

4. 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. There are 109 federally recognized Native American tribes in California. There are eight Native American Reservations and Rancherias in Humboldt County, which are: Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, Wiyot Tribe, and the Yurok Tribe.

Tribal governments in Humboldt have many of the same transportation priorities and needs as the cities and the County. Among the tribal governments, Reservations and Rancherias also have different priorities and issues for developing and maintaining transportation systems, because the tribes have widely varying land bases for which they are responsible. Each tribe is required to evaluate transportation resources on its reservation, and choose how to improve them for the betterment of their community.

"Native American tribal governments engage in transportation safety planning for all users in their communities. As sovereign nations, they have the authority to make and approve transportation plans to further their unique community goals."

—California Transportation
Plan 2040

TRIBAL TRANSPORTATION PLANNING

"As sovereign nations, Native American tribal governments have the authority to make and approve transportation plans to further their unique community goals. These plans support the planning, construction, maintenance, and operations of roadways and guide the development of transit services on their tribal lands and for the residents of the community. In addition, tribal transportation plans are essential for successful proposals for competitive state and some federal transportation grant programs." (*California Transportation Plan 2040*)

NORTH COAST TRIBAL TRANSPORTATION COMMISSION

The North Coast Tribal Transportation Commission (NCTTC) is an intertribal association formed for the purpose of fostering collaborative dialog on transportation issues of mutual concern. The NCTTC is open to all federally recognized tribes in Northern California and currently is comprised of representatives from the Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, the Wiyot Tribe, the Yurok Tribe, and the Elk Valley Rancheria, Resighini Rancheria and Tolowa Dee-ni Nation in Del Norte County.

The NCTTC mission statement, which HCAOG actively supports, is:

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 NCTTC 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 NCTTC 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 NCTTC has successfully brought together diverse groups that have historically not worked together.

HCAOG'S ROLE IN TRIBAL TRANSPORTATION PLANNING

"Transportation is meant to bring people together, bridge divides, cross immovable boundaries and connect people from all walks of life. Caltrans cannot accomplish this mission without addressing the specter of exclusionary, prejudiced place names located throughout the California State Highway system."

—Toks Omishakin,
Caltrans Director

The "Regional Transportation Plan Guidelines" (CTC 2017) require consultation with and consideration of Indian Tribal Governments' interests in developing regional transportation plans and programs. This includes state and local transportation program funding for transportation projects that access tribal lands. Other State policies relating to transportation planning with tribal governments include the California State Transportation Agency's (CalSTA's) Tribal Consultation Policy, "which obligates respect for tribal sovereignty and pursuit of good-faith relations with tribes." The Department of Transportation (Caltrans) policy "Working with Native American Communities" requires Caltrans to consult with tribal Governments before deciding on or implementing projects/programs that may impact their communities. Caltrans' intent is to "recognize and respect important California Native American rights, sites, traditions and practices" (Director's Policy 19, "Working with Native American Communities" 2001). HCAOG's intent is to uphold the same objectives to recognize, respect, and collaborate with Native American tribal governments and communities.

Six Humboldt County tribes currently have a representative on the HCAOG Technical Advisory Committee (TAC). The six tribes are Bear River Band of Rohnerville Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, and the Yurok Tribe. The TAC provides resources to tribes that are actively involved in acquiring resources for tribal transportation needs. Other tribes will be included in future transportation planning efforts if/when they decide to become active members of the TAC.

HCAOG supports Caltrans' policy that requires the Department to "recognize and respect important California Native American rights, sites, traditions and practices" (Director's Policy 19). HCAOG also commits to following this edict, within its authority, to the best of its ability.

In the past, the HCAOG Board has discussed the potential to include a tribal representative on the HCAOG Board of Directors. In 2013, the Board approved Resolution 13-07: Approving Joint Power Agency Membership Criteria. This Resolution set forth membership criteria that specified federally recognized Indian tribes or a joint powers agency comprised of multiple tribes were eligible to apply to HCAOG to become a member based on the criteria contained in the resolution.

GOAL, OBJECTIVES, & POLICIES

TRIBAL TRANSPORTATION GOAL: Tribal communities have safe and efficient mobility options, benefit from equitable access to transportation resources, and have strong interjurisdictional partnerships for advocating and solving transportation issues of tribal communities.

