

# 27982 - Muckleshoot Transportation Project

## Application Details

Funding Opportunity:	27548-2025-2027 Consolidated Grant Program - Operating
Funding Opportunity Due Date:	Sep 17, 2024 3:01 PM
Program Area:	Consolidated Grant Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	Sep 17, 2024 2:56 PM
Initially Submitted By:	Andrew Burdette
Last Submit Date:	
Last Submitted By:	

## Contact Information

### Primary Contact Information

Active User*:	Yes
Type:	External User
Name:	Salutation Andrew Middle Name Burdette First Name Last Name
Title:	Senior Grants Writer
Email*:	andrew.burdette@muckleshoot.nsn.us
Address*:	39015 172nd Ave SE  Auburn Washington 98092-9763 City State/Province Postal Code/Zip
Phone*:	253-876-2871 Ext. Phone ### ### #####
Fax:	### ### #####
Comments:	

### Organization Information

Status*:	Approved
Legal Name*:	Muckleshoot Indian Tribe
DBA Name*:	Muckleshoot Indian Tribe
Organization Type*:	Tribe
Unique Entity Identifier (UEI):	JLMDHAXHN1B1
Organization Website:	https://tribaltransit.com/ (Please enter http://... for this field)
Physical Address*:	40320 Auburn-Enumclaw Rd S.E.

**Mailing Address\*:**

Auburn Washington 98092-9313  
City State/Province Postal Code/Zip  
39015 172nd Ave S.E.  
Muckleshoot Indian Tribe

**Remit to Address\*:**

Auburn Washington 98092-9313  
City State/Province Postal Code/Zip  
39015 172nd Ave S.E.  
Muckleshoot Indian Tribe

**Phone\*:**

Auburn Washington 98092-9313  
City State/Province Postal Code/Zip  
(253) 545-1187 Ext.  
###-###-####

**Fax:**

###-###-####

**Benefactor:**

**Vendor ID:**

**Fiscal Year End**

September

**Last day of\*:**

**Comments:**

**Indirect Cost Rate:**

0.00%

**IDR Expiration Date:**

## Organization Contact Information

### Organization Contact Information

**Organization Director**

**Name\*:**

Sharon Hamilton  
First Name Last Name  
Grants Officer [sharon.hamilton@muckleshoot.nsn.us](mailto:sharon.hamilton@muckleshoot.nsn.us)  
Title Email Address

**Applicant Contact**

**Name\*:**

Andrew Burdette  
First Name Last Name  
Grants Writer [andrew.burdette@muckleshoot.nsn.us](mailto:andrew.burdette@muckleshoot.nsn.us)  
Title Email Address

**Project Contact**

**Name:**

Riley Patterson  
First Name Last Name  
Transportation Director [riley.patterson@muckleshoot.nsn.us](mailto:riley.patterson@muckleshoot.nsn.us)  
Title Email Address

## Summary of Project Information

### Summary of Project Information

**NOTE:**

**OPERATING - General operating assistance:** Select this option if your organization is a transit agency and you are submitting an application for only one operating project that includes all of the transportation services your organization provides (maximum grant request of \$ 1.5 million).

**OPERATING - Operating assistance for a specific service:** Select this option if your organization is submitting an application for specific services you provide.

**Operating Type\*:**

General operating assistance

Refer to the glossary in the [Consolidated Grant Guidebook](#) for service-type definitions.

**Service Type\*:** Fixed-route

**Need for Service\*:** Sustain existing service

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements such as federal drug and alcohol testing procedures or Title VI activities and disadvantaged business enterprise (DBE). For an example of last biennium's federal requirements see the [Consolidated Grant Guidebook](#).

**Willing to Accept FTA funds for the biennium?\*** Yes

Select all of the Congressional District(s), Legislative District(s), and County(ies) the project will serve (include entire project area).  
[Congressional & Legislative District map](#)

**Congressional District(s)\*:** 8

**Legislative District(s)\*:** 30,31,47

**County(ies)\*:** King,Pierce

## Scope of Work

### *Scope of Work*

Select the [Regional Transportation Planning Organization / Metropolitan Planning Organization \(RTPO/MPO\)](#) that will be ranking this project from the drop-down menu.

**RTPO/MPO\*:** Puget Sound Regional Council

## Project Description

Provide a brief, high-level description of what your project proposes to do (address who, what, when, and where).  
This may be used to describe your project to the Legislature.

### **Proposed scope/description of the work\*:**

To provide transportation services overburdened populations to vital destinations via established commuter routes and demand response services. Commuter routes and demand-response services ensure community members can access healthcare, employment, and essential services. The Muckleshoot Tribal Transit provides fare free transportation.

## Project Need

Why is this project needed, and how does this proposal address the need?

Include a description of the transportation problem that matches the need expressed in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), how the problem was identified, and how the proposed project will address the problem.

### **Need\*:**

The CPT-HSTP identified mobility needs that the Muckleshoot Consolidated request will meet are: shorter travel times when taking transit, more transportation services when they are needed, better access to health and wellness destinations, affordable transportation for families with low incomes, connected ADA-accessible infrastructure, better regional coordination to meet growing mobility needs. Muckleshoot Tribal Transit Program (MTTP) provides fare-free transit across the Muckleshoot Indian Reservation and adjacent municipalities (Auburn and Enumclaw). The Muckleshoot Indian Tribe represents a rural and underserved community that relies heavily on its transit services for essential transportation. The Tribe's transportation services provide crucial links with businesses offering access to affordable groceries, medical services, public assistance, employment opportunities, and educational institutions. The proposed MTTP-Consolidated Project plays a crucial role in improving the overall well-being of the Muckleshoot community and its surrounding areas. The free and accessible transit service helps bridge the gap for a rural and underserved population that faces significant transportation challenges due to geographic isolation, higher poverty rates, and limited access to public services. Funding will further secure operations of the MTTP and position future planned enhancements of the MTTP which include additional service route potential to Enumclaw.

## Area Served

**Is this project primarily serving a rural area?\*** Yes  
Any service that supports public transportation in rural areas with populations less than 50,000.

## Special Needs Transportation

To be eligible for funding for special needs transportation, applicants must address how their project advances the efficiency in, accessibility to, or coordination of transportation services provided to persons with special transportation needs, defined in [RCW 81.66.010\(3\)](#)

Advance efficiencies in, accessibility to, or coordination of special needs transportation \*: Yes

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population(s) to be served by this project.

Special Needs Transportation:

The Muckleshoot Tribal Transit Program currently administer ADA services that are subject to requirements and provisions of the Title VI of the Civil Rights Act of 1964. Further, under the the American with Disabilities Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service. Muckleshoot Tribal Transit and its management are committed to complying with the requirements of Title VI in all of its federally funded programs and activities. Any person who believes he or she has been aggrieved by an unlawful discriminatory practice under Title VI may file a complaint with Management of Muckleshoot Tribal Transit. Any such complaint must be in writing and filed with Muckleshoot Tribal Transit within 180 days following the date of the alleged discriminatory occurrence. Our mission is "to provide safe, reliable transportation to all community members to vital destinations through established commuter routes and demand response services."

Project Staff

Provide the names and experience of the key staff who will be working on this project, including their experience managing projects similar to the proposed project.

Project Staff\*:

Riley Patterson - Muckleshoot Transportation Manager has been managing the Transportation Program for the past 6 years. Mr. Patterson has completed various Tribal Transportation Training provided by the Federal Transit Authority, BIA, Tribal Transportation Planning Organization, Rural Transit Assistance Program, National Transportation in Indian Country, Federal Department of Transportation, Washington State Department of Transportation, Intertribal Transportation Association, National Child Passenger Safety Certification Training Program and the Muckleshoot Indian Tribe. Mr. Patterson also has conducted update efforts to the Muckleshoot Tribes Long Range Transportation Plan and the Tribes Roads Inventory. Furthermore, he has fostered continuous collaborative relationships with the City of Auburn, King County Metro, King County Mobility Coalition, and the Puget Sound Regional Council. Mr. Patterson will conduct project oversight and reporting compliance for the Muckleshoot WSDOT Consolidated - Operations Project.

Relationship to Other Projects

Relationship to Other Projects

Is this project dependent on any other projects submitted by your organization?\*: No

Did you, or will you, apply for this project in another grant program this biennium?\*: No

Have you applied for the same project in a prior biennium and did not receive funding?\*: No

Are you applying for other projects within this funding opportunity?\*: No

Planning and Coordination

Coordinated Public Transit - Human Services Transportation Plan

Coordinated Public Transit - Human Services Transportation Plan	Element	Page number(s) or TBD	How is the need in the CPT-HSTP met by this project?
Puget Sound Regional Council	Regional Priorities for implementation	33	The Muckleshoot WSDOT Consolidated - Operations Project will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.1. Mobility priorities - "Shorter travel times when taking regular transit or specialized transportation" by providing fixed route service with connection to the City of Auburn transportation network and beyond.



Puget Sound Regional Council	Regional Priorities for implementation	34	The Muckleshoot WSDOT Consolidated - Operations Project will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.2 Mobility priorities - "More transportation services at times when they are needed" by providing fixed route service with connection to the City of Auburn transportation network and beyond.
Puget Sound Regional Council	Regional Priorities for implementation	35	The Muckleshoot WSDOT Consolidated - Operations Project is will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.3 Mobility priorities - "Better access to health and wellness destinations" by providing fixed route service with connection to the City of Auburn transportation network and beyond.
Puget Sound Regional Council	Regional Priorities for implementation	36	The Muckleshoot WSDOT Consolidated - Operations Project is will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.4 Mobility priorities - "Affordable Transportation for families with low incomes" by providing fixed route service with connection to the City of Auburn transportation network and beyond.
Puget Sound Regional Council	Regional Priorities for implementation	36	The Muckleshoot WSDOT Consolidated - Operations Project is will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.5 Mobility priorities - "Connected ADA-accessible infrastructure" by providing title VI compliant and ADA accessible transit services including fixed route services and central dispatch with connection to various locations in King and Pierce counties including the Auburn Transportation network.
Puget Sound Regional Council	Regional Priorities for implementation	36	The Muckleshoot WSDOT Consolidated - Operations Project is will assist in meeting key mobility priorities identified in the Puget Sound Regional Council - Regional Transportation Plan (2022) 3.6 Mobility priorities - "better regional coordination to meet growing mobility needs" by providing fixed route service with connection to the City of Auburn transportation network and beyond.

### **Project Coordination**

Describe coordination efforts. Include details such as:

- Inclusion in regional plans.
- What prioritized strategies are being addressed?
- Who was involved in defining the problem?
- Other alternatives that were/are being considered for solving the problem.
- Demonstrations of local/regional coordination for implementing the proposed project.

### **Coordination Efforts\*:**

Muckleshoot Tribal Transportation Improvement Program (TTIP) is dedicated to presenting and supporting the future transit and roadway development plans of the Tribe. The Tribal Prioritized Project List (TPPL) details the future transportation improvements planned by the Tribe as reflected in Muckleshoot Long Range Transportation Plan (LRTP). The Muckleshoot Indian Tribe is characterized as a progressive Indian community, continually pursuing ways to enhance our tribal communities by improving the safety and access to essential social services of travelers on our transportation network. As reflected in the Puget Sound Regional Council - Regional Transportation Plan (2022-2050)(pg. 34-37) the key mobility priorities are supported via the structure and service delivery of the Muckleshoot Tribal Transportation Program (MTTSP). In section 3-1. Tribal Prioritized Project List (pg. 28) the "defining of the problems and priorities" is conducted via "community involvement, working sessions with various MIT departments, and the working sessions with the Muckleshoot Tribal Council." Furthermore, the Muckleshoot Tribe has a fully dedicated Grants Development team who collectively has 70 plus years of experience in conducting state, federal and private organization requests for funding and fully dedicated Grants and Contract compliance department to assist program personnel in the management of state, federal and private organization funds.

**By checking this box, you acknowledge Yes**  
**that you coordinated or will coordinate this**  
**project with the planning organization(s)**  
**within the region(s) this project serves.\*:**

How does your project connect to, coordinate with, leverage, or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Include in your response how the multimodal partnerships for this project will improve or enhance access to social services.

What efficiencies will be gained within the service area as a result of this project?

### **Multimodal Partnerships\*:**

The Muckleshoot Consolidated - Operations Project with many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and

coordination. The pedestrian plan focuses on the condition of the existing trails and pathways utilized by the tribal citizens to access services by foot. Walking and hiking trails provide a great opportunity for Tribal community enhancement by incorporating cultural education and preservation through interpretive signage, planned bench seating location with educational placards and interactive stations, the display of traditional tribal art, and environmental enhancement and education of plant and animal species. The MTTP offers fare free service to Muckleshoot Indian Reservation and the City of Auburn. Points of connections for MTTP service are: reservation, casino, bingo, Auburn Safeway, Auburn Transit Station and Auburn Outlet Collection Mall. The letter of support from the City of Auburn is a reflection of this ongoing collaborative relationship of which this Consolidated Project will build upon.

Efficiencies gained within the service area as a result of the project include interconnectivity to external transit services such as Puget Sound Transit Service, King County Metro and ADA compliant transit services offered both on fixed route and central dispatch programming.

Does this project have a planning or operating service area that crosses RTPO planning boundaries? \*: Yes

Budget

Duration of Project

Planning projects can only choose Two Years.

Duration of Project\*: Two Years

Expenses

Expenses	If Other, Please List	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia	** July 1, 2027 - June 30, 2029 (Projected)	Variance Between Biennia
Fuel & Lubricants		\$93,602.00	\$131,250.00	\$224,852.00	\$288,750.00	28.42%	\$0.00	-100.00%
Labor & Benefits		\$922,300.00	\$1,020,000.00	\$1,942,300.00	\$2,091,918.00	7.70%	\$0.00	-100.00%
Project Supplies		\$81,350.00	\$90,000.00	\$171,350.00	\$190,000.00	10.88%	\$0.00	-100.00%
Contracted Services - Transportation		\$0.00	\$3,675.00	\$3,675.00	\$8,100.00	120.41%	\$0.00	-100.00%
Training		\$9,800.00	\$21,000.00	\$30,800.00	\$46,200.00	50.00%	\$0.00	-100.00%
		\$1,107,052.00	\$1,265,925.00	\$2,372,977.00	\$2,624,968.00		\$0.00	

Sources of Match

Match Source	If Other, Please List	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	** July 1, 2027 - June 30, 2029 (Projected)
Local: Other		\$60,000.00	\$70,000.00	\$130,000.00	\$140,000.00	\$0.00
		\$60,000.00	\$70,000.00	\$130,000.00	\$140,000.00	\$0.00

Fares and Ride Donations

	** July 1, 2023 - June 30, 2024 (Actual)	** July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025, (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	** July 1, 2027 - June 30, 2029 (Projected)
Fares and ride donations	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Summary for July 1, 2025 - June 30, 2027

25-27 Requested Amount: \$2,484,968.00

25-27 Match Amount: \$140,000.00

**Summary for July 1, 2027 - June 30, 2029**

27-29 Requested Amount: \$0.00

27-29 Match Amount: \$0.00

**Variances**

Variance between 2023-2025 and 2025-2027: 10.62%

Variance between 2025-2027 and 2027-2029: -100.00%

**Variances:**

Variance accounts inflation of goods and Cost of Living for the match source which is the salary of our Transportation Program Manager - Riley Patterson.

**Other Sources**

**Other Sources\*:**

Variance accounts inflation of goods and Cost of Living for the match source which is the salary of our Transportation Program Manager - Riley Patterson. The Muckleshoot Consolidated Grants Project budget took two critical factors into account when inputting 2023 actuals and 2024 budget estimates. The factors are Cost of Living adjustment and inflation rates for the biennium request. The Muckleshoot Finance Budget Director and Chief Financial Officer sat in on development meetings and created projections with associated factors (COLA and Inflation Rates) to conduct the budgeting for expenses during the biennium period of performance.

**Budget development methodology**

**Budget development methodology \*:**

The Muckleshoot Consolidated Grants Project budget took two critical factors into account when inputting 2023 actuals and 2024 budget estimates. The factors are Cost of Living adjustment and inflation rates for the biennium request. The Muckleshoot Finance Budget Director and Chief Financial Officer sat in on development meetings and created projections with associated factors (COLA and Inflation Rates) to conduct the budgeting for expenses during the biennium period of performance.

**DBE Goals**

DBE Goals	Percentage	Efforts	No DBE
Yes	100.00%	We will use Tribal Government Resources and Enterprises to accomplish proposed DBE goals.	

**Summary**

**July 1, 2025 - June 30, 2027**

Total Project : \$2,624,968.00

Fares and Donations : \$0.00

Requested Amount \$2,484,968.00

This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027  
:

**July 1, 2027 - June 30, 2029**

Total Project : \$0.00

Fares and Donations : \$0.00

Requested Amount \$0.00

This is the amount of grant funds your organization is requesting from July 1, 2027 - June 30, 2029  
:

4-Year Total Requested Amount: \$2,484,968.00

# Indirect Costs

## Indirect Costs

To charge indirect costs to a grant/project, your organization must have an approved indirect cost rate or cost allocation plan. Indirect costs must be included in the application budget.

If you plan to charge indirect costs, you must upload documentation of an approved indirect cost rate or cost allocation plan in the *Attachments* section.

Are you charging indirect costs to this grant/project? \*: No

# Service Level

## Project Service Level Information

Project Specific Information	July 1, 2023 - June 30, 2024 (Actual)	July 1, 2024 - June 30, 2025 (Budgeted)	July 1, 2023 - June 30, 2025 (Total of Actual and Budgeted)	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change	July 1, 2027 - June 30, 2029 (Projected)	Percent of Change
Revenue Vehicle Hours	13416	13500	26916	27000	0.31%	0	-100.00%
Revenue Vehicle Miles	169121	17500	186621	350000	87.55%	0	-100.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	31598	32000	63598	64000	0.63%	0	-100.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%

## Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development. Identify data sources and monitoring processes.

