

# Susanville Indian Rancheria Record of Board Action

Tribal Business Council Board Meeting of July 16, 2024  
(TBC, Health, Economic Development, etc.) Date

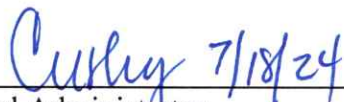
## ***Action Taken:***

MOTION to Approve 2024 Long Range Transportation Plan and Tribal  
Transportation Improvement Plan.

Made by: Christi Choo,

2<sup>nd</sup> by: Kurt Merino.

Vote: 7 Yes, 0 No, 0 Abstained.

 7/18/24  
Tribal Administrator Date

 7.17.24  
Tribal Council Board Member Date

## Memo Information:

Original - Filed with Board Minutes

Copy to: Tribal Administrator

Copy to: Director of Public Works

Copy to: \_\_\_\_\_

Copy to: \_\_\_\_\_

For example: Human Resource Manager, Fiscal, CHS, Property, Program Director, etc.)

SUSANVILLE INDIAN RANCHERIA AGENDA INFORMATION SHEET

Date: 06/25/24 Meeting Request Date: 07/02/24 Submitted By: Russell Burriel

Subject Overview:

Approve 2024 Long Range Transportation and Tribal Transportation Improvement Plan.

1. When is the Project / Grant due: \_\_\_\_\_ 2. Match: No Amount \$ \_\_\_\_\_

3. How long is the grant for: \_\_\_\_\_ 4. Tribal Job Opportunities: N/A

5. Amount Requested \$ \_\_\_\_\_ 6. Monies to Come From: FHWA

7. How would this benefit the Tribe:

To improve the SIR BIA road and parking lots.

Requested Action: (Describe the motion you are requesting) CC Km 700

MOTION to: Approve 2024 Long Range Transportation Plan and Tribal Transportation Improvement Plan.

Reviewed by:	Initials	Comments
1. Public Works	<u>RB</u>	_____
2. Human Resources	_____	_____
3. IT Department	_____	_____
4. Chief Financial Officer	_____	_____
5. _____	_____	_____
6. _____	_____	_____

\*\*\*\*\* TRIBAL OFFICE STAFF ONLY \*\*\*\*\*

Date Received: 6.26.24

Staff Initials: AT

Tribal Administrator: AS

TBC Meeting Date: 07/02/2024

Agenda Placement: Action



2024 - 2043

# LONG RANGE TRANSPORTATION PLAN

Susanville Indian Rancheria

Prepared by Cross Timbers Consulting, LLC

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## EXECUTIVE SUMMARY

The Susanville Indian Rancheria contracted with Cross Timbers Consulting, LLC, to assist with the development of the Tribe's Long-Range Transportation Plan (LRTP). This LRTP has been developed under the guidelines of the Tribal Transportation Program (25 CFR Part 170) and to reflect the Tribe's values and concerns.

The objectives of the plan are

- to satisfy BIA requirements;
- to provide an accurate overview of the existing transportation system;
- to identify roads that will provide safe and efficient public access to all Tribal properties and facilities within the jurisdictional boundaries;
- to plan for the maintenance of existing facilities and for the construction of future transportation facilities;
- and, to assist the economic development of the Susanville Indian Rancheria while protecting natural and cultural resource values.

# Introduction

## Tribal Transportation Program

The Tribal Transportation Program (TTP), originally known as the Indian Reservation Roads (IRR), addresses the transportation needs of federally recognized Indian Tribes in the United States. The Bureau of Indian Affairs (BIA) is an agency of the United States Department of the Interior (DOI), with the primary responsibility for the administration and management of approximately 66 million acres of land held in trust by the United States for American Indians, Indian Tribes, and Alaska Natives. The TTP is administered by the Federal Highway Administration (FHWA) and the BIA in accordance with the Memorandum of Agreement (MOA), dated May 1983. The BIA Division of Transportation (BIADOT) is the Division of the BIA that oversees the road maintenance and road construction programs for the TTP.

This Long-Range Transportation Plan (LRTP) has been prepared for the Susanville Indian Rancheria (SIR) in accordance with that MOA.

## National Tribal Transportation Facility Inventory (NTTFI)

The National Tribal Transportation Facility Inventory (NTTFI), as defined in 25 CFR Part 170, includes any facility that provides access to or is located within tribal lands. These roads, trails and other facilities provide safe and adequate transportation and public access to, within, and through Indian reservation and native communities for Native Americans, visitors, recreations users, resource users, and others, while contributing to the health and safety and economic development of Native American communities.

# Purpose and Scope

## Purpose

The purpose of this LRTP is to serve as a foundation and guide for the development of the Transportation Improvement Program (TIP). The traditional LRTP is a 20-year vision document that identifies, examines, and evaluates present and future transportation needs. This document will assist tribal leaders in the transportation decision-making process.

The LRTP will consider the potential transportation impacts of existing and planned Tribal development projects to establish a prioritized list of transportation needs and to estimate time and monetary investments for transportation improvement projects. The LRTP will include:

- An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;
- Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;
- Measures that address health and safety concerns relation to transportation improvements;
- A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;
- Cultural reservation planning to identify important issues and to develop a transportation plan that is sensitive to tribal cultural preservation;
- A prioritized list of short- and long-term transportation needs
- An analysis of funding alternatives to implement plan recommendations.

## Scope

The goals of the Susanville Indian Rancheria tribal transportation department are to provide safe and convenient public access within the SIR transportation network, to consider public access to new development, to conform and complement with the area-wide transportation systems, to assist with the economic development of the Susanville Indian Rancheria, and to account for and incorporate the preservation and enhancement of cultural and environmental resources.

Public involvement is critical to understanding the tribal community's values and perceived needs, establish consensus, and raise community concerns. The SIR solicited public participation as part of this LRTP development. Methods to engage stakeholders from the tribal and at-large communities have included meetings with tribal leaders and community officials, an open public meeting, and a transportation safety survey to SIR tribal members. Upon the completion of the draft, the SIR will provide an opportunity for public review and comment.

## Funding Allocations

The Tribal Transportation Program (TTP) is the largest program of the Federal Highway Administration (FHWA), Office of Federal Lands Highway, that provides funds to federally recognized tribes for their transportation needs (23 USC 202) using a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation allocation methodology formula. The TTP and associated TTP Bridge Program and TTP Safety Funds are the primary resources of funding for tribal transportation programs.

The purpose of the TTP is to address the transportation needs of Tribal governments throughout the United States. The program received \$465 million in fiscal year 2016 and with increases of \$10 million per year to \$505 million in fiscal year 2020, as established in Public Law 114-94, Fixing America's Surface Transportation Act (FSIR Act). In 2022, the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues in Native America.

TTP funds may be used for transportation planning, design, construction, and maintenance, safety, and a multitude of other transportation related purposes (Appendix A to Subpart B of 25 CFR Part 170).

## Part 1 – Overview of the Susanville Indian Rancheria

### 1.1 Culture and History

The Historical Overview of the Susanville Indian Rancheria has been taken from the website<sup>1</sup>:

*The original 30 acres of the Rancheria were purchased August 15, 1923, under the Landless and Homeless Act, under which the U.S. Congress provided funds to purchase and for landless and homeless California Indians.*

*On June 6, 1975, Clifton C. Cramer and Betty G. Cramer performed a Quit Claim conveyance of the old Indian Cemetery consisting of .53 acres to the Bureau of Indian Affairs to hold into trust for the Susanville Indian Rancheria. The Bureau of Indian Affairs accepted this*

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<sup>1</sup> <https://www.sir-nsn.gov/history/>

conveyance on December 7, 1981. An additional 120 acres was added to the Rancheria on October 14, 1978, under the special legislation of Public Law 95-459 which was sponsored by the honorable Congressman Bizz Johnson. Another 80 acres was donated to the Rancheria in 1994 that has not been put into Federal Trust status.

An additional 72 acres located at the Sierra Army Depot based in Herlong, California was acquired from the U.S. Department of the Army under the Base Realignment and Closure (BRAC) Act and added to the Rancheria on November 6, 2000. The Susanville Indian Rancheria Housing Authority purchased 3.21 acres on December 30, 2000, transferred the land to the tribe, and the land was accepted into trust status on January 5, 2004. On March 29, 2002 the tribe purchased an additional 875 acres adjacent to the Upper Rancheria utilizing proceeds from the casino loan from the Marshall Group and this land was accepted into trust status on December 08, 2004. On September 30, 2003, the tribe purchased 160 acres (the Cradle Valley Ranch) located close to Antelope Lake.

On January 28, 2016, the Susanville Indian Rancheria Corporation (SIRCO) signed a Grant Deed transferring 10.45 acres of the Gutierrez property that are adjacent to west side of Paul Bunyan Road to the tribe at no cost. Congressman Doug LaMalfa (R-CA-1) introduced H.R. 2212 on May 01, 2015, seeking to transfer 301 acres of Federal land that the Bureau of Land Management (BLM) had identified as excess property to the tribe. On June 22, 2016, President Obama signed Public Law 114-181 that transferred these lands into trust for the benefit of the Susanville Indian Rancheria. On September 12, 2016, after the passage of a ballot measure approving the purchase of the Gutierrez property to the east side of Paul Bunyan Road, the Susanville Indian Rancheria purchased five parcels of land totaling 37.17 acres.

This additional land brings the total land base of the tribe to 1,401.74 acres in trust status and 287.62 acres in fee status.

### **Our Federal Recognition**

The Tribe elected to charter under authority of the Indian Reorganization Act (IRA) of 1934 and thus the initial Rancheria Constitution and Bylaws were approved by the Secretary of the Interior on March 3, 1969.

The anthropological tribes associated with the Rancheria are: Maidu, Paiute, Pit River, and Washoe. The Federal Government, however, through the Department of Interior recognizes political entities and not the anthropological entities. The original 30-acre parcel was purchased from Mrs. Taylor for the landless and homeless California Indians living in and around the Susanville area. Because there were many landless and homeless Maidu, Paiute, Pit River, and Washoe Indians living in the general Susanville area, the Rancheria land was purchased and considered to have "federal status as a tribe". The individual Indians from the various named tribes thus became one political, governmental entity with the chartering and approval of its constitution and bylaws by the Secretary of the Interior in 1969. The Susanville Indian Rancheria, although it is made up of various other tribes, is recognized as a distinct (political) entity from the other tribes who make up the Susanville membership. There is no dual membership allowed in the Susanville Constitution.

*The Washoe Tribe is formed and recognized by the Federal Government as the Washoe Tribe of Nevada and California. The eleven small bands of the Pit River Indians have formed and is recognized by the Federal Government as the Pit River Nation. The Maidu Tribes are in the process of forming under the recognition process through the Bureau of Indian Affairs. The Susanville Indian Rancheria is acknowledged as the recognized tribe for the Rancheria although there are four anthropological tribes involved, each of which is recognized as political entities. Thus, the Federal Government recognizes only the Susanville Indian Rancheria as the political entity for the Rancheria.*

### **Our Membership**

*As of Sept 5, 2019, the Tribe has a voting membership of 843, but including members under the age of eighteen there is a total membership of 1,272 which includes 184 elders (55 years of age and older), 659 adults between 18 and 54 years of age, and 429 minors.*

*The Tribal Health Program serves over 1,900 Native Americans in Lassen County.*

## **1.2 Current Conditions**

### **Governance of the Susanville Indian Rancheria**

The Susanville Indian Rancheria is a sovereign nation that holds an inherent right of self-governance. The governing body is the General Council and includes all members who are 18 years or older. The Business Council is comprised of elected officials who hold the responsibility of managing the affairs of the SIR. This seven-member board consists of a Tribal Chairman, Vice-Chairman, Secretary/Treasurer, District 1 Councilman, District 2 Councilman, and At Large Representative for On-Trust Land and an At Large Representative for Lassen County.

### **Departments and Services**

The SIR coordinates tribal programs and offers an array of services to tribal members. Listed on the website under departments:

- Education
- Human Resources
- Natural Resources
- Office of Emergency Services
- Susanville Indian Rancheria Housing Authority
- Public Works
- Neighborhood Watch Program

Social services are provided through the Indian Child Welfare Act (ICWA). The Lassen Indian Health Center provides medical services and dental treatments to the Susanville community and wider Lassen County.

## **1.3 Tribal Lands**

The Susanville Indian Rancheria (SIR) is a federally recognized tribe headquartered in northern California near the eastern border with Nevada. The tribal complex is located within the town of Susanville in

Lassen County, but the tribal lands are 3 distinct parcels. The lower Rancheria surrounds the tribal complex. The upper Rancheria lies north of the complex, along the foothills of the Diamond Mountains. The other parcel is found nearly 40 miles to the southeast in the unincorporated community of Herlong, adjacent to the Sierra Army Depot.

The SIR provided data layers of their properties. The U.S. Census Bureau delineates statistical boundaries for American Indians – Alaska Natives – Native Hawaiians (AIANNH). The U.S. Census captures the Susanville Indian Rancheria and Off-Reservation Trust Land. This information can be accessed through the My Tribal Area of the census website<sup>2</sup>. Figure 1 is a map of the Susanville Indian Rancheria with the AIANNH lands delineated.

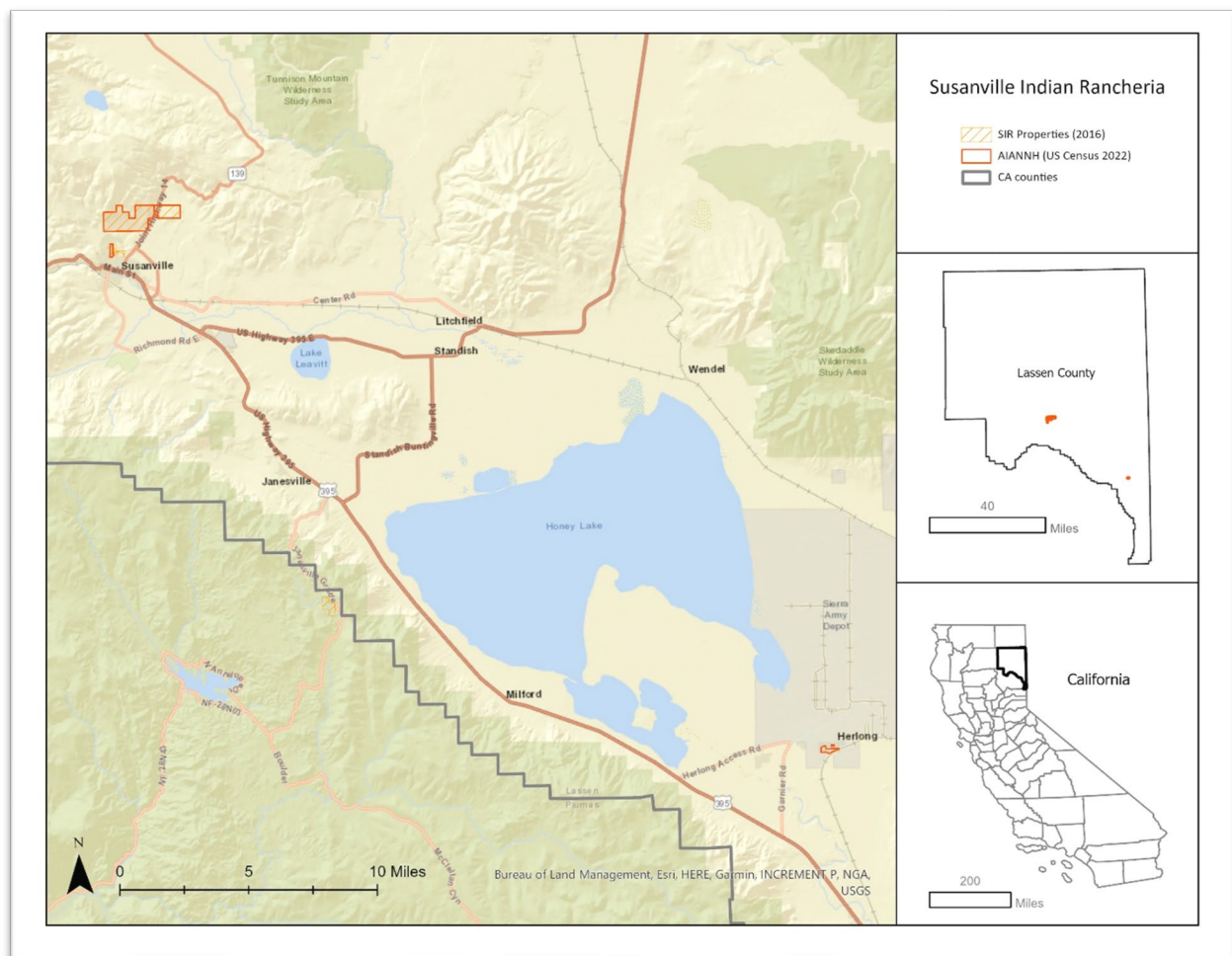


FIGURE 1. SIR TRIBAL LANDS AREA MAP

## 1.4 Landscape Characteristics

The Environmental Protection Agency (EPA) is an agency under the U.S. Department of the Interior that is responsible for the protection of human health and the environment. Ecoregions are areas where

<sup>2</sup> <https://www.census.gov/tribal/?aianihh=4060>



ecosystems (and the type, quality, and quantity of environmental resources) are generally similar. This ecoregion framework is derived from Omernik (1987) and from mapping done in collaboration with EPA regional offices, other Federal agencies, state resource management agencies, and neighboring North American countries<sup>3</sup>. The SIR is located within the Sierra Nevada physiographic province that covers a large portion of eastern California. The Level III ecoregions of the SIR are Sierra Nevada and Central Basin and Range.

#### Sierra Nevada (5)

*The Sierra Nevada is a mountainous, deeply dissected, and westerly tilting fault block. The central and southern part of the region is largely composed of granitic rocks that are lithologically distinct from the mixed geology of the Klamath Mountains (78) and the volcanic rocks of the Cascades (4). In the northern Sierra Nevada, however, the lithology has some similarities to the Klamath Mountains. A high fault scarp divides the Sierra Nevada from the Northern Basin and Range (80) and Central Basin and Range (13) to the east. Near this eastern fault scarp, the Sierra Nevada reaches its highest elevations. Here, moraines, cirques, and small lakes are common and are products of Pleistocene alpine glaciation. Large areas are above timberline, including Mt. Whitney in California, the highest point in the conterminous United States at nearly 14,500 feet. The Sierra Nevada casts a rain shadow over Ecoregions 13 and 80 to the east. The ecoregion slopes more gently toward the Central California Valley (7) to the west. The vegetation grades from mostly ponderosa pine and Douglas-fir at the lower elevations on the west side, pines and Sierra juniper on the east side, to fir and other conifers at the higher elevations. Alpine conditions exist at the highest elevations. Large areas are publicly-owned federal land, including several national parks.*

#### Central Basin and Range (13)

*The Central Basin and Range ecoregion is composed of northerly trending, fault-block ranges and intervening, drier basins. In the higher mountains, woodland, mountain brush, and scattered open forest are found. Lower elevation basins, slopes, and alluvial fans are either shrub- and grass-covered, shrub-covered, or barren. The potential natural vegetation, in order of decreasing elevation and ruggedness, is scattered western spruce-fir forest, juniper woodland, Great Basin sagebrush, and saltbush-greasewood. The Central Basin and Range is internally-drained by ephemeral streams and once contained ancient Lake Lahontan. In general, Ecoregion 13 is warmer and drier than the Northern Basin and Range (80) and has more shrubland and less grassland than the Snake River Plain (12). Soils grade upslope from mesic Aridisols to frigid Mollisols. The land is primarily used for grazing. In addition, some irrigated cropland is found in valleys near mountain water sources. The region is not as hot as the Mojave Basin and Range (14) and Sonoran Basin and Range (81) ecoregions and it has a greater percent of land that is grazed.*

## 1.5 Demographics

The demographics included in this section were selected because of their relationship with transportation networks and considerations for transportation planning, especially tribal transportation planning. The topics considered relevant are overall population, economic status, employment status, commuting behaviors, and age dependency. While noting the overall concerns with census data

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<sup>3</sup> <https://www.epa.gov/eco-research/ecoregions>



generally, the demographic data presented in the following sections has been obtained through the U.S. Census Bureau which collects data for the American Indian – Alaska Native (AIAN) populations and publishes specific counts, estimates, and statistics. Through the American Community Survey (ACS), detailed demographic, social, economic, and housing statistics are described each year.

The data recorded is the most recent available through the American Community Survey unless otherwise noted. The ACS provides current estimates about populations, incomes, education, occupation, households, and other statistics.

### 1.5.1 Population Demographics

As of March 2024, tribal enrollment was recorded as 1,413 living members. Over a thousand live in California, and nearly 300 reside on SIR tribal lands.