POLICY TRIBAL-1: HCAOG supports the mission of the NCTTC and actively engages with the NCTTC. This includes support for the formation of a tribal joint powers authority for the purpose of applying for a seat on the HCAOG Board.

POLICY TRIBAL-2: HCAOG supports legislation that would remove the limited waiver of sovereign immunity from Streets and Highways Code (SHC-94), and also expand the eligible projects to allow Caltrans to enter into direct contracts with tribes for projects in the Active Transportation Program.¹

POLICY TRIBAL-3: HCAOG supports Caltrans' initiative to review all named assets located on the state transportation system and propose assets to be renamed. HCAOG will participate in dialogue around re-naming places and transportation infrastructure in an effort to redress discriminatory names.

TRIBAL GOVERNMENT SUMMARIES

BEAR RIVER BAND OF ROHNERVILLE RANCHERIA

The Bear River Band of Rohnerville Rancheria located in Loleta California, is a federally recognized tribe with a total of 238 acres located in Eureka, Loleta, and Fortuna California. Of the 238 acres, 173 acres are held in trust with the federal government and are located in Loleta California. The remaining 65 acres of fee land are located in Eureka, Loleta and Fortuna California. The Bear River Band of Rohnerville Rancheria runs adjacent to Highway 101.

Included on the tribes trust land are the Bear River Casino Resort, Bear River Pump N Play Fuel Casino Minimart, Bear River Tobacco Traders and Coffee, Bear River Recreation Center, Tish-Non Library, Tish-Non Tribal office and community center, 41 Tish-Non residential homes, 11 Bear River Drive residential homes, the tribe's wastewater sewage plant, the tribe's water treatment plant, and renewable energy windmills and solar panels. The trust land includes 2.6 miles of road. Included on the tribe's fee land are two residential apartment complexes in Fortuna California, a commercial property in Eureka California, and several residential properties in Loleta California.

¹ In 2004, Senate Bill 1189 was enacted to provide specific authority for Caltrans to directly enter into contracts with tribal governments. The legislation includes certain restrictions, such that the contract must provide for a limited waiver of sovereign immunity by the tribe for the purpose of enforcing obligations arising from the contracted activity. Since SB 1189 passed, the provision regarding the limited waiver of sovereign immunity has proven to be a barrier to Caltrans entering into direct contracts with federally recognized tribes, because tribes have been reluctant to agree to the waiver.

The Rancheria's *Tribal Transportation Safety Plan* was developed throughout 2016 and submitted for approval to the Federal Highway Administration in early 2017.

BLUE LAKE RANCHERIA

The Blue Lake Rancheria, California, is a federally recognized tribe with 98.5 acres in land area, located directly west of the City of Blue Lake. It is adjacent to SR 299, approximately five miles east of the City of Arcata in Humboldt County. Unincorporated lands of the County of Humboldt are adjacent to the Rancheria's northerly and southerly boundaries and the Mad River forms the westerly Rancheria boundary.

The Rancheria operates a deviated-fixed route transit service system and a Dial-a-Ride system, named the Blue Lake Rancheria Transit System (BLRTS). The BLRTS serves Rancheria resident riders as well as riders in Blue Lake, Glendale, Arcata, McKinleyville, Fieldbrook, and Eureka. (See this RTP's Public Transportation Element for more details.)

Transportation Projects - Proposed

Blue Lake Rancheria's strategies for future projects include:

1. Adding sidewalks and bicycle lanes to promote walkability on the Rancheria for pedestrian safety and healthy living;
2. Adding dedicated industrial truck routes to separate commercial and retail traffic;
3. Improving intersections to increase safety;
4. Potentially integrating sidewalks, bicycle lanes, and/or roads with the existing one-mile Annie & Mary Rail Trail;
5. Increasing river access along the Mad River for recreational opportunities;
6. Installing tribal street signs for ease of travel on the Rancheria;
7. Installing more street lights to improve safety;
8. Installing bicycle parking facilities on the Rancheria
9. Coordinating with the City of Blue Lake to improve routes to school and pedestrian facilities between the Rancheria and City of Blue Lake; and
10. Expanding the frequency and/or service area(s) for all Blue Lake Rancheria Transit Service routes.