How were service-level estimates developed?\*:

Methodology: Muckleshoot Tribal Transit employs manual counting as the primary method for calculating passenger counts. In addition to each transit driver's manual tallies, we leverage onboard telematics to track revenue miles and hours. These data are cross-referenced with our cloud-based fuel card system to ensure accurate mileage reporting and precise time card tracking, maintaining consistency in hours of operation and overall accuracy.

Data source is the onboard telematics software utilized by the Muckleshoot Tribal Transit Program.

For demand-response or deviated fixed-route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project. Ensure there is a quantitative output, as these will be the baseline measurement for the following biennium's application. Qualitative measures are optional.

### Intended Outputs:

How will your organization measure whether the project is successful? Describe the steps you will take to improve performance if your project does not meet the identified performance targets.

### Project Success Measurement \*:

The Muckleshoot Tribe will measure this project as successful with funding for continued Transit operations and meeting our objective of delivering riders from their origin to their destination efficiently and safely. Also, we are dedicated to servicing the region and assisting with meeting the Puget Sound Regional Council Key Mobility Needs as reflected in the 2022 - 2050 Regional Transportation Plan. Additionally, the attached Muckleshoot LRTP will create significant regional support to measure success of the proposed project.

# Milestones

## Milestones

Activities	Date (mm/yy)
Project Start	07/25
Project Complete	06/27

## Supplemental Information

### Supplemental Information

#### Supplemental Information:

## Vulnerable Populations in Overburdened Communities & Tribes

### Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

#### Vulnerable Populations in Overburdened Communities\*:

As a rural community, the Muckleshoot Indian Tribe faces unique challenges in ensuring its residents have equitable access to essential services. The tribe's poverty rate stands at 19%, which is 1.5 times higher than the national average of 12.5%, illustrating the socio-economic disparities that exist within the community. Without reliable transportation, many tribal members, especially those from low-income households. With a poverty rate of 19%, the Muckleshoot Indian Tribe has a higher percentage of low-income individuals compared to the national average of 12.5%. Many community members, particularly seniors, individuals with disabilities, and low-income families, rely heavily on the fare-free transit services to access essential services. These populations are especially vulnerable to economic and transportation barriers, making the service an essential lifeline. The fact that the program offers wheelchair-accessible vehicles and assistance for passengers with disabilities further enhances the inclusivity and accessibility of this service.

Without this free transit service, the most vulnerable residents would face significant obstacles in reaching vital destinations, such as:

? Medical Facilities: Access to healthcare is crucial, and for many residents, especially those with chronic illnesses, the ability to travel to healthcare facilities in Auburn or nearby areas can mean the difference between health management and worsening conditions.

? Employment Centers: The service also connects residents to employment opportunities within the City of Auburn, which is home to 1,870 businesses. Without reliable and affordable transit, many tribal members would face challenges in securing or maintaining employment, contributing to ongoing poverty issues.

? Educational Institutions: Access to schools, including Green River College and local elementary and high schools, is essential for improving education and career prospects for younger tribal members.

If these populations were engaged by you or your representatives in developing or maintaining the project, describe the outreach efforts and results.

#### Inclusive planning:

#### Tribal Support

Is this project directly operated by a tribe?: Yes

#### Attachments

Tribal support correspondence/resolution:

## Environmental Justice

### Environmental Justice Assessment

Are you requesting \$15 million or more in WSDOT funds for your proposed project?: No

#### Environmental Justice Assessment (EJA) Map

EJA Map:

#### Environmental Justice Assessment (EJA) Completion

Enter the names of other agencies or governments (including affected tribes) that are involved with the project and their role:

Not Applicable

Have you begun or have you completed the EJA?: No

Enter the name of WSDOT staff (e.g., your assigned community transportation planner, tribal liaison, or project manager) you consulted, or will consult, about the expected EJA work and the required report:

Not Applicable

Environmental Justice Assessment (EJA) Reporting

Did you report the results of EJA to WSDOT Public Transportation Division staff? : No

When do you plan to submit the results of your EJA?:

Not Applicable

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
<strong>Required for all projects</strong>						
Copy of organization?s most recent audit report	✓	Muckleshoot Indian Tribe_Audit Report Cover Sheet	<a href="#">Muckleshoot_WSDOT_2022 Audit Cover Letter.pdf</a>	pdf	396 KB	09/16/2024 02:37 PM
Population density map	✓	Muckleshoot Indian Tribe - Population Density Map	<a href="#">MT_WSDOT_Pop. Density Map.png</a>	png	873 KB	09/16/2024 01:28 PM
Service area map	✓	Muckleshoot Indian Tribe - Service Area Map	<a href="#">MT_WSDOT Consolidated_Service Area Map.png</a>	png	2 MB	09/16/2024 01:08 PM
<strong>Required for new non-profit applicants only</strong>						
501(c) IRS Letter of Determination (required for new non-profit applicants)						
WA Utilities & Transportation Commission (UTC) Certification (required for new non-profit applicants who are direct service providers)						
<strong>Conditionally required</strong>						
Indirect costs documentation (required if you are charging indirect costs to the project)						
In-kind match valuation proposal (required for operating & mobility management projects that are proposing to use in-kind as matching funds)						
Procurement policy (required for new applicants or current grantees without a current policy on file with WSDOT)						
<strong>Optional attachments</strong>						
Letters committing matching funds						
Letter of concurrence (for projects that operate in multiple planning regions)						
Letters of support (combine into one file attachment)		MT_WSDOT Consolidated_Letters of Support	<a href="#">MT_WSDOT Consolidated_LOS.pdf</a>	pdf	513 KB	09/17/2024 01:52 PM

Optional construction attachments

NEPA/SEPA assessment, if available

Supplemental construction project information (building or site designs, site plans, location exhibits, etc.), if available

Certification

Certification

I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capabilities to implement and manage the project associated with this application:

Certification\*:

Yes

Application Authority\*:

Sharon Hamilton

First NameLast Name

Title\*:

Grants Officer

Date\*:

09/17/2024



September 13, 2024

Jaison Elkins  
Tribal Council Chairperson  
Muckleshoot Indian Tribe  
39015-A 172<sup>nd</sup> Ave SE  
Auburn, WA, 98092

Dear Chair Elkins,

I am writing to express the City of Auburn's strong support for the **Muckleshoot Tribal Transit Program's** application for the Washington State Consolidated Grant Program 2025-2027. The Muckleshoot Indian Tribe has consistently demonstrated its commitment to improving transportation infrastructure and services on and around the Muckleshoot Reservation, in collaboration with the City of Auburn and other key stakeholders.

The **Muckleshoot Tribal Transit Program** operates a public transit system that provides essential services to both the Muckleshoot Reservation and the City of Auburn. Through its coordination with MIT Planning, the City of Auburn, the Bureau of Indian Affairs, the Federal Transit Administration, and the Federal Highway Administration, the program is dedicated to improving public transportation. This initiative not only strengthens the transportation network but also ensures that critical services, such as employment, healthcare, and education, are accessible to underserved populations.

By addressing the mobility needs of seniors, individuals with disabilities, and low-income residents, the Muckleshoot Tribal Transit Program aligns closely with the City of Auburn's goals to promote equitable and accessible transportation. The City of Auburn is confident that the grant funding will enable the Muckleshoot Tribal Transit Program to continue its valuable work and expand its capacity to serve even more individuals.

We look forward to continuing our partnership with the Muckleshoot Indian Tribe and supporting this project, which is vital to the community's well-being and development. Please do not hesitate to reach out for further information or assistance.

Sincerely,



Nancy Backus  
Mayor  
City of Auburn



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September 16, 2024

Phillip James  
Transportation Manager  
40320 Auburn Enumclaw Rd  
Auburn, WA 98092

RE: 2025-2027 WSDOT Consolidated Grants Program

Dear Mr. James,

On behalf of Hopelink Mobility Management, we are pleased to offer our full support for the **Muckleshoot Tribal Transit Program's** application to the Washington State Consolidated Grant Program 2025-2027. This program is a critical component of the regional transportation network, providing essential services to residents of both the Muckleshoot Reservation and King County, including Auburn.

The **Muckleshoot Tribal Transit Program** is a multi-faceted initiative that includes the Fleet Program, Tribal Transit Program, and Tribal Traffic Safety Program. By coordinating with various stakeholders such as the Washington State Department of Transportation, City of Auburn, Bureau of Indian Affairs, Federal Transit Administration, and Federal Highway Administration, the Muckleshoot Tribal Transit Program is making significant strides in improving motorized transportation in and around the reservation. This coordinated effort ensures that critical transportation needs are addressed, not only within the tribal community but also throughout King County.

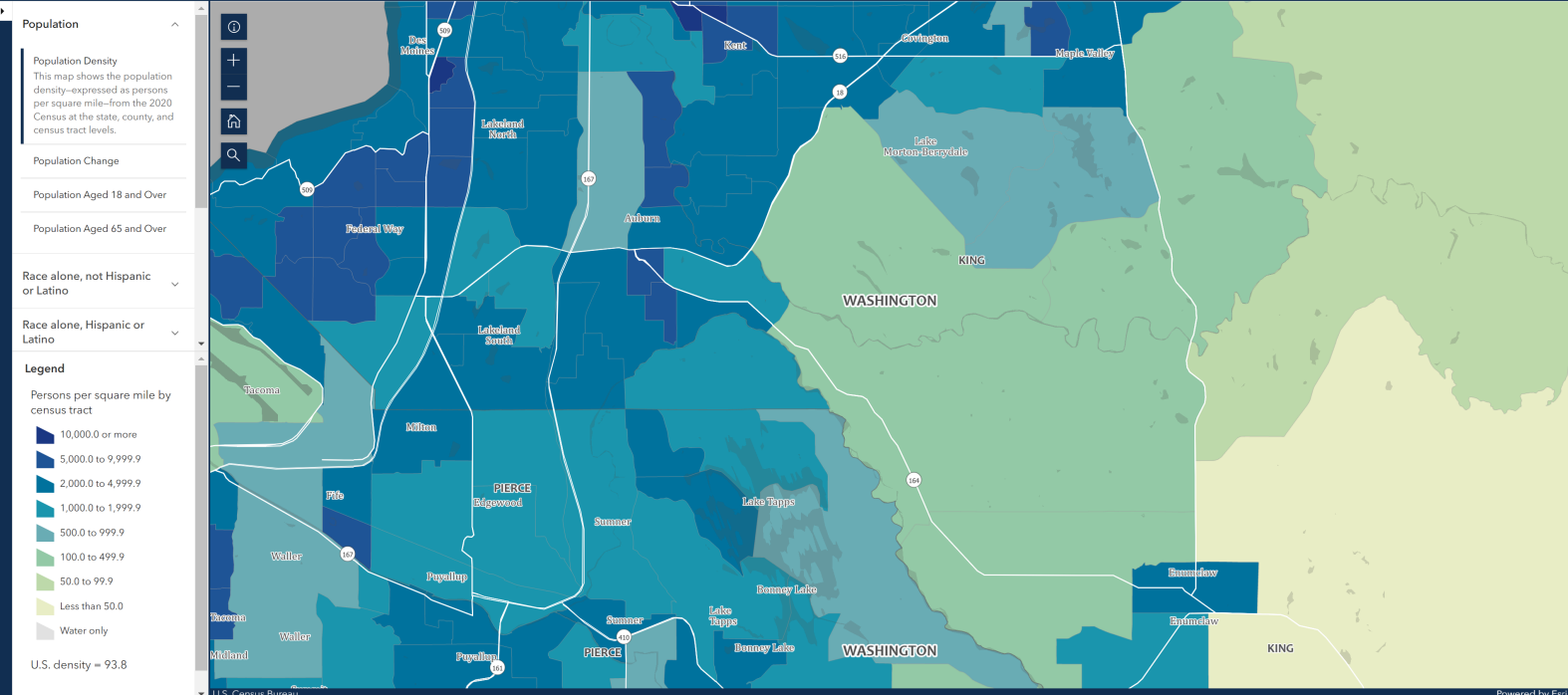
Hopelink Mobility Management understands the importance of this program in reducing transportation barriers for seniors, individuals with disabilities, and other underserved populations. The **Muckleshoot Tribal Transit Program's** commitment to providing safe, reliable transportation aligns closely with our mission to create an accessible, inclusive transportation network that benefits all residents of King County. **Muckleshoot Tribal Transit Program** is a vital partner in our mobility coalitions, including the King County Mobility Coalition, South King County Mobility Coalition, Regional Alliance for Resilient and Equitable Transportation, and One-Call/One-Click Project. We believe that the **Muckleshoot Tribal Transit Program's** efforts to connect individuals to vital services like healthcare, employment, and education are crucial for improving the overall quality of life in the region.

Hopelink strongly encourages and supports the continued funding of **Muckleshoot Tribal Transit Program's** important services. The sustaining of this valuable program has and will continue to benefit everyone in this region. Thank you for considering my comments regarding this application. Should you have any questions, please feel free to contact me at 425-943-6769.

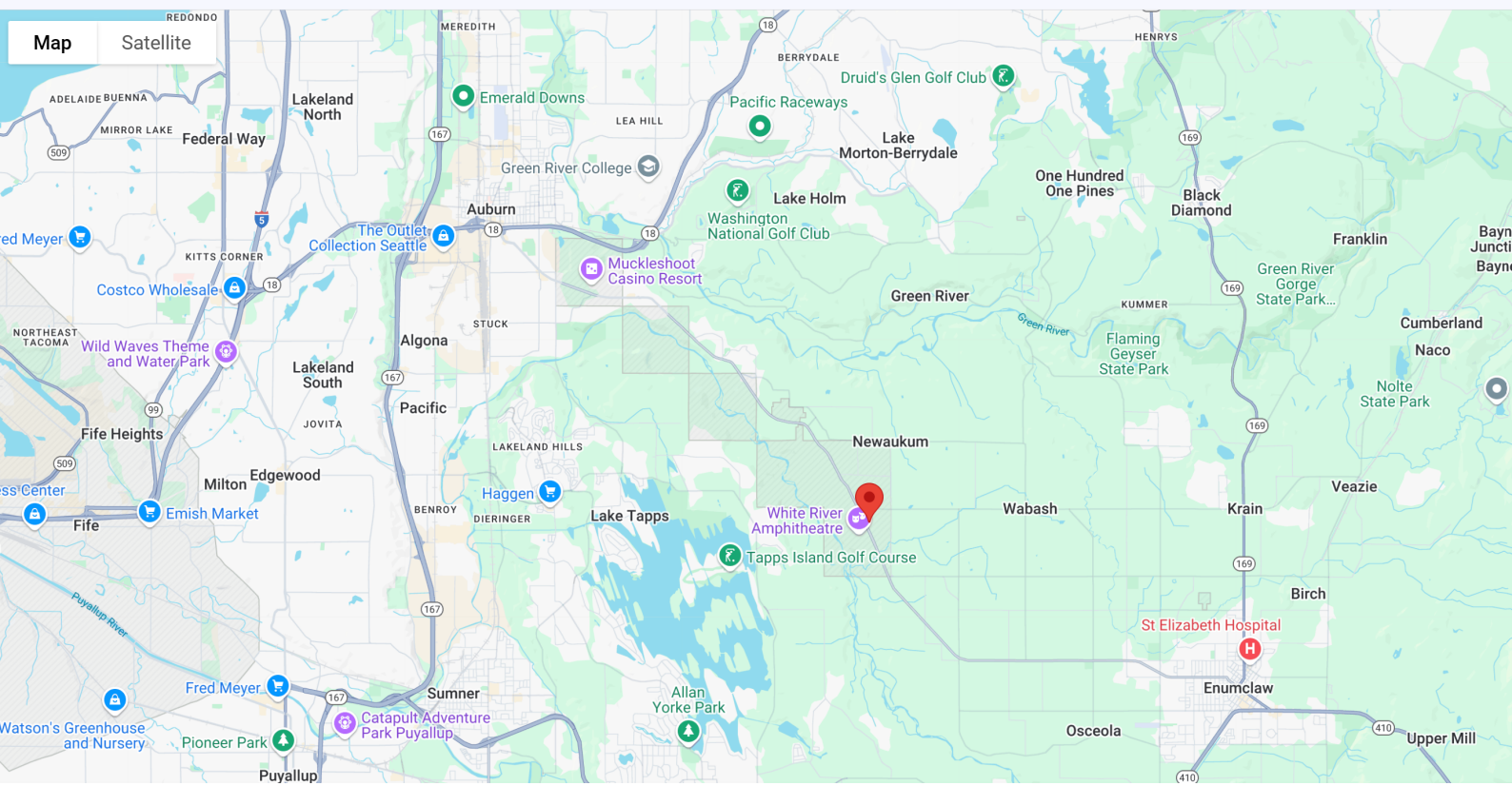
Sincerely,



Staci Sahoo  
Director, Mobility Management



Document Map



# 2023 TRIBAL TRANSPORTATION PROGRAM LONG RANGE TRANSPORTATION PLAN & ROADWAY INVENTORY UPDATE

## Muckleshoot Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:  
Muckleshoot Indian Tribe's Planning Office

With Technical Assistance from



2023

# TABLE OF CONTENTS

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INTRODUCTION .....	1
I-1 ORGANIZATION OF THE STUDY.....	1
I-2 TRANSPORTATION PLANNING .....	2
I-3 TRIBAL TRANSPORTATION PLANNING.....	2
I-4 GOVERNING REGULATIONS AND FUNDING SOURCE.....	3
I-5 PROJECT SCOPE OF WORK.....	3
I-6 THE MUCKLESHOOT INDIAN TRIBE .....	4
I-6.1 PHYSICAL DESCRIPTION .....	8
I-6.2 CLIMATE.....	8
I-6.3 DEMOGRAPHICS.....	8
I-7 GOVERNMENT/HEALTH SERVICES /LAW ENFORCEMENT/FIRE-EMS.....	10
PART ONE – EXISTING NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY .....	12
1-1 OFFICIAL TTP INVENTORY SUMMARY.....	12
PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (NTTFI) AND TRANSPORTATION NETWORK.....	17
2-1 RECOMMENDED NTTFI INVENTORY SUMMARY.....	17
2-2 FUNCTIONAL CLASSIFICATION .....	21
2-3 DEFINITIONS.....	21
2-4 STATE FUNCTIONAL CLASSIFICATIONS .....	22
2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM.....	23
2-6 ROADWAY OWNERSHIP .....	25
2-7 ROADWAY SURFACE TYPES.....	26
PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP).....	27
3-1 TRIBAL PRIORITIZED PROJECT LIST .....	28
3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT .....	44
3-3 RELATED REGIONAL TRANSPORTATION PROJECTS.....	49
3-4 EXISTING TTP FUNDING .....	50
3-5 FUNDING OPPORTUNITIES .....	51
3-6 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE .....	51