The State of California has an estimated population of 39,029,342, and is the most populous state in the U.S. (2022). The Native American population in California is diverse due to the prehistoric and historic presence of native ancestors throughout the deserts, mountains, and coastal areas. The native populations severely declined because of colonization of the territory from the south and westward expansion from the east. After California became a state in 1850, tribes were scattered as a result of a series of discriminatory and deceitful laws and treaties. Relocation programs during the mid-20<sup>th</sup> century resulted in large Native American populations settling in the urban areas of Los Angeles and San Francisco. Reparation programs resulted in a large number of small tribes throughout the state who continue to pursue sovereign rights and preserve their culture<sup>4</sup>. Although the Native American population in California is over 310,000, the percentage is the smallest racial/ethnic group within the state. Socio-economic conditions are comparatively lower than other majority groups. The State of California continues to make efforts to partner and support the native communities.<sup>5</sup> The table below shows the total populations and the (AIAN) populations for the geographic regions of the study area.

**TABLE 1. SIR STUDY AREA POPULATIONS**

	SIR (U.S. Census)	Susanville	Lassen County
<b>Total Population</b>	637	16,305	32,949
<b>AIAN (alone or in combination)</b>	301	551	1,449
<b>AIAN%</b>	47.3%	3.4%	4.4%

### 1.5.2 Economic Characteristics

Economic characteristics provide information about the financial resources available for a given geographic area. Employment rates and household incomes describe conditions and help determine needs. The unemployment rate is the percentage of unemployed workers in the total labor force. Workers are considered unemployed if they currently do not work, despite being able and willing to do

<sup>4</sup> [FAQs about California's Indian Tribes and Tribal Communities](#)

<sup>5</sup> [California's Native American Community - Public Policy Institute of California \(ppic.org\)](#); [On Native American Day, Governor Newsom Signs Legislation to Support California Native Communities, Advance Equity and Inclusion | California Governor](#)

so. The unemployment rate for the SIR is 5.7%. The unemployment rate was 4.8% for Lassen County (August 2023) and 4.7% for the state of California (September 2023).

Household income is the gross income of all people who occupy the same housing unit, age 15 years and older. Table 2 compares the Household Income values, showing the percentages of households that fall within the income ranges. The median household income (MHI) is the middle amount of all the household incomes within the given dataset. It helps understand income distribution.

**TABLE 2. HOUSEHOLD INCOME COMPARISONS**

	<b>SIR (U.S. Census)</b>	<b>Susanville</b>	<b>Lassen County</b>
<b>Total Households</b>	215	2,991	8,910
<b>Less than \$10,000</b>	8.4%	7.5%	5.1%
<b>\$10,000 to \$14,999</b>	2.3%	2.9%	3.7%
<b>\$15,000 to \$24,999</b>	18.1%	10.3%	8.5%
<b>\$25,000 to \$34,999</b>	11.2%	9.8%	10.0%
<b>\$35,000 to \$49,999</b>	18.1%	17.1%	14.1%
<b>\$50,000 to \$74,999</b>	16.7%	14.9%	19.9%
<b>\$75,000 to \$99,999</b>	9.8%	13.2%	14.4%
<b>\$100,000 to \$149,999</b>	12.1%	15.0%	16.2%
<b>\$150,000 to \$199,999</b>	3.3%	5.8%	4.9%
<b>\$200,000 or more</b>	0.0%	3.5%	3.1%
<b>MHI</b>	\$40,750	\$53,750	\$59,292

### 1.5.3 Working Force and Commuting Characteristics

The work force and commuting characteristics give some idea of how the transportation network is used throughout the SIR area. This section considers potential drivers, age 16 and above, and their participation in the work force. Participation requires transportation. The labor force participation rate refers to the number of people available for work as a percentage of the total population, for the population 16 years and over. It is a measure of the active portion of an economy's labor force. For the SIR, the Labor Force participation rate is 51.3%.

The commuting characteristics indicate the majority of workers drive alone and travel short distances to work. Carpooling is practiced throughout the study area. Several workers walk or bike to work. Within Lassen County, a notable number work from home. Table 3 is a summary of the work force and commuting characteristics.

TABLE 3. WORK FORCE AND COMMUTING CHARACTERISTICS

	SIR (U.S. Census)	Susanville	Lassen County
<b>WORK FORCE</b>			
Workers (in labor force) – age 16 years and over	241	4,250	9,847
Population (age 16 years and over)	407	13,653	28,981
<b>MEANS OF TRANSPORTATION</b>			
Drove alone	163	2,628	6,740
Carpooled	26	363	1,028
Public transportation (excluding taxicab)	2	23	25
Walked / Bicycle	14	134	186
Taxicab, motorcycle, or other means	4	51	63
Worked at home	4	49	471
<b>PLACE OF WORK</b>			
Worked in state of residence	99.1%	100.0%	97.3%
Worked in county of residence	95.8%	97.5%	91.2%
Worked outside county of residence	3.3%	2.5%	6.1%
<b>TRAVEL TIME TO WORK</b>			
Less than 10 minutes	33.5%	26.4%	19.1%
10 to 14 minutes	26.8%	22.2%	18.1%
15 to 19 minutes	14.4%	19.5%	18.8%
20 to 24 minutes	12.0%	11.4%	18.0%
25 to 29 minutes	0.0%	1.2%	2.7%
30 to 34 minutes	2.4%	6.5%	7.7%
35 to 44 minutes	3.3%	3.4%	5.0%

	SIR (U.S. Census)	Susanville	Lassen County
<b>WORK FORCE</b>			
<b>45 to 59 minutes</b>	3.8%	4.1%	6.2%
<b>60 or more minutes</b>	3.8%	5.3%	4.4%
<b>Mean travel time to work (minutes)</b>	N/A	N/A	8,414

#### 1.5.4 Age & Dependency

The age dependency ratio is a measure of those typically not in the labor force (the dependents) to those typically in the labor force (the productive ages 18-64). The total ratio is found by dividing the combined number of young (under 18 years) and old (65 years and over) by the 18-64 years population and multiplying by 100. It is used to measure the pressure on the productive population. A lower ratio could allow for better pensions and better health care for residents. A higher ratio would indicate more financial stress between working people and dependents.

Two derivatives of the age dependency ratio are the old-age ratio and the child dependency. The old-age ratio measures the population 65 and over against the productive ages while the child dependency measures the population under 18 against the productive ages (source: American Community Survey). The table below illustrates the Dependency Ratios for the SIR study area (Table 4).

**TABLE 4. SIR AGE DEPENDENCY RATIO**

Category	SIR (U.S. Census)	Susanville	Lassen County
Child Dependency Ratio	38.1	14.6	16.4
Old-Age Dependency Ratio	13.0	7.4	14.7
Age Dependency Ratio	51.2	22.0	31.2

## 1.6 Existing Land Use and Services Provided

### 1.6.1 Residential/Housing

The SIR housing authority is found at the tribal complex. Tribal housing is available on all 3 land parcels. The lower SIR houses surround the tribal complex in Susanville, from Chestnut St to Skyline Rd, along Joaquin St and Paul Bunyan Rd. The upper SIR houses form a neighborhood that lies north of Spring Ridge Dr. These are single family homes whose residents are children, families, and older residents. The streets are characteristic of busy neighborhoods and local traffic.

Several houses are also found in Herlong as well as the Susanville Indian Rancheria Corporation (SIRCO). The housing in Herlong are single family homes and duplexes. As part of the Sierra Army Depot complex,

the area is characteristic of military bases. The roads are narrow and aging: many facilities are overgrown with grass and weeds.

### 1.6.2 Education

The Susanville school district is comprised of 2 elementary schools and 1 middle school. These schools feed into the Lassen Union High School (LUHS) district. Lassen high school is a traditional 9-12 public school with nearly 800 students. The LUHS also provides a community day school and Credence high school for students with alternative education needs. Lassen County Community College lies on the east side of Susanville. The community college has nearly 500 full time students and a part-time enrollment of over 1,100. The SIR Education Center assists tribal members, especially youths, with educational programs and opportunities.

### 1.6.3 Health Care

The Lassen Indian Health Clinic (LIHC) is located at the SIR tribal complex. The LIHC provides medical care, dental treatment, a pharmacy, behavioral health, fitness, and transportation for all members of the Susanville community. Several outreach programs are also available for addiction, diabetes, elder care, and mental health support.



Banner Lassen Medical Center is a critical access hospital with 25 hospital beds. The hospital provides emergency services, surgery, maternity, as well as other rehabilitation, labs, and various therapies.

### 1.6.4 Economic Impact

#### **Tribal enterprises**

The Susanville Indian Rancheria Corporation (SIRCO) was formed in 2009 as a for-profit holding company and the formation of the Economic Development Department. SIRCO engages and supports the tribe in various enterprises. Those enterprises include the SIRCO property management at Herlong, the Diamond Mountain mini-mart and Smokin' Bean at the Diamond Mountain casino hotel, and TERRA Solutions & Services, Inc. TERRA is an economic development enterprise of the SIR that provides environmental services for the public and private sectors.

#### **Gaming**

The Diamond Mountain Casino was built in 1997 on the SIR reservation lands, just north of the tribal complex. The hotel addition was completed in 2008. The casino holds 250 slot machines, and the hotel has 70 rooms to accommodate guests. The hotel has a conference room as well as amenities such as a spa and indoor pool. The casino & hotel provides jobs for tribal members and the local communities<sup>6</sup>.

#### **Recreation and Tourism**

Lassen County and the surrounding areas are rich with recreational opportunities year around. The many lakes and mountain ranges draw all types of tourists and recreationists. Lassen Volcanic National Park offers skiing and other snow activities in the winter. Hiking trails are open during the summer and fall. Access from Susanville, the Bizz Johnson trail is 25.4 mile long trail along the Susan River Canyon. The

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<sup>6</sup> <https://sierranevadageotourism.org/entries/diamond-mountain-casino-hotel/c7194642-43df-4f92-83f6-c452266bbo4b>

many lakes, such as Honey Lake, Lake Almanor, and Eagle Lake, tucked in the mountain valleys provide hiking trails and boating and water sports activities. Campgrounds and RV parks are found throughout the region. Susanville is the most populated town that provides groceries, shopping, and medical facilities. Within Susanville is the Diamond Mountain Casino and Resort owned and operated by the Susanville Indian Rancheria.

### 1.6.5 Environmental Services / Public Works

The SIR has a public works department and a natural resources department. The public works department leads the transportation efforts by addressing roadway projects, enhancements, maintenance, and emergency services. The natural resources department protects and enhances the tribal and environmental resources of the ancestral homelands.

## Part 2 – Transportation System Conditions

### 2.1 Public Roads

All public roads within the SIR Transportation Network are maintained by the Tribe, county governments, municipalities, or the State of California. Those roads not owned by the SIR are subject to Memorandums of Agreement (MOAs). The tribally-owned roads and transportation facilities are managed and maintained through the Transportation / Roads Program as administered by the SIR.

### 2.2 Bridges

The Tribal Transportation Bridge Program is focused on improving the number of structurally deficient bridges. Under the FSIR Act, up to 3% of TTP funds are available each year for improving deficient bridges. Funds may also be used for anti-icing, de-icing, or to implement countermeasures (including multiple-pipe culverts). To be eligible, a bridge must have an opening of at least 20 feet, be classified as a tribal transportation facility, and be structurally deficient or functionally obsolete. The new BIL provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. Tribes may apply for BIL bridge funding 1) for planning, design, engineering, preconstruction, construction, and inspection of new or replacement NTTFI bridges; 2) to replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or 3) to implement any countermeasures for NTTFI bridges classified as in poor condition, having a low load capacity, or needing geometric improvements, including multiple-pipe culverts.

The SIR has 9 bridges listed on the NTTFI. Nine of these are official but an attempt has been made to update the bridge numbers to match the National Bridge Inventory (NBI). The result is that Route 0025 and Route 0036 both show as Official and Returned-to-Field. Routes 0395 and 2027 have bridges, and their status is Returned-to-Field. The SIR intends to reconcile these routes so that they can be made official. As the SIR adds more routes to the NTTFI, the tribe will add bridges where they are located.

### 2.3 Public Transit and School Bus Routes

The Lassen Rural Bus (LRB) provides transit service for the City of Susanville and throughout portions of the county. The LRB runs South County and West County routes on weekdays and Susanville City routes on the weekdays and Saturday. The West County route extends into Plumas County, past the town of

Chester. The South County route travels down US 395 all the way to Doyle, circling over the Herlong. In addition, the LRB provides transport to the Bizz Johnson trail access points and on-demand services to Eagle Lake on Saturday. The LRB has stops at the Rancheria complex and the Upper Rancheria. School bus routes travel around the tribal complex area with a designated stop in the Upper Rancheria.

Maps and schedules of the LRB routes and the school bus routes are found in Appendix A.

## 2.4 Pedestrian / Bicycle Facilities

Walk Score<sup>7</sup> is a patented methodology that measures the walkability of a location. Bike Score is similar but measures if a location is good for biking. According to these methods, Susanville has a Walk Score of 25 and a Bike Score of 33. This means that it is considered a car-dependent city. However, pedestrian activity and safety is a concern especially with the SIR housing neighborhoods, at the transit stops, and at the schools and school bus stops.

In the state of California, September is pedestrian safety month. The Susanville Police Department conducted a traffic safety operation one evening to counter driving behaviors that place pedestrians at risk. The initiative also addressed pedestrian habits of safety.

## 2.5 Law Enforcement and Emergency Response

The SIR relies on the law enforcement and emergency response of Susanville and Lassen County. The SIR has set up a Neighborhood Watch Program for residents of the Rancheria. The watch program has the purpose of lowering crime and making neighborhoods safer. The SIR has an Office of Emergency Services that collaborates with local law enforcement and emergency response operations.

## 2.6 Airport and Heliport

The largest major airport to access the SIR is the Reno-Tahoe International Airport (RNO) in Reno, Nevada. Several regional airports are found in the wider area including the Susanville Municipal Airport.

The airport operational statistics<sup>8</sup>:

Aircraft based on the field: 25	Aircraft operations: avg 34/day *
Single engine airplanes: 20	49% local general aviation
Multi engine airplanes: 4	44% transient general aviation
Helicopters: 1	6% air taxi
	<1% military
	* for 12-month period ending 31 December 2022

The Banner Lassen hospital has a helipad for air emergency medical response. The Sierra Medical Services Alliance (SEMSA), based in Reno, provides EMS services to Lassen County.

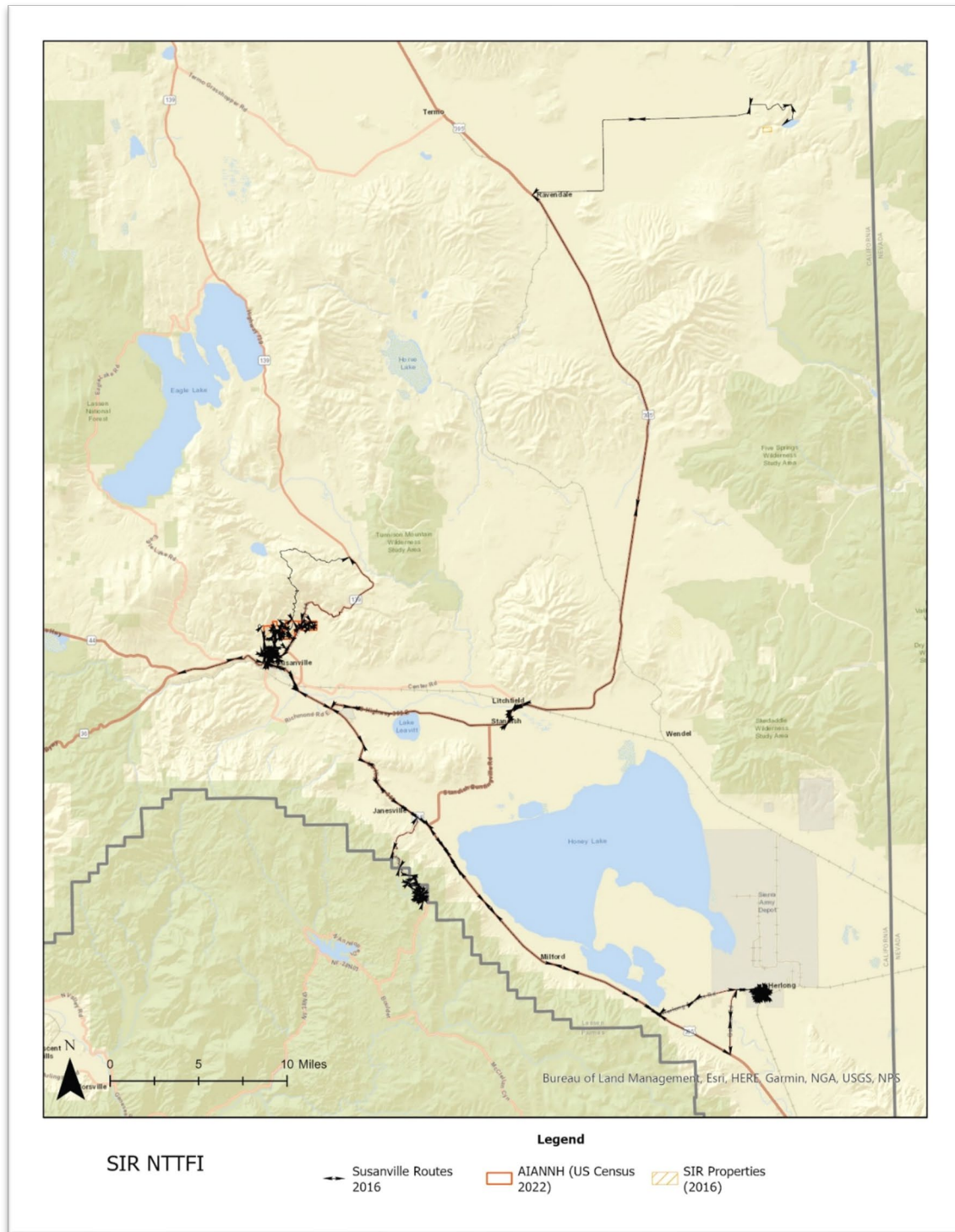
## 2.7 Susanville Indian Rancheria – NTTFI

The SIR's NTTFI consists of tribal roads, county or township roads, and state roadways as well as other transportation facilities (e.g. trails, bridges, parking lots). Figure 2 is a map of the routes within the SIR NTTFI.

<sup>7</sup> <https://www.walkscore.com/>

<sup>8</sup> <https://www.airnav.com/airport/KSVE>





**FIGURE 2. MAP OF SIR NTTFI**

Routes are submitted as sections as delineated by 25 CFR Part 170. Bridge sections are not counted toward the overall mileage length of a route. When routes are submitted within the Road Inventory Field Data System (RIFDS), the routes pass through various states of review: IN-PROCESS, AT-THE-REGION, AT-THE-BIADOT, and RETURNED-TO-FIELD. When a route is accepted by BIADOT, it then becomes



OFFICIAL as part of the NTTFI. Official routes are eligible for the expenditure of TTP funds. For those routes that are not official within the NTTFI, the SIR transportation department will attempt to reconcile them so that they are approved by BIA-DOT and made official. Appendix B is a list of the SIR NTTFI routes.

## 2.8 BIA Road Classifications

The BIA road system has eleven 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 a summary of the official routes within the SIR NTTFI.

### **Class 1**

These are major arterial roads that 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. The SIR has 4.0 miles of Class 1 roadways on the SIR NTTFI. These sections are all official.

### **Class 2**

Class 2 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 also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. Class 2 routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 116.0 miles of Class 2 roads on the SIR NTTFI. This mileage total reflects updates to Class 2 sections that involve duplications. The SIR has a goal of reconciling these sections.

### **Class 3**

Class 3 routes 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 23.4 miles of Class 3 roads on the SIR NTTFI. This mileage total reflects updates to Class 3 sections that involve duplications. The SIR has a goal of reconciling these sections.

### **Class 4**

Class 4 routes are rural major collectors which collect traffic from rural local roads. There are 53.4 miles of Class 4 roads on the SIR NTTFI. This mileage total reflects updates to Class 4 sections that involve duplications. The SIR has a goal of reconciling these sections.

### **Class 5**

These are local rural roads that may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the Indian Reservation Roads 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 32.5 miles of Class 5 roads on the SIR NTTFI. This mileage total reflects updates to Class 5 sections that involve duplications. The SIR has a goal of reconciling these sections.

**Class 6**

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 0.7 miles of Class 6 roads on the SIR NTTFI. These sections are official.

**Class 7**

These are city collector streets that are located within communities and provide access to city local streets. There are 2.1 miles of Class 7 roads on the SIR NTTFI. These sections are in-process. The SIR has a goal of reconciling these sections.

**Class 8**

Class 8 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 nonvehicular traffic. There are 1.9 miles of Class 8 facilities on the SIR NTTFI. These sections are in-process. The SIR has a goal of reconciling these sections.

**Class 9**

Class 9 routes encompass other transportation facilities such as parking facilities adjacent to NTTFI routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There are 1.2 miles of Class 9 routes on the SIR NTTFI. All but one of these sections are in-process. The SIR has a goal of reconciling these sections.

**Class 10**

Class 10 routes are defined as airstrips that are within the boundaries of the IRR system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are no Class 10 roads on the SIR NTTFI.