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. State Route 96 bisects the Hoopa Valley Reservation and the Trinity River flows through the center.

State Route 96 is the primary access road for the Hoopa Valley, SR 299 and Interstate 5. State Route 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, SR 96 and Pine Creek Road/Loop Road, SR 96 and Tish Tang Road, and SR 96 and Tsewenaldin Road.

Hoopa Valley Reservation's 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 U.S. 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, U.S. post office, radio station, and Lucky Bear Casino.

The Hoopa Valley Reservation operates the Hoopa Airport, a Limited General Aviation Airport. (See this RTP's Chapter 6 *Aviation System Element* for more details)

Transportation Projects – Proposed

The following list is of proposed transportation projects:

1. Downtown traffic calming & safety enhancement project (Highway 96, PM 12.38-12.8)
2. Safe Routes to Schools, pedestrian walkways and bikeways, ATP Cycle 2 Funding
3. Trinity River Bridge pedestrian facilities (California State Route 96)
4. Bald Hill emergency access improvements (BIA Route 11)
5. Hoopa Airport improvements
6. Legion Way Road improvements
7. Marshall Lane improvements
8. Transportation and Road Maintenance Facility

KARUK TRIBE

The Karuk Tribe is the second largest Tribe in California with 3,740 members, of which approximately 900 reside in the County of Humboldt. Karuk Tribal properties are comprised of approximately 900 acres of reservation and Trust Land, and an additional 761 acres in fee status. The Tribe's land is scattered mostly along the Middle Klamath River Sub-basin and in the communities of Orleans, Somes Bar, Happy Camp and Yreka, California.

The Karuk Tribe currently negotiates an Annual Tribal Transportation Programmatic Agreement (TTPPA) with the FHWA under the authority of the Karuk Tribe Constitution and By-Laws and the authority granted by Title 23, USC Chapter 2; and, as amended by the Fixing America's Surface Transportation Act (FAST Act), Pub. L. 114-94 and the Delegations of Authority set forth in 49 CFR Sect. 1.85.). The TTPPA, and subsequent Referenced Funding Agreements, allocate formula-based funding to the Karuk Tribe. Such funding allows the Tribe to perform the planning, research, design, engineering, construction and maintenance for highways, roads, bridges, parkways or transit facility programs or projects on select routes deemed official on the current Tribal Transportation Program Road Inventory.

As required by the TTPPA, the Karuk Tribe Department of Transportation develops an annual Tribal Transportation Improvement Program (TTIP), in which the tribe identifies their priority transportation projects. The Tribe has identified the following projects for inclusion in this and upcoming Karuk Tribe TTIPs for the Humboldt County community of Orleans, California.

Transportation Projects – Proposed

The following two projects are located in Orleans. For funding sources and estimated costs, refer to the Complete Streets & Connected Communities Element, Table *Streets-4*.

1. Orleans Community Safety Corridor Project

The Orleans Community Safety Corridor Project includes streetscape improvements to address pedestrian/bicycle safety. State Route 96 runs through the community of Orleans and functions as both a state highway and a community main street. In FY 2009/10 an Environmental Justice Grant was awarded to the Karuk Tribe to develop the *Middle Klamath River Community Transportation Plan (MKRCTP)*. The Tribe worked with Caltrans to conduct a series of outreach efforts concerning the transportation needs of local communities along SR 96 in both Humboldt and Siskiyou counties. Outreach efforts included meetings with Caltrans Districts 1 and 2, U.S. Forest Service, and Humboldt and Siskiyou Counties, and community meetings and other discussions with local residents. One focus of this project was the community of Orleans. Further details are available in the MKRCTP (November 2011). The report points to a strong community desire for improved bicycle and pedestrian facilities through Orleans. The Karuk Tribe began the project phase of planning and conceptual design during the summer of 2017; this phase is called the Panamnik: Orleans Community Center Connectivity Project, which has separate funding (State funds transferred to FHWA for Tribes, per 23 U.S.C. 209(a)(9)).