## TABLE OF CONTENTS (CONT.)

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### APPENDICES

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX G – MAPS

MAP A – OFFICIAL TTP ROUTES

MAP B – RECOMMENDED 2023 NTTFI INVENTORY

MAP C – 2023 PRIORITIZED PROJECT MAP

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

# INTRODUCTION

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## I-1 ORGANIZATION OF THE STUDY

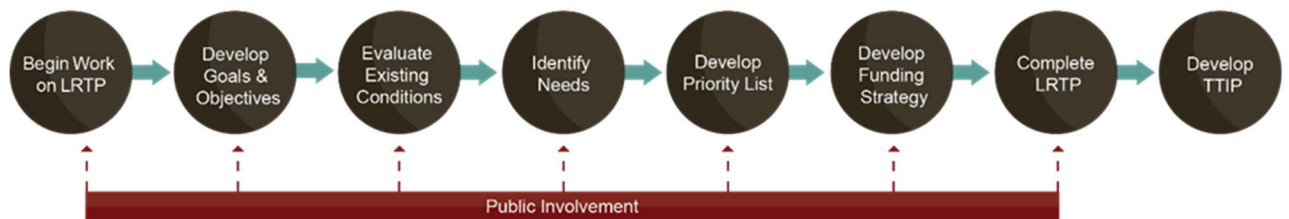
The Long Range Transportation Plan (LRTP) is presented in four parts designed to communicate concise information pertaining to the Tribal Transportation Program's National Tribal Transportation Facilities Inventory (TTP-NTTFI) and planning process. The parts are:

- The INTRODUCTION of the report is designed to educate the reader on the TTP inventory and planning process, the project scope of work, and the regulations governing the project deliverables and funding. Later in the section, we introduce the reader to the tribe in order to provide a background setting for the plan. The introduction includes information pertaining to the Tribe's:
  - History and Culture
  - Physical Location Description
  - Demographics
  - Government and Community Services
  - Other Transportation Related Information
- PART ONE - EXISTING TTP INVENTORY describes what is currently defined as the Tribe's "Official" TTP inventory.
- PART TWO - RECOMMENDED TTP INVENTORY details the most recent TTP inventory update, data collection process, and relevant transportation network information. This section clearly identifies all components of the TTP inventory that were collected as part of the update. Current roadway condition analysis and digital mapping provide the backbone to this part of the report. In addition, we will identify proposed facilities the Tribe is considering constructing to support future development and improvement of their transportation network.
- PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) is dedicated to presenting and supporting the future roadway development plans of the Tribe. Most importantly, this section presents the Tribal Prioritized Project List (TPPL) in text format, which details the future transportation improvements planned by the Tribe. Following the TPPL, Red Plains has generated conceptual engineer's estimates detailing planning level construction costs for each project identified for future construction. Combining the written TPPL with the engineer's cost estimates looks to forecast the Tribe's future TTP project plans in a fiscally responsible table detailing expenditures anticipated over the next three (3) to five (5) years. This table represents the deliverable sent to the Tribe's Bureau of Indian Affairs (BIA) or Federal Highway Administration's (FHWA) Regional Office as the documented TTIP. The TTIP provides program specific information necessary to initiate future contracts as required by the program to utilize TTP funding.

## INTRODUCTION (CONT.)

- APPENDICES are provided at the end of the written document and referenced throughout the text. They provide supporting documentation, exhibits, and maps that support the plan and its findings. Several appendices may be in the form of additional report volumes depending on the size and nature of the data within.

### I-2 TRANSPORTATION PLANNING



Transportation planning is the process of identifying the transportation facilities utilized by a community to get from place to place, analyzing the social and behavioral transportation tendencies of that community, and designing and implementing a transportation system that meets their needs and goals effectively. Transportation plans are the professional platform designed specifically to enable communication and coordination from one service area to another. Planning transportation networks in today's political and financial environment presents many challenges as service areas are becoming more compartmentalized and specialized. While unique and specialized transportation plans are developed to meet the needs of specific communities or funding sources, effective transportation planning must incorporate surrounding transportation networks and cross-jurisdictional boundaries to encompass the needs of regional transportation planning.

### I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market adds complexity to the transportation planning process as each tribal entity is a separate sovereign nation within the United States. There are currently 574 federally recognized tribes in the U.S. Tribes across the country have varying levels of success developing and maintaining working relationships with other regional jurisdictions for various reasons. In the past several decades, many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed, both the tribe and the outside jurisdictions have seen mutually beneficial improvements to the region's transportation facilities. Typically, the more transportation stakeholders incorporated in regional transportation planning, the better. One of the main benefits of these relationships is the expanded resume of potential funding opportunities available for transportation planning and projects.



## INTRODUCTION (CONT.)

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### I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

This section provides an overview of the TTP governing regulations and the funding source utilized to fund this LRTP update. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed the Tribal Transportation Program (TTP) and was governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revised the tribal transportation funding allocation methodology percentages and specified a six-year transition between the old funding formula and the new one. MAP-21 was established as a twenty-seven-month bill, which expired on September 30, 2014. After working through several continuing resolutions the next highway bill, Fixing America's Surface Transportation Act (FAST Act), was signed into law on December 4, 2015. As it pertained specifically to transportation planning and inventory updates, the FAST Act maintained the regulations set forth in MAP-21. The FAST Act established funding levels in support of the TTP through 2020, with increases each year for the life of the four-year bill. The Act was extended through the end of FY 2021 by continuing resolution. The current transportation bill, the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021 and established funding levels in support of the TTP through September 30, 2026. The regulation maintains the requirement to update Tribal LRTPs every five years. MAP-21, the FAST Act, and the current BIL also maintained and clarified regulations for inventory updates. The inventory, as it contributes to the annual tribal allocation, was frozen with the enactment of MAP-21 and remains frozen presently under the BIL. FHWA and the BIA strongly recommend that tribes continue to update their inventory during the funding freeze. Therefore, during the life of the established regulations, the Tribe's inventory may be updated; however, it will not influence the annual tribal allocation from the TTP Program through the end of the current Highway bill (BIL, 2026).

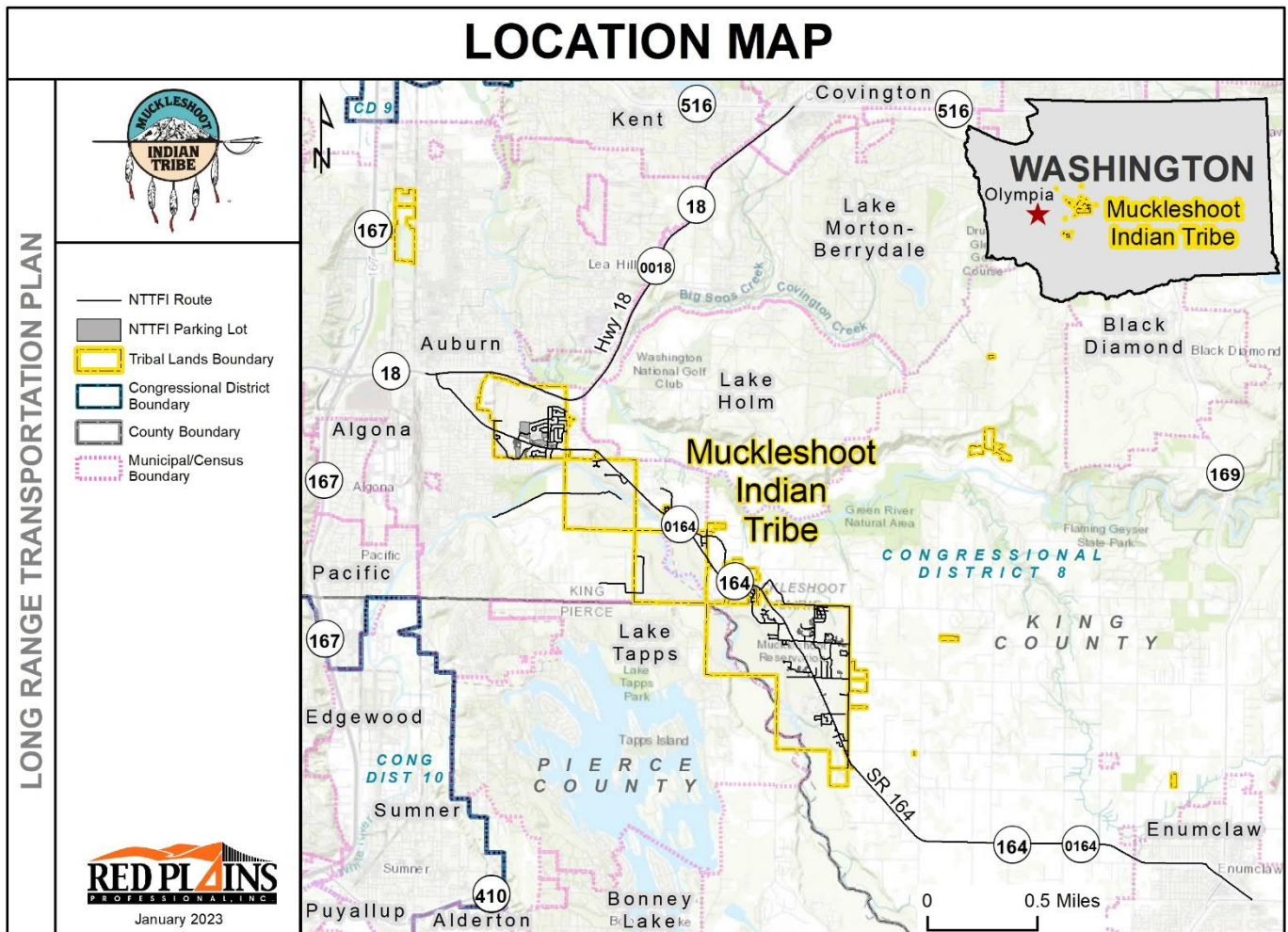
Historically, the BIA, in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and FHWA, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for the TTP to support its road construction and improvement program. Current regulations pertaining to the TTP are contained in the Federal Register 25 CFR Part 170, the law regulating how tribe's perform TTP activities and expend TTP funding. The 25 CFR Part 170 was most recently updated on November 7, 2016.

### I-5 PROJECT SCOPE OF WORK

The Muckleshoot Indian Tribe is characterized as a progressive Indian community, continually pursuing ways to enhance their tribal communities, increase educational opportunities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their TTP funds to accomplish as much as possible. Planning for both future development requiring new construction and improvements to existing transportation facilities has been a main goal of the Tribe. This specific LRTP project was initiated to meet the requirements of the TTP as detailed in the FAST Act and ultimately support the update to the TTP- NTTFI. The Tribe selected Red Plains as the most qualified candidate to work with and complete the project. The project scope of work includes three main components of a comprehensive

## INTRODUCTION (CONT.)

tribal planning project: TTP inventory update, LRTP, and Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25 CFR Part 170 are to be found in APPENDIX B.



## I-6 THE MUCKLESHOOT INDIAN TRIBE

The Muckleshoot Indian Reservation, currently over 3900 acres, is located primarily in King County, approximately 35 miles southeast of Seattle, in Auburn, WA. Today, the Muckleshoot Indian Tribe consists of more than 3,000 members whose ancestors are direct descendants of various tribal groups, including the Duwamish, Skopamish, Smulkamish, Stkamish, Tkwakwamish, Yilakoamish and Snoqualmie tribes. For centuries, their ancestors inhabited the region surrounding the White and Green Rivers, along the western slopes of the Cascade Mountains and lived off the abundant fish and wildlife within the region. The Tribe's name is derived from the name of the prairie located between the Green and White Rivers, on which the Muckleshoot Reservation was established, rather than the historic tribal names of their ancestors. The military had deemed this prairie land "Fort Muckleshoot".

Similar to many of the Pacific Northwest Tribes, the Muckleshoot Tribe's ancestors were dependent on seafood, wild animals and plant resources for their livelihood and often traveled extensively to harvest.

## INTRODUCTION (CONT.)

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Winters were spent in longhouses within villages along the region's watercourses and were somewhat dormant due to the weather, while summer found the Tribe dispersed into summer camps and resource gathering areas. Here they were joined by many other winter villages and became linked by ties of marriage, joint feasting, ceremonies, commerce and use of common territories. These links and family ties gave their ancestors very broad access to fishing, hunting, and gathering sites from the west side of Puget Sound across the Cascade Crest.

Life for Muckleshoot changed drastically in the late 18<sup>th</sup> century with the arrival of European and American exploratory and trading vessels. Over the course of many decades, what had once been amicable relations with the settlers had now deteriorated. Throughout this time and oblivious to the introduction of the newcomer's diseases, by the 1840's a series of plagues, to which the natives had no immunity, had wiped out entire families and the Tribe's population decreased to 10% of its original size. In addition to this tragic decrease in Tribal population, the whites began claiming choice land for themselves.

In 1854 and 1855 the native inhabitants of Puget Sound, entered into two treaties with the United States, the Treaty of Medicine Creek and the Treaty of Point Elliot respectively. The treaties were negotiated by Territorial Governor Isaac Stevens which included Puyallup, Nisqually and Squaxin Indians in the Medicine Creek Treaty, and Duwamish, Suquamish, Snohomish, Snoqualmie, Lummi, Swinomish and other Indian groups occupying the area between the White River and the Canadian border in the Point Elliott Treaty. In the first agreement, they ceded their territory in exchange for \$32,500, the U.S. promise that they would retain designated reservations, and would have permanent right of access to traditional hunting and fishing grounds.

For the Treaty of Point Elliott all of the native people of the Lake Washington and Duwamish River watersheds were grouped together as Duwamish. Chief Seattle, whose mother was a White River Indian from one of the Duwamish bands ancestral to the Muckleshoot Tribe and whose father was Suquamish, signed the Treaty for the Duwamish and Suquamish Tribes. This Treaty established four reservations: Port Madison for the Duwamish and Suquamish, and the Tulalip, Lummi, and Swinomish Reservations.

Following the negotiation of these treaties, in the fall of 1855 hostilities commenced between native people and white settlers on both sides of the Cascade Mountains. Muckleshoot ancestors from villages on the upper portions of the Duwamish watershed and the upper Puyallup participated in the conflict. Other Muckleshoot ancestors from villages located in the lower parts of the Duwamish and White River watersheds were interned during the hostilities.

By the summer of 1856, the conflict in Western Washington had subsided and Governor Stevens held a meeting at Fox Island with representatives of the Nisqually, Puyallup, White and Green River Indians. At the meeting, Stevens agreed to changes in the Puyallup and Nisqually Reservations and to the establishment of an additional reservation at Muckleshoot where there was a military fort on the prairie of that name. According to the record of the council meeting, Stevens told the Indians present:

## INTRODUCTION (CONT.)

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*"I will give [you] land between White & Green rivers &  
I will send a man with you to mark out the ground so that you may be satisfied."*

The Muckleshoot Reservation was established by an Executive Order issued on January 20, 1857 and enlarged in 1874 pursuant to provisions of the Treaties, which called for the establishment of permanent reservation homelands. In the first Executive Order, the Indians present at the Fox Island Council understood the Muckleshoot Reservation was to include a wedge of land at the junction of the White and Green Rivers that preserved an important village site and fisheries on both rivers. However, the documents leading to the Executive Order of January 20, 1857, refer only to the Muckleshoot prairie and the military station whose buildings would be turned over to the Indian Department.

Over the 10 years from 1859-1868, attempts were made to rectify this mistake. In February of 1868, the Secretary of the Interior recommended that President Andrew Johnson sign an Executive Order expanding the Reservation to include the land in Townships 20 and 21, between the White and Green Rivers, in the Muckleshoot Reservation. Unfortunately, this Order arrived at a very chaotic time, President Johnson's impeachment, and no action was ever taken to either approve or disapprove this expansion. By the early 1870's railroad grants had already been given on all of the odd numbered land sections in the area, however, in 1874 by Executive Order the Muckleshoot Reservation was finally enlarged to include land in 5 even numbered sections extending diagonally along the White River.

In the years that followed the establishment of the Muckleshoot Reservation, as pressure from White settlers increased, Indian people moved from their traditional villages and located on and around the Muckleshoot Reservation. As time passed these Duwamish and Upper Puyallup Indians began to be identified as the Muckleshoot Tribe, rather than by their historic tribal affiliations as members of various Duwamish or Upper Puyallup bands. In 1936, they formally reorganized their government adopting a constitution approved by the Secretary of the Interior under the Indian Reorganization Act.