**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 no Class 11 routes on the SIR NTTFI.

**Unassigned**

Two routes have unassigned classifications in the NTTFI. Often these routes are “grandfathered” routes which means they were added prior to 2004. These routes lack the attachments and documentation that have been required since that time. The SIR has no grandfathered routes.

## Part 3 – Transportation Needs Analysis and Priorities

### 3.1 Community and Public Involvement

As stated in 25 CFR Part 170.413, the Tribe must solicit public involvement and this involvement begins at the time long-range planning begins. A public meeting was held on 30 October 2022, at the SIR community resource building. Invitations were emailed to the SIR personnel and local and state stakeholders. The meeting was attended by tribal members and SIR leaders as well as representatives

of Lassen County and the town of Susanville. Following the meeting, on-going communications continued between the SIR and transportation officials.

Public outreach documentation has been included as Appendix C.

## 3.2 Safety and Crash Data

Transportation fatalities and injuries severely impact the quality of life in Indian country. Statistics show that Native American and Alaska Native populations experience higher rates of transportation related fatal injuries. Federally recognized Tribes receive federal funds through the Tribal Transportation Program, referred to as the TTP, the largest program in the Office of Federal Lands Highway. The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues in Native America. Awarded annually, TTPSF grants are available to federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. In 2015, the SIR was awarded TTPSF funds to develop a transportation safety plan. The current transportation director is looking into the status of the funds and how to move forward with a tribal safety initiative.

The Safe Transportation Research and Education Center (Safe TREC) is a program under a grant to the University of California, Berkeley that conducts Tribal Transportation Safety Assessment (TTSA) studies for California Tribes. This assessment is a comprehensive overview of crash data and areas of concern. The current transportation director intends to contact the Safe TREC organization about the status of the SIR transportation safety study.

## 3.3 Environmental Considerations

### 3.3.1 Long Range Transportation Plans

The Tribal Transportation Program (25 C.F.R. Part 170) outlines the necessity and purpose of a Long-Range Transportation Plan (LRTP) (§ 170.409). Additionally, guidance is provided on what should be included in an LRTP (§ 170.411). Part (e) of this section documents the need to identify relationships between transportation and the environment. This regulatory guidance is still very general and broad in scope. However, within 25 C.F.R. 170.415 the regulations discuss pre-project planning, part (a) stating: "Pre-project planning and project identification studies....include the activities conducted before final project approval on the TTPTIP. These processes provide the information necessary to financially constrain and program a project..." Part of the activities included in pre-project planning are (5) Preliminary environmental and archeological reviews.

The above guidance provides both a fairly broad (§ 170.411.e) and more focused (§ 170.415.a.5) view of how environmental considerations should be included within the transportation planning process. And although these regulations are open to interpretation, they do outline the necessity of including environmental (and historical/cultural) resources into planning. Furthermore, the guidance indicates having enough knowledge concerning these resources, and their effects on proposed projects, to be able to aid in financial determinations within the TTPTIP.

The goal of this section on environmental considerations is to aid in determining the potential impact of environmental resources to proposed projects. These resources are routinely discovered late in the project planning process and often cause unplanned delays and expenditures. Having a general understanding of the resources likely to be encountered along each proposed route can aid in determinations of longevity of projects as well as potential costs. Within this section we outline two of the primary environmental resources affecting transportation projects—endangered species and wetlands—and provide a summary of the extent to which these affect each inventoried route. Below we document the regulations surrounding these resources, and why they are pertinent to tribal transportation projects, detail the process for collecting the information, and lastly present the results of our findings.

### 3.3.2 Environmental Regulations for Tribal Transportation

#### **National Environmental Policy Act**

The National Environmental Policy Act (NEPA) (42 U.S.C. 4321) was enacted in 1970 to: declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality. Section 102 in Title I of NEPA requires federal agencies, or those with a federal nexus, to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. Specifically, all federal agencies are to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment. All tribal transportation projects utilizing federal funds (i.e., the federal nexus) must submit to the NEPA process, regardless of project intensity. Generally, this means consultations regarding archaeological resources, threatened and endangered species, and water resources.

#### **Endangered Species Act**

The Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 – 1544) provides for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend. The ESA prohibits actions that may harm or jeopardize the continued existence of any threatened or endangered species, or critical habitat. Critical habitat is a term in the ESA denoting areas designated by the Service that have features essential for the conservation of a threatened or endangered species and that may require special management considerations or protection. The designation of critical habitat does not affect land ownership or establish a refuge, wilderness, reserve, preserve, or other conservation area. It does not allow government or public access to private lands. Federal agencies that undertake, fund or permit activities that may affect critical habitat are required to consult with the Service to ensure such actions do not adversely modify or destroy designated critical habitat. The designation does not affect purely private or state actions on private or state lands or require lands to be positively managed for conservation. The U.S. Fish and Wildlife (USFWS) has a project planning tool that streamlines environmental review: the Information, Planning, and Consultation System (IPaC). The IPaC report lists 16 species of concern.

#### **Mammals**

Gray Wolf (*Canis lupus*) – Endangered

North America Wolverine (*Gulo gulo luscus*) – Proposed Threatened

Sierra Nevada Red Fox (*Vulpes vulpes necator*) - Endangered

### **Birds**

California Spotted Owl (*Strix occidentalis occidentalis*) – Proposed Threatened

Northern Spotted Owl (*Strix occidentalis caurina*) – Threatened

Yellow-billed Cuckoo (*Cucyus americanus*) - Threatened

### **Amphibians**

Foothill Yellow-legged Frog (*Rana boylei*) – Threatened

Sierra Nevada Yellow-legged Frog (*Rana sierrae*) - Engandered

### **Insects**

Carson Wandering Skipper (*Pseudocopaeodes eunus obscurus*) – Endangered

Monarch Butterfly (*Danaus plexippus*) – Candidate

### **Crustaceans**

Conservancy Fairy Shrimp (*Branchinecta conservation*) – Endangered

Shasta Crayfish (*Pacifastacus fortis*) – Endangered

### **Flowering Plants**

Greene's Tuctoria (*Tuctoria greenei*) – Endanered

Slender Orcutt Grass (*Orcuttia tenuis*) – Threatened

Webber's Ivesia (*Ivesia webberi*) – Threatened

### **Conifers and Cycads**

Whitebark Pine (*Pinus albicaulis*) - Threatened

Critical habitats are identified for the Sierra Nevada Yellow-legged Frog, Slender Orcutt Grass, and Webber's Ivesia. These critical habitats would not be impacted by any current or proposed SIR transportation projects. The complete IPaC report can be found in Appendix D.

### **Clean Water Act**

The Clean Water Act (CWA) as amended in 1972 (33 U.S.C §1251) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Section 404 of the CWA is likely the most pertinent regulation within the CWA in regard to tribal transportation. Section 404 regulates the discharge of dredged or fill material into jurisdictional waters regulated under the CWA. These Waters of the United States (WOTUS) have undergone constant debate over their definition. In general, WOTUS include all traditional navigable waters (i.e., large rivers, lakes), tributaries of these waters (mostly perennial creeks), and wetlands adjacent (near) to these waters. Wetlands, especially those within riparian buffers, are often the most encountered issue in regard to transportation projects. As of December 2019, the 2015 Clean Water Rule had been officially repealed, returning regulatory definition of WOTUS to prior rules which are based on original definitions and subsequent court rulings. Congress, in the Clean Water Act, explicitly directed the Agencies to protect "navigable waters." The Navigable Waters Protection Rule regulates the nation's navigable waters and the core tributary systems that provide perennial or intermittent flow into them. This final rule became effective on June 22, 2020. However, in 2023, The Biden Administration redefined the rule of WOTUS again. The 2023 Rule has two standards used to determine whether certain

water qualifies: the “relatively permanent standard” and the “significant nexus standard.” The first identifies relatively permanent, standing, or continuously flowing waters connected to water subject to the CWA, and the second identifies waters that significantly affect the chemical, physical, or biological integrity of water subject to the CWA.

### 3.3.3 SIR Environmental Considerations

Due to the expenditure of federal funds on proposed transportation improvement activities, these federal undertakings would require compliance with the National Environmental Policy Act (NEPA) of 1969, as amended. The SIR Natural Resources department is responsible for the development and review of environmental documents to meet the federal, state, and tribal requirements.

## 3.4 Cultural and Historical Resources

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, Federal agencies must consider the effects of projects they carry out, approve, or fund on historic properties. The BIA, as the federal land management agency, is tasked with NHPA compliance. Therefore, prior to the expenditure of TTP or any other federal funds, proposed projects will be reviewed and evaluated for potential impacts to cultural and historical resources. If required, cultural resources surveys will be conducted, and the proper agencies consulted. The SIR employs a Tribal Historic Preservation Officer.

## 3.5 Long-Range Transportation Plan (20-year)

A long-term transportation vision has been cultivated based on public outreach and consultation with the SIR Transportation Department. The goal of the SIR is to achieve a more walkable and livable tribal community. At the public meeting, needs and concerns were expressed and identified (Appendix C). These have been summarized by the local SIR area and the wider SIR lands. The needs and concerns discussed here will help guide the development of the tribal transportation improvement program.

### Local SIR Area

**Paul Bunyan Rd:** This is a major collector roadway that provides connects the lower SIR and the town of Susanville. Needs for this roadway are walking paths and adequate lighting. Winter maintenance, such as snow plowing, was mentioned as a concern. A few blocks east of the lower SIR, Paul Bunyan Rd has a 5-way intersection with Chestnut Rd and Grand Ave.

**Chestnut Rd & Joaquin Rd:** Chestnut Rd is a major collector, and Joaquin Rd is classified as a local road. The intersection of the two roadways provides access to the tribal complex which lies along Joaquin Rd. The tribal complex is a stop along the Lassen County transit route. School bus routes run and stop at the SIR tribal complex as well as the neighborhoods surrounding the SIR lower area. Of primary importance is pedestrian safety around the complex.

**Pedestrian/vehicle interactions:** Pedestrian safety throughout the SIR tribal lands and is part of the goal to make the tribal areas more walkable and livable.

Caltrans plans improvements to Highway 139 which runs as Ash St through as Susanville. Ash St. provides access to McKinley Elementary. The speed limit is 30 mph, but most drivers speed as they drive

through town. Proposed improvements include sidewalks, bike lanes, and highway crossings<sup>9</sup>. The Susanville Paving Project on State Route 139 is now slated for spring of 2025<sup>10</sup>.

### **Wider SIR Area**

At the public meeting, the bridges and flooding in and around Herlong were mentioned as transportation concerns. The Lassen County officials and the SIR Tribe would be interested in exploring ways to partner for the improvement of drainage conditions and bridge facilities within the rural area.

Animal migratory patterns are a cause of concern within Susanville and the surrounding areas. The landscape and habitats places animals and humans at risk where roadways and animal migration paths intersect. Animal studies and wildlife crossings are part of the long-range transportation vision.

Potential projects were reviewed, assessed, and evaluated to identify gaps and needed improvements. Based on the results of the evaluation, project costs were estimated, and the projects prioritized over a 20-year period. The projects on this list are considered a general plan and may be revised, deleted, or expanded during the period of the LRTP. The long-range transportation plan (20-year) evaluation and estimations of projects can be found in Appendix E. This appendix will be dynamic to include the current NTTFI submissions.

## **3.6 Tribal Transportation Improvement Program (TTIP)**

The Tribal Transportation Improvement Program (TTIP) is a prioritized listing of projects to be carried out in five-year periods. The TTIP is based on the prioritization of projects as listed in the transportation vision. The TTIP is completed in accordance with the 25 CFR Part 170.421-440.

The TIP project list (2023-2027) is included within Appendix F. This appendix will also be dynamic to include the current NTTFI submissions.

## **3.7 Program Administration**

Since Public Law 114-94, *Fixing America's Surface Transportation Act* (FSIR Act); and, Public Law 109-59, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), tribal governments have a choice in administration of their tribal transportation program. Under 23 U.S.C. §202(a)(2), the Secretary of Transportation is authorized to enter into a Tribal Transportation Program Agreement (TTPA) with an Indian Tribal government to carry out a transportation program and projects that allows Tribes the option of working directly with the FHWA in the administration of their TTP. The SIR Transportation Department is one of such tribes.

Activities transferred to a Tribe through a TTP Agreement may include:

- Transportation Planning
- Construction Management
- Program Administration
- Design
- Construction
- Road Maintenance (25% of TTP funds or \$500,000, whichever is greater)

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<sup>9</sup> <https://www.sierradailynews.com/local/caltrans-d2-and-lcc-invite-community-on-discussion-to-improve-hwy-139/>

<sup>10</sup> <https://dot.ca.gov/caltrans-near-me/district-2/d2-projects/d2-139-susanville-paving>

- Develop Tribal-State Maintenance Agreements
- Other TTP-eligible activities (including TTP Safety and Bridge)

Through this agreement, the SIR performs all the functions and duties that the Secretary of the Interior would have performed with respect to a program or project under Chapter 2 of Title 23, other than those that cannot be legally transferred. The FHWA provides to the Tribe or its designee, under a Referenced Funding Agreement (RFA), its share of TTP funds.

### 3.8 Funding Sources

The first year of the Bipartisan Infrastructure Law (BIL), 2022, increased TTP funding by 15% over 2020 levels. In addition to increased funding to TTP programs, the BIL has improved tribal eligibility for discretionary grant programs. Funding sources now give more consideration for the unique challenges of tribal lands and transportation networks. BIL projects are to address racial equity, workforce development, economic development, removing barriers to opportunity, and redressing prior inequities and barriers to opportunity. Special importance has been placed on safety and the TTP bridge program.

The FHWA prepared a comprehensive document describing funding opportunities for tribal nations that was updated in June of 2023. This document has been included within Appendix G.

#### 3.8.1 Alternative Sources

Listed below are alternative sources of funding for transportation programs. These alternative sources are intended to supplement and enhance transportation facilities, services, and programs.

##### ***Federal-Aid Programs and Special Funding***

- FBP – Construction of Ferry Boats and Ferry Terminal Facilities Formula Program
- ER – Emergency Relief Program
- NHPP – National Highway Performance Program
- STBG – Surface Transportation Block Grant Program
- HPP – High Priority Projects Program
- TIP – Transportation Improvement Projects

<https://www.fhwa.dot.gov/specialfunding/index.cfm#sf>

##### ***Bridge Programs***

- BFP – Bridge Formula Program
- Bridge Investment Program (BIP)
- Bridge Replacement and Rehabilitation Program (BRR)
- Discretionary Bridge (DBP)
- Competitive Highway Bridge Program
- Highway Bridge Replacement & Rehabilitation (HBRRP)
- National Historic Covered Bridge Preservation (NHCBP)
- NHPP Bridge Minimum Conditional Penalty

<https://www.fhwa.dot.gov/bridge/bripro.cfm>



### ***Public Transportation Funding Programs***

The BIL authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. The two primary formula grant programs are listed below.

- Elderly and Persons with Disabilities (5310)
- Rural and Small Urban Areas (5311)

<https://www.transit.dot.gov/grants>

### ***Other Funding Sources***

- U.S. Department of Health & Human Services, Administration for Native Americans (ANA), Social & Economic Development Strategies (SEDS)
  - <https://www.acf.hhs.gov/ana/programs/seds>
- U.S. Department of Health & Human Services, Indian Health Service, Tribal Injury Prevention Cooperative Agreement Program (TIPCAP)
  - <https://www.ihs.gov/injuryprevention/tipcap/>
- U.S. Department of Housing and Urban Development, Office of Native American Programs (ONAP), Indian Community Development Block Grant Program (ICDGB)
  - [https://www.hud.gov/program\\_offices/public\\_indian\\_housing/ih/grants/icdbg](https://www.hud.gov/program_offices/public_indian_housing/ih/grants/icdbg)
- U.S. Department of the Interior, Bureau of Indian Affairs, Indian Highway Safety Program
  - <https://www.bia.gov/bia/ojs/dhs/>
- U.S. Department of the Interior, Bureau of Indian Affairs, Branch of Tribal Climate Resilience
  - <https://www.bia.gov/bia/ots/tcr>
- U.S. Department of Transportation, Office of Federal Lands Highway, Tribal Transportation Program Safety Funds (TTPSF)
  - <https://flh.fhwa.dot.gov/programs/ttp/safety/ttpsf.htm>
- The U.S. Department of Transportation, Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - <https://www.transportation.gov/RAISEgrants>

### **3.8.2 Tribal Funds**

Tribes may use their own self-generated funds for transportation projects of their choosing. These funds are not federal monies and are therefore not subject to NEPA (National Environmental Policy Act) which requires all federal agencies to prepare documents that assess the potential environmental effects of proposed actions.

## **Part 4 – Conclusion**

This Long-Range Transportation Plan was initiated by Russell Burriel, SIR Public Works Director. The development of the plan was a collaborative effort to benefit tribal members, the surrounding community, and future generations. The purpose is to use TTP funds responsibly for the present and future tribal transportation facilities. This LRTP will require regular monitoring as projects are implemented to ensure that they align with the vision of the Susanville Indian Rancheria.

## APPENDIX A

### LASSEN COUNTY BUS ROUTES



# SUSANVILLE CITY ROUTE

\*On Demand Bus Stops: For pick-up, please call LRB at 530-252-7433 and for drop-off notify the bus driver



## BUS FARES

## SUSANVILLE CITY ROUTE

PER RIDE		DAILY PASS		MONTHLY PASS		DIAL-A-RIDE
General	Reduced	General	Reduced	General	Reduced	PER RIDE
\$1	50¢	\$3	\$1.50	\$40	\$20	\$1.75



**SUSANVILLE CITY ROUTE**—Provides route service to schools, governmental, residential and commercial areas within the city limits of Susanville. Route runs Monday through Saturday, except on holidays which are listed in the back of the Rider’s Guide. You must be at a designated bus stop location noted on route map for pick-up and drop-off service; there is no flag service. **Saturday Bus Service ONLY RUNS BETWEEN the hours of 8:00 AM & 3:52 PM. TIMES WHERE SATURDAY ROUTE DOES NOT RUN, ARE SHADED.**

BUS STOP LOCATIONS		MORNING ROUTE					AFTERNOON/EVENING ROUTE							
1	Riverside Drive	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	
2	Walmart													
3	Social Security Office													
4	S. Fairfield & Main St.													
5	Eskaton Apts.													
6	Susanville Police Station													
7	Susanville IGA Market													
8	Lassen Historical Museum	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	
9	Weatherlow & Chestnut													
10	Susanville Indian Rancheria													
11	Susanville Garden Apts.													
12	Woodside & Paiute Ln.													
13	Susanville Ranch Park													
14	Cherry Terrace													
15	Meadowbrook Apts.													
16	N. Roop & Willow Apts.													
17	N. Roop & Nevada St.													
18	City & County Offices	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	
19	Gay & Main St.													
20	S. Lassen & Cottage St.													
21	Credence High School													
22	Railroad Depot													
23	Community Swimming Pool													
24	Richmond Road													
25	Modoc St. & Shasta St.													
26	Orange & Limoneria													
27	Senior Nutrition Center													
28	Susan River Apartments*													
29	Alexander & Riverside													
30	Burger King/Chevron Gas	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	
31	Main & Ash St. (Hwy 139)													
32	4th & Ash Streets													
33	Bunyan & Ash Streets													
34	Millview Apartments													
35	Lassen Community College	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	
36	Banner Lassen Hospital													
37	Upper Rancheria													
38	Numa & Cameron													
39	Diamond Mtn. Casino	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	
40	Chestnut Street													
41	Bunyan & Ash Streets													
42	4th & Ash Streets													
43	Ash & 1st Streets													
44	Main St. & S. McDow													
45	Dollar General													
46	Safeway Shopping Center	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	



BUS FARES							
SUSANVILLE CITY ROUTE							
PER RIDE		DAILY PASS		MONTHLY PASS		DIAL-A-RIDE	
General	Reduced	General	Reduced	General	Reduced	PER RIDE	
\$1	50¢	\$3	\$1.50	\$40	\$20	\$1.75	

ELEMENTARY ROUTE BUS 58 (MORNING)

7:35 AM	UPPER RESERVATION
7:37 AM	CAMERON AND ORLO
7:37 AM	MEADOW VIEW SCHOOL (PICK-UP DIAMOND VIEW ONLY)
7:40 AM	GLENN AND WASHOE LANE
7:40 AM	GLENN AND CHERRY TERRACE
7:40 AM	MEADOWBROOK APARTMENTS
7:50 AM	DIAMOND VIEW SCHOOL (DROP-OFF DIAMOND VIEW STUDENTS)
8:00 AM	MCKINLEY SCHOOL (DROP-OFF MCKINLEY STUDENTS)



ELEMENTARY ROUTE BUS 60 (MORNING)

7:35 AM	MCKINLEY SCHOOL (PICK-UP MEADOW VIEW ONLY)
7:40 AM	MEADOW VIEW SCHOOL

ELEMENTARY ROUTE BUS 61 (MORNING)

7:15 AM	BATTING CAGES
7:30 AM	NORTH AND UNION (PICK-UP MEADOW VIEW AND MCKINLEY STUDENTS ONLY)
7:30 AM	COTTAGE AND GAY (PICK-UP MEADOW VIEW AND MCKINLEY STUDENTS ONLY)
7:45 AM	MEADOW VIEW SCHOOL (DROP-OFF MEADOW VIEW STUDENTS)
8:00 AM	MCKINLEY SCHOOL (DROP-OFF MCKINLEY STUDENTS)

ELEMENTARY ROUTE BUS 65 (MORNING)

7:06 AM	LAKE FOREST AND CEDAR
7:06 AM	CEDAR AND ESTATES
7:06 AM	LAS PLUMAS AND FOREST DRIVE
7:20 AM	MCKINLEY SCHOOL (PICK-UP DIAMOND VIEW ONLY)
7:25 AM	NORTH AND UNION STREET (PICK-UP DIAMOND VIEW ONLY)
7:35 AM	DIAMOND VIEW SCHOOL (DROP-OFF DIAMOND VIEW STUDENTS, PICK-UP MEADOW VIEW AND MCKINLEY STUDENTS)
7:45 AM	MEADOW VIEW SCHOOL (DROP-OFF MEADOW VIEW STUDENTS, PICK-UP MCKINLEY STUDENTS)
8:05 AM	MCKINLEY SCHOOL (DROP-OFF MCKINLEY STUDENTS)



PLEASE NOTE ALL STUDENTS NEED TO BE AT THEIR BUS STOP FIVE MINUTES PRIOR TO BUS ARRIVAL TIMES....THANK YOU!