The project proposes to construct non-motorized improvements within the community of Orleans including sidewalks, bike lanes, crosswalk enhancements, and improved signage. A sidewalk on the westbound side of SR 96 from Eyesee Road (PM 37.63) to Ishi-Pishi Road (PM 38.43) and on the eastbound side of SR 96 from Red Cap Road (PM R38.75) to the Orleans Medical Clinic (PM R38.98) would separate pedestrians from motorized traffic and increase pedestrian safety. Installation of bicycle lanes from Eyesee Road (PM 37.63) to Ishi-Pishi Road (PM 38.43) and from Red Cap Road (PM R38.75) to the Orleans Medical Clinic (PM R38.98) would improve bicyclist safety through the community and help to alert drivers to the presence of non-motorized users. In order to construct sidewalks and bicycle lanes the purchase of 0.34 miles of right of way (PM 38.08 to 38.42) will be necessary.

The existing crosswalk located at the Orleans Elementary School (PM 38.16) would benefit from visibility improvements such as sharks teeth. Additionally, a new high visibility crosswalk would be installed across from the post office (PM 38.38). Both high visibility crosswalks would increase driver awareness of pedestrians, increasing pedestrian safety. Furthermore, vegetation clearance and adjustment of guide sign locations should be performed in conjunction with the addition of non-motorized improvements.

Currently an existing guide sign obscures eastbound traffic's view of pedestrians utilizing the school crosswalk, and existing school crossing signs are obscured by vegetation and placement behind a telephone pole. Finally, to address community concerns a depression in the road between PM 38.25 and 38.35 would be signed to alert drivers of limited sight distance. No specific funding source has been determined as of yet for this project.

2. Tishawniik Hill Bikeway and Trail

The project extends from the intersection of California SR 96 and Camp Creek Road and along SR 96 to the intersection of Asip Road in Orleans. Current conditions in the project area, such as excess traffic speeds, minimal shoulders, narrow bridge and a through-cut road segment, impair safe pedestrian and bicycle access.

The goal of this project is to provide a safe, active transportation route on both sides of SR 96. The project entails utilizing the existing roadway alignment, widening the shoulders of SR 96, and constructing a five-foot-wide Class II paved bikeway/pedestrian-way (10,560 linear feet); and a Class I bikeway/pedestrian-way (2,112 linear feet). This project will be constructed within the existing public right-of-way and adjacent to Federal, State, Tribal, and private property.

TRINIDAD RANCHERIA

The Trinidad Rancheria Transportation Department is committed to improving the overall safety of its transportation system, and is involved in initiatives to foster responsible and sustainable stewardship, maintain healthy and diverse ecosystems, as well as preserving and protecting tribal rights.

The Trinidad Rancheria is comprised of four parcels; three separate trust parcels that total approximately 83 acres and a fourth parcel purchased in 2000 at the Trinidad Harbor which is approximately 9 acres. The largest trust parcel is located on the west side of U.S. 101 along the Pacific Coast and is made up of 46.5 acres. The 46.5-acre parcel includes the Tribal Government Operations Offices, the Victim Services Social Services Center, the Emergency Operations Center which includes Public Safety, Tribal Library, RV Park, the Cher-Ae Heights Casino, as well as Tribal Member Housing. U.S. 101 bisects the Rancheria on the northeastern corner, which leaves a small nine-acre parcel of tribal residential properties on the eastern side of U.S. 101. A third 27.5-acre parcel is located in the unincorporated community of McKinleyville, east of the Arcata-Eureka Airport. Tribal residential properties are located on the 27.5-acre parcel.

Trinidad Rancheria plays an important role in the economic, cultural, and sustainable development of the Trinidad area through their business enterprises; including the Trinidad Pier, Seascapes Restaurant, Seascapes Vacation Rental, and upland improvements which include the Public Restrooms, Wastewater Treatment Plant and Launch Facilities. The Trinidad Pier Reconstruction Project, completed in 2012, corrected the structural deficiencies of the pier, improved pier utilities for the benefit of the public, and indirectly improved the water quality conditions while providing additional habitat for the biological community in the Areas of Special Biological Significance. Additional Rancheria property in the Trinidad Harbor area 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 Trinidad Rancheria approved the *Cher-Ae Heights Indian Community of the Trinidad Rancheria Comprehensive Community-Based Plan* in December 2011. The land-use portion of the plan identifies expanded commercial, cultural and residential development. The comprehensive plan's transportation element incorporates much of the information included in the *Trinidad Rancheria Tribal Transportation Plan*, which covers a 20-year timeframe from 2006-2026. The element chronicles the history of transportation prior to European contact, as well as the development of a highway system through the State of California, including U.S. 101.