In 1936, the Tribe formally reorganized their government adopting a constitution approved by the Secretary of the Interior under the Indian Reorganization Act. Over the next few decades and despite many obstacles, the Muckleshoot Tribe persevered and we able to maintain a cohesive community and government structure, preserved its culture, and built its own community hall. United States policy in the latter half of the Nineteenth Century sought to break up tribal communal land holdings by allotting reservation lands to individual Indian families and selling "surplus" lands that remained to non-Indians. At Muckleshoot, that policy was implemented in the early 1900s when almost all of the Muckleshoot Reservation was divided into allotments that were assigned to Indian families. In the following years tribal members suffering from grinding poverty, discrimination, and substandard housing often were forced to sell their Reservation land to non-Indians in order to survive. During this period, the State of Washington also increasingly sought to restrict off-reservation fishing, hunting, and gathering activities upon which tribal members depended for their sustenance and livelihood.



## INTRODUCTION (CONT.)

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In the 1960's, the Muckleshoot Tribe, along with the Puyallup and Nisqually Tribes, challenged these efforts and by 1970 the United States had filed a lawsuit against the State of Washington to determine the nature of the fishing rights reserved in the original Treaties concluded by Governor Stevens. A decision in that case, *United States v. Washington*, was rendered in 1974 and subsequently upheld by the United States Supreme Court. It held that Tribes that were party to the original Treaties are entitled to take 50% of the fish available for harvest at traditional tribal fishing locations free from most state regulation. It also affirmed the United States' recognition of the Muckleshoot Tribe as a political successor to Duwamish bands party to the Treaty of Point Elliott, including the band to which Chief Seattle belonged, and a political successor to Upper Puyallup's, party to the Treaty of Medicine Creek. Thus, the Court found the Muckleshoot Tribe to possess unique rights under both the Treaty of Point Elliott and Treaty of Medicine Creek.

The renewed access to fishing resources resulted in a revitalization of tribal economies and communities throughout Western Washington, including Muckleshoot. Starting in the 1990's, this revitalization accelerated with the introduction of bingo and casino gaming on the Reservation and has continued with the diversification of the Tribe's economic enterprises and investments, which include Muckleshoot Seafood Products, the Muckleshoot Mini Mart, the Salish Tree Farm, the White River Amphitheatre, the Salish Lodge, and Emerald Downs.

### TRADITIONAL CULTURE

The abundant offerings of these lands provided resources necessary for the physical and cultural well-being of the Muckleshoot ancestors for centuries. They came to be skilled hunters, proficient anglers, and capable crafters who mastered weaving, woodcarving, and basket making.

Salmon fishing was the mainstay for traditional Muckleshoot life and often used for trade with other peoples along the coast and inland. Salmon have always been regarded with reverence by the Muckleshoot community, and their abundance in the region helped free the people from the sometimes-endless pursuit of food. In the First Salmon Ceremony, which is still observed today, the entire community shares the flesh of a Spring Chinook, then, returns its remains to the river where it was caught, so it can inform the other fish of the hospitality it received. Most of the Muckleshoot Tribes' clothes were made from cedar bark for warmth and breechcloth; they often wore moccasins for warmth and protection. The hunters of the tribe wore animal hides to be protected from brush in the forest. The Muckleshoot people often made tools out of animal bone or rocks, and dishes/utensils were typically made from steam-bent cedar. Cedar bark served as raw material for many items, including clothing, furnishings, mats and rope.

The Tribe operates a Preservation Program whose archaeology staff work to identify, document, and protect archaeological resources, on and off reservation. The library and archive collections hold materials for Tribal Operations Staff, enrolled members, the Muckleshoot Tribal College, and authorized research patrons to reference. The collections focus on Northwest regional history such as the Whulshootseed Language (the Tribe's historical language), maps of the Reservation and local region, historical photographs, oral historical

## INTRODUCTION (CONT.)

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recordings, botany, art, the Tribe's Annual Report, newspapers, books and magazines on archaeology, anthropology, and museum studies.

### I-6.1 PHYSICAL DESCRIPTION

The Muckleshoot Indian Reservation is 40 minutes southeast of Seattle and located primarily within the city limits of Auburn, Washington. The majority of the reservation lies within King County with the exception of a small portion of the southeast corner that crosses over into Pierce County. Approximately five miles of the White River between river mile (RM) 9 and RM 15 ½ are within reservation boundaries.

Main transportation corridors through the Muckleshoot Indian Reservation include Highway 164 (Auburn/Enumclaw Highway or Auburn Way), which runs northwest to southwest and is the primary transportation route between Auburn and Enumclaw. North Tapps Highway, which runs along the northeast side of Lake Tapps providing access to housing and is designated as a major commuter route. Highway 18, a major state highway that passes through the extreme northwest corner of the reservation, entering in the Green River Valley and then turning north to Big Soos Cree. A secondary road, Green Valley Road, branches from Highway 18 and extends up the Green River Valley, providing access to rural areas in the valley, as well as the adjacent uplands for the Muckleshoot people.

Most of the Tribal owned/operated businesses and services are in and around Auburn; Administration, Family Resource Center, Health and Wellness facilities, Planning and Public Works, Police and Fire Departments, Education, Community Services, etc. The Reservation also houses the Muckleshoot Casino, the White River Amphitheatre, and the Emerald Downs, all of which are part of Tribal Enterprises and provide jobs and community funding. The elevation in Auburn ranges from 82-620 feet with an abundance of vegetation in the surrounding areas including: western red cedar and red alder trees, blackberries, huckleberries and camas.

### I-6.2 CLIMATE

The climate in Auburn, WA is one that varies quite a bit throughout the year. The notoriously wet climate of the Northwest holds true as November is the wettest month with an average rainfall of 6.2 inches, however, July averages only 0.7 inches of rain. The hottest month is typically August with an average high temperature of 66.1°F and the coolest month is usually December with an average low temperature of 40.4°F. The highest chance of sunshine in this area is in July at 70.9% and drops dramatically to 25.8% in both January and December, according to [www.homefacts.com](http://www.homefacts.com).

### I-6.3 DEMOGRAPHICS

#### *Population and Housing Characteristics*

The 2020 Census reported the Muckleshoot Indian Tribe as having a population of 4,394, of which 2,139 were male and 2,255 were female, with a median age of 34.6. Of that, 1,236 were under 20 years of age, 990

## INTRODUCTION (CONT.)

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were between the ages of 20 and 34, 969 were between the ages of 35 and 54, 885 were between the ages of 55 and 74, and 314 were over the age of 75. The Census also reported that there were 1,479 total households with an average household size of 2.97 people.

According to the 2020 Census, of the 2,901 people who were over the age of 25, 178 of them had less than a 9<sup>th</sup> grade education. 322 had completed somewhere between 9<sup>th</sup> and 12<sup>th</sup> grade, with no diploma and 1,054 had a high school diploma or the equivalency. 646 had completed some college, no degree, 209 had an Associate's degree, 378 had a Bachelor's degree and 114 had a Graduate or Professional degree.

King County, whose population was estimated at 2,252,305 in 2021, based on population numbers from the 2020 Census, reported approximately 0.7% of that total were American Indian and Alaska Native.

### *Economic Conditions and Employment*

The median income for the 1,479 households, as reported by the 2020 Census, was \$53,417. 68 have incomes less than \$10,000, 221 have incomes between \$10,000 and \$24,999, 411 have incomes between \$25,000 and \$49,999, 299 have incomes between \$50,000 and \$74,999, 147 have incomes between \$75,000 and \$99,999, leaving the remaining 333 with incomes over \$100,000.

Today, the largest employers of Tribal citizens are within the tribal government, the tribal food and entertainment enterprises, and health and human services.

### *Planning and Economic Development*

It has been more than twenty years since Muckleshoot's Tribal Council established a plan to guide the Tribe's economic rebirth and lay the groundwork for a bright a prosperous future. The success of this plan has been made possible by tribal gaming. Some of the Tribe's notable economic enterprises and investments include the Muckleshoot Casino, Muckleshoot Bingo, Muckleshoot Seafood Products, the Big Nation Station, the White River Amphitheatre, the Salish Lodge, and Emerald Downs.

The Muckleshoot Casino, opened in April of 1995, is a Vegas-style casino featuring more than 2,000 slots machines and 65 tables, Keno and large Poker Room. The casino is centrally located in Auburn for easy access between Seattle and Tacoma and features top entertainment and fine dining.

Muckleshoot Bingo, located near the Muckleshoot Casino, offers over 1,000 bingo seats and 400 Vegas-style gaming machines. There are multiple dining options and nearby hotels for extended stays.

Muckleshoot Seafood Products is responsible for supporting fishing operations and customer relations when and where MIT Fisheries take place. It is also responsible for processing and marketing the MIT harvest. Their focus for success is reliant upon three key elements: Quality Resource, Reliable Service, and Strong Relationships.

## INTRODUCTION (CONT.)

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Big Nation Station, formerly the Muckleshoot Market and Deli, was recently remodeled and provides gas, a car wash with vacuums, hot and cold deli items, groceries, and Seattle's Best coffee/espresso and pastries. It is open 24 hours a day and located just east of the Muckleshoot Casino.

White River Amphitheatre provides world-class entertainment in a scenic location, with Mount Rainier visible in the background. Located three miles east of Auburn, the venue's capacity is 20,000 including 9,000 covered seats.

The Salish Lodge and Spa has a four star rating and offers a wonderfully serene atmosphere. Each of the 84 guestrooms has oversized jetted tubs and fireplaces, and many have views of the Snoqualmie River. The Lodge offers wonderful Northwest cuisine including an extensive wine list.

Emerald Downs offers live Thoroughbred horse racing from April through September. The Tribe purchased the property in 2005 and went on to purchase the Emerald Downs Racetrack in November 2014, assuming full control from Northwest Racing Associates who have overseen operations since it opened in 1996.

### I-7 GOVERNMENT/HEALTH SERVICES/PUBLIC SAFETY/FIRE-EMS

#### *Government*

The Muckleshoot Indian Tribe is a federally recognized Tribe whose constitution was adopted in 1936 and ratified in 1941. At this time, it was determined that the Tribe would be governed by a Muckleshoot Tribal Council of nine elected members, who were then subject to a General Council, consisting of all members of the tribe.

#### *Health Services*

The Contract Health Services mission is

*"To improve the quality of life of Tribal and community members by providing culturally sensitive, comprehensive and high quality health care and wellness services."*

The Muckleshoot Tribe contracts with Indian Health Services to provide primary care services to enrolled members as well as other Native Americans in both King and Pierce counties. Thousands of visits are completed each year, some of the services offered include a 3900+ square foot medical care clinic offering primary care and preventative services, a pharmacy, mental health services, dental services, alcohol and drug related programs, massage therapy and a Wellness Center that was completed in 2006. Here you will find a pool, both cardio and weight rooms, a gymnasium and café.

The Human Services Division offers a Family Resource Center including both food bank and clothing banks. The Indian Child Welfare Program provides support services for foster parents, emergency placement assistance, food vouchers and case management. The Social Services Program provides general assistance



## INTRODUCTION (CONT.)

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to victims of domestic violence and a Senior's Operations Program that offers nutritional, recreational, and social support as well as in-home chore services. The Assisted Living Facility provides limited 24-hour assistance and some nursing care, and a Foster Receiving Home providing 24-hour care for children who are in need of temporary placement.

### *Public Safety*

The Muckleshoot Tribe Police Department (MTPD), formed in 1999 in collaboration with King County Sheriff's office, focuses on cultural sensitivity and understanding, and building one-on-one relationships with parents, kids and elders. Unlike many tribes in Washington, Muckleshoot decided to have their own police department. The MTPD is made up of a Chief of Police, a Housing Deputy, a School Resources Officer, 2 detectives, and 10 Patrol Deputies.

### *Fire Department/Emergency Management Services*

King County Fire District #44 (Mountain View Fire & Rescue) was formed in January 1953 and serves a population of over 32,000 and an area of 70 square miles that includes the Muckleshoot Indian Reservation. One station now resides on Reservation property, which is leased to the fire district and continues to strengthen an already cohesive relationship.

PART ONE – EXISTING  
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY

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**1-1 OFFICIAL TTP INVENTORY SUMMARY**

The Tribe's Official TTP inventory was last comprehensively updated in 2016. Small updates and additions have been processed since the 2016 update in an attempt to add roads and facilities to the inventory. While most have been successful to date, there are still routes and sections that are currently under the review process of the BIA-PRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS database is maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access to the database, the government requires a background check and security clearance. Red Plains currently has five (5) users authorized to access the Tribe's inventory records.

This section will identify only the facilities that are listed as "Official" in the Tribe's existing TTP inventory. In APPENDIX C of the report, you will find the inventory summary tables that were printed directly out of the RIFDS database on April 6, 2022. The following table summarizes the Existing Official 112 Routes, 140 Sections, and total of 48.2 miles of TTP facilities in the Tribe's inventory.



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



**Indian Reservation Roads Program  
Ownership by Route (Road Owner)  
FY 2022 Inventory**

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0018				3 - STATE	0SR18	810	6.9	6.9
0026	3			2 - TRIBE		10	0.1	0.1
0033	3			2 - TRIBE		10	0.1	0.1
0034	3			2 - TRIBE		10	0.1	0.1
0038	3			2 - TRIBE		10	0.1	0.1
0039	3			2 - TRIBE		10	0.1	0.1
0047	3			2 - TRIBE		10	0.1	0.1
0050	5			2 - TRIBE		10	0.1	0.1
0051	5			2 - TRIBE		10	0.1	0.1
0059	3			2 - TRIBE		10	0.1	0.1
0100	3			1 - BIA	00100	10	0.3	1.2
0100	3			1 - BIA	00100	20	0.3	
0100	3			1 - BIA	00100	30	0.3	
0100	3			1 - BIA	00100	40	0.1	
0100	3			1 - BIA	00100	50	0.1	
0100	3			1 - BIA	00100	60	0.1	
0102	5			1 - BIA		10	0.2	0.3
0102	5			1 - BIA		20	0.1	
0103	2			3 - STATE	SR164	10	0.5	0.5
0104	5			1 - BIA	00104	10	0.2	0.4
0104	5			1 - BIA		20	0.2	
0105	5			1 - BIA	OT101	10	0.2	0.2
0106	4			1 - BIA	31380	10	0.2	0.2
0107	5			1 - BIA		10	0.2	0.8
0107	4			1 - BIA		20	0.6	
0108	4			1 - BIA		10	0.2	0.2
0109	5			1 - BIA	OT109	10	0.2	0.4
0109	5			1 - BIA		20	0.1	
0109	5			2 - TRIBE		30	0.1	
0110	4			1 - BIA	00110	10	0.2	0.4
0110	4			1 - BIA		20	0.2	
0111	4			1 - BIA		10	0.2	0.2
0112	3			1 - BIA	00112	10	0.1	0.1
0113	3			1 - BIA	00113	10	0.1	0.1
0114	4			1 - BIA		10	0.1	0.1
0115	3			1 - BIA	00115	10	0.1	0.2
0115	3			2 - TRIBE		20	0.1	

Apr. 6, 2022

Page 1 of 4

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



**Indian Reservation Roads Program  
Ownership by Route (Road Owner)  
FY 2022 Inventory**

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0116	4			1 - BIA		10	0.3	0.3
0117	3			1 - BIA	00117	10	0.1	0.1
0118	3			1 - BIA		10	0.3	0.3
0119	3			1 - BIA	00119	10	0.1	0.1
0120	3			1 - BIA		10	0.1	0.1
0121	4			1 - BIA	00121	10	0.1	0.6
0121	4			1 - BIA		20	0.5	
0122	3			1 - BIA		10	0.1	0.1
0123	3			1 - BIA		10	0.2	0.2
0124	4			1 - BIA		10	0.1	0.1
0125	3			1 - BIA		10	0.1	0.1
0126	4			1 - BIA		10	0.2	0.2
0127	4			1 - BIA		10	0.2	0.2
0128	5			1 - BIA	00128	10	0.2	0.2
0129	3			1 - BIA		10	0.2	0.2
0130	3			1 - BIA		10	0.2	0.2
0131	3			1 - BIA		10	0.1	0.1
0132	4			1 - BIA		10	0.1	0.1
0134	4			1 - BIA		10	0.1	0.1
0135	4			1 - BIA		10	0.2	0.2
0137	5			2 - TRIBE	OT101	10	0.2	0.2
0150	4			1 - BIA		10	0.1	0.1
0151	5			2 - TRIBE		10	0.1	0.1
0152				2 - TRIBE	OT152	810	0.1	0.1
0160	8			1 - BIA		10	0.8	0.8
0162	5			2 - TRIBE		810	0.6	0.6
0164				3 - STATE	00164	810	12.7	12.7
0170	3			1 - BIA		10	0.1	0.1
0174	5			2 - TRIBE		10	0.2	0.2
0175	3			1 - BIA		10	0.1	0.1
0179	5			2 - TRIBE		10	0.1	0.1
0200	5			2 - TRIBE		10	0.1	0.1
0201	5			2 - TRIBE		10	0.1	0.1
0202	5			2 - TRIBE		10	0.1	0.1
0204	5			2 - TRIBE		10	0.1	0.1
0206	5			2 - TRIBE		10	0.1	0.1