ELEMENTARY ROUTE BUS 58 (AFTERNOON)

2:10 PM	PICK-UP AT DIAMOND VIEW (THIRD BUS IN LINE)
2:15 PM	ROOP AND NORTH
2:20 PM	ROOP AND GLENN
2:25 PM	CAMERON AND ORLO
2:30 PM	MEADOW VIEW SCHOOL
2:40 PM	UPPER RESERVATION
2:45 PM	MCKINLEY SCHOOL (DROP-OFF MEADOW VIEW, PICK-UP MCKINLEY)
2:55 PM	BATTING CAGES
3:00 PM	NORTH AND UNION
3:00 PM	COTTAGE AND GAY

ELEMENTARY ROUTE BUS 60 (AFTERNOON)

2:10 PM	ARRIVE DIAMOND VIEW SCHOOL (SECOND BUS IN LINE)
2:20 PM	DON'S CAR WASH
2:25 PM	BEHIND MCKINLEY SCHOOL
2:30 PM	MEADOW VIEW SCHOOL
2:45 PM	MCKINLEY (FIRST BUS IN LINE)
2:53 PM	UPPER RESERVATION
2:55 PM	NUMA AND OVERLOOK
2:55 PM	NUMA AND SHADOW MOUNTAIN
2:55 PM	CAMERON AND ORLO
2:56 PM	MEADOW VIEW SCHOOL
3:08 PM	CHERRY TERRACE AND GLENN
3:09 PM	GREEN MAIL BOXES
3:10 PM	CHERRY TERRACE AND BROOKWOOD
3:10 PM	MEADOWBROOK APARTMENTS

ELEMENTARY ROUTE BUS 61 (AFTERNOON)

2:10 PM	ARRIVE AT DIAMOND VIEW (FIRST BUS IN LINE)
2:20 PM	LOWER RESERVATION
2:20 PM	CHERRY TERRACE AND BROOKWOOD
2:25 PM	MEADOW VIEW CROSS WALK
2:25 PM	MEADOW VIEW (FIRST BUS IN LINE)
2:40 PM	WEATHERLOW AND NORTH
2:40 PM	WEATHERLOW AND COTTAGE
2:45 PM	DIAMOND VIEW
2:55 PM	MCKINLEY SCHOOL (3RD BUS IN LINE)
3:00 PM	DIAMOND VIEW
3:05 PM	LHS DROP-OFF (EAGLE LAKE KIDS)

ELEMENTARY ROUTE BUS 56 (AFTERNOON)

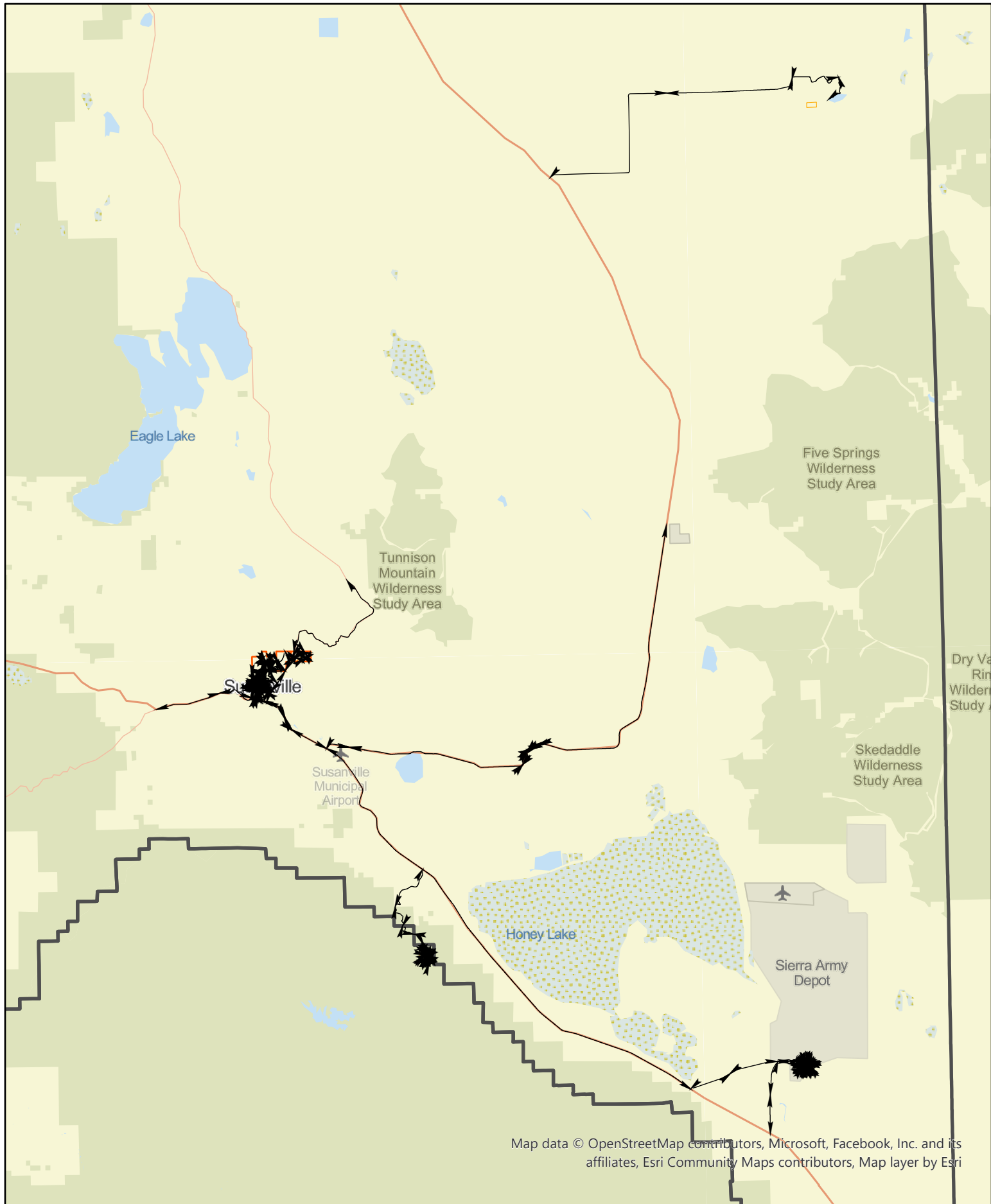
3:14 PM	LEAVE HIGH SCHOOL
3:30 PM	LAKE FOREST AND ESTATES
3:30 PM	CEDAR AND ESTATES
3:30 PM	LAS PLUMAS AND CEDAR





## APPENDIX B

SIR NTTFI

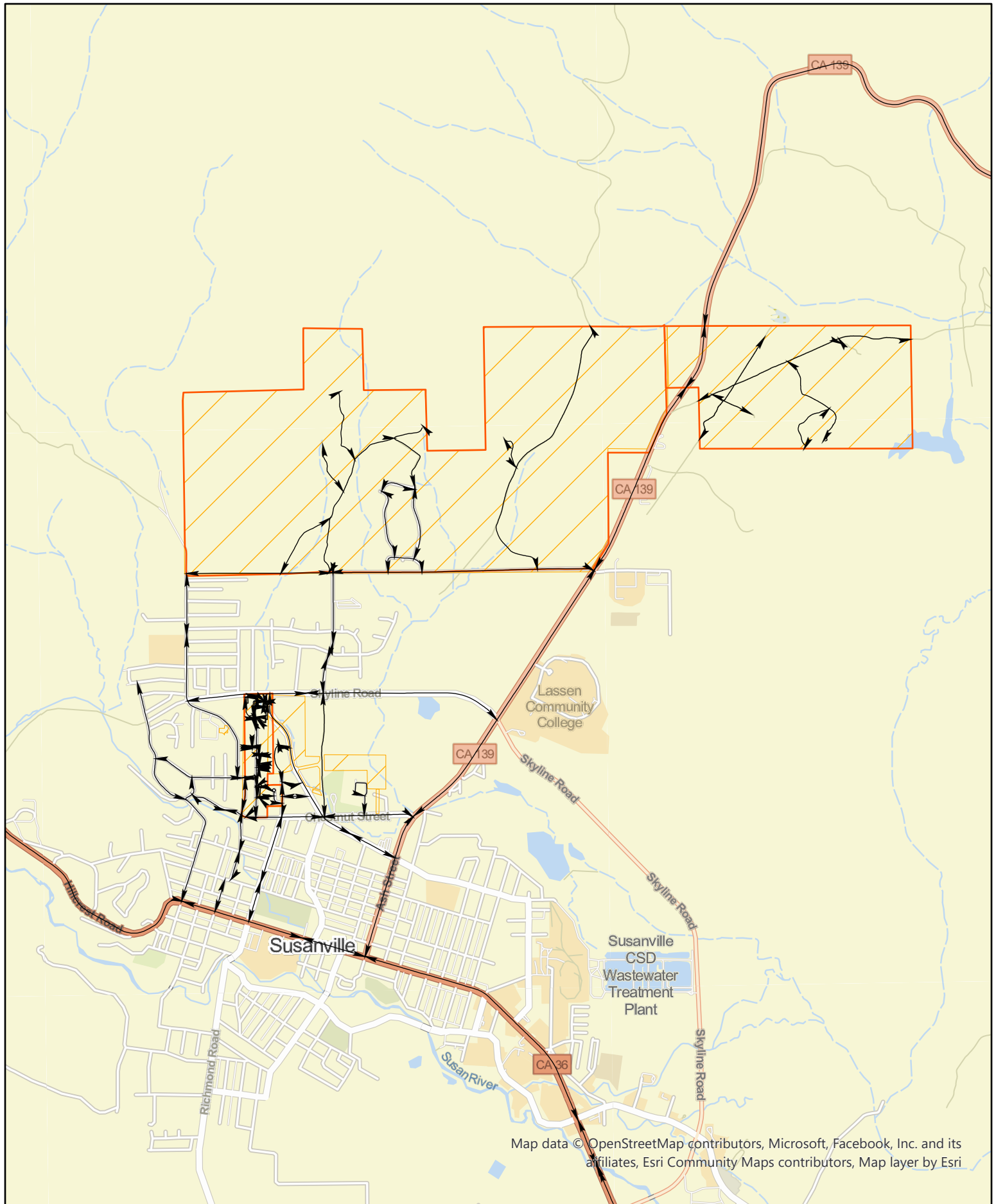


SIR NTTFI



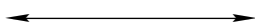
0 5 10 Miles





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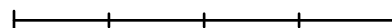
SIR NTTFI



0

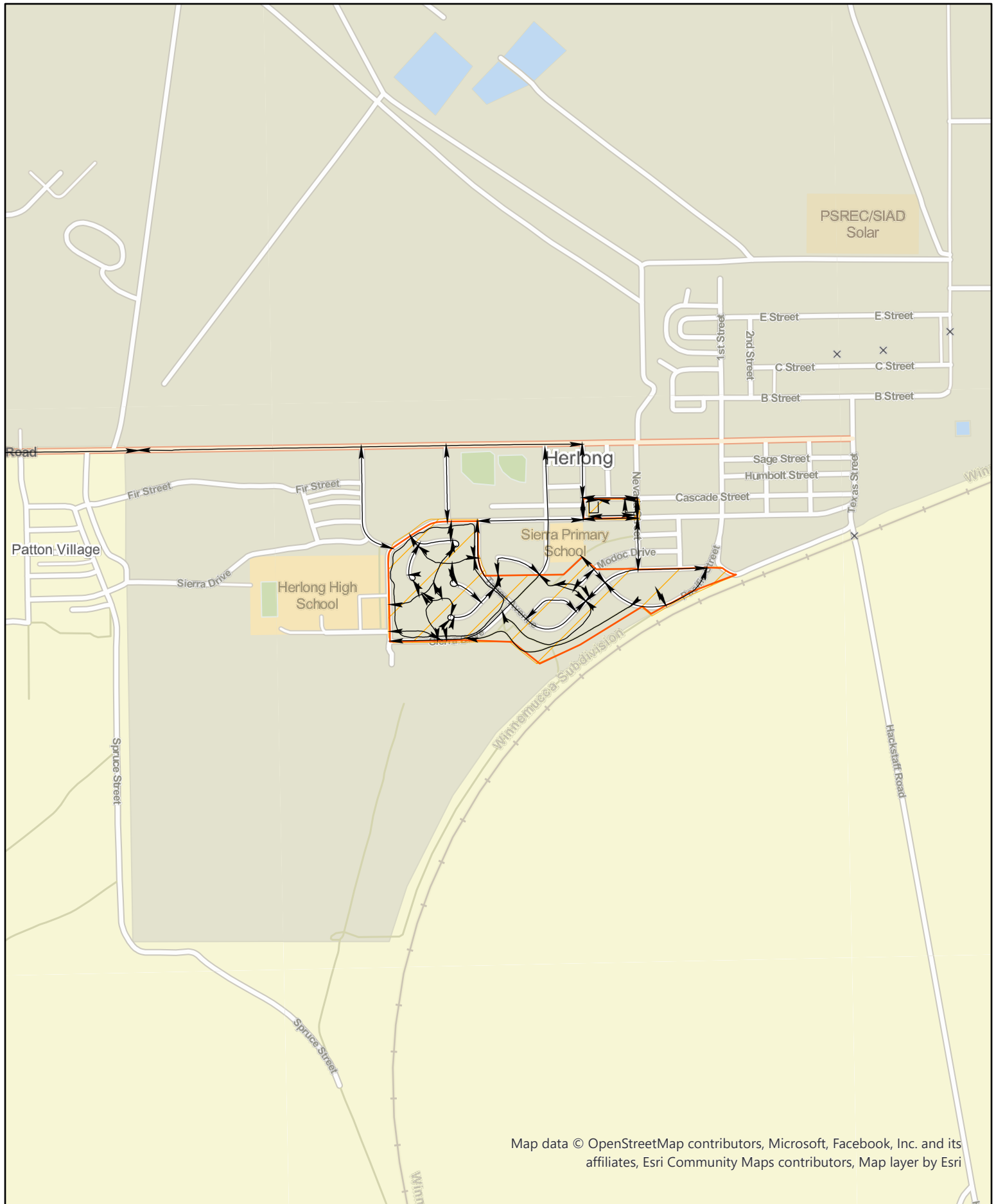
0.5

1 Miles



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SIR NTTFI



0 0.25 0.5 Miles





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

Filter Criteria				
J	2024	52	550	

For construction costs use  
the Greenbook Report

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Herlong	Bridge 0	Herlong	Herlong	Herlong	Herlong	State Ro	Bridge 0
4-IRR Route Number	0025	0025	0025	0025	0025	0025	0036	0036
5-Section Number	810	820	830	840	850	860	810	820
10-Class	4	4	4	4	4	4	1	1
15-Length of Section	2.1		2.5	0.4	0.2	0.5	2.0	
18-Bridge Number		SR01						7-66
19-Bridge Condition		9						9
20-Bridge Length		250						33
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	5	5	5	5	5	5	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1		1	1	1	1	2	
25-Roadbed Condition	5		5	5	5	5	5	
24-Surface Condition Index	37		37	42	42	44	35	
16-Surface Width	22		22	36	48	24	24	
13-Surface Type	5		5	5	5	5	5	
9-Federal Aid Category	1		1	1	1	1	1	
28-Right of Way Status	1		1	1	1	1	3	
29-Right of Way Width	0		0	0	0	0	200	
TTAM BIA Share	100	100	100	100	100	100	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	8		14	14	10	8	16	
14-Shoulder Type	1		1	1	3	1	3	
22-Existing ADT	1387					2823	10581	
21-ADT Year	2006					2006	2006	
23-Percent Trucks	9					7	60	
34-Owner Route Number	25		25	25	25	25	36	
Roadway Width	38		50	64	68	40	56	
TTAM Future ADT	2060		74	74	74	4192	15713	
TTAM ADS Number	10		10	10	10	10	2	
TTAM Future Surface Type	P		G	G	G	P	P	
35-Drainage Condition								
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		40.12549592						
42-End Latitude		40.14394206						
43-Begin Longitude		120.24730436						
44-End Longitude		120.14308167						
45-Atlas Map Number [99]	00	00	00	00	00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959		1959	1959	1959	1959	1959	
Update Year	2012	2012	2012	2012	2012	2012	2012	2012
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	State Ro	Bridge 0	State Ro	State Ro	Sr 36	Sr 36	Sr 36	Sr 36
4-IRR Route Number	0036	0036	0036	0036	0037	0037	0037	0037
5-Section Number	830	840	850	860	10	20	30	40
10-Class	1	1	1	1	2	2	2	2
15-Length of Section	0.6		0.2	1.2	0.3	0.5	2.0	3.3
18-Bridge Number		7-33						
19-Bridge Condition		9						
20-Bridge Length		145						
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
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	1	1	3	1
25-Roadbed Condition	5		5	5	7	7	5	5
24-Surface Condition Index	35		35	40	70	70	70	70
16-Surface Width	24		24	70	60	60	33	33
13-Surface Type	5		5	5	5	5	5	5
9-Federal Aid Category	1		1	1	1	1	1	1
28-Right of Way Status	3		3	0	3	3	3	3
29-Right of Way Width	200		200	0	100	100	100	100
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	16		30	2		4	8	8
14-Shoulder Type	3		3	4	4	4	2	2
22-Existing ADT	15712		15712	24228				
21-ADT Year	2006		2006	2006				
23-Percent Trucks	60		46	46				
34-Owner Route Number	36			36				
Roadway Width	56		84	74	60	68	49	49
TTAM Future ADT	23332		23332	35979	149	149	149	149
TTAM ADS Number	2		2	2	7	7	9	7
TTAM Future Surface Type	P		P	P	P	P	P	P
35-Drainage Condition					3	3	3	3
36-Shoulder Condition					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
27-Snow & Ice Control								
41-Begin Latitude		40.39430000	40.40280000					
42-End Latitude		120.62400000	40.40780000					
43-Begin Longitude		40.39430000	120.63140000					
44-End Longitude		120.62400000	120.63400000					
45-Atlas Map Number [99]	00	00	00	00				
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959		1959	1959	1959	1959	1959	1959
Update Year	2012	2012	2012	2012	2024	2024	2024	2024
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

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the Greenbook Report

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Location ID Region Agency Reservation Road Name	J52550 Pacific Northern Susanvl Joaquin	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl State Ro	J52550 Pacific Northern Susanvl Sr 139	J52550 Pacific Northern Susanvl Sr 139	J52550 Pacific Northern Susanvl Sr 139	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl
4-IRR Route Number	0132	0133	0139	0140	0140	0140	0140	0208	0208
5-Section Number	10	10	810	10	20	30	10	20	20
10-Class	3	3	4	4	4	4	5	5	5
15-Length of Section	0.5	0.5	1.4	0.8	0.3	8.3	0.5	0.8	0.8
18-Bridge Number									
19-Bridge Condition									
20-Bridge Length									
32-County	035	035	035	035	035	035	063	035	035
33-Congressional District	01	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	1	1	3	3	3	3	7	7	7
12-Construction Need	1	1	2	2	2	2	2	2	2
11-Terrain	1	1	2	2	2	2	3	3	3
25-Roadbed Condition	2	4	5	5	5	5	5	5	5
24-Surface Condition Index	50	30	34	84	80	80	71	71	71
16-Surface Width	24	24	24	24	24	24	21	21	21
13-Surface Type	4	4	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1
28-Right of Way Status	2	1	0	3	3	3	0	0	0
29-Right of Way Width	60	50	0	100	100	100	0	0	0
TTAM BIA Share	100	100	11.47	11.47	11.47	11.47	100	100	100
30-Additional Incidental Percent									
17-Shoulder Width	0	0	16	3	1	1	0	0	0
14-Shoulder Type			3	2	2	2			
22-Existing ADT			1234						
21-ADT Year			2006						
23-Percent Trucks			49						
34-Owner Route Number									
Roadway Width	24	24	56	30	26	26	21	21	21
TTAM Future ADT	37	37	1832	74	74	74	74	74	74
TTAM ADS Number	18	18	11	11	11	11	15	15	15
TTAM Future Surface Type	E	E	P	G	G	G	G	G	G
35-Drainage Condition	3	1					1	1	1
36-Shoulder Condition	3	1					0	0	0
37/38 # RR X I NG/RR XING TYPE	0	0							
39-Right of Way Utility	0	1							
40-Right of Way Cost	0	0							
26-Level of Maintenance	4	1					4	4	4
27-Snow & Ice Control	1	1							
41-Begin Latitude			40.42410000						
42-End Latitude			40.43750000						
43-Begin Longitude			120.64450000						
44-End Longitude			120.63110000						
45-Atlas Map Number [99]			00						
46-50 Grade/Sight/Curve/Stop / Safe	0	0							
51-Road Category									
52-Year of Construction Change	1980	1959	1959	1959	1959	1959	1986	1986	1986
Update Year	1998	2001	2012	2024	2024	2024	2024	2024	2024
Status	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	IN-PROCESS	IN-PROCESS	IN-PROCESS





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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Janesvl	Janesvl	Janesvl	Spring R	Spring R	Spring R	Tako Nee	Kie Deh
4-IRR Route Number	0208	0208	0208	0226	0226	0226	0227	0228
5-Section Number	30	40	50	10	20	30	10	10
10-Class	5	5	5	3	3	3	3	3
15-Length of Section	0.9	1.5	2.9	0.7	0.7	0.4	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	063	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	7	7	5	1	1	1	1	1
12-Construction Need	2	2	2	0	0	0	4	4
11-Terrain	3	3	3	1	1	1	1	1
25-Roadbed Condition	5	5	5	2	2	2	0	0
24-Surface Condition Index	71	70	73	0	0	30	0	0
16-Surface Width	21	21	21	18	18	24	0	0
13-Surface Type	5	5	5	1	1	4	0	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	3	2	2	2	1	1
29-Right of Way Width	0	0	50	50	50	50	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	21	21	21	18	18	24	0	0
TTAM Future ADT	74	74	74	37	37	37	37	37
TTAM ADS Number	15	15	15	18	18	18	18	18
TTAM Future Surface Type	G	G	G	E	E	E	E	E
35-Drainage Condition	1	1	1	0	0	3	0	0
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE				0	0	0	0	0
39-Right of Way Utility				0	0	0	0	0
40-Right of Way Cost				0	0	0	0	0
26-Level of Maintenance	4	4	4	1	1	4	0	0
27-Snow & Ice Control				1	1	1		
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe				9	9	0	9	9
51-Road Category								
52-Year of Construction Change	1986	1986	1986			1959	2006	
Update Year	2024	2024	2024	1998	1998	1998	2000	2000
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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the Greenbook Report

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and bold fields are derived data.