Transportation Projects – Proposed

The Rancheria began the journey of planning and building infrastructure in the early 2000's. In 2011 the Rancheria completed a "Community Based Comprehensive Plan" which looks at transportation connectivity, long-range planning for cultural preservation, housing, land, environment and economic development. The comprehensive plan's transportation element incorporates much of the information included in the *Trinidad Rancheria Tribal Transportation Plan*, which covers a 20-year timeframe from 2006-2026. The element chronicles the history of transportation prior to European contact, as well as the development of a highway system through the State of California, including U.S. 101. Finding solutions to the existing barriers to pedestrian and bicycle travel, safe routes to school, and alternative access to the Rancheria are transportation issues that continue to be priorities of the Tribal Council. Currently, the Trinidad Rancheria is engaged in three

major projects pertinent to the Rancheria's long-range planning and development: U.S. 101 Trinidad Area Access Improvements Project; Long Range Transportation Plan Update; Scenic Drive Slope Stabilization

1. U.S. 101 Trinidad Area Access Improvements Project

The current alignment of State Highway 101 was constructed in 1962. At the time, the Bureau of Indian Affairs gave up right-of-way for the new Highway 101, but did not negotiate for direct access on behalf of the Rancheria. The Trinidad Rancheria is proposing, in concept, a "new interchange with local connections to Scenic Drive and Westhaven Drive, with pedestrian access" (Table Streets-4).

Currently, the only access to the Rancheria main parcel, which houses Tribal Government Operations, the Victim Services Social Services Center, the Emergency Operations Center which includes Public Safety, Tribal Library, RV Park, the Cher-Ae Heights Casino, as well as Tribal Member Housing is by way of Scenic Drive, a two-lane, three-mile-long road that parallels U.S. Highway 101 along the west side from the City of Trinidad to the north and Moonstone and Westhaven communities to the south. Scenic Drive was constructed in the early 1920s on the face of a steep bluff adjacent to the Pacific Ocean, and has experienced extensive damage associated with slope instability and bluff erosion at several locations. Access to the Rancheria is compromised due to the regular road closures and inherent instability of Scenic Drive.

To address the loss of connectivity of tribal lands east and west of US 101, and inadequate safety, accessibility, mobility and operational issues, the Rancheria initiated the Project Study Report-Project Development Support (PSR-PDS) phase in 2015. A project delivery team (PDT) was formed consisting of: Trinidad Rancheria staff and contracted engineers, Caltrans Project Manager, Caltrans Department Managers, as well as representatives: FHWA, Bureau of Indian Affairs (BIA), HCAOG, Humboldt County Planning & Engineering Departments, Humboldt County Board of Supervisors, and City of Trinidad. Once the project's Purpose and Need statement was reviewed and ultimately established with the input from project stakeholders, the Trinidad Rancheria contracted engineers and Caltrans District 1 worked with stakeholders to identify possible alternatives to meet the transportation needs and transportation deficiencies identified by the Trinidad Rancheria. The PSR-PDS ultimately identified 12 possible alternatives; these alternatives, and potentially additional alternatives, will be analyzed in the Project Approval and Environmental Document (PA&ED) phase slated to begin in 2021. The Rancheria is dedicated to maintaining an inclusive relationship with various stakeholder groups as the planning process unfolds.

2. Long Range Transportation Plan Update

The project will address the Tribe's critical need to update its 2006 Long-range Transportation Plan (LRTP). This update will integrate multi-modal transportation and land use planning to support health, safety, economic development, community livability, sustainability, and cultural values. The update will identify transportation needs of the Trinidad Rancheria and its connections to local communities adjacent to tribally-owned lands. The LRTP goal is for a cohesive, culturally-appropriate and multi-modal transportation system that integrates with the Tribe's Comprehensive Plan and Development Standards and is linked to the Regional Transportation Plan and other local and regional planning efforts. A Comprehensive and Sustainable LRTP with prioritized transportation improvements will provide the foundation for other transportation improvements.