Apr. 6, 2022

Page 2 of 4

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



**Indian Reservation Roads Program  
Ownership by Route (Road Owner)  
FY 2022 Inventory**

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0300	5			2 - TRIBE		10	0.1	0.2
0300	5			2 - TRIBE		20	0.1	
0301	5			2 - TRIBE		10	0.1	0.2
0301	5			2 - TRIBE		20	0.1	
0302	5			2 - TRIBE		10	0.1	0.1
0304	5			2 - TRIBE		10	0.1	0.1
0306	5			2 - TRIBE		10	0.1	0.1
0308	5			2 - TRIBE		10	0.1	0.1
0392	4			1 - BIA		10	0.3	1.0
0392	4			1 - BIA		20	0.2	
0392	5			1 - BIA		30	0.2	
0392	5			1 - BIA		40	0.3	
0400	5			2 - TRIBE		10	0.4	0.4
0500	3			2 - TRIBE		10	0.1	0.1
0501	3			2 - TRIBE		10	0.1	0.1
0503	3			2 - TRIBE		10	0.1	0.2
0503	3			2 - TRIBE		20	0.1	
0504	3			2 - TRIBE		10	0.1	0.1
1102	3			2 - TRIBE		10	0.2	0.2
1103	3			2 - TRIBE		10	0.2	0.2
1104	3			2 - TRIBE		10	0.1	0.1
1105	3			2 - TRIBE		10	0.1	0.1
1106	3			2 - TRIBE		10	0.1	0.2
1106	3			2 - TRIBE		20	0.1	
1107	3			2 - TRIBE		10	0.1	0.1
1108	3			2 - TRIBE		10	0.1	0.2
1108	3			2 - TRIBE		20	0.1	
1109	3			2 - TRIBE		10	0.1	0.1
1110	3			2 - TRIBE		10	0.1	0.1
1111	3			2 - TRIBE		10	0.3	0.3
1112	3			2 - TRIBE		10	0.1	0.1
1113	3			2 - TRIBE		10	0.2	0.2
1114	3			2 - TRIBE		10	0.1	0.1
1115	3			2 - TRIBE		10	0.2	0.3
1115	3			2 - TRIBE		20	0.1	
1116	3			2 - TRIBE		10	0.1	0.5
1116	3			2 - TRIBE		20	0.2	

Apr. 6, 2022

Page 3 of 4

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



**Indian Reservation Roads Program  
Ownership by Route (Road Owner)  
FY 2022 Inventory**

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
1116	3			2 - TRIBE		30	0.2	
1119	3			2 - TRIBE		10	0.3	0.3
1401	3			1 - BIA		10	0.1	0.1
1501	3			1 - BIA		10	0.2	0.2
1602	3			1 - BIA		10	0.1	0.1
1604	5			2 - TRIBE		10	0.2	0.2
3128				5 - COUNTY AND TOWNSHIP	31280	810	0.1	0.1
3135	4			2 - TRIBE	31350	810	0.1	2.1
3135	4			2 - TRIBE		820	0.5	
3135	4			2 - TRIBE		830	1.5	
3138	4			2 - TRIBE	31380	810	0.3	0.3
3149	4			1 - BIA	31490	10	0.2	0.8
3149	4			2 - TRIBE	31490	810	0.3	
3149	4			2 - TRIBE	31490	820	0.3	
3150	4			2 - TRIBE	31500	810	0.9	0.9
3152				5 - COUNTY AND TOWNSHIP	31520	810	0.3	0.3
9366	4			2 - TRIBE	93666	810	0.5	0.5
9900				5 - COUNTY AND TOWNSHIP	09900	810	0.5	0.5
9901				5 - COUNTY AND TOWNSHIP	09901	810	0.3	0.3
9902				5 - COUNTY AND TOWNSHIP	09902	810	0.2	0.2
9903				5 - COUNTY AND TOWNSHIP	09903	810	0.4	0.4
9904				5 - COUNTY AND TOWNSHIP	09904	810	0.3	0.3
9905				5 - COUNTY AND TOWNSHIP	09905	810	0.2	0.2
9906				5 - COUNTY AND TOWNSHIP	09906	810	0.5	0.5
9907				4 - URBAN	09907	810	0.2	0.2
9908				4 - URBAN	09908	810	0.3	0.3
9909				4 - URBAN	09909	810	0.4	0.4
9910				4 - URBAN	09910	810	0.3	0.3
9911	6			2 - TRIBE	09911	10	0.7	0.7
9912	6			2 - TRIBE	09912	10	0.3	0.3

<b>Region Subtotals</b>	<b>Number routes:</b> 112	<b>Number sections:</b> 140	<b>Total length:</b> 48.2
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## PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK

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### 2-1 RECOMMENDED NTTFI INVENTORY SUMMARY

The focus of this section is to summarize the transportation network as it has been inventoried for inclusion into the Tribe's NTTFI. The facilities identified and discussed in this report are transportation facilities that are open to the public and provide intercommunity travel while also connecting the Tribe to important public services and goods off-reservation.

Public transportation facilities providing ingress/egress to, and travel within, tribal lands are constructed and maintained by the Tribe, BIA, local communities, King and Pierce Counties, and the Washington Department of Transportation (WSDOT). The recommended inventory represents the transportation network providing primary access to Tribal properties, both Trust and Fee.

As part of the 2023 LRTP project, Red Plains Professional worked with the Tribe to update their existing inventory and add new proposed roads and other transportation facilities to the system. These transportation facilities are being recommended for addition as a result of tribal department meetings, as well as the additional findings of the LRTP analysis. In September 2022, RPP's GIS and inventory crew collected the inventory additions and began the process of reconciling and correcting any old inventory records that were out of date or inaccurate. This section of the report reflects the newly collected, and GIS verified, roadway inventory for the Tribe.

As mentioned above, proposed roads and other transportation facilities were identified by the Tribe for future development and are eligible for inclusion in the NTTFI. This LRTP provides a comprehensive description of how the Tribe intends to use these future roads and transportation facilities. In order for the Tribe to be able to include these facilities and expend TTP funding towards the pre-planning and construction of the prioritized projects, it is crucial that the roads and transportation facilities are entered into the Tribe's NTTFI following the 25 CFR Part 170.443 guidelines and requirements. The Muckleshoot Indian Tribe's Proposed Facility Justification Report (PFJR) supporting the inclusion of proposed facilities is found in APPENDIX F.

The following table, 2023 Recommended TTP Inventory, summarizes the records of data entered into RIFDS. APPENDIX C – TTP Inventory RIFDS Reports also includes the records of RIFDS data entry.

The 2023 Recommended Deletion Table details facilities (routes and/or sections) of Proposed or Existing inventory that are no longer desired by the Tribe, are inaccurate or do not actually exist, or when evaluated and updated no longer meet the current requirements of the 25 CFR 170 for inclusion. The table below details recommended deletions to the existing "Official" inventory to improve the accuracy and effectiveness of the Tribe's NTTFI.

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

Muckleshoot Indian Tribe - 2023 Recommended Inventory Table

Page 1 of 3

Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need
Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 1	0024	010	0.1	32,393	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 2	0024	020	0.1	15,125	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 3	0024	030	0.1	1,941	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
180th Ave SE	0025	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other
17th St SE	0026	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Human Services Parking Lot	0027	010	0.1	48,595	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	010	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Garage	0029	020	0.1	121,891	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	030	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Bingo Hall Parking Lot	0031	010	0.1	351,870	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Smokeshop Parking Lot	0031	020	0.1	52,671	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
152nd Ave SE	0032	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
SE 397th Ct	0033	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
SE 398th Ct	0034	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Tribal College	0035	010	0.1	45,567	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Library Parking Lot	0036	010	0.1	15,548	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
	0037	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
176th Way SE	0038	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
177th Pl SE	0039	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Adult Work Training & Youth Center Parking Lot	0041	010	0.1	47,543	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Phillip Star Tribal Office Parking Lot	0043	010	0.1	119,147	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Human Resources Parking Lot	0044	010	0.1	6,742	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Police Department Parking Lot	0045	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Youth Facility Parking Lot	0046	010	0.1	16,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
167th Ave SE	0047	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Transportation Office Parking Lot	0049	010	0.1	13,231	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 408th Pl	0050	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
172nd Pl SE	0050	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 410th Pl	0051	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Casino Auxiliary Parking	0055	010	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Auxiliary Parking	0055	020	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Virginia Cross Native Education Center Parking Lot	0056	010	0.1	8,092	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veterans Affairs Parking Lot	0057	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Language & Church Parking Lot	0058	010	0.1	6,884	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
172nd Ave SE	0059	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Sla-Hal Shed Parking Lot	0060	010	0.1	20,573	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Resource Center Parking Lot	0061	010	0.1	17,788	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Scholarship/Cedar Building Parking Lot	0062	010	0.1	21,140	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Maintenance Shed Parking Lot	0063	010	0.1	33,453	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Skate Park Parking Lot	0064	010	0.1	7,837	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health & Wellness Center Parking Lot	0065	010	0.1	138,440	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal Elder Center Parking Lot	0066	010	0.1	58,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 1	0067	010	0.1	16,779	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 2	0067	020	0.1	26,612	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health and Wellness Walking Trail	0068	010	0.4		2-Tribe	8-Trail	2-Construction Need-Other
Big Nation Station Parking Lot	0070	010	0.1	141,820	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Moses St SE	0071	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Dominick St SE	0072	010	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 415th St	0073	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
King George Ln SE	0074	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
Muckleshoot Plaza SE	0075	010	0.3		2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 394th Ln	0076	010	0.3		2-Tribe	3-City Local	0-Completed Project
SE 403 Pl	0077	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Bucslah Ct SE	0078	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
Parking Lot	0093	010	0.1	31,245	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Tribal Court Annex Parking Lot	0094	010	0.1	9,150	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Compliance and Risk Management Parking Lot	0095	010	0.1	4,809	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Muckleshoot Culture Parking Lot	0096	010	0.1	8,184	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal School	0097	010	0.1	140,853	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veteran's Center Parking Lot	0098	010	0.1	7,342	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
158th Ave SE	0100	010	0.3		1-BIA	3-City Local	1-BIA Construction Need



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

Muckleshoot Indian Tribe - 2023 Recommended Inventory Table

Page 2 of 3

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
158th Ave SE	0100	020	0.3		1-BIA	3-City Local	1-BIA Construction Need
158th Ave SE	0100	030	0.3		1-BIA	3-City Local	1-BIA Construction Need
383rd Place SE	0100	040	0.1		1-BIA	3-City Local	1-BIA Construction Need
382nd St SE	0100	050	0.1		1-BIA	3-City Local	1-BIA Construction Need
381st Place SE	0100	060	0.1		1-BIA	3-City Local	1-BIA Construction Need
389th Pl	0102	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
389th Pl	0102	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	020	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
174th Ave SE	0105	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 408th St	0106	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
175th Pl SE	0107	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
393rd St SE	0112	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 392nd Pl	0113	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
165th Ave SE	0117	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 386th St	0118	010	0.3		1-BIA	3-City Local	1-BIA Construction Need
165th Pl SE	0119	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
161st Dr SE	0120	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
170th Place	0121	010	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
170th Place	0121	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
385th Ct SE	0122	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
160th Dr SE	0123	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
162nd Ct SE	0125	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Stillman St SE	0128	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
21st Ct SE	0129	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
174th Ln SE	0137	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
Smalquamish Village Ave SE	0151	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Sports Park Lp	0162	810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other
SR 164	0164	810	12.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other
SE 413th Pl	0170	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 414th Pl	0172	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
178th Pl SE	0174	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
SE 413th Dr	0175	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Lozier Ct SE	0200	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
40th St SE	0201	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
SE 386th Pl	0300	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
173rd Pl SE	0301	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
M-31 / 173rd Pl SE	0301	020	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road B	0302	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road C	0304	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road D	0306	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road E	0308	010	0.1		2-Tribe	5-Rural Local	4-Proposed
SE 392nd St	0392	010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	020	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	030	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	040	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
400th St SE Extension	0400	010	0.4		2-Tribe	5-Rural Local	4-Proposed
SE 371st Pl	0500	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
147th Ave SE	0501	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
147th Ct SE	0504	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th Pl	1101	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th St	1102	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
15th St SE	1103	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
16th St	1104	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Alpine St SE	1105	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other

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

Muckleshoot Indian Tribe - 2023 Recommended Inventory Table

Page 3 of 3

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
19th Pl SE	1107	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
21st St SE	1109	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th Pl SE	1110	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th St SE	1111	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
25th Pl SE	1112	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
25th St SE	1113	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Skyway Pl	1114	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	020	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	030	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1117	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1118	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Skyway Ln	1119	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1120	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1121	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1122	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Stuck River Dr	1201	010	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	020	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	030	0.7		5-County/Township	5-Rural Local	2-Construction Need-Other
391st St	1401	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 387th Pl	1501	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
SE 179th Ln	1602	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
36-F Rd B	1604	010	0.2		2-Tribe	5-Rural Local	4-Proposed
SE 416th St	3128	810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	810	0.1		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	820	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	830	1.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 408th St	3138	810	0.2		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	810	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	820	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 384 St	3150	810	0.9		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	820	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 400th St	9366	810	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
Foster Ave SE	9900	810	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other
55th St SE	9901	810	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other
Bridgette Ave SE	9902	810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
53rd St SE	9903	810	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other
160th Pl SE	9904	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 380th St	9905	810	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
Academy Dr SE	9906	810	0.5		5-County/Township	7-City Collector	2-Construction Need-Other
17th Dr SE	9907	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
17th St SE	9907	830	0.2		2-Tribe	3-City Local	2-Construction Need-Other
R St SE	9908	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Howard Rd	9909	810	0.4		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Riverwalk Dr SE	9910	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Dogwood St SE	9911	010	0.7		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
Scenic Dr	9912	010	0.3		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
22nd St SE	9913	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ln SE	9917	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
37th Ct SE	9918	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ct SE	9920	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
			52.7	4,433,500			

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

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The 2023 Recommended Inventory Table (RIT) details 146 Routes, 181 Sections and 52.7 miles of roads, including 3.8 parking or other transportation facilities, which have been entered into RIFDS for review and acceptance into the Official TTP inventory. A route inventory book provides all of the TTP Inventory attachments including individual strip maps per section. The individual strip maps identify the location of each section of the route in relation to the reservation, congressional district, county, and state boundaries, as well as the entire transportation network. The complete transportation system is illustrated on Map B – 2023 Recommended TTP Inventory, which is included in APPENDIX G .

### 2-2 FUNCTIONAL CLASSIFICATION

These roads are classified or grouped into integrated systems by the functions they perform by moving traffic and providing property access. Each road ranking is by its relative importance and the function it has intended to serve.

Within the TTP inventory process there are two resources used while identifying functional classification: State Highway Functional Classifications and BIA Functional Classifications. Both the State and the BIA use functional classification as the basis for classifying their roads, however, the criteria used to determine specific classifications differ between the two systems. There was an effort made to combine the State and BIA functional classification definitions. The FHWA developed a TTP classification system to mimic the state's system. The findings of this effort have not been implemented in either RIFDS or the NTTFI.

### 2-3 DEFINITIONS

Functional classification identifies the role each street or highway plays in channeling traffic through a rural or urban environment in a logical and efficient manner. There are three general functional classification categories: Arterials, Collectors, and Local Roads.

An arterial's function is to move through-traffic at high speeds over long distances with limited access. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban systems are comprised of urban principal arterials, urban collectors, and urban local roads. Rural systems are comprised of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

#### Arterials

Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with population



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

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greater than 50,000 and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

### Collectors

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

### Local Roads

Local roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

## 2-4 STATE FUNCTIONAL CLASSIFICATIONS

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

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

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### 2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM

The BIA road system has 11 classes of routes: seven vehicular, and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the BIA-DOT inventory includes in each class.

#### Class 1

These major arterial roads provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There 0.0 miles of Class 1 roads on the Tribe's TTP System.

#### Class 2

These roads are rural minor arterials, which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may link smaller towns and communities to major destination areas that attract travel over long distances. They are designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 19.6 miles of Class 2 roads on the Tribe's TTP System.

#### Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are 9.6 miles of Class 3 roads on the Tribe's TTP System.

#### Class 4

These roads are rural major collectors, which collect traffic from rural local roads. There are 6.6 miles of Class 4 roads on the Tribe's TTP System.

#### Class 5

These local rural roads may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are 9.9 miles of Class 5 roads on the Tribe's TTP System.

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

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### Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 2 miles of Class 6 roads on the Tribe's TTP System.

### Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are 0.5 miles of Class 7 roads on the Tribe's TTP System.

### Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 0.4 miles of Class 8 roads on the Tribe's TTP System.

### Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferryboat terminals, and transit terminals. There are 4.1 miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

### Class 10

These routes are defined as airstrips that are within the boundaries of the TTP system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are 0.0 miles of Class 10 roads on the Tribe's TTP System.

### Class 11

This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are 0.0 miles of Class 11 roads on the Tribe's TTP System.

### Unclassified

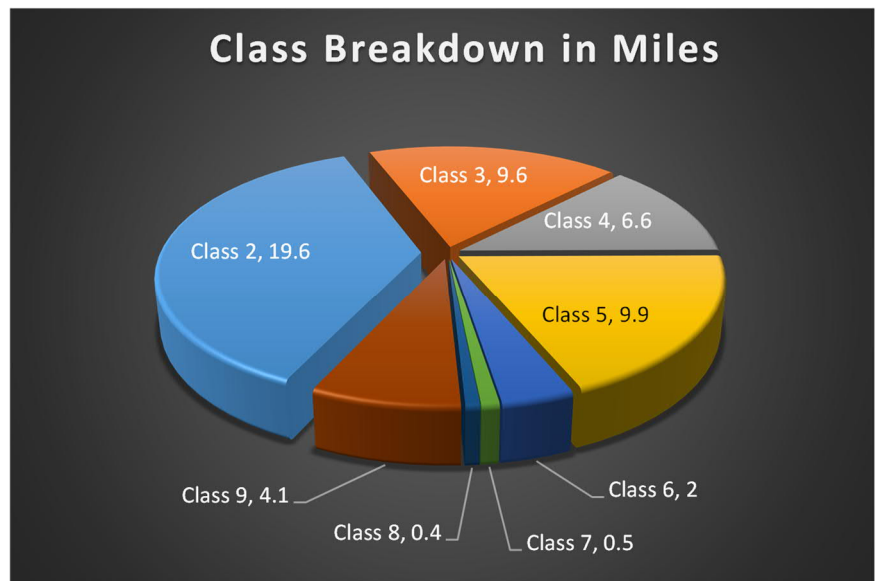
There are 0.0 miles of unclassified roads on the Tribe's TTP System.