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Manor Ct	Manor Ct	Manor Ct	Manor Ct	Manor Ct	D.S. Hal	Sierra D	Tahoe Av
4-IRR Route Number	0333	0333	0334	0335	0336	0336	0336	0337
5-Section Number	10	20	10	10	10	20	10	20
10-Class	5	5	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.2	0.2	0.2	0.5	0.4	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	1	1	1	1	1	1
12-Construction Need	2	2	0	1	1	1	1	1
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	3	3	5	2	3	3	3	3
24-Surface Condition Index	68	68	60	0	30	30	40	30
16-Surface Width	8	10	26	20	20	20	20	22
13-Surface Type	3	3	4	4	4	4	4	4
9-Federal Aid Category	1	1	2	2	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width			50	50	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	1	0
14-Shoulder Type							4	
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	8	10	26	20	20	20	22	22
TTAM Future ADT	74	74	37	37	37	37	37	37
TTAM ADS Number	13	13	18	18	18	18	18	18
TTAM Future Surface Type	G	G	E	E	E	E	E	E
35-Drainage Condition			3	3	1	1	1	1
36-Shoulder Condition			0	1	0	0	2	0
37/38 # RR X I NG/RR XING TYPE			0	0	0	0	0	0
39-Right of Way Utility			1	1	3	3	3	3
40-Right of Way Cost			0	0	0	0	0	0
26-Level of Maintenance			3	3	4	4	4	4
27-Snow & Ice Control			2	2	2	2	2	2
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe			0	9	0	0	0	0
51-Road Category			A	A	A	A	A	A
52-Year of Construction Change	1986	1986	1991	1959	1959	1959	1959	1959
Update Year	2024	2024	2001	2001	2003	2003	2003	2003
Status	AT-THE-REGION	AT-THE-REGION	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Honey Wa	Cedar Wa	Red Rock	Lassen A	Pacific	South St	No Name	D.S. Hal
4-IRR Route Number	0338	0339	0339	0340	0341	0342	0342	0343
5-Section Number	10	10	20	10	10	10	20	10
10-Class	3	3	3	3	4	4	4	3
15-Length of Section	0.1	0.2	0.1	0.2	0.3	0.3	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	4	4	1
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	3	3	3	3	2			7
24-Surface Condition Index	50	50	50	30	0			50
16-Surface Width	24	24	24	24	8			25
13-Surface Type	4	4	4	4	1			4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	2	1	1	1
29-Right of Way Width	0	0	0	0	50	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	1	0			4
14-Shoulder Type	4	4	4	4				4
22-Existing ADT								
21-ADT Year								2004
23-Percent Trucks								2
34-Owner Route Number					341			343
Roadway Width	28	28	28	26	8			33
TTAM Future ADT	37	37	37	37	74	74	74	37
TTAM ADS Number	18	18	18	18	10	10	10	18
TTAM Future Surface Type	E	E	E	E	G	G	G	E
35-Drainage Condition	1	1	1	1	0			2
36-Shoulder Condition	2	2	2	2	0			2
37/38 # RR X I NG/RR XING TYPE	0	0	0	0				0
39-Right of Way Utility	3	3	3	3	2			2
40-Right of Way Cost	0	0	0	0				1
26-Level of Maintenance	4	4	4	4	1			1
27-Snow & Ice Control	2	2	2	2	1			0
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]					01	01	01	01
46-50 Grade/Sight/Curve/Stop / Safe	0	0	0	0	7 5 10 9			0
51-Road Category	A	A	A	A	A			A
52-Year of Construction Change	1959	1959	1959	1959				1970
Update Year	2003	2003	2003	2003	2006	2006	2006	2004
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Nevada S	Cascade	Californ	Springs	Springs	Us 395	Us 395	Us 395
4-IRR Route Number	0343	0343	0343	0344	0344	0395	0395	0395
5-Section Number	20	30	40	10	20	5	10	20
10-Class	3	3	3	4	4	2	2	2
15-Length of Section	0.1	0.1	0.1	0.4	0.6	4.6	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	1	1	1	1	1	3	3	3
12-Construction Need	1	1	1	1	4	2	2	2
11-Terrain	1	1	1	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	0	5	5	5
24-Surface Condition Index	50	50	48	70	90	98	98	98
16-Surface Width	32	30	30	20	0	24	36	50
13-Surface Type	4	4	4	4	0	5	5	5
9-Federal Aid Category	1	1	1	1	1	2	2	2
28-Right of Way Status	1	1	1	2	1	3	3	3
29-Right of Way Width	0	0	0	0	0	200	200	200
TTAM BIA Share	100	100	100	100	100	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	2	0	10	10	10
14-Shoulder Type				1		3	3	3
22-Existing ADT								
21-ADT Year	2004	2004	2004		2001			
23-Percent Trucks	1	1	1		2			
34-Owner Route Number	343	343	343	344	0344			
Roadway Width	32	30	30	24	0	44	56	70
TTAM Future ADT	37	37	37	74	74	149	149	149
TTAM ADS Number	18	18	18	11	11	8	8	8
TTAM Future Surface Type	E	E	E	G	G	P	P	P
35-Drainage Condition	2	2	2	2	2	2	2	2
36-Shoulder Condition	0	0	0	2		3	3	3
37/38 # RR X I NG/RR XING TYPE	0	0	0		0			
39-Right of Way Utility	2	2	2	2	0			
40-Right of Way Cost		1	1	1	2			
26-Level of Maintenance	1	1	1	1		4	4	4
27-Snow & Ice Control	0	0	0	0				
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01	01	01			
46-50 Grade/Sight/Curve/Stop / Safe	0	0	0	7 5 0 0 0	0			
51-Road Category	A	A	A		A			
52-Year of Construction Change	1970	1970	1970	1984		1986	1986	1986
Update Year	2004	2004	2004	2006	2005	2024	2024	2024
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	IN-PROCESS	IN-PROCESS	IN-PROCESS



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395
4-IRR Route Number	0395	0395	0395	0395	0395	0395	0395	0395
5-Section Number	30	40	50	60	70	80	90	100
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	1.4	3.7	1.0	4.4	1.0	2.2	0.3	0.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
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	5	5	5	5	5	5	5	5
24-Surface Condition Index	98	98	98	98	98	98	98	85
16-Surface Width	36	24	36	24	36	24	48	36
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	200	200	200	200	200	200	200	200
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	10	10	10	10	10	10	10	10
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	56	44	56	44	56	44	68	56
TTAM Future ADT	149	149	149	149	149	149	149	149
TTAM ADS Number	8	8	8	8	8	8	8	8
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	2	2	2	2	2	2	2	2
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	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395
4-IRR Route Number	0395	0395	0395	0395	0395	0395	0395	0395
5-Section Number	110	120	130	140	150	160	170	180
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.4	0.3	1.2	0.3	0.6	0.6	0.7	1.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
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	5	5	5	5	5	5	5	5
24-Surface Condition Index	85	85	85	85	85	85	85	83
16-Surface Width	24	36	24	36	24	36	24	36
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3
29-Right of Way Width	200	200	200	200	200	200	200	200
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	10	10	10	10	10	10	16	10
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	44	56	44	56	44	56	56	56
TTAM Future ADT	149	149	149	149	149	149	149	149
TTAM ADS Number	8	8	8	8	8	8	8	8
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition	2	2	2	2	2	2	2	2
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	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395
4-IRR Route Number	0395	0395	0395	0395	0395	0395	0395	0395
5-Section Number	190	200	210	220	230	240	250	260
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	1.6	1.3	2.7	1.3		8.9		0.6
18-Bridge Number					00000000070030		00000000070080	
19-Bridge Condition					9		9	
20-Bridge Length					28		300	
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	3	3	3	3	3	3	2	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2		2		2
25-Roadbed Condition	5	5	5	5		5		5
24-Surface Condition Index	85	85	85	85		87		87
16-Surface Width	24	48	24	24		24		24
13-Surface Type	5	5	5	5		5		5
9-Federal Aid Category	2	2	2	2		2		2
28-Right of Way Status	3	3	3	3		3		3
29-Right of Way Width	200	200	200	200		200		200
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	100	11.47
30-Additional Incidental Percent								
17-Shoulder Width	10	10	10	6		6		6
14-Shoulder Type	3	3	3	3		3		3
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	44	68	44	36		36		36
TTAM Future ADT	149	149	149	149		149		149
TTAM ADS Number	8	8	8	8		8		8
TTAM Future Surface Type	P	P	P	P		P		P
35-Drainage Condition	2	2	2	2		2		2
36-Shoulder Condition	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
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	1986	1986	1986	1986		1986		1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS





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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395	Us 395
4-IRR Route Number	0395	0395	0395	0395	0395	0395	0395	0395
5-Section Number	270	280	290	300	310	320	330	340
10-Class	2	2	2	2	2	2	2	2
15-Length of Section		0.1		0.3	0.2	15.9		19.5
18-Bridge Number	000000000070081		000000000070034				00000000SR39501	
19-Bridge Condition	9		9				9	
20-Bridge Length	300		120				34	
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	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		87		90	94	94		86
16-Surface Width		24		24	24	24		24
13-Surface Type		5		5	5	5		5
9-Federal Aid Category		2		2	2	2		2
28-Right of Way Status		3		3	3	3		3
29-Right of Way Width		200		200	200	200		200
TTAM BIA Share	100	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width		6		6	12	4		4
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	48	32		32
TTAM Future ADT		149		149	149	149		149
TTAM ADS Number		8		8	8	8		8
TTAM Future Surface Type		P		P	P	P		P
35-Drainage Condition		2		2	2	2		2
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		1986		1986	1986	1986		1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
4-IRR Route Number	0395	0395	0395	0395	0395	0395	0395	0395
5-Section Number	800	805	810	815	820	825	830	835
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	0.2	0.3	0.1	14.0	3.7	1.0	4.4	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	42	36	36	36	36	36	29	31
16-Surface Width	48	36	50	36	24	36	24	36
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	3	3	3	3	3	3	3	3
29-Right of Way Width	200	200	200	200	200	200	200	200
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	2	10	10	10	10	10	10	10
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT		7441						
21-ADT Year		2006						
23-Percent Trucks		13						
34-Owner Route Number	395	395	395	395	395	395	395	395
Roadway Width	52	56	70	56	44	56	44	56
TTAM Future ADT	149	11050	149	149	149	149	149	149
TTAM ADS Number	8	5	8	8	8	8	8	8
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition								
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	40.12490000							
42-End Latitude	40.79880000							
43-Begin Longitude	120.24730000							
44-End Longitude	120.36620000							
45-Atlas Map Number [99]	00	00	00	00	00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959	1969	1969	1969	1969	1969	1969	1969
Update Year	2016	2016	2016	2016	2016	2016	2016	2016
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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Italicized fields are direct update data  
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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Highway	Cr 502	Marr Roa	Buckhorn	Sir Uppe	Sir Uppe	Ash Stre	Wada Str
4-IRR Route Number	0395	0502	0526	0526	1001	1001	1003	1004
5-Section Number	840	10	10	20	10	20	810	10
10-Class	2	4	4	4	5	5	2	3
15-Length of Section	2.2	10.0	8.3	1.4	1.2	0.2	0.6	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	7	5	5	7	2	2	4	1
12-Construction Need	2	2	2	2	2	2	2	1
11-Terrain	2	2	2	3	3	3	2	
25-Roadbed Condition	5	5	3	3	2	2	5	7
24-Surface Condition Index	31	79	75	75	0	0	46	78
16-Surface Width	24	23	18	20	11	11	47	23
13-Surface Type	5	5	3	3	1	1	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	0	1	1	0	0
29-Right of Way Width	200	66	66	0	0	0	0	0
TTAM BIA Share	11.47	100	100	100	100	100	11.47	100
30-Additional Incidental Percent								
17-Shoulder Width	10	6	0	0	0	0	2	2
14-Shoulder Type	3	2					4	4
22-Existing ADT							12325	
21-ADT Year							2006	
23-Percent Trucks							15	
34-Owner Route Number	395							
Roadway Width	44	35	18	20	11	11	51	27
TTAM Future ADT	149	74	74	74	74	74	18303	37
TTAM ADS Number	8	11	11	12	15	15	5	18
TTAM Future Surface Type	P	G	G	G	G	G	P	E
35-Drainage Condition		2	1	1	0	0		3
36-Shoulder Condition		2	0	0	0	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	3	3	2	2		4
27-Snow & Ice Control								1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00						00	
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1969	1986	1986	1986	2024	2024	1959	1986
Update Year	2016	2024	2024	2024	2024	2024	2010	2024
Status	OFFICIAL	IN-PROCESS	IN-PROCESS	IN-PROCESS	AT-THE-REGION	AT-THE-REGION	OFFICIAL	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

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Italicized fields are direct update data  
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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl
Road Name	Water Ta	Yah-Mone	Numa Roa	Glenn Dr	Glenn Dr	Paiute L	Paiute L	Chestnut
4-IRR Route Number	1007	1009	1010	1013	1013	1014	1014	1015
5-Section Number	10	10	810	10	20	810	820	810
10-Class	5	3	4	3	3	3	3	3
15-Length of Section	0.4	0.1	0.5	0.4	0.1	1.0	0.3	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	4	4	2	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3		2					
25-Roadbed Condition	3	7	7	6	7	7	2	7
24-Surface Condition Index	85	95	39	82	82	35	0	38
16-Surface Width	9	35	42	36	23	42	16	42
13-Surface Type	3	5	5	5	5	5	1	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	1	0	0	1	0	1	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	2	2	3	0	2
14-Shoulder Type		4	2	4	4	4		4
22-Existing ADT			1781			2588		910
21-ADT Year			2006			2006		2006
23-Percent Trucks			10			15		12
34-Owner Route Number								
Roadway Width	9	39	46	40	27	48	16	46
TTAM Future ADT	74	37	2645	37	37	3843	37	1351
TTAM ADS Number	15	18	11	18	18	18	18	18
TTAM Future Surface Type	G	E	P	E	E	P	E	P
35-Drainage Condition	1	3		2	3			
36-Shoulder Condition	0	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	3	4		4	4			
27-Snow & Ice Control					1			
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]			00			00	00	00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1986	1986	1959	1986	1986	1959		1959
Update Year	2024	2024	2010	2024	2024	2010	2010	2010
Status	AT-THE-REGION	AT-THE-REGION	OFFICIAL	AT-THE-REGION	AT-THE-REGION	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl
Road Name	Chestnut	Skyline	Skyline	Paul Bun	Paul Bun	North Lo	Cherry T	Hamawwi
4-IRR Route Number	1015	1016	1016	1017	1017	1018	1019	1020
5-Section Number	820	810	820	810	820	810	810	810
10-Class	3	4	4	4	4	3	3	3
15-Length of Section	0.5	0.5	0.8	0.2	0.7	0.6	0.6	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	4	4	4	4	4	4	4	1
12-Construction Need	2	2	2	2	2	2	2	1
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	5	6	5	6	5	7	7	7
24-Surface Condition Index	34	34	34	42	38	34	34	48
16-Surface Width	30	34	24	34	26	48	28	36
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	0	0	0	0	0	0	0	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	7	1	6	2	2	2
14-Shoulder Type		1	3	4	3	4	4	4
22-Existing ADT	1633	3411	1948	5458		2864		
21-ADT Year	2006	2006	2006	2006		2006		
23-Percent Trucks	12	9	10	9		7		
34-Owner Route Number								
Roadway Width	30	36	38	36	38	52	32	40
TTAM Future ADT	2425	5065	2893	8105	74	4253	37	37
TTAM ADS Number	18	11	11	11	11	18	18	18
TTAM Future Surface Type	P	P	P	P	G	P	E	E
35-Drainage Condition								
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								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	00	00	00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2010	2010	2010	2010	2010	2010	2010	2012
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

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Location ID Region Agency Reservation Road Name	J52550 Pacific Northern Susanvl Cambell	J52550 Pacific Northern Susanvl North We	J52550 Pacific Northern Susanvl North We	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl Sir Conn	J52550 Pacific Northern Susanvl	J52550 Pacific Northern Susanvl Parkdale
4-IRR Route Number	1021	1022	1022	1023	1024	1025	1026	1027
5-Section Number	810	810	820	810	810	10	810	10
10-Class	3	6	6	5	9	8	9	3
15-Length of Section	0.1	0.5	0.2	0.6	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	4	4	4	2	2	2	2	4
12-Construction Need	2	2	2	4	2	2	2	2
11-Terrain				2				
25-Roadbed Condition	7	7	5	0				7
24-Surface Condition Index	48	36	38					64
16-Surface Width	36	36	22		24	9	24	38
13-Surface Type	5	5	5	0	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	1	0	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	11.47	11.47	100	0	100	0	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	0					2
14-Shoulder Type	4	4						4
22-Existing ADT		4923	322					
21-ADT Year		2006	2006					
23-Percent Trucks		7	7					
34-Owner Route Number								
Roadway Width	40	40	22		24	9	24	42
TTAM Future ADT	37	7311	478	74		30		37
TTAM ADS Number	18	16	16	14	20	19	20	18
TTAM Future Surface Type	E	P	P	G				E
35-Drainage Condition						2		3
36-Shoulder Condition						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								4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	00	00	00	00	00		00	
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1959	1959	1959	1959	1959	1986	1959	1986
Update Year	2016	2010	2010	2012	2012	2024	2012	2024
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGION	OFFICIAL	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Parkdale	Parkdale	Tribal A	Tribal A	Tribal A	N Gay St	Flager	Valley C
4-IRR Route Number	1027	1027	1028	1028	1028	1029	2001	2003
5-Section Number	20	30	10	20	30	10	810	10
10-Class	3	3	5	5	5	3	4	5
15-Length of Section	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	4	4	2	2	2	4	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain			2	2	2		1	1
25-Roadbed Condition	7	7	1	1	1	7	7	7
24-Surface Condition Index	68	64	0	0	0	64	28	84
16-Surface Width	26	26	10	10	10	49	28	24
13-Surface Type	5	5	9	9	9	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	1	1	1	0	0	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	2	2
14-Shoulder Type	4	4				4	4	4
22-Existing ADT							137	
21-ADT Year							2006	
23-Percent Trucks							5	
34-Owner Route Number								
Roadway Width	30	30	10	10	10	53	32	28
TTAM Future ADT	37	37	74	74	74	37	203	74
TTAM ADS Number	18	18	14	14	14	18	10	13
TTAM Future Surface Type	E	E	G	G	G	E	G	G
35-Drainage Condition	3	3				3		3
36-Shoulder Condition	2	2				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		4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]							00	
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1986	1986				1986	1959	1986
Update Year	2024	2024	2024	2024	2024	2024	2016	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	OFFICIAL	AT-THE-REGION





