Reservation is a community of 34 homes, and the Tribe's administrative buildings. In addition, the Tribe owns property on Cock Robin Island and on Indian Island in Humboldt Bay. While the Tribe's land base is small, the Tribe serves the needs of approximately 600 citizens.

### **Current Project**

The Wiyot Tribe is currently engaged in a long-awaited road construction project. Called the Bayview extension, this roadway will complete the roads on the reservation proper.

### **Unmet Needs**

While the construction of the road on the Reservation will be completed soon, there are still a number of unmet needs. US 101 connects Tribal citizens to destinations within the county. However, significant flooding at Hookton Road often reroutes drivers to other areas. Additionally, no public transit or paratransit is available to connect riders at the Reservation with jobs, schools medical care or other destinations.

The Wiyot Tribe is a member of the HCTTC, working with other Tribes for the improvement of transportation for all. Transportation continues to be a high priority item for the Tribe as it looks to the future for its citizens.

## **BLUE LAKE RANCHERIA**

Blue Lake Rancheria began a fixed-route intercity bus service in the fall of 2002. Blue Lake Rancheria's fixed-route service is currently financed by the Blue Lake Rancheria with TDA funds from the City of Blue Lake. The vehicle fleet consists of one 20-passenger bus that is lift equipped. Blue Lake Rancheria's fixed-route transit runs Monday through Friday and serves the Rancheria, Blue Lake, Glendale, HSU and the Arcata Transit Center. In 2005, 15,981 riders utilized the Blue Lake Rancheria fixed-route service.

The Blue Lake Rancheria Dial-A-Ride service began operating in spring 2001. Blue Lake Rancheria's DAR/DAL serves Blue Lake, McKinleyville and Fieldbrook. The vehicle fleet consists of one van that is lift-equipped. The service operates Monday through Friday for five hours each day. Riders must make a 24-hour advance reservation. In 2005, 3,313 individuals utilized the Blue Lake Rancheria dial-a-ride service. Between the hours of 8:00 am and 10:00 am, and between 1:30 pm and 4:30 pm on weekdays, the Dial-A-Ride service is utilized for subscription service with the Mad River Adult Day Health Care.

## **FINANCING**

There are several funding sources from which the Tribes may benefit. Two of the funding sources are controlled directly by HCAOG – the State Transportation Improvement Program (STIP) and Transportation Enhancements (TE) program. The remaining programs are awarded and administered by either State or Federal government agencies, such as Caltrans. Unfortunately, due to the current structure of the funding programs, the tribes themselves cannot be direct recipients of some of these funds. A tribal project can, however, be eligible for the

funds with another agency, such as a city, county or state agency, acting as the project sponsor and administering the project on behalf of the tribe.

### **State Transportation Improvement Program**

The State Transportation Improvement Program (STIP) is a five-year capital improvement program to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner. All STIP projects must be capital projects (including project development costs) needed to improve transportation, including improvements to mobility, accessibility, reliability, sustainability and safety.

A Fund Estimate is prepared every two years by Caltrans and approved by the California CTC. Regional agencies and Caltrans must submit their project lists by the end of the year. The California CTC then adopts the STIP by the following April.

In August 2008, CTC adopted Resolution G-03-13 (TE Program Reform) integrating the Transportation Enhancements (TE) program into the STIP. The 2008 STIP Guidelines further clarify and direct programming of TE funded projects, or project enhancement elements, into the STIP.

From passage of SB 45, the STIP is split 75 percent to Regional Transportation Improvement Program (RTIP), decided by regional agencies such as HCAOG, and 25 percent to Interregional Transportation Improvement Program (ITIP), projects nominated by Caltrans. Below is a description of each program. With HCAOG as a project sponsor, the Tribes could be eligible for some of these resources.

### **Environmental Enhancement and Mitigation Program**

Similar to TEA, the Environmental Enhancement and Mitigation Program EEM offers funding to remedy environmental impacts of new or improved transportation facilities. Applicants may apply for these funds to undertake environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. The related transportation facility must be modified or constructed in 1990 or later and the EEM project must be over and above the required mitigation for the related transportation project. All participating costs incurred on a project are funded in arrears on a reimbursement basis of the states proportionate share of actual costs. No matching funds or cost shares from the applicant or other funding sources are required to apply for an EEM grant, however, projects that include the greatest proportion of other monetary sources of funding will be rated highest. Grants are generally limited to \$350,000.

### **BIA Indian Reservation Roads (IRR) Program**

The purpose of the IRR Program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, communities for Native Americans, visitors, recreational and resource users and others while contributing to economic development, self-determination, and employment of Native Americans. IRR Program funds are authorized as part of the surface transportation authorization acts as part of the Federal Lands Highway Program (FLHP). The BIA Department of Transportation and the Federal Land Highway Office of the FHWA administer the program.

### **Indian Reservation Roads Maintenance Program**

These funds are intended for maintenance activities on roads serving the tribes. Unfortunately, the funding levels of the program are exceedingly inadequate for the work needed. Nationally, BIA receives about \$26 million per year, with only \$700,000 of that earmarked for the entire State of California.

### **Hazard Elimination Safety**

The purpose of the Hazard Elimination Safety (HES) program is to provide funds for safety improvements on any public road, any public surface transportation facility, any publicly owned bicycle or pedestrian pathway or trail, and for any traffic-calming measure. These funds serve to eliminate or reduce the number and severity of traffic collisions at locations selected for improvement. The Tribes could be eligible for these funds if another agency, such as a city, county or state agency, acts as the project sponsor and administers the project on behalf of the Tribe. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not have representation from a city or county must provide written justification for the exception and attach it to the application.

### **Bridges on Indian Reservation Roads**

This program is authorized under the HBRR Program and provides funding for rehabilitation or replacement of bridges or culverts on public roads meeting the definition of an IRR. Each BIA Regional Office works with Tribal, State, and local government to develop a priority list of bridge replacement projects and identify sources for the 20% matching funds required by the program.

### **Caltrans Transportation Planning Grants**

The Environmental Justice Grant promotes context-sensitive planning in diverse communities and provides means to help low-income, minority and Native American communities, including community based organizations (CBOs) become active stakeholders in transportation planning and project development.

The Community Based Transportation Planning grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs.

## REFERENCES

Personal Communication with Warren Tamerius, Transportation Planner, Hoopa Valley Roads Department.

Personal Communication with Scott Quinn, Director of Land & Transportation Planning, Karuk Tribe of California.

Personal Communication with Amanda Mager, Planner II, Planning and Community Development Department, Yurok Tribe.

Personal Communication with Jacque Hostler, Roads Director, Trinidad Rancheria.

Personal Communication with Rebecca Kellawan, Administrative Assistant, Roads Department Trinidad Rancheria.

Personal Communication with the Humboldt County Tribal Transportation Commission.

Humboldt County Tribal Transportation Commission Informational Brochure.