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

Roadway Classifications as identified in the 2023 recommended inventory are broken out by mile as follows:

Class 2	19.6
Class 3	9.6
Class 4	6.6
Class 5	9.9
Class 6	2
Class 7	0.5
Class 8	0.4
Class 9	4.1
Total:	52.7



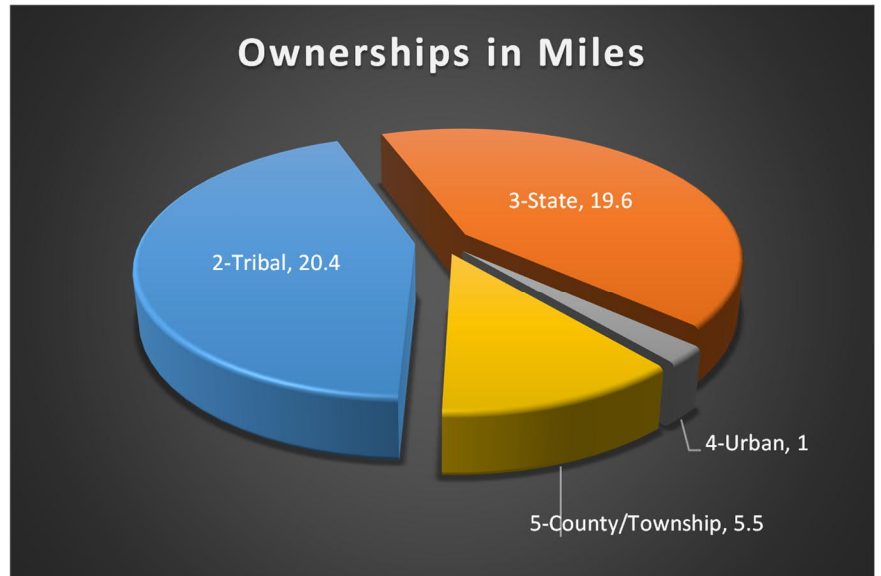
### 2-6 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within tribal land boundaries, other jurisdictional roads are eligible for inclusion in the TTP Inventory. As defined in the FAST Act and the Federal Register 25 CFR Part 170, the TTP Inventory is comprehensive of all transportation facilities, including State, County, City, and Federal roads, that are within reservation boundaries and tribal properties and those roads/facilities that provide primary access to those properties. The Tribe maintains a beneficial relationship with the surrounding cities, counties, and the WSDOT, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2023 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe has entered into Letters of Acknowledgment (LOAs) with the entities listed for those particular routes and sections not owned by the Tribe or BIA. Agreements have been finalized and uploaded in the Tribes RIFDS records when appropriate.

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

Roadway Ownerships as identified in the 2023 recommended inventory are broken out by mile as follows:

1-BIA	6.2
2-Tribal	20.4
3-State	19.6
4-Urban	1
5-County/Township	5.5
Total:	52.7

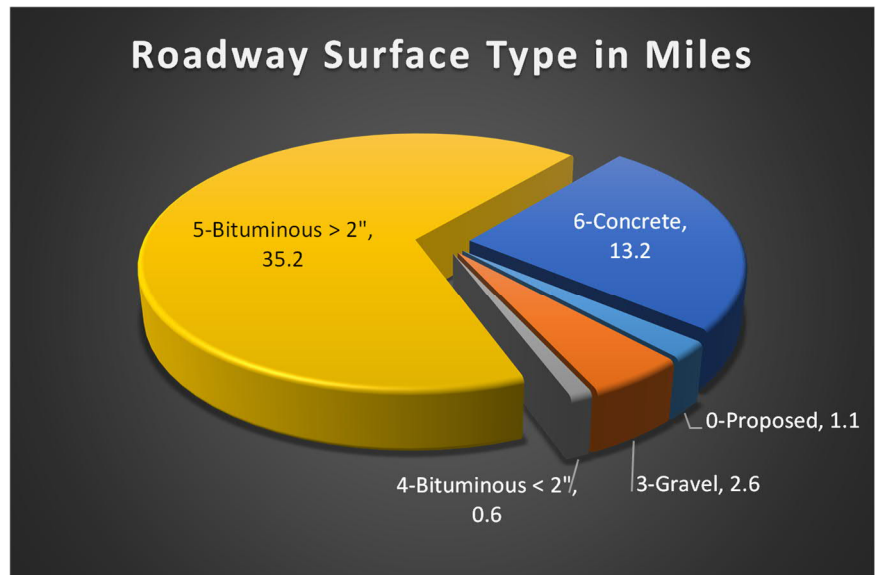


### 2-7 ROADWAY SURFACE TYPES

The 2023 TTP inventory update identified the surface types for Tribe's transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to project future maintenance expenses given the unique character of each transportation facility.

Roadway Surface Types as identified in the 2023 recommended inventory are broken out by mile as follows:

0-Proposed	1.1
3-Gravel	2.6
4-Bituminous < 2"	0.6
5-Bituminous > 2"	35.2
6-Concrete	13.2
Total:	52.7



## PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

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The Tribal PPL is a list of future transportation-related projects that are eligible to use the Muckleshoot Indian Tribe's TTP tribal share funding. The list is generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP). The projects identified below are listed in order of Tribal priority at the time of this LRTP; however, the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis, the Tribe generates the detailed TTIP, which combines tribal prioritized projects from this list with available TTP funding for the year. The TTIP details the annual tribal priorities and forecasts the expected expenditures based on annual funding for the next three to five years. While this section identifies the conceptual prioritized list of projects, the annual TTIP details the anticipated expenditure of the Tribe's TTP Tribal Share. Below you will find a written description of each prioritized project. Following the written descriptions, you will find the Prioritized Project Cost Estimate Table that provides conceptual engineering estimates for each project listed as individual "Schedules". It is important to note that these cost estimates are only planning level estimates for the projects from a transportation viewpoint. Each project may have special circumstances that at the time of this plan could not be foreseen or estimated. Examples would be ROW acquisition may be required, environmental impact mitigation might be required, utility improvements may be required to support the projects, etc. The estimates provided allow the Tribe to program funding at a planning level to include the estimated construction expense of the transportation facility itself and the required design and typical pre-project planning and later construction management that is required to support the projects. The cost estimates provided also include as illustrated a 10% contingency fee to account for typical project expenses that arise through the process from planning, design, bidding, construction, construction management, and project closeout. As years pass while this LRTP is in service and active for the Tribe, inflation rates should be applied to the project estimates as the cost of projects continue to increase through the years.

The LRTP identifies 23 future projects which the Tribe plans to construct or improve in the future. All of the Prioritized Projects are illustrated on Map C – 2023 Prioritized Project Map provided for you in APPENDIX G .

It is important to note that the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated in 2016. The updated regulation has additional documentation requirements for proposed facilities (facilities that currently do not exist that the Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. All "proposed roads" will require a Proposed Facility Justification Report submittal package describing the feasibility and details of the project.

### 3-1 TRIBAL PRIORITIZED PROJECT LIST

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

1. Transportation Program Administration (System Wide):

The Tribe currently contracts the TTP program funding through a direct programmatic agreement with the BIA (G2G). As such, the Muckleshoot Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.

2. Transportation Planning and NTTFI Management (System Wide):

The Muckleshoot Indian Tribe will program funding to further develop and maintain the LRTP and TTP-NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program. As Tribal priorities change, the planning process and inventory must be designed in a way to remain dynamic and have the ability to change accordingly. The Inventory update associated with this LRTP project has created many routes and sections in support of planned projects and future development. The inventory is now incorporated into, and managed through, an electronic GIS database. This system requires long term updating and maintenance to remain a functional tool for the tribe. This project will require TTP funding support for annual maintenance and updating.

3. Master Plan (System Wide):

Development of a master planning project with a significant transportation analysis component is a critical step for future planning of the Tribal and regional transportation network. A master plan can be written to consolidate all potential developments for the Tribe, and written in a way that allows the Tribe to be aware of the full expected costs required to support future development plans (from a transportation perspective, as well as other infrastructure improvements required to support each project). This plan can allow the Tribe to set well-supported horizon dates on their future development plans. From these horizon dates the travel demand analysis, including trip generation, traffic modeling, and level of service rating, can be performed in detail to understand each development's micro and macro impacts on the supporting transportation network. The master plan also identifies the properties of interest and those development plans for conceptual analysis. This planning process is designed to help guide the Tribe in future development prioritization and the programming of its funding. It will also add an ongoing transportation-planning component to the Tribe's current planning efforts as well as the update and development of the Tribe's Comprehensive Plan. The master planning effort is also critical to the identification of future inventory updates that need to take place. Addition of TTP facilities into the official NTTFI

Inventory must be timed to prevent delays and allow TTP fund expenditure on the allowable components of future developments.

4. Strategic Transportation Safety Plan (System Wide):

MAP-21 established a safety program set aside within the TTP. The Tribe developed their initial Strategic Transportation Safety Plan in 2016 and have applied for additional funding to support its findings and additional projects. 7 Emphasis Areas were identified and selected for added attention in the transportation safety efforts of the Muckleshoot Tribe. The establishment of a tribal safety team responsible for safety plan implementation was critical to this project's success. With the limited funding available for these plans in the TTPSF program, the Tribe may look to supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplemental projects may include Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM), Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.

5. Transportation Safety Improvements (System Wide):

Emphasis Areas identified in the Tribe's Strategic Transportation Safety Plan detail transportation infrastructure safety improvements (Design, Maintenance, and Construction Projects) necessary to improve safety on the Tribe's transportation network as defined in the NTTFI. Identifying this project in the PPL enables the Tribe to utilize TTP funds to perform the actual recommended transportation safety improvement projects identified in the Strategic Transportation Safety Plan.

6. Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide):

With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. The pedestrian plan must focus on the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot. Additional study and community involvement will be required to identify the desired connections that currently do not exist. In this plan, recreational trails should be strongly considered not only for the health and benefit of the Tribal and non-Tribal local communities but, also for potential enhancement of commercial developments for the visiting public. Walking and hiking trails provide a great opportunity for Tribal community enhancement by incorporating cultural education and preservation through interpretive signage, planned bench seating location with educational placards and interactive stations, the display of traditional tribal art, and environmental enhancement and education of plant and animal species. For extended hours of operation and use, path lighting may be a consideration to allow for full day and evening use. The plan should strongly consider connectivity to other internal and external paths and trails.

7. Tribal Transportation Facilities Maintenance Plan (System Wide):

As part of the 2106 LRTP project the Tribe developed its initial Maintenance Plan to identify and prioritize maintenance needs found throughout the Tribe's transportation network. The Tribe's DOT currently does not have the capacity required to perform routine and heavy maintenance of their transportation network. Maintenance work is contracted out as the need for such work arises. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to update the existing Maintenance Plan in support of Prioritized Project 8 below.

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

This project is identified to include in the TTIP annually a specific set aside amount to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in the 2016 LRTP. Again, per regulation, the Tribe can utilize their entire TTP annual allocation for maintenance activity under this prioritized project. The purchase, lease, or rental of maintenance equipment is also an eligible expense under this project in support of the maintenance department. The Tribe should annually budget specific projects identified in the maintenance plan for the TTIP. It is recommended to establish in the TTIP a fixed portion of your tribal share for roadway maintenance activity.

9. Tribal Transit Program Supplemental Funding (System Wide):

This project is identified to provide potentially required TTP funding support to the Tribe's Transit Program. TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure. Each fiscal year the Tribe should estimate and program the required TTP funding needed to supplement its Transit Program. TTP funding is also eligible as matching funds to leverage addition transit funding from other agencies. The Tribe's Transit Budget identifies the funding levels to be added to the TTIP.

10. Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide):

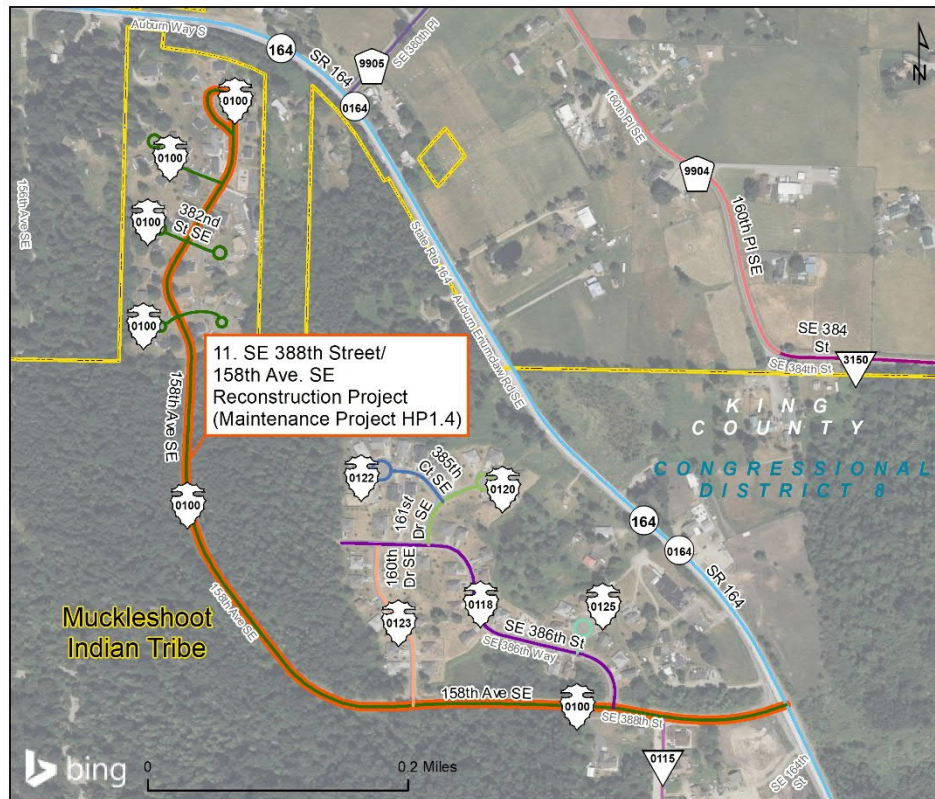
This project is included to program funding for the research, planning, and strategic deployment of publically accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in tribal communities. TTP funding may be used for the acquisition and installation of publically accessible charging or fueling infrastructure or traffic control devices. For newly installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation. TTP funding may be used to meet matching or cost participation requirements to leverage addition funding from other agencies.



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

11. SE 388<sup>th</sup> Street/158<sup>th</sup> Ave. SE Reconstruction Project (Maintenance Project HP1.4) (TTP Route 0100 Sections 010 (0.3 Miles), 020 (0.3 Miles), and 030 (0.3 Miles)):

This project will provide reconstruction activities to these sections of this existing TTP facility. As identified in the Maintenance Plan, areas of the road require a complete reconstruction, mill and pave, or chip seal and striping. This project combines the identified maintenance projects into one project. The road provides primary access to several other residential streets supporting Muckleshoot tribal communities. TTP funds may be used for planning, design, engineering, construction management, and construction of this reconstruction/maintenance project.



12. 392<sup>nd</sup> St. Roadway Improvement Project Phase 1 (TTP Route 0392 Section 010 (0.3 Miles)):

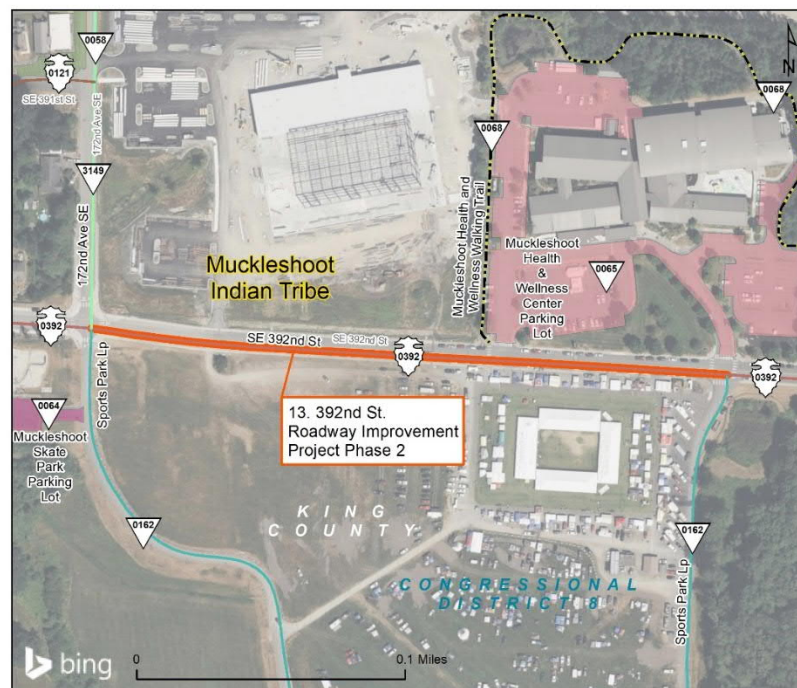
This project is already underway in the planning and design phase. The Tribe has utilized tribal funding to support the planning and design of the roadway's full reconstruction and improvement project. The project includes pedestrian facilities, utility improvements, and a streetscape design to mirror the roadway typical section directly east on this continuous route. At present this approximate 0.3 mile route represents an abrupt discontinuation of the pedestrian facilities and more modern streetscape adopted for the area. Being that this road is the main entrance road connecting many of the Tribal Administration and Public Services Buildings, its priority is very high. The Tribe currently has TTP funding from prior years programmed for the construction of this project and further TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway improvement project.