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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl
Road Name	Modoc Dr				Wellhead	Pacific	Herlong	Herlong
4-IRR Route Number	2011	2012	2012	2012	2015	2025	2026	2026
5-Section Number	10	10	20	30	10	10	10	20
10-Class	5	3	3	3	5	5	8	8
15-Length of Section	0.1	0.3	0.1	0.1	0.1	0.1	0.8	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1				1	1		
25-Roadbed Condition	4	2	1	1	1	4		
24-Surface Condition Index	44	0	0	0	0	30		
16-Surface Width	12	14	10	10	10	16	6	6
13-Surface Type	4	1	9	9	9	4	6	6
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	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0			
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	12	14	10	10	10	16	6	6
TTAM Future ADT	74	37	37	37	74	74	30	30
TTAM ADS Number	13	18	18	18	13	13	19	19
TTAM Future Surface Type	G	E	E	E	G	G		
35-Drainage Condition	1	0	0	0	0		0	0
36-Shoulder Condition	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	2	1	1	1	4	1	1
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	1986					1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Herlong	Herlong	Herlong	Herlong	Herlong	Herlong	Herlong	Herlong
4-IRR Route Number	2026	2026	2026	2026	2026	2026	2026	2026
5-Section Number	30	40	50	60	70	80	90	100
10-Class	8	8	8	8	8	8	8	8
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	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
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	6	6	6	6	6	6	6	6
13-Surface Type	6	6	6	6	6	6	6	6
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	100	100	100	100	100	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	6	6	6	6	6	6	6	6
TTAM Future ADT	30	30	30	30	30	30	30	30
TTAM ADS Number	19	19	19	19	19	19	19	19
TTAM Future Surface Type								
35-Drainage Condition	0	0	0	0	0	0	0	0
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	1	1	1	1	1	1	1	1
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	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Herlong	Garnier	Garnier	Garnier	Californ	Plumas R	Nevada S	
4-IRR Route Number	2026	2027	2027	2027	2028	2029	2030	2031
5-Section Number	110	10	20	30	10	10	10	10
10-Class	8	4	4	4	5	5	5	3
15-Length of Section	0.1	2.0		1.8	0.1	0.2	0.1	0.5
18-Bridge Number			0000000007C0019					
19-Bridge Condition			9					
20-Bridge Length			91					
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	5	5	5	5	5	5	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1		1	1	1	1	
25-Roadbed Condition		4		5	6	5	4	3
24-Surface Condition Index		80		80	80	68	66	44
16-Surface Width	6	24		24	73	20	20	12
13-Surface Type	6	5		5	5	5	5	3
9-Federal Aid Category	1	1		1	1	1	1	1
28-Right of Way Status	1	3		3	3	3	3	0
29-Right of Way Width	0	66		66	66	66	66	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		4		4	2	4	0	0
14-Shoulder Type		2		2	2			
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	6	32		32	77	28	20	12
TTAM Future ADT	30	74		74	74	74	74	37
TTAM ADS Number	19	10		10	13	13	13	18
TTAM Future Surface Type		G		G	G	G	G	E
35-Drainage Condition	0	2		2	2	1	1	1
36-Shoulder Condition		2		2	2	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	1	4		4	4	4	4	3
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	1986	1986		1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	IN-PROCESS



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

Filter Criteria				
J	2024	52	550	

For construction costs use  
the Greenbook Report

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl
Road Name	Sheriff	Sir Uppe	Sir Uppe	Sir Uppe	Sir Uppe	Sir Uppe	Sir Fore	Sir Fore
4-IRR Route Number	2032	2033	2033	2033	2033	2033	2037	2037
5-Section Number	10	10	20	30	40	10	20	30
10-Class	3	5	5	5	5	5	5	5
15-Length of Section	0.2	0.7	0.3	0.2	0.3	0.9	0.5	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	4	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		3	3	3	3	3	3	3
25-Roadbed Condition	5	1	1	1	1	2	2	2
24-Surface Condition Index	65	0	0	0	0	0	0	0
16-Surface Width	23	9	9	9	9	10	10	10
13-Surface Type	5	9	9	9	9	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	0	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	23	9	9	9	9	10	10	10
TTAM Future ADT	37	74	74	74	74	74	74	74
TTAM ADS Number	18	15	15	15	15	15	15	15
TTAM Future Surface Type	E	G	G	G	G	G	G	G
35-Drainage Condition	1	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	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	1	1	1	1	1	1	1
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	1986							
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

For construction costs use  
the Greenbook Report

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Sir Fore	Sir Fore	Sir Fore	Sir Fore	Sir Fore	Sir Fore	Sir Fore	Cradle V
4-IRR Route Number	2037	2037	2037	3001	4001	4002	4003	4004
5-Section Number	40	50	60	10	810	810	810	810
10-Class	5	5	5	5	5	4	4	4
15-Length of Section	0.5	0.3	0.1	1.6	0.9	0.1	0.1	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	035	035	035	035	063	063	063	063
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	7	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	1	1	1	1	1
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	10	10	10	9	10	10	10	10
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	0	0	0	0	0
29-Right of Way Width				0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width				0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	10	10	10	9	10	10	10	10
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	15	15	15	15	15	12	12	12
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition				0				
36-Shoulder Condition				0				
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance				1				
27-Snow & Ice Control								
41-Begin Latitude					40.23130000	40.22740000		
42-End Latitude					40.22860000	40.22690000		
43-Begin Longitude					120.50800000	120.49970000		
44-End Longitude					120.49790000	120.50060000		
45-Atlas Map Number [99]					00	00	00	00
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2024	2024	2024	2024	2012	2012	2012	2012
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	IN-PROCESS	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



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

Filter Criteria				
J	2024	52	550	

For construction costs use  
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and bold fields are derived data.

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl	Susanwl
Road Name	Rt 4005	Rt 4006	Rt 4007	Rt 4008	Rt 4009	Rt 4010	Rt 4011	Rt 4012
4-IRR Route Number	4005	4006	4007	4008	4009	4010	4011	4012
5-Section Number	10	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	8
15-Length of Section	0.1	0.1	0.1	0.1	0.2	0.4	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	063	063	063	063	063	063	063	063
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	1	1	1	1	1	1	1	1
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	10	10	8	10	8	8	8	5
13-Surface Type	9	9	9	9	9	9	9	9
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	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	10	10	8	10	8	8	8	5
TTAM Future ADT	74	74	74	74	74	74	74	30
TTAM ADS Number	15	15	15	15	15	15	15	19
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	0	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	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	1	1	1	1	1	1	1	1
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								
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	IN-PROCESS	AT-THE-REGION





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

Filter Criteria				
J	2024	52	550	

For construction costs use  
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Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Rt 4013	Rt 4014	Sir Trib	Sir Trib	Sir Trib	Sir Trib	Sir Trib	Sir Trib
4-IRR Route Number	4013	4014	P001	P001	P001	P002	P002	P002
5-Section Number	10	10	10	20	30	10	20	30
10-Class	5	5	5	9	9	5	9	9
15-Length of Section	0.2	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	063	063	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	2			2		
25-Roadbed Condition	1	1	5			5		
24-Surface Condition Index	0	0	90			90		
16-Surface Width	8	8	12	12	12	12	12	12
13-Surface Type	9	9	4	4	4	4	4	4
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	0	0	100	0	0
30-Additional Incidental Percent								
17-Shoulder Width	0	0						
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	8	8	12	12	12	12	12	12
TTAM Future ADT	74	74	74			74		
TTAM ADS Number	15	15	14	20	20	14	20	20
TTAM Future Surface Type	G	G	G			G		
35-Drainage Condition	0	0						
36-Shoulder Condition	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	1	1						
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			1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

For construction costs use  
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and bold fields are derived data.

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Sir Trib	Sir Publ	Sir Publ	Elder Sp	Elder Sp	Elder Sp	Diamond	Diamond
4-IRR Route Number	P002	P003	P003	P004	P004	P004	P005	P005
5-Section Number	40	10	20	10	20	30	10	20
10-Class	9	5	9	5	9	9	5	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	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		2		1			1	
25-Roadbed Condition		4		4			5	
24-Surface Condition Index		78		76			90	
16-Surface Width	12	16	50	16	50	50	20	50
13-Surface Type	4	4	4	4	4	4	4	4
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	0	100	0	100	0	0	100	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	12	16	50	16	50	50	20	50
TTAM Future ADT		74		74			74	
TTAM ADS Number	20	14	20	13	20	20	13	20
TTAM Future Surface Type		G		G			G	
35-Drainage Condition								
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								
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	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

Filter Criteria				
J	2024	52	550	

For construction costs use  
the Greenbook Report

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

Location ID	J52550	J52550	J52550	J52550	J52550	J52550	J52550	J52550
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Northern	Northern	Northern	Northern	Northern	Northern	Northern	Northern
Reservation	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl	Susanvl
Road Name	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond	Diamond	David S
4-IRR Route Number	P005	P006	P006	P006	P006	P006	P006	P007
5-Section Number	30	10	20	30	40	50	60	10
10-Class	9	5	5	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	035	035	035	035	035	035	035	035
33-Congressional District	01	01	01	01	01	01	01	01
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1	1					
25-Roadbed Condition		5	5					
24-Surface Condition Index		98	98					
16-Surface Width	50	20	20	50	50	50	50	100
13-Surface Type	4	4	4	4	4	4	4	4
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	0	100	100	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	50	20	20	50	50	50	50	99
TTAM Future ADT		74	74					
TTAM ADS Number	20	13	13	20	20	20	20	20
TTAM Future Surface Type		G	G					
35-Drainage Condition								
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								
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	1986	1986	1986	1986	1986	1986	1986	1986
Update Year	2024	2024	2024	2024	2024	2024	2024	2024
Status	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION	AT-THE-REGION



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

For construction costs use  
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Filter Criteria				
J	2024	52	550	

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

Location ID	J52550	J52550
Region	Pacific	Pacific
Agency	Northern	Northern
Reservation	Susanvil	Susanvil
Road Name	David S	David S
4-IRR Route Number	P007	P007
5-Section Number	20	30
10-Class	9	9
15-Length of Section	0.1	0.1
18-Bridge Number		
19-Bridge Condition		
20-Bridge Length		
32-County	035	035
33-Congressional District	01	01
7-State	CA	CA
8-Ownership	2	2
12-Construction Need	2	2
11-Terrain		
25-Roadbed Condition		
24-Surface Condition Index		
16-Surface Width	100	100
13-Surface Type	4	4
9-Federal Aid Category	1	1
28-Right of Way Status	1	1
29-Right of Way Width		
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	99	99
TTAM Future ADT		
TTAM ADS Number	20	20
TTAM Future Surface Type		
35-Drainage Condition		
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		
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	1986	1986
Update Year	2024	2024
Status	AT-THE-REGION	AT-THE-REGION

## APPENDIX C

### PUBLIC OUTREACH



**Susanville Indian Rancheria  
Long-Range Transportation Plan Meeting**

**Location:**       **Community Resource Building**  
                          **865 Joaquin St**  
                          **Susanville, CA 96130**

**Date & Time:**   **Monday, October 30<sup>th</sup>, at 10:00 am**

**Purpose of Meeting**

In an effort to update and modernize its Tribal Transportation Program, the Susanville Indian Rancheria (SIR) is developing a long-range transportation plan (LRTP). The LRTP will allow for the inventory and analysis of transportation infrastructure within the SIR transportation network and geographic service area. The LRTP identifies goals and develops strategies to address current and future land use, economic development, traffic demand, and public health, safety, and social needs (25 CFR Part 170.400 and 410).

The tribal communities and local population are the beneficiaries of tribal transportation improvements. The SIR invites the members of the tribal community and various stakeholders with a vested interest to attend a public meeting to ask questions and share information. The meeting will be held at the SIR community resource building on Monday, October 30, 2023, starting at 10 am and concluding by noon. Refreshments will be provided.

**Contact Information**

For further questions and to RSVP, please contact

Russell Burriel  
Susanville Indian Rancheria Public Works Director  
865 Joaquin St  
Susanville, CA 96130  
Work: 530-252-4667  
Cell: 530-260-0421  
Email: [rburriel@sir-nsn.gov](mailto:rburriel@sir-nsn.gov)



**Susanville Indian Rancheria  
Long Range Transportation Plan Meeting**

NAME	ORGANIZATION	EMAIL / PHONE NUMBER
Cyprian Craschein	LC Public Works	(530) 251-8289 Craschein@co.lassen.ca.us
Kanwar Jasleen Mutti	LC Public Works	JMutti@co.lassen.ca.us 530-251-8288
Pete Heimburger	LC Public Works	pheimburger@co.lassen.ca.us
John Clerici	LCIL	jfclerici@gmail.com
Christie Ghos	SIR Secretary	
Amy Langslet	SIR	alanglet@sir-nsn.gov
Chris L Polaro	SIR	
Sanya Hubbard	SIR	shubbard@sir-nsn.gov
Fawn Robinson	SIR	Robinson@ <del>SIR</del> <sup>sir-nsn.gov</sup>
Renee Nez	SIR	rnez@sir-nsn.gov
Alex Valas	LC	asalas@sir-nsn.gov
Michael <sup>OGWRD</sup>	Caltrans	s140676@ dot.ca.gov





# Susanville Indian Rancheria Long Range Transportation Plan



Public Outreach Meeting

# Introductions

- SIR Leadership
- SIR Stakeholders
- Cross Timbers Consulting, LLC (Oklahoma)
  - [www.crosstimbersconsulting.com](http://www.crosstimbersconsulting.com)

# Tribal Transportation Program (TTP)

- TTP is the largest program in the Office of Federal Lands Highway
- The Tribal Transportation Program is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation

# Tribal Transportation Planning



- The Tribal Transportation Program (TTP) regulations state that the purpose of transportation planning is to "clearly demonstrate a Tribe's transportation needs and to fulfill Tribal goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs (25 CFR Part 170.400 and 410).
- Long Range Transportation Plan (LRTP)
- Tribal Transportation Improvement Program (TTIP)

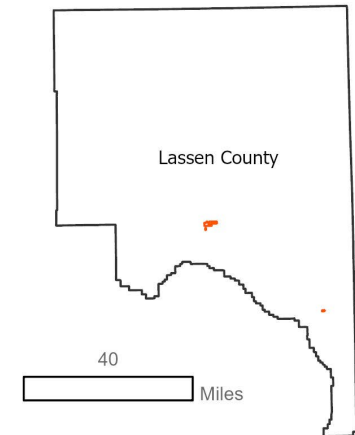
# SIR Transportation Program

- Long Range Transportation Plan (LRTP)
- National Tribal Transportation Facility Inventory (NTTFI)
  - transportation facilities that are eligible for assistance under the Tribal transportation program



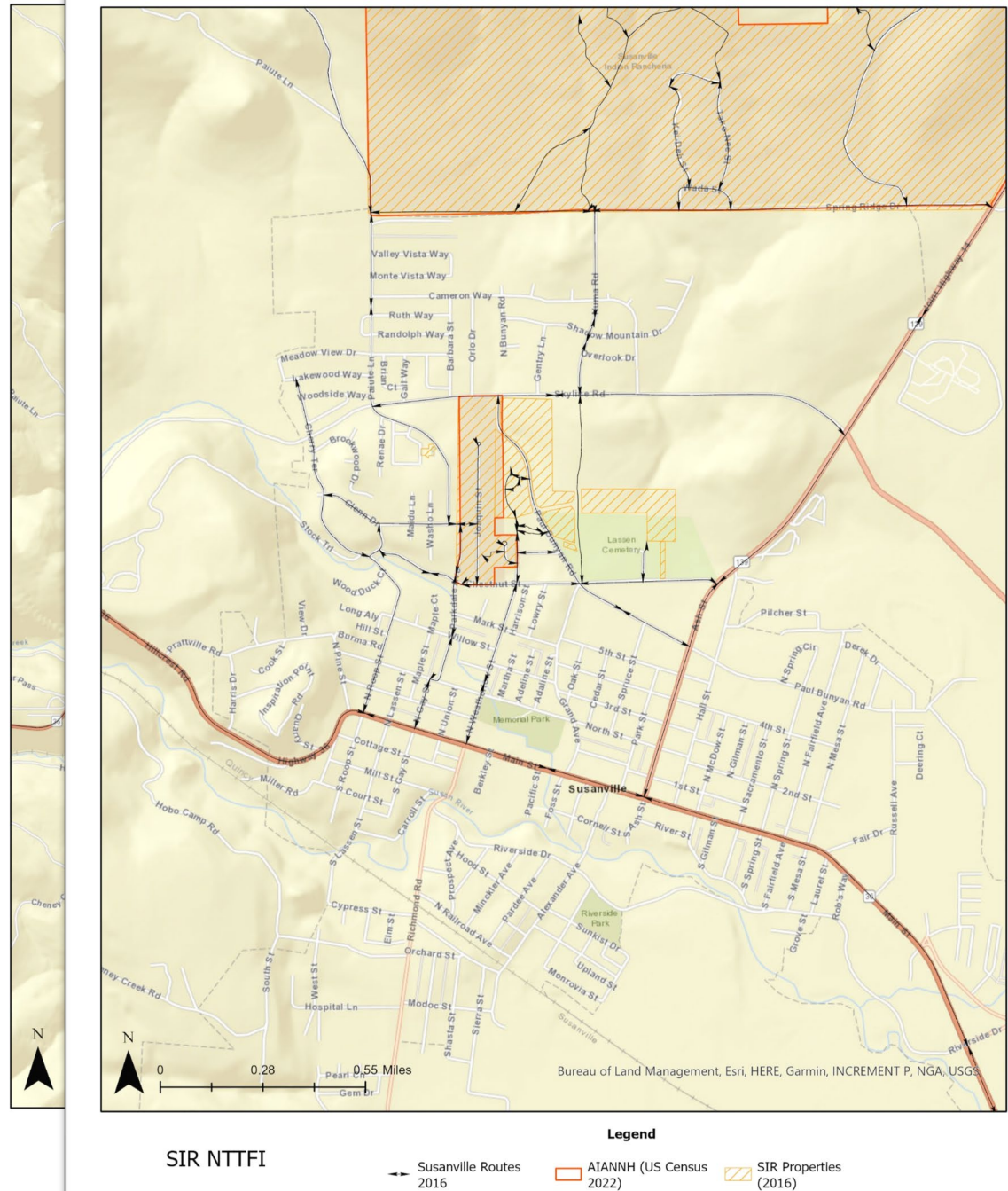
## Susanville Indian Rancheria

-  SIR Properties (2016)
-  AIANNH (US Census 2022)
-  CA counties





- Susanville Routes



SIR NTTFI

# Transportation Priorities

- Priorities for the SIR transportation department?
- Priorities for Communities?