3. Scenic Drive Slope Stabilization Mitigation Planning Study

The Scenic Drive Slope Stabilization Mitigation Planning Study project objectives are to: (i) evaluate the causes of the erosion/slide hazards on Scenic Drive; (ii) evaluate the most cost effective solution to stabilize the

roadway and surrounding lands; and (iii) prepare three mitigation alternatives and cost estimates (plans) to stabilize the highest priority erosion/slide hazards owned by and of interest to the Tribe on Scenic Drive. The Scenic Drive Slope Stabilization Mitigation Planning Study will include all erosion/slide hazards on Scenic Drive and surrounding lands owned by and of interest to the Tribe. It is imperative for the Tribe to be able to respond to these hazards with a well thought out plan that reduces the risk to the community and protects its resources. This plan will help reduce the loss of life as well as help protect the infrastructure that is integral to the Tribe's sovereignty and cultural integrity. It is also important for the Tribe to increase its capacity to respond to natural disasters in a way that is well planned and organized.

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.

The Yurok Tribe has prepared and adopted several transportation plans. The Yurok Tribal *Long Range Transportation Plan* (updated in 2016) identifies the Tribe's transportation goals and needs, and includes a list of projects for the TTIP. *Tribal Transportation Safety Plan (2016)* identifies opportunities and activities to improve transportation safety for the Yurok Tribe. *The Yurok Trails and Waterways Master Plan (2014)* identifies and classifies trails and waterways.

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.

State Route 169 and U.S. 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.

The BIA stopped conducting routine road maintenance in 1988. For the last 25 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 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. Additionally, Hunter Creek Bridge in Klamath is rated below an acceptable standard and requires replacement.

The Yurok Tribe has established the Yurok Tribal Transit Service (YTTS) which currently provides regular fixed route and demand responsive public transit services within the Klamath and Weitchpec communities. YTTS has implemented a seasonal River Ferry providing transportation between Wautech and Klamath. Tribal

Transportation and FTA grants fund this service. (See this RTP's Public Transportation Element for more details.)

Transportation Projects – Proposed

4. Yurok Tribe Future Projects:
5. Klamath Tsunami Trail
6. Klamath Blvd Crosswalk
7. Klamath Beach Road Resurfacing Project
8. Expansion of the River Ferry
9. Tulley Creek Road Resurfacing
10. Intersection Safety Improvements for Weitchpec School Road
11. Intersection Safety Improvements for New Village Road
12. Implement a Car Seat and Seat Belt Educational Program
13. Road Safety Audit on Intersection SR 169 with McKinnon Hill Rd
14. Bald Hills Road Improvements
15. New Village Road Resurfacing Project
16. Morekwon Road Resurfacing Project
17. McKinnon Hill Road Resurfacing Project
18. Jack Norton School Road Resurfacing Project

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. Hookton Road is the main arterial road connection to the Table Bluff Reservation from U.S. Highway 101. Flooding at Hookton Road often reroutes drivers to use smaller collector roads to reach destinations within the county. Public transit or paratransit is not available on the Reservation. The nearest connection to public transit is the RTS bus stop in Loleta.

REFERENCES

CITATIONS

Caltrans 2016 *California Transportation Plan 2040* (Adopted June 2016).

Caltrans 2021 "State Agencies announce Steps to Address Discriminatory Names, Inequities in State Parks and Transportation System Features." September 25, 2020. Accessed 6/16/2021. <https://dot.ca.gov/news-releases/news-release-2020-030>

CTC 2017 (California Transportation Commission) *2017 Regional Transportation Plan Guidelines*. (Adopted on January 18, 2017.)

HCAOG 2018 Humboldt Regional Bicycle Plan Update 2018

Karuk Valley Tribe 2011 Middle Klamath River Community Transportation Plan

Trinidad Rancheria 2012 Trinidad Rancheria Road Safety Audit

Trinidad Rancheria 2006 Trinidad Rancheria Tribal Transportation Safety Plan 2006-2026

Trinidad Rancheria 2014 Trinidad Rancheria 2014 Safety Plan

Yurok Tribe 2014 The Yurok Trails and Waterways Master Plan

Yurok Tribe 2016 Long Range Transportation Plan

Yurok Tribe 2016 Tribal Transportation Safety Plan