13. 392<sup>nd</sup> St. Roadway Improvement Project Phase 2 (TTP 0392 Section 030 (0.2 Miles)):

This project is a continuation of PP#12 as described above and carries the same type of improvements through the portion of 392<sup>nd</sup> St. which lies west of SR164 for approximately 0.20 miles. This portion of the road will extend the streetscape and pedestrian facility design connecting the improvements described in PP#12 to the already improved roads further west such as the newly constructed residential roads of TTP 113, 115, and 1401. Prioritized Project #12 and #13 combine to create pedestrian friendly facilities connecting several residential developments (west side) to the tribal administration and services area (east side). The projects together must also address the concern of the pedestrians crossing the high volume SR164. The design of these facilities will include safe at-grade crossings at this intersection. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



### 14. SE 408<sup>th</sup> St. Roadway and Drainage Facility Improvement Project (Maintenance Project H1.10) (TTP Route 3138 Section 810 (0.2 Miles):

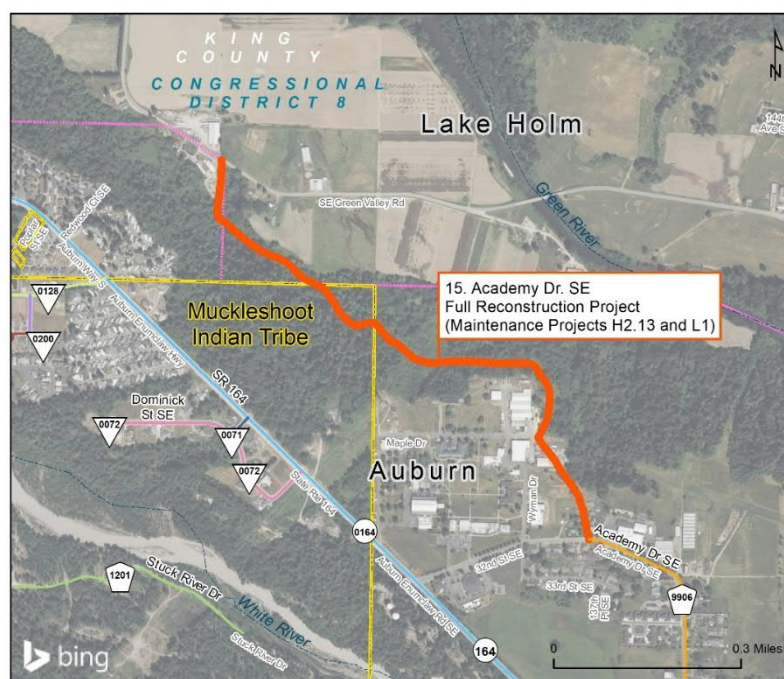
This TTP route was once a connector route between SR164 and TTP 3135 (180<sup>th</sup> Avenue). At the east end of this 0.2 mile route is an outdated and failing drainage structure. It is rumored that for public safety reasons the road was shut down and through traffic was disallowed. The Tribe would like to further investigate this TTP facility and plan, design, and construct an improved drainage facility needed to reestablish the connective purpose of this route. The project is intended to support that effort and program TTP funding towards this facilities improvement and reopening. The drainage feature would require design and replacement prior to the roadway surfacing project. The Maintenance Plan recommends the replacement of the existing drainage feature, with a reinforced 3-sided box culvert at approximately 20-22 foot length. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway and drainage facility improvement project. If TTP funding is used to improve this facility, the requirement for full NEPA and PS&E would be required prior to replacement.





15. Academy Dr. SE Full Reconstruction Project (Maintenance Projects H2.13 and L1) (Non-TTP Route 9906 Sections 820 (0.2 Miles) and 830 (0.8 Miles)):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. Route 9906 sections 020/030 is a 1.0 mile extension of Academy Drive SE which connects Maple Drive in the south to SE Green Valley Road to the northwest. These two sections of road require full reconstruction. For Section 830, the road surface and foundation are in failing condition. As you travel the section the road transverses some hilly terrain and conditions of the road and foundation worsen. Improvement of this facility is required in the near future and should be programmed into the TTIP. If this facility is not to be improved, through traffic and usage should be limited. This project involves removing the existing road surface, rebuilding the roadway base, resurfacing with asphalt, improving drainage, surface striping, and signage. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway reconstruction project.



16. SR 164 and SE 400<sup>th</sup> Street Intersection Improvement Project (TTP Route 0164 Section 810, TTP Route 9366 Section 810):

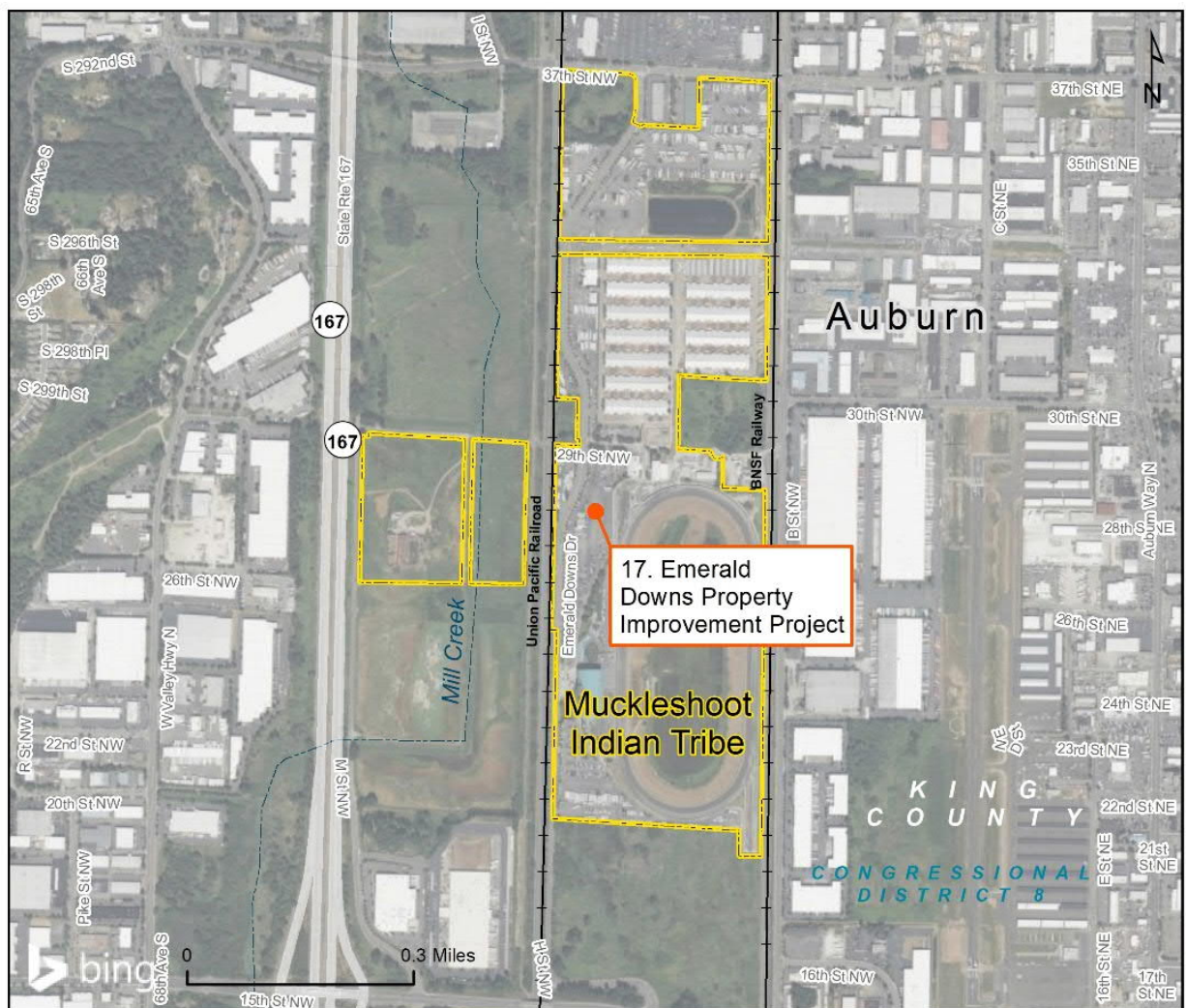
This project is slated to investigate potential intersection improvements including intersection reconfiguration, signalization, safety improvement, pedestrian crossings, and traffic channeling. There is a proposed 400<sup>th</sup> St SE extension to the west from the intersection intended to support a proposed development that may include commercial, administrative, and/or residential development thus increasing the intersection turning movements and traffic volumes. Tribal members have complained about this intersection's safety and it has been added to the prioritized project listing for improvement. The project will require a signalization warrant study, traffic analysis, planning, design, and construction. Given the high traffic volumes on SR164 (approximately 13,500ADT) and SE 400<sup>th</sup> Street (approximately 4,100ADT) the intersection is likely to justify signalization, particularly when the west proposed leg is constructed and contributes trips to the proposed four way intersection. Added analysis in the Safety Plan also details 11 traffic crashes in just a three year period five of which involved injuries. The accident data details several rear end collisions on SE 400<sup>th</sup> Street as vehicles approach the intersection from the east, while the majority of the other crashes are typical intersection accidents on SR164 as vehicles enter onto the higher volume road from collectors. This data should be further analyzed in the planning and design phase of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this intersection improvement project.





17. Emerald Downs Property Improvement Project (Not in Inventory):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. This project is being added to the prioritized project listing in the LRTP to allow the Tribe the flexibility of using its TTP funding to maintain or improve the facilities related transportation system. Roads, intersections, parking areas, transit facilities/infrastructure, and pedestrian transportation facilities that are open to the public can be added to the inventory and supported using TTP funding. A conditions assessment survey will be needed to identify the necessary transportation improvements. TTP funds may be used for planning, design, engineering, construction management, and construction of this area improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.



18. Muckleshoot Seafood Transportation Facilities Improvement Project (Not in Inventory):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. Muckleshoot Seafood is a tribal enterprise important to the continued economic development of the Tribe. The transportation related facilities which are open to the public including the entrance drive, parking facilities, boat launch, docks, and pedestrian facilities which should be added to the inventory and considered for improvement and maintenance. A conditions assessment survey will be needed to identify the necessary transportation improvements. TTP funds may be used for planning, design, engineering, construction management, and construction of this facility improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.





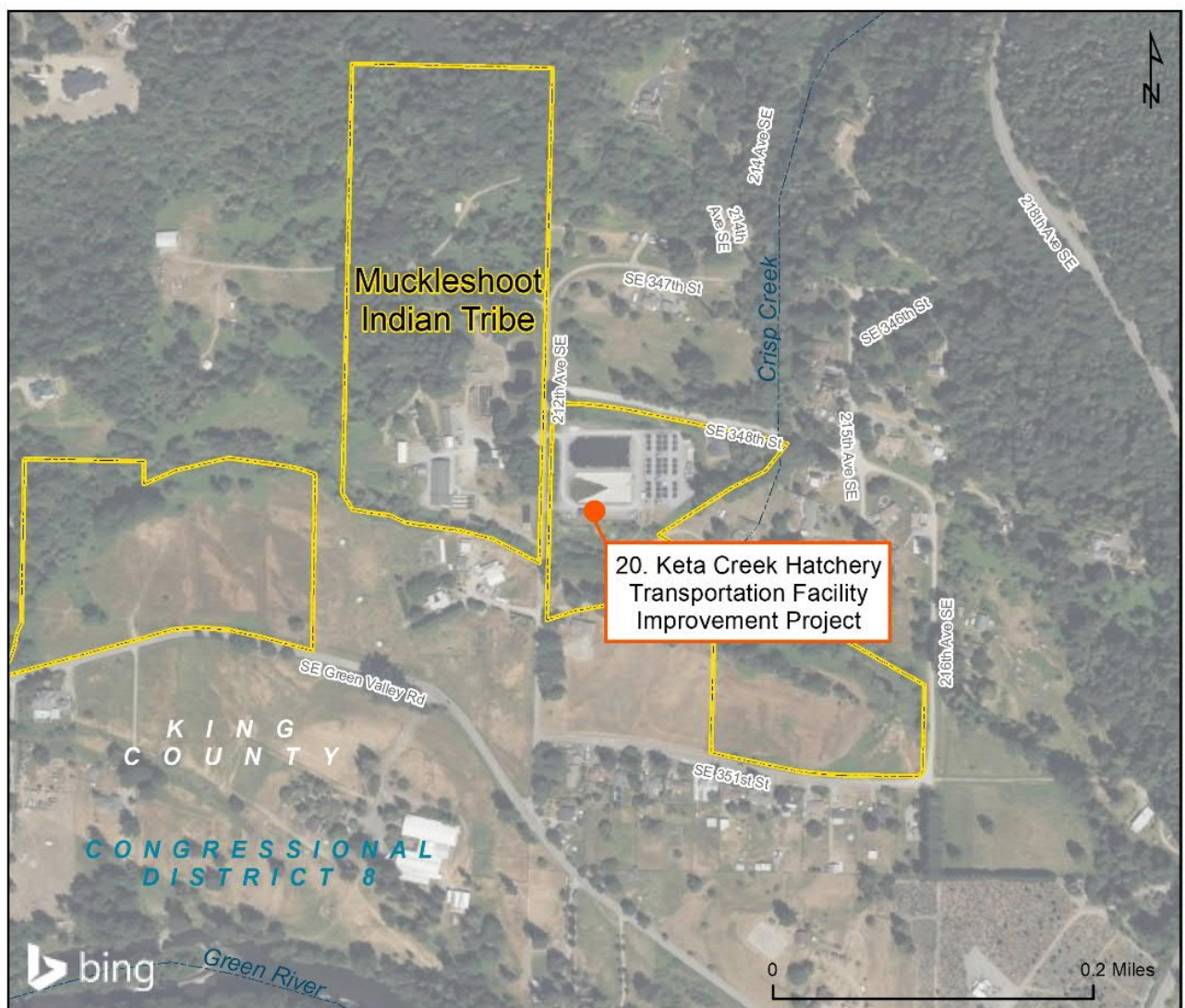
19. Vashon Island Property Transportation Access Project (Not in Inventory):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. The project would include the planning, design, maintenance, and improvement of the Muckleshoot Tribe's Vashon Island access property. The project may include parking facilities, transit infrastructure, boat launch or ferry terminal, and access roads. At the time of this report detailed information is unavailable for the planned development, making planning level cost estimates for inclusion in future TTIPs, difficult. At this time the project is being added to the prioritized project listing to enable the Tribe to perform project planning for the future facility improvements and maintenance. TTP funds may be used for planning, design, engineering, construction management, and construction of this property access improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.



## 20. Keta Creek Hatchery Transportation Facility Improvement Project (Not in Inventory):

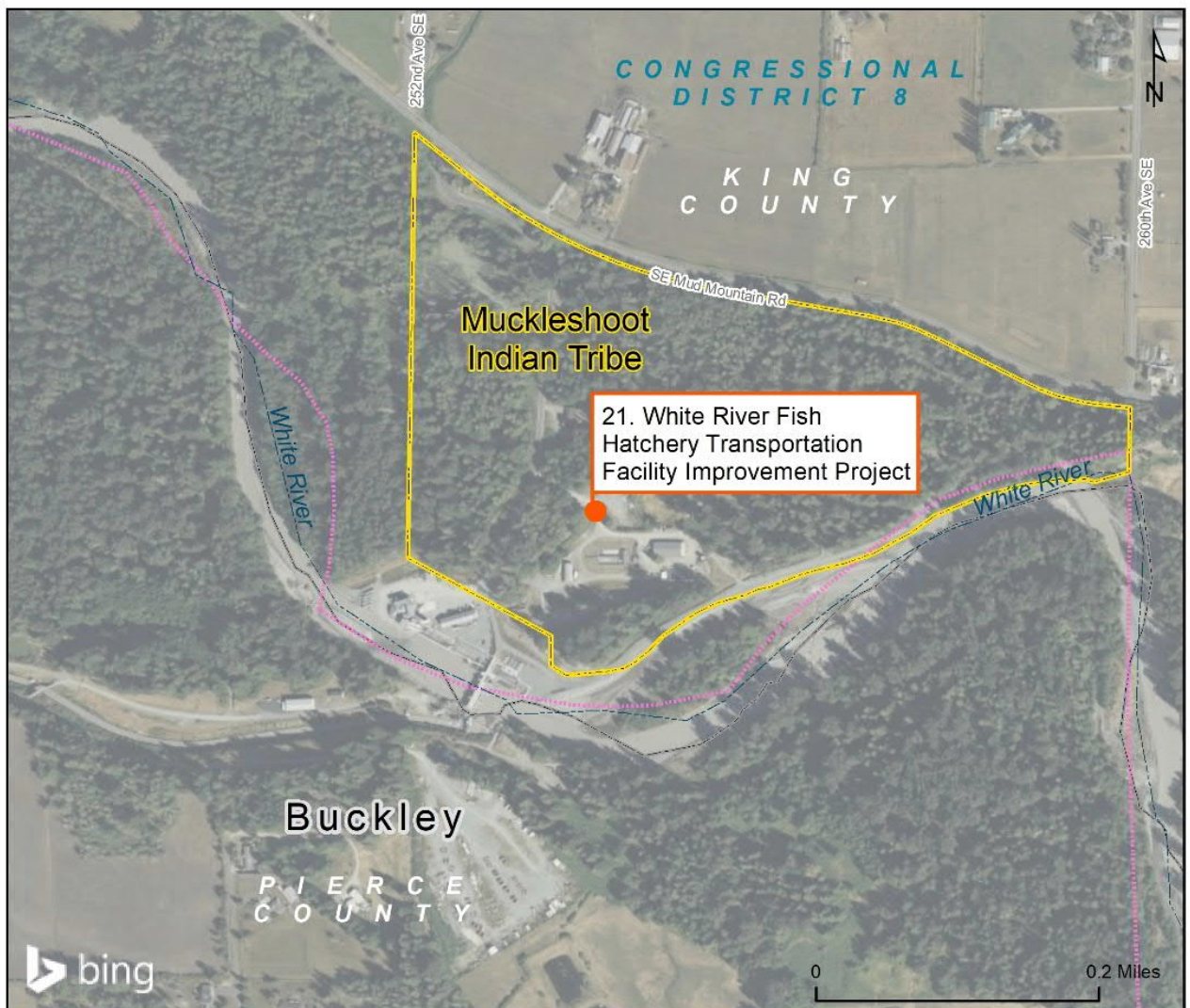
Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. The Keta Creek Hatchery is a Muckleshoot Tribal Facility important to their cultural preservation and need for continued enhancement of tribal natural resources. Roads, intersections, parking areas, and pedestrian transportation facilities that are open to the public can be added to the inventory and supporting using TTP funding. Improvements and maintenance of these facilities utilizing TTP funding will be possible once these are added to the inventory. A conditions assessment survey will be needed to identify the necessary transportation improvements. TTP funds may be used for planning, design, engineering, construction management, and construction of this hatchery facility improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.