# Conclusion

- Preparation of LRTP
- Submit to SIR for review & public comments
- Finalize plan
- Implement transportation projects
- Pursue additional funding opportunities

# Contact Information

- Susanville Indian Rancheria
  - Russell Burriel
    - [rburriel@sir-nsn.gov](mailto:rburriel@sir-nsn.gov)
  - Josephine Carman
    - [jcarman@sir-nsn.gov](mailto:jcarman@sir-nsn.gov)
- Cross Timbers Consulting, LLC
  - Pamela Journey, AICP, GISP
    - [pamela.journey@crosstimbersconsulting.com](mailto:pamela.journey@crosstimbersconsulting.com)

## APPENDIX D

### ENVIRONMENTAL CONSIDERATIONS

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Lassen County, California



## Local offices

### Reno Fish And Wildlife Office

☎ (775) 861-6300

📠 (775) 861-6301

1340 Financial Boulevard, Suite 234  
Reno, NV 89502-7147

### Klamath Falls Fish And Wildlife Office

☎ (541) 885-8481

📠 (541) 885-7837

1936 California Avenue  
Klamath Falls, OR 97601

### Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Mammals

NAME	STATUS
Gray Wolf <i>Canis lupus</i> There is <b>final</b> critical habitat for this species. <a href="https://ecos.fws.gov/ecp/species/4488">https://ecos.fws.gov/ecp/species/4488</a>	Endangered
North American Wolverine <i>Gulo gulo luscus</i> Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/5123">https://ecos.fws.gov/ecp/species/5123</a>	Proposed Threatened
Sierra Nevada Red Fox <i>Vulpes vulpes necator</i> No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/4252">https://ecos.fws.gov/ecp/species/4252</a>	Endangered

## Birds

NAME	STATUS
California Spotted Owl <i>Strix occidentalis occidentalis</i> No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/7266">https://ecos.fws.gov/ecp/species/7266</a>	Proposed Threatened
Northern Spotted Owl <i>Strix occidentalis caurina</i> Wherever found There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. <a href="https://ecos.fws.gov/ecp/species/1123">https://ecos.fws.gov/ecp/species/1123</a>	Threatened



Yellow-billed Cuckoo <i>Coccyzus americanus</i>	Threatened
There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. <a href="https://ecos.fws.gov/ecp/species/3911">https://ecos.fws.gov/ecp/species/3911</a>	

## Amphibians

NAME	STATUS
Foothill Yellow-legged Frog <i>Rana boylei</i>	Threatened
No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/5133">https://ecos.fws.gov/ecp/species/5133</a>	
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i>	Endangered
Wherever found There is <b>final</b> critical habitat for this species. Your location overlaps the critical habitat. <a href="https://ecos.fws.gov/ecp/species/9529">https://ecos.fws.gov/ecp/species/9529</a>	

## Insects

NAME	STATUS
Carson Wandering Skipper <i>Pseudocopa eodes eunus obscurus</i>	Endangered
Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/674">https://ecos.fws.gov/ecp/species/674</a>	
Monarch Butterfly <i>Danaus plexippus</i>	Candidate
Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	

## Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i>	Endangered
Wherever found There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. <a href="https://ecos.fws.gov/ecp/species/8246">https://ecos.fws.gov/ecp/species/8246</a>	
Shasta Crayfish <i>Pacifastacus fortis</i>	Endangered
Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/8284">https://ecos.fws.gov/ecp/species/8284</a>	

## Flowering Plants

NAME	STATUS
Greene's Tuctoria <i>Tuctoria greenei</i>	Endangered
Wherever found There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. <a href="https://ecos.fws.gov/ecp/species/1573">https://ecos.fws.gov/ecp/species/1573</a>	
Slender Orcutt Grass <i>Orcuttia tenuis</i>	Threatened
Wherever found There is <b>final</b> critical habitat for this species. Your location overlaps the critical habitat. <a href="https://ecos.fws.gov/ecp/species/1063">https://ecos.fws.gov/ecp/species/1063</a>	
Webber's Ivesia <i>Ivesia webberi</i>	Threatened
Wherever found There is <b>final</b> critical habitat for this species. Your location overlaps the critical habitat. <a href="https://ecos.fws.gov/ecp/species/4682">https://ecos.fws.gov/ecp/species/4682</a>	

## Conifers and Cycads

NAME	STATUS
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Whitebark Pine *Pinus albicaulis*

Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/1748>

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

This location overlaps the critical habitat for the following species:

NAME	TYPE
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i> <a href="https://ecos.fws.gov/ecp/species/9529#crithab">https://ecos.fws.gov/ecp/species/9529#crithab</a>	Final
Slender Orcutt Grass <i>Orcuttia tenuis</i> <a href="https://ecos.fws.gov/ecp/species/1063#crithab">https://ecos.fws.gov/ecp/species/1063#crithab</a>	Final
Webber's Ivesia <i>Ivesia webberi</i> <a href="https://ecos.fws.gov/ecp/species/4682#crithab">https://ecos.fws.gov/ecp/species/4682#crithab</a>	Final

## Bald & Golden Eagles

There are no documented cases of eagles being present at this location. However, if you believe eagles may be using your site, please reach out to the local Fish and Wildlife Service office.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Bald and Golden Eagle information is not available at this time

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Migratory bird information is not available at this time

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

#### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

#### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

#### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

This location overlaps the following National Wildlife Refuge lands:

LAND	ACRES
FARM SERVICE AGENCY INTEREST OF CA	1,585.81 acres

### Fish hatcheries

There are no fish hatcheries at this location.

## Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

#### Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or

classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

#### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

#### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

## APPENDIX E

### LONG-RANGE TRANSPORTATION PLAN (20-YEAR)

## SIR Project List 2024

- Spring Ridge Road Extension (TTP 0344, Section 010): SIR is proposing to extend Spring Ridge Drive approximately 0.6 miles to the West, and connecting to Paiute Lane.
- Spring Ridge Road Reconstruct (TTP 0344, Section 020): This portion of Spring Ridge Road is paved, however, the road is beginning to show signs of failure. The length of Spring Ridge Road is approximately 1.1 miles. This project would reconstruct the older section of the road or eastern most 0.9 miles of road, which will result in a long term road resolving the surface and base foundation issues on this section.
- Water Tank Access Road - Accessed by Tako Nee Street and Continuing North (TTP 1007, Section 010): Water Tank Access Road would be accessed from Tako Nee Street and Kei-Deh Street for approximately 0.3 miles and then connect to unimproved road 2033-010. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Unimproved Road - Accessed by Spring Ridge Road and Continuing North (TTP 2033, Section 010): This undeveloped road would be accessed off of Spring Ridge Road and travel north for approximately 0.7 miles. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Unimproved Road - Accessed by Spring Ridge Road and Continuing North (TTP 1001, Section 010): This undeveloped road would be accessed off of Spring Ridge Road and travel north for approximately 1.2 miles. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Unimproved Road - Accessed by Spring Ridge Road and Continuing North (TTP 2034, Section 010): This undeveloped road would be accessed off of Spring Ridge Road and travel north for approximately 0.7 miles. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Unimproved Road - Accessed by Spring Ridge Road Extension and Continuing North (TTP 2035, Section 010): This undeveloped road would be accessed off of TTP 2033 and travel northwest for approximately 0.1 miles. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Unimproved Road - Accessed by Spring Ridge Road Extension and Continuing North (TTP 2036, Section 010): This undeveloped road would be accessed off of Spring Ridge Road extension and travel north for approximately 0.3 miles and then connect to unimproved road 2033-010. Once this road is established, the Tribe can utilize the surrounding land for future development.
- Paul Bunyan Road (TTP 1017, Section 820): Because of existing and proposed health care facility development along Paul Bunyan Road, improvements will be needed. It is



recommended the road be widened to accommodate a middle turn lane to support the additional traffic once future development is completed.

- Intersection Improvements for Paul Bunyan Road & Ash Street (TTP 1003, Section 810): According to the Tribal Safety Plan, this intersection has the most accidents of roads that the Tribe maintains. Because of existing and proposed development along Paul Bunyan Road, this intersection will need to be improved by either making this a four-way-stop or by installing a traffic light. Ash Street is also State Route 139 through Susanville California. The project area is approximately 0.6 miles.
- Improvements to Numa Road (TTP 1010, Sections 810, 820, 830): Based on Tribal road inventory, Numa Road is in dire need of routine maintenance. Routine maintenance would include stabilizing the road shoulders, providing proper drainage, and resurfacing 0.6 miles of the road.
- Improvements to Glenn Drive (TTP 1013, Section 010): Based on Tribal road inventory, Glenn Drive is in dire need of routine maintenance. Routine maintenance would include stabilizing the road shoulders, providing proper drainage, and resurfacing 0.4 miles of the road.
- Improvements to Paiute Lane (TTP 1014, Sections 810, 820): Based on Tribal road inventory, Paiute Lane is in dire need of routine maintenance. Routine maintenance would include stabilizing the road shoulders, providing proper drainage, and resurfacing 0.9 miles of the road.
- Improvements to Chestnut Street (TTP 1015, Sections 010, 020, 030, 040): Based on Tribal road inventory, Chestnut Street is in dire need of routine maintenance. Routine maintenance would include stabilizing the road shoulders, providing proper drainage, and resurfacing of approximately 0.5 miles of roadway to eliminate cracks.
- Improvements to Skyline Drive North (TTP 1016, Sections 810, 820): Based on Tribal road inventory, Skyline Drive North is in need of routine maintenance. Routine maintenance would include stabilizing the existing road shoulders, providing proper drainage, and resurfacing of approximately 1.3 miles of roadway to eliminate cracks.
- Improvements to North Roop Street (TTP 1018, Section 810): Based on Tribal road inventory, North Roop Street is in need of routine maintenance. Routine maintenance would include providing proper drainage and resurfacing of approximately 0.6 miles of roadway to eliminate cracks.
- Improvements to Cherry Terrace (TTP 1019, Section 810): Based on Tribal road inventory, Cherry Terrace is in need of routine maintenance. Routine maintenance would include providing proper drainage and resurfacing of approximately 0.8 miles of roadway to eliminate cracks.

- Improvements to Campbell Road (TTP 1021, Section 810): Based on Tribal road inventory, Campbell Road is in need of routine maintenance. Maintenance would include providing proper drainage and resurfacing of approximately 0.1 miles of roadway to eliminate cracks.
- Improvements to North Weatherlow Street (TTP 1022, Sections 810, 820, 830, 840, 850): Based on Tribal road inventory, North Weatherlow Street is in need of routine maintenance. Maintenance would include providing proper drainage and resurfacing of approximately 0.1 miles of roadway to eliminate cracks. In addition, the northern portion of North Weatherlow Street is not paved at all; the road in this area would require paving to current road standards.
- Improvements to TTP 1027 - North Gay Street, Section 010 & Parkdale Avenue, Sections 020, 030): Based on Tribal road inventory, North Gay Street and Parkdale Avenue are in need of routine maintenance. Maintenance would include providing proper drainage and resurfacing of approximately 0.4 miles of roadway to eliminate cracks and bring the roads up to current road standards.
- Improvements to an Unnamed Road (TTP 1028, Section 010): Based on Tribal road inventory, this un-named road would provide a connection between North Weatherlow Street and Paul Bunyan Road. The road is approximately 0.1 miles in length which will be built to current road standards.
- Improvements to an Unnamed Road (TTP 1029, Sections 010): Based on Tribal road inventory, this un-named road would provide a connection between North Weatherlow Street and Paul Bunyan Road. The road is approximately 0.1 miles in length which will be built to current road standards.
- Improvements to an Unnamed Road (TTP 2031, Section 010): Based on Tribal road inventory, this un-named, primitive road is currently being used. The road runs north and south and provide a connection between Skyline Road and Chestnut Street. The road is approximately 0.5 miles in length which will be improved to current road standards.
- Improvements to Sheriff Cady Lane (TTP 2032, Section 010): Based on Tribal road inventory, Sheriff Cady Lane in need of routine maintenance. Maintenance would include providing proper drainage and resurfacing of approximately 0.1 miles of roadway to eliminate cracks and bring the roads up to current road standards.
- Improvements to an Unnamed Road (TTP 2037, Section 010): Based on Tribal road inventory, the Tribe would like to use this road to construct a RV park and campgrounds in the near future. The road also provides a connection to State Route 139. The road is approximately 0.5 miles in length which will be improved to current road standards.
- Maintenance Equipment and Staff for NTTFI Roads (System Wide): The maintenance equipment and staff is to help maintain safe roads year round. Wintertime driving, inclusive of large amounts of snow and ice, can be treacherous for Tribal members and the public.

- Improvements to State Route 139 (TTP Route 0139, Sections 010, 020, 030): This project would make improvements by resurfacing SR 139 from the corner of Chestnut Drive, north to the Susanville Tribal boundary. The roadway will also need re-striping once it has been resurfaced with asphalt. The project is approximately 2.5 miles in length.
- New Wellness/Health Clinic and Commercial Building: This project would construct new access and a building that would relocate the wellness and health clinic as well as provide business space. The property is currently planned for the north side of the corner of Spring Ridge Road and SR 139.
- Expansion of the Susanville Tribal Cemetery: This project would expand the Susanville Tribal Cemetery directly north of its current location. The property is located east of Route 2031, Section 010, is a primitive road, and the area is approximately 6.7 acres.
- New Pow Wow Grounds: This project would create new Pow Wow grounds for the Susanville Indian Rancheria by allowing them to conduct ceremonial dances and celebrations for years to come. The property would also provide parking for Tribal members during events. The property is currently planned for the corner of Numa Road and Spring Ridge Road.

## APPENDIX F

2024-2028 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

**Tribal Transportation Program  
Transportation Improvement Program**

SUMMARY (2024 - 2028)								
		Tribe:	Susanville Indian Rancheria					
	ANNUAL FUNDING - \$218,789	PROJECT TYPE	FY2024	FY2025	FY2026	FY2027	FY2028	Project Cost
1	TTP-ADMIN. & TRANSPORTATION ASST	ADMINISTRATION	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
2	MAINTENANCE	MAINTENANCE	\$18,789	\$18,789	\$10,000	\$10,000	\$10,000	\$67,578
3	EQUIPMENT PURCHASE	SNOW REMOVAL EQUIP.	\$100,000	\$100,000				\$200,000
4	PAUL BUNYAN ROAD	SIDEWALKS & LIGHTING			\$108,789			\$108,789
5	JOAQUIN ST. & GLENN DRIVE	2" ASPHALT OVERLAY				\$108,789	\$108,789	\$217,578
			\$218,789	\$218,789	\$218,789	\$218,789	\$218,789	\$1,093,945
1	TTP-ADMIN. & TRANSPORTATION ASST. - INCLUDES FUNDING TRANSPORTATION ASST. POSITION AND GRANT WRITING							
2	MAINTENANCE - FUNDS TO BE USED FOR MAINTENANCE ON ANY NTTFI ROUTE							
3	EQUIPMENT PURCHASE - PURCHASE SNOW REMOVAL EQUIPMENT TO BE USED ON ANY NTTFI ROUTE							
4	PAUL BUNYAN ROAD - DESIGN/ENVIRONMENTAL OF SIDEWALKS AND LIGHTING (APPLY FOR A GRANT FOR CONSTRUCTION FUNDING)							
5	JOAQUIN ST. & GLENN DRIVE - DESIGN/ENVIRONMENTAL FOR 2" ASPHALT OVERLAY, SIDEWALKS AND LIGHTING (APPLY FOR A GRANT FOR CONSTRUCTION FUNDING)							

	2018 TIP				
RT NO.	RT. NAME	PRELIMINARY ENG.	CONSTRUCTION	CONSTRUCTION ENG.	TOTAL
140I	REIN. WEST TRAIL	\$45,000	\$250,000	\$10,000	\$305,000
141I	REIN. REHAB. ROAD	\$55,000	\$400,000	\$30,000	\$485,000
143G	BEGGS PARKING LOT	\$30,000	\$350,000	\$25,000	\$405,000
145I	WEST MOUND PARKING	\$30,000	\$350,000	\$25,000	\$405,000
146I	DC FARM ROAD	\$35,000	\$300,000	\$30,000	\$365,000
147I	DC CASINO PARKING	\$30,000	\$500,000	\$30,000	\$560,000
149H	OKMULGEE WEST TRAIL	\$90,000	\$600,000	\$30,000	\$720,000
198A	TS BUGGIN	\$35,000	\$200,000	\$15,000	\$250,000
199A	TS BUGGIN 2	\$45,000	\$300,000	\$25,000	\$370,000
155A	NEW HOPE ROAD	\$100,000	\$2,417,671	\$60,000	\$2,577,671
4200	OKC PARKING LOT	\$60,000	\$250,000	\$40,000	\$350,000

**Transportation Planning Process  
and  
Tribal Transportation Improvement Program (TTIP)  
Certification Statement**

As agreed upon in the Tribal Transportation Program (TTP) Agreement with the United States Department of Transportation (DOT) for the Susanville Indian Rancheria, the Susanville Indian Rancheria hereby certifies that it has fulfilled the functions and duties of the Secretary of the Interior in accordance with the requirements of 25 CFR § 170 in carrying out a planning process and in developing the Tribal Transportation Improvement Program including:

1. Facilitating Public Involvement on the TTIP with all stakeholders,
2. All projects in the TTIP are consistent with the Tribal Long Range Transportation Plan,
3. All projects listed in TTIP are on the National Tribal Transportation Facility Inventory (NTTFI),
4. TTIP contains all TTP program funded projects programmed for construction in the next 4 years,
5. TTIP is financially constrained,
6. TTIP contains uncompleted project(s) from previous TTIP carried-over, and
7. Consultation and coordination with State DOT and/or MPO's for regionally significant projects are complete (if applicable).

Dated: November 21, 2018

  
Deana M. Bovée  
Tribal Chairwoman

## Susanville Indian Rancheria

Project Name	Project No.	2019	2020	2021	2022	2023	Total
FHWA Administration	FHWA Administration 2019-002	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
FHWA Planning (Roads and Transportation)	2020-001	\$0	\$7,000	\$7,000	\$7,000	\$7,000	\$28,000
Supplement Funds to Tribal Transit Program	12-580-4075	\$157,475	\$158,755	\$160,055	\$161,377	\$162,719	\$800,381
Long Range Transportation Planning	12-581-4076	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Spring Ridge Road Resconstruction (Phase II)	2019-001	\$1,511,322	\$0	\$0	\$0	\$0	\$1,511,322
<b>Totals</b>		\$1,680,797	\$170,755	\$172,055	\$173,377	\$174,719	\$2,371,703

**APPROVED** \_\_\_\_\_

**FHWA-FLH**

**DATE** 4/10/2019

Approval of the TTIP is not to be construed as a Federal eligibility determination. Each project must satisfy the specific requirements of the program from which Federal funds are being programmed to, as well as other Federal requirements as appropriate before Federal funds are expended.



Date: 

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<b>Current FY:</b>	<b>2019</b>
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**STIP Amount:** \$0

Type of Work: Administration

\_\_\_\_\_

**County:** Lassen

CA

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**Comments:** The Susanville Indian Rancheria will be spending TTP on Administration Activities identified in the Tribal Transportation Program Delivery Guide.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000.00
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000

## Tribal Transportation Program Transportation Improvement Program

Consortium:		Tribe Code:	J52550
Tribes:	Susanville Indian Rancheria	Date:	
Funding Source:	TTP;	(examples: IRR, IRRBP, 2% Planning, PLH-D)	Current FY: <span style="border: 1px solid black; text-align: center;">2019</span>

### PROJECT INFORMATION

STIP Amount: \$0

Project Name:	FHWA Planning (Roads and Transportation)
Location:	Susanville, CA
Type of Work:	Planning

J525500005

Route Number:		Project Number:	2020-001
Length:	0 Miles	County:	Lassen
State:		Construction Year:	

Comments: FY2020-2023 funds will be used for planning activities identified in the Tribal Transportation Program Delivery Guide.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$0	\$7,000	\$7,000	\$7,000	\$7,000	\$28,000
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$28,000</b>

## Tribal Transportation Program Transportation Improvement Program

<b>Consortium:</b>		<b>Tribe Code:</b>	<b>J52550</b>
	<b>Tribe:</b> Susanville Indian Rancheria	<b>Date:</b>	
<b>Funding Source:</b>	<b>TTP;</b>	<b>(examples: IRR, IRRBP, 2% Planning, PLH-D)</b>	<b>Current FY:</b> <b>2019</b>

### PROJECT INFORMATION

**STIP Amount:** **\$0**

<b>Project Name:</b>	Supplement Funds to Tribal Transit Program
<b>Location:</b>	Susanville, CA
<b>Type of Work:</b>	Transit

J525500006

<b>Route Number:</b>		<b>Project Number:</b>	12-580-4075
<b>Length:</b>	0 Miles	<b>County:</b>	Lassen, Plumas, Tehama, Shasta
<b>State:</b>	CA	<b>Construction Year:</b>	

**Comments:** Supplemental funding, along with the FTA non-discretionary grant funding, for the FTA Tribal Transit program for the Inter-City route from Susanville, CA to Red Bluff, CA to Redding, CA and return as well as the On-Demand route from Susanville, CA to Reno, NV and return.

The tribe expects to receive \$77,475 each year in 2019-2023 for tribal transit operations from FTA. These funds are included in the Transit line item and under available funds.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$157,475	\$158,755	\$160,055	\$161,377	\$162,719	\$800,381
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$157,475</b>	<b>\$158,755</b>	<b>\$160,055</b>	<b>\$161,377</b>	<b>\$162,719</b>	<b>\$800,381</b>



# Tribal Transportation Program Transportation Improvement Program

Consortium:	<input type="text"/>	Tribe Code:	<input type="text" value="J52550"/>
Tribe:	<input type="text" value="Susanville Indian Rancheria"/>	Date:	<input type="text"/>
Funding Source:	<input type="text" value="TTP;"/> (examples: IRR, IRRBP, 2% Planning, PLH-D)	Current FY:	<input type="text" value="2019"/>

## PROJECT INFORMATION

STIP Amount:

Project Name:	<input type="text" value="Long Range Transportation Planning"/>
Location:	<input type="text" value="Susanville, CA"/>
Type of Work:	<input type="text" value="Planning"/>

J525500007

Route Number:	<input type="text"/>	Project Number:	<input type="text" value="12-581-4076"/>
Length:	<input type="text" value="0"/> Miles	County:	<input type="text" value="Lassen"/>
State:	<input type="text"/>	Construction Year:	<input type="text"/>

Comments: FY 2019 funds will be used to finalize the tribe's Long Range Transportation Plan.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>

## Tribal Transportation Program Transportation Improvement Program

Consortium:		Tribe Code:	J52550
Tribes:	Susanville Indian Rancheria	Date:	
Funding Source:	TTP;	(examples: IRR, IRRBP, 2% Planning, PLH-D)	Current FY:
			2019

### PROJECT INFORMATION

STIP Amount: 1,511,322

Project Name:	Spring Ridge Road Resconstruction (Phase II)
Location:	Susanville,CA; Spring Ridge Road from Wada Street to Hwy 139; Route Number J52-550-0226 (020&030)
Type of Work:	Reconstruction

J525500008

Route Number:	0226-020&030	Project Number:	2019-001
Length:	1.1 Miles	County:	Lassen
State:	CA	Construction Year:	2001

**Comments:** This project replaces the previously approved Spring Ridge Road Resurfacing Project (2018-001). The title has changed from resurfacing to reconstruction.

Activity	2019	2020	2021	2022	2023	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,461,322	\$0	\$0	\$0	\$0	\$1,461,322
Construction Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$1,511,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,511,322</b>

## APPENDIX G

### TRANSPORTATION FUNDING OPPORTUNITIES FOR TRIBAL NATIONS



FEDERAL HIGHWAY ADMINISTRATION



# Transportation Funding Opportunities for Tribal Nations



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Updated: June 1, 2023


# 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.

Unless otherwise noted, the source of the photos in this document is FHWA.

## 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.**

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 are the face and voice of FHWA to the States. There is a Division Office located in every state, the district of Columbia and Puerto Rico. 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. Tribal facilities may be eligible for Federal-aid programs listed in this brochure.

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.

- **BIL Technical Assistance/Local Support:** FHWA is here to support local public agencies with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds.

Technical Assistance/Local Support webpage: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical\\_support.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm)



## HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
<b>Dedicated Tribal Programs</b>				
Tribal Transportation Program (TTP)	\$3.01 B		<b>F</b>	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		<b>C</b>	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		<b>C*</b>	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		<b>C*</b>	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		<b>C</b>	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
<b>Other Programs</b>				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		<b>C</b>	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Active Transportation Infrastructure Investment Program (ATIIP)	\$200 M	<b>NEW!</b>	<b>C</b>	Supports active transportation networks and spines such as safe bike paths and walking trails
Bridge Formula Program (BFP)	\$27.5 B		<b>F</b>	Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
Bridge Investment Program	\$12.5 B		<b>C</b>	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	<b>NEW!</b>	<b>C</b>	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			<b>F</b>	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		<b>C</b>	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		<b>C</b>	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	<b>NEW!</b>	<b>C</b>	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	<b>NEW!</b>	<b>C</b>	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		<b>C</b>	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.

\* See additional details in the program description.

## HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
<b>Other Programs (Cont.)</b>				
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.
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way	\$10 M	NEW!	C	Supports activities to benefit pollinators on roadsides and highway rights-of-way.
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.

\*See program for additional details.

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

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**
  - ◇ No Benefit Cost Analysis Requirement.
  - ◇ 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:**

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:** Highest priority project or disaster or emergency to an eligible NTTFI transportation facility.
- **Additional Information and Assistance**
  - ◇ No Benefit Cost Analysis Requirement.
  - ◇ 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>.
  - ◇ Program Website and application information: <https://highways.dot.gov/federal-lands/programs-tribal/high-priority-projects>

# 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:** Competitive. Projects will be programmed for funding after a completed application package is received and accepted by the FHWA.
- **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.
  - ◇ Please refer to the Bridge Formula Program for details on an additional 15 percent BFP set-aside for “off-system” bridges.
  - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.
  - ◇ The set aside follows the criteria in 23 CFR 661 for ranking applications.
  - ◇ No Benefit Cost Analysis Requirement.

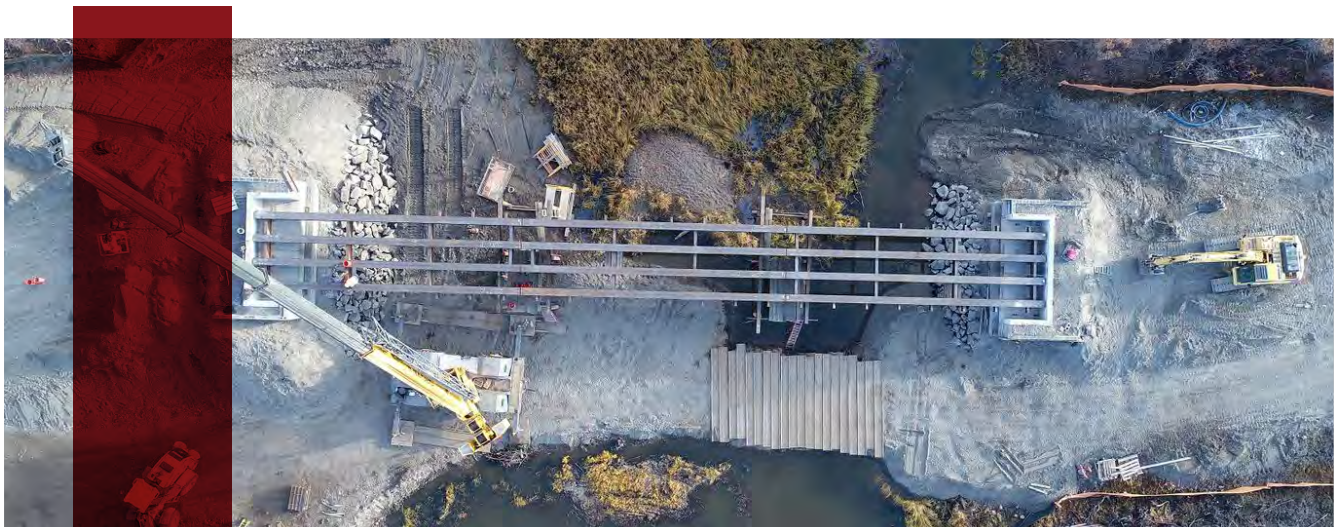
## Bridge Investment Program (BIP) Tribal Bridge Set-aside

- **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.).
  - ◇ No Benefit Cost Analysis Requirement.





Littlewater Chapter House Access Road.  
Navajo Nation, New Mexico



## 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. TTP funds may be used to meet matching or cost participation requirements.
- **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.
  - ◇ Program website: <https://www.fhwa.dot.gov/innovation/grants/>.



The Saint Michael Roadway Improvement Project.  
Tribal Village of Saint Michael Bering Sea, Alaska.

**NEW!**

## Active Transportation Infrastructure Investment Program (ATIIP)

- **Purpose:** Enable communities to build from existing infrastructure for walking and biking to safely connect people to the destinations they travel to routinely, while also creating opportunities for sustainable transportation and recreation. Sec.11529.

- **Funding:** \$45 million for FY 2023, \$200 M FY22-26.

Fiscal Year (FY)	2023
Amount	\$45 million

- **Program Type:** Competitive.
- **Federal Share:** May increase the Federal share of the cost of the eligible project up to 100 percent of the total project cost.
- **Eligible projects/activities:**
  - ◇ Fact Sheet: [https://www.railstotrails.org/media/1344243/caats\\_factsheet\\_12323.pdf](https://www.railstotrails.org/media/1344243/caats_factsheet_12323.pdf)
  - ◇ Program Website: TBD



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

## Bridge Formula Program (BFP)

- **Purpose:** Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
- **Funding:** 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).

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$5.5 billion	\$5.5 billion	\$5.5 billion	\$5.5 billion	\$5.5 billion

- **Program Type:** Formula.
- **Federal Share:** 100 percent. No match required for funds used on an "off-system" bridge that is owned by a federally-recognized Tribe.
- **Eligible projects/activities:** Tribally owned bridges on tribal roads are eligible under the 15 percent set-aside for "off-system" bridges. Includes, but is not limited to, projects to replace, rehabilitate, preserve or protect one or more bridges.
- **Additional Information and Assistance:**
  - ◇ This 15 percent set-aside for "off-system" bridges is different than the 3 percent BFP Tribal set-aside for Tribal transportation facility bridges made available under the Tribal Transportation Program. See program for details.
  - ◇ BFP Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>
  - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.

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





## Bridge Investment Program (BIP)

- **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:**
  - ◇ Bridge Investment Program Program Fact Sheets and Guidance: <https://www.fhwa.dot.gov/bridge/bip/index.cf>



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

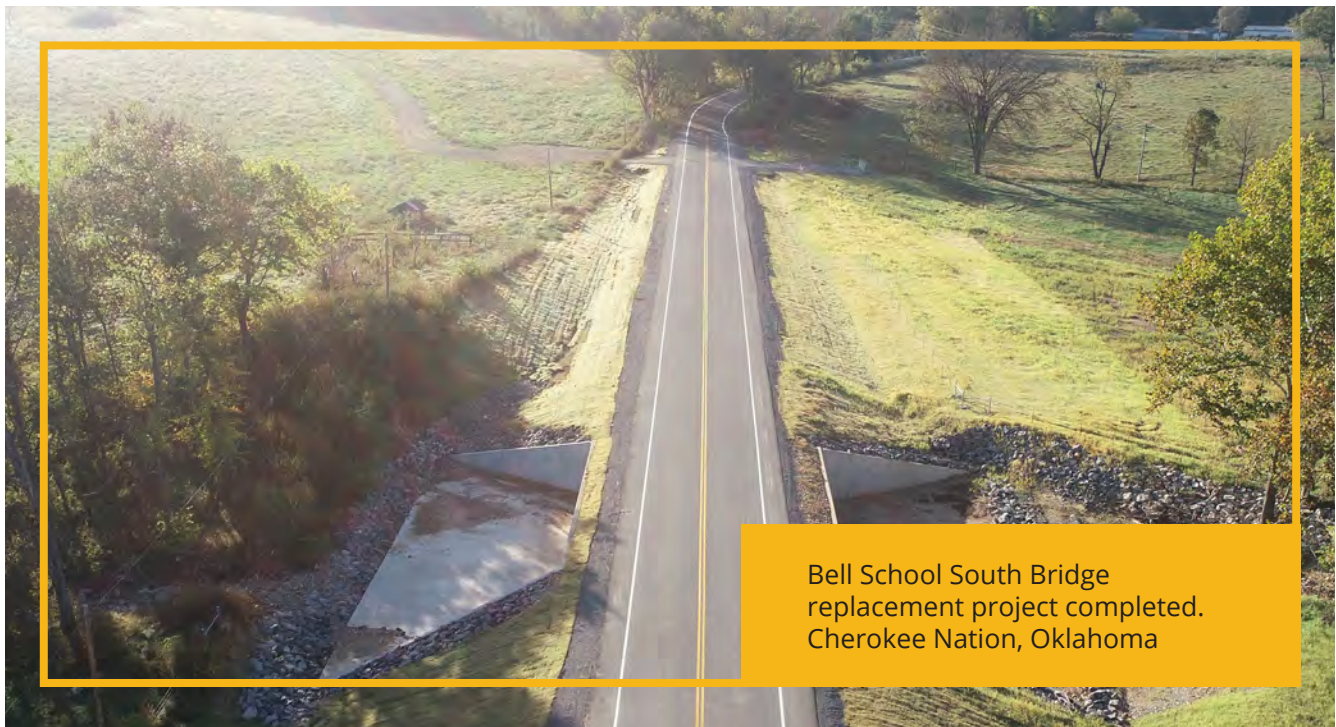
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating 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.
  - ◇ Charging and Infrastructure Discretionary Grant Program NOFO, Fact Sheets and Guidance are available at <https://www.fhwa.dot.gov/environment/cfi/>.

## 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.
- **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:**
  - ◇ HSIP Eligibility Guidance: [https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL\\_HSIP\\_Eligibility\\_Guidance.pdf](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.
- **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>



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>

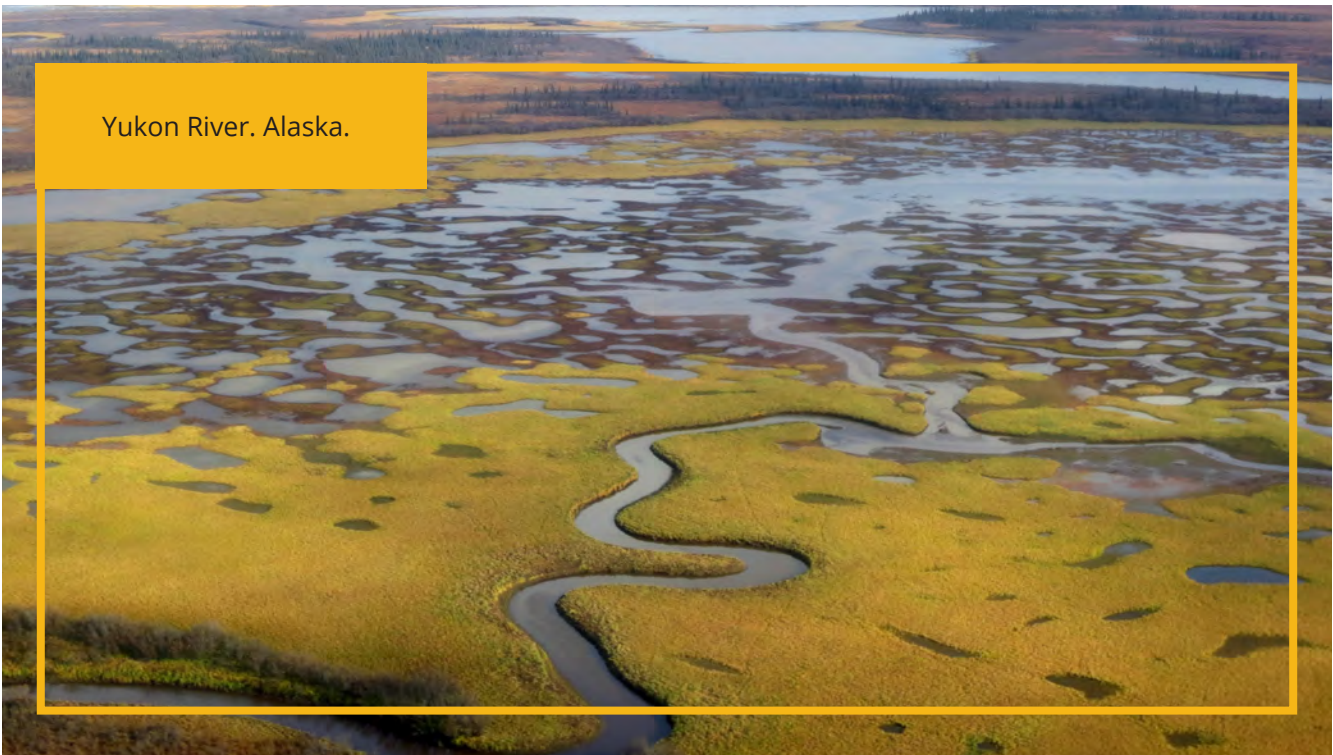
**NEW!**

## 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:** 100 percent federally funded.
- **Eligible projects/activities:** Projects to replace, remove, or repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish.
- **Additional Information and Assistance:**
  - ◇ National Culvert Removal, Replacement & Restoration Grants (Culvert Aquatic Organism Passage (AOP) Program): <https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop.cfm>
  - ◇ Fact Sheet: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/culverts\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/culverts_fact_sheet.cfm)

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>



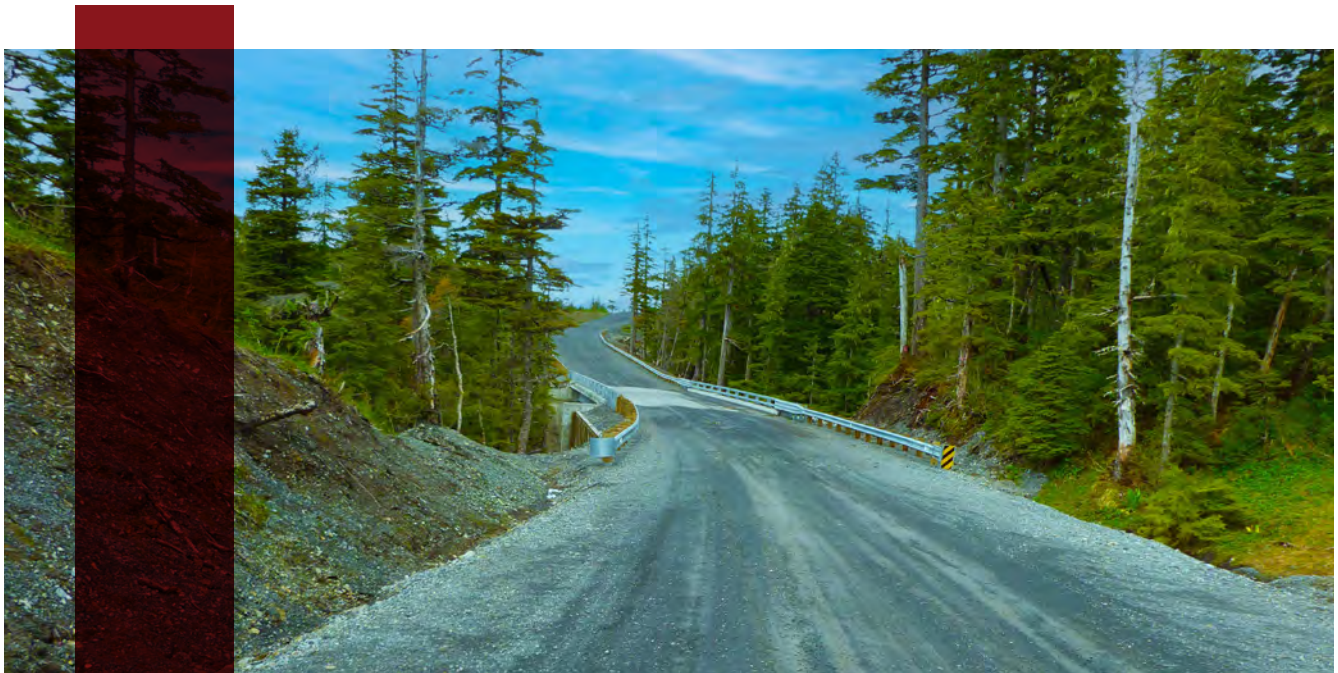
## National Scenic Byways

- **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.
- **Eligible projects/activities:**
- **Additional Information and Assistance:**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ Program website: <https://fhwaapps.fhwa.dot.gov/bywaysp/>



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:** 100 percent federally-funded for Tribal projects.
- **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:**
  - ◇ 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!**

## Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way

- **Purpose:** Provide grants to eligible entities to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally-appropriate grasses and wildflowers, including milkweed. Under 23 USC 332.

**23 USC 332: Pollinator-friendly practices on roadsides and highway rights-of-way (house.gov)**

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2 million	\$2 million	\$2 million	\$2 million	\$2 million

- **Program Type:** Competitive.
- **Federal Share:** 100 percent.
- **Eligible projects/activities:** Amount of grants is based on the number of pollinator-friendly practices the eligible entity has implemented or plans to implement; and each grant cannot exceed \$150,000.
- **Additional Information and Assistance:**
  - ◇ Program Website: [https://www.environment.fhwa.dot.gov/env\\_topics/ecosystems/pollinators.aspx](https://www.environment.fhwa.dot.gov/env_topics/ecosystems/pollinators.aspx)
  - ◇ IJA: SEC. 11528 and **23 USC 332: Pollinator-friendly practices on roadsides and highway rights-of-way (house.gov)**



## 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.
- **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.
  - ◇ PROTECT Formula Program Guidance: <https://www.fhwa.dot.gov/environment/protect/discretionary/>
  - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/promote.cfm>

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



**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/reconnecting-communities>
  - ◇ Fact Sheet: <https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-pilot-program-fact-sheet>.



**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.
  - ◇ Any entity having authority over a port facility or inter modal port transfer facility is eligible (as well as entities that test or evaluate technologies that reduce emissions at port facilities)..
  - ◇ 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.
  - ◇ Fact Sheet:  
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm>

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. TTP funds may be used to meet matching or cost participation requirements.
- **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.
  - ◇ Program website: <https://www.transportation.gov/grants/rural-surface-transportation-grant>
  - ◇ Program part of the larger Rural Opportunities to Use Transportation for Economic Success (ROUTES), <https://www.transportation.gov/rural>.



## 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.
- **Federal Share:** Up to 100 percent.
- **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:**
  - ◇ Cost sharing or matching is not required for Stage 1: Planning and Prototyping.
  - ◇ SMART Program website: <https://www.transportation.gov/grants/SMART>.
  - ◇ Fact Sheet: <https://www.transportation.gov/grants/smart/smart-grants-fact-sheet>.

## 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. TTP funds may be used to meet matching or cost participation requirements.
- **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:**
  - ◇ No Benefit Cost Analysis Requirement.
  - ◇ 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/](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. TTP funds may be used to meet matching or cost participation requirements.
- **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:**
  - ◇ Program Website: <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>
  - ◇ Not less than 60 percent of grant funds each fiscal year are reserved for projects in rural areas.





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



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

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Office of Tribal Transportation