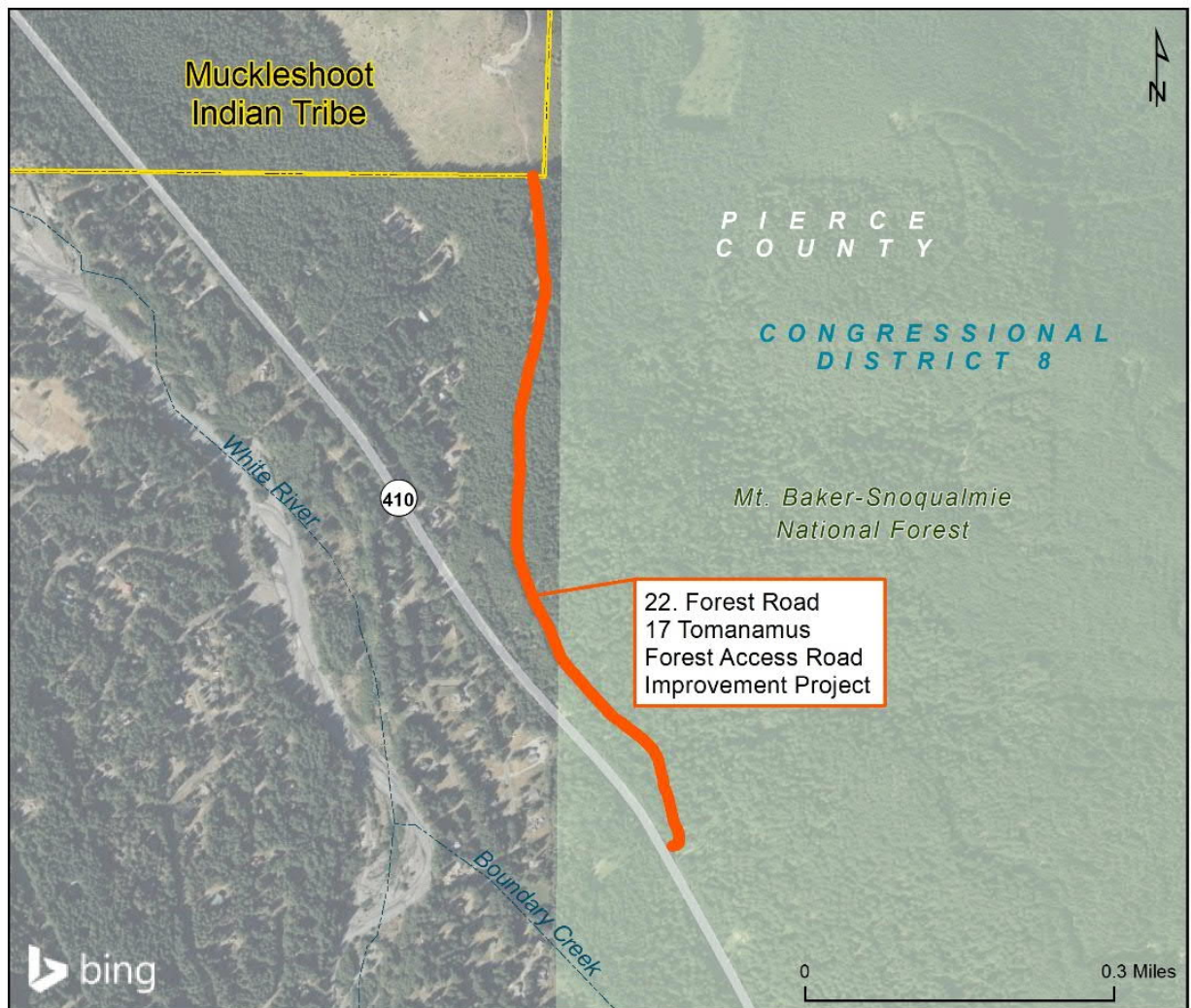
21. White River Fish Hatchery Transportation Facility Improvement Project (Not in Inventory):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. The White River Hatchery is a Muckleshoot Tribal Facility important to their cultural preservation and need for continued enhancement of tribal natural resources. Roads, intersections, parking areas, and pedestrian transportation facilities that are open to the public can be maintained and improved using TTP funding. A conditions assessment survey will be needed to identify the necessary transportation improvements. TTP funds may be used for planning, design, engineering, construction management, and construction of this hatchery facility improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.



22. Forest Road 17 Tomanamus Forest Access Road Improvement Project (Non-TTP Route (0.8 Miles)):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. Located approximately 30 miles east of the Muckleshoot main reservation, this route is a main access point to the Tribe's forest and timber property. The Muckleshoot Tribe owns approximately 90,000 acres of natural preservation forest property located both north and south of the White River. This land is one of the main historic ranges of the Muckleshoot tribal people. Approximately .75 miles of Forest Road 17 connects SR 410 to the many miles of the forest road transportation network. The Tribe would like to improve and maintain this route as a rural access road to its property. Adding the transportation facility, which provides a primary access point to their property, will allow the Tribe to utilize TTP funding to improve and maintain the facility. The project is being added to the prioritized project listing to support the planning, design, construction and maintenance of this facility in years to come. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway improvement project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.






23. Route 164 Pedestrian Path Project (Non-TTP Route (5.7 Miles)):

Prior to adding this project to the TTIP and programming TTP funding for the project, the transportation facilities must be added to the Official NTTFI. This project is being developed in 3-5 Phases, with Phase 1 100% designed and no set timeframe for the initiation of Phase 2. The overall goal of this pathway project is to provide safer pedestrian access along the Route 164 corridor throughout Tribal lands and separate the path from the route where possible. The current plan is to develop the project in 3 Phases, however it may be broken into more phases as the project progresses and future needs, costs, and any potential design/construction issues arise. This project is not currently funded through TTP funds, but TTP funds may be used for planning, design, engineering, construction management, and construction of this pedestrian path project after the transportation facilities are added to, and become Official, in the Tribe's NTTFI.



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

### 3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY			
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE	
1	Transportation Program Administration (System Wide)	\$	50,000
2	Transportation Planning and NTTFI Management (System Wide)	\$	30,000
3	Master Plan (System Wide)	\$	35,000
4	Strategic Transportation Safety Plan (System Wide)	\$	25,000
5	Transportation Safety Improvements (System Wide)	\$	100,000
6	Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)	\$	35,000
7	Tribal Transportation Facilities Maintenance Plan (System Wide)	\$	25,000
8	Tribal Transportation Program Maintenance Project (System Wide)	\$	100,000
9	Tribal Transit Program Supplemental Funding (System Wide)	\$	25,000
10	Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)	\$	30,000
11	SE 388th Street/158th Ave. SE Reconstruction Project (Maintenance Project HP1.4) (TTP Route 0100 Sections 010, 020, and 030)	\$	750,838
12	392nd St. Roadway Improvement Project Phase 1 (TTP Route 0392 Section 010)	\$	1,004,850
13	392nd St. Roadway Improvement Project Phase 2 (TTP 0392 Section 030)	\$	693,000
14	SE 408th St. Roadway and Drainage Facility Improvement Project (Maintenance Project H1.10) (TTP Route 3138 Section 810)	\$	142,725
15	Academy Dr. SE Full Reconstruction Project (Maintenance Projects H2.13 and L1) (Non-TTP Route 9906 Sections 820 and 830)	\$	923,660
16	SR 164 and SE 400th Street Intersection Improvement Project (TTP Route 0164 Section 810, TTP Route 9366 Section 810)	\$	40,000
17	Emerald Downs Property Improvement Project (Not in Inventory)	\$	40,000
18	Muckleshoot Seafood Transportation Facilities Improvement Project (Not in Inventory)	\$	40,000
19	Vashon Island Property Transportation Access Project (Not in Inventory)	\$	40,000
20	Keta Creek Hatchery Transportation Facility Improvement Project (Not in Inventory)	\$	40,000
21	White River Fish Hatchery Transportation Facility Improvement Project (Not in Inventory)	\$	88,000
22	Forest Road 17 Tomanamus Forest Access Road Improvement Project (Non-TTP Route)	\$	754,729
23	Route 164 Pedestrian Path Project (Non-TTP Route)	\$	7,505,190
TOTAL LUMP SUM AMOUNT			\$ 12,517,992

The user of the above estimate understands that Red Plains Professional (RPP), the Consultant, has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's opinions of probable construction costs are made based on the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the above.

Muckleshoot Indian Tribe					
Transportation Program Administration (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.	1	LS	\$50,000	\$50,000
Project Estimate				\$50,000	

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

Muckleshoot Indian Tribe					
Transportation Planning and NTTFI Management (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
2A	The Tribe will program funding to further develop and maintain the LRTP and NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program.	1	LS	\$30,000	\$30,000
<i>Project Estimate</i>				\$30,000	

Muckleshoot Indian Tribe					
Master Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
3A	The Tribe intends to complete a Master Planning Project with a significant transportation analysis component. The Master Plan is critical for the future planning of the Tribal and regional transportation network.	1	LS	\$35,000	\$35,000
<i>Project Estimate</i>				\$35,000	

Muckleshoot Indian Tribe					
Strategic Transportation Safety Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
4A	The Tribe has secured the initial planning funding for the TTSP and will be applying for additional funding to support its findings and additional projects which may include Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.	1	LS	\$25,000	\$25,000
<i>Project Estimate</i>				\$25,000	

Muckleshoot Indian Tribe					
Transportation Safety Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
5A	Identifying this project in the PPL enables the Tribe to utilize TTP funds to perform the actual recommended transportation safety improvement projects identified in the Strategic Transportation Safety Plan.	1	LS	\$100,000	\$100,000
<i>Project Estimate</i>				\$100,000	

Muckleshoot Indian Tribe					
Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
6A	With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. Identifying this project in the PPL enables the Tribe to utilize TTP funds to develop this plan.	1	LS	\$35,000	\$35,000
<i>Project Estimate</i>				\$35,000	

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

Muckleshoot Indian Tribe					
Tribal Transportation Facilities Maintenance Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
7A	As part of the 2106 LRTP project the Tribe developed its initial Maintenance Plan to identify and prioritize maintenance needs found throughout the Tribe's transportation network. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to update the existing Maintenance Plan in support of Prioritized Project 8 below.	1	LS	\$25,000	\$25,000
<i>Project Estimate</i>				\$25,000	

Muckleshoot Indian Tribe					
Tribal Transportation Program Maintenance Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
8A	This project is identified to include in the TTIP annually a specific set aside amount to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in the 2016 LRTP. The Tribe should annually budget specific projects identified in the maintenance plan for the TTIP. It is recommended to establish in the TTIP a fixed portion of your tribal share for roadway maintenance activity.	1	LS	\$100,000	\$100,000
<i>Project Estimate</i>				\$100,000	

Muckleshoot Indian Tribe					
Tribal Transit Program Supplemental Funding (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
9A	This project is identified to provide potentially required TTP funding support to the Tribe's Transit Program. TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure. Each fiscal year the Tribe should estimate and program the required TTP funding needed to supplement its Transit Program.	1	LS	\$25,000	\$25,000
<i>Project Estimate</i>				\$25,000	

Muckleshoot Indian Tribe					
Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
10A	This project is included to program funding for the research, planning, and strategic deployment of publically accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in tribal communities. TTP funding may be used for the acquisition and installation of publically accessible charging or fueling infrastructure or traffic control devices.	1	LS	\$30,000	\$30,000
<i>Project Estimate</i>				\$30,000	



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

Muckleshoot Indian Tribe					
SE 388th Street/158th Ave. SE Reconstruction Project (Maintenance Project HP1.4) (TTP Route 0100 Sections 010, 020, and 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
11A	Planning	1	LS	\$11,919	\$11,919
11B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$28,604	\$28,604
11C	Design	1	LS	\$42,905	\$42,905
11D	Construction	1	LS	\$595,901	\$595,901
11E	Construction Management	1	LS	\$71,509	\$71,509
Project Estimate				\$750,838	

Muckleshoot Indian Tribe					
392nd St. Roadway Improvement Project Phase 1 (TTP Route 0392 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
12A	Planning	1	LS	\$15,950	\$15,950
12B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$38,280	\$38,280
12C	Design	1	LS	\$57,420	\$57,420
12D	Construction	1	LS	\$797,500	\$797,500
12E	Construction Management	1	LS	\$95,700	\$95,700
Project Estimate				\$1,004,850	

Muckleshoot Indian Tribe					
392nd St. Roadway Improvement Project Phase 2 (TTP 0392 Section 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
13A	Planning	1	LS	\$11,000	\$11,000
13B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$26,400	\$26,400
13C	Design	1	LS	\$39,600	\$39,600
13D	Construction	1	LS	\$550,000	\$550,000
13E	Construction Management	1	LS	\$66,000	\$66,000
Project Estimate				\$693,000	

Muckleshoot Indian Tribe					
SE 408th St. Roadway and Drainage Facility Improvement Project (Maintenance Project H1.10) (TTP Route 3138 Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
14A	Planning	1	LS	\$4,125	\$4,125
14B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$28,875	\$28,875
14C	Design	1	LS	\$14,850	\$14,850
14D	Construction	1	LS	\$82,500	\$82,500
14E	Construction Management	1	LS	\$12,375	\$12,375
Project Estimate				\$142,725	

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

Muckleshoot Indian Tribe					
Academy Dr. SE Full Reconstruction Project (Maintenance Projects H2.13 and L1) (Non-TTP Route 9906 Sections 820 and 830)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
15A	Planning	1	LS	\$14,662	\$14,662
15B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$35,187	\$35,187
15C	Design	1	LS	\$52,781	\$52,781
15D	Construction	1	LS	\$733,062	\$733,062
15E	Construction Management	1	LS	\$87,968	\$87,968
Project Estimate				\$923,660	

Muckleshoot Indian Tribe					
SR 164 and SE 400th Street Intersection Improvement Project (TTP Route 0164 Section 810, TTP Route 9366 Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
16A	Planning	1	LS	\$36,000	\$36,000
16B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$4,000	\$4,000
Project Estimate				\$40,000	

Muckleshoot Indian Tribe					
Emerald Downs Property Improvement Project (Not in Inventory)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
17A	Planning	1	LS	\$28,000	\$28,000
17B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$12,000	\$12,000
Project Estimate				\$40,000	

Muckleshoot Indian Tribe					
Muckleshoot Seafood Transportation Facilities Improvement Project (Not in Inventory)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
18A	Planning	1	LS	\$28,000	\$28,000
18B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$12,000	\$12,000
Project Estimate				\$40,000	

Muckleshoot Indian Tribe					
Vashon Island Property Transportation Access Project (Not in Inventory)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
19A	Planning	1	LS	\$28,000	\$28,000
19B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$12,000	\$12,000
Project Estimate				\$40,000	

Muckleshoot Indian Tribe					
Keta Creek Hatchery Transportation Facility Improvement Project (Not in Inventory)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
20A	Planning	1	LS	\$28,000	\$28,000
20B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$12,000	\$12,000
Project Estimate				\$40,000	

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

Muckleshoot Indian Tribe					
White River Fish Hatchery Transportation Facility Improvement Project (Not in Inventory)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
21A	Planning	1	LS	\$30,800	\$30,800
21B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$13,200	\$13,200
21C	Construction	1	LS	\$44,000	\$44,000
Project Estimate				\$88,000	

Muckleshoot Indian Tribe					
Forest Road 17 Tomanamus Forest Access Road Improvement Project (Non-TTP Route)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
22A	Planning	1	LS	\$11,980	\$11,980
22B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$28,752	\$28,752
22C	Design	1	LS	\$43,128	\$43,128
22D	Construction	1	LS	\$598,990	\$598,990
22E	Construction Management	1	LS	\$71,879	\$71,879
Project Estimate				\$754,729	

Muckleshoot Indian Tribe					
Route 164 Pedestrian Path Project (Non-TTP Route)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
23A	Planning	1	LS	\$119,130	\$119,130
23B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$285,912	\$285,912
23C	Design	1	LS	\$428,868	\$428,868
23D	Construction	1	LS	\$5,956,500	\$5,956,500
23E	Construction Management	1	LS	\$714,780	\$714,780
Project Estimate				\$7,505,190	

### 3-3 RELATED REGIONAL TRANSPORTATION PROJECTS

#### WSDOT - SR 164 - East Auburn Access

Project overview:

SR 164/Auburn Way South provides primary access to the Muckleshoot Indian Reservation and growing areas of east Auburn. The Muckleshoot Indian Tribe is leading this project to reduce congestion, increase safety, and accommodate growth on the SR 164 corridor from SR 18 to the Poplar Street curve.

Timeline: This project is on hold, awaiting further coordination among agency partners.

Project status: Pre-construction

Funding: \$15 Million

## 3-4 EXISTING TTP FUNDING

According to the latest funding tables provided to the public by the BIA and FHWA, the Tribe received approximately \$263,733.17 in FY23. After annual program administrative takedowns, the Tribe's actual allocation may be less (12.2% Lop Off in FY23). The most recent tribal share funding report and the full FAST Act table are located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation. Two important factors that are used in the TTP tribal share calculations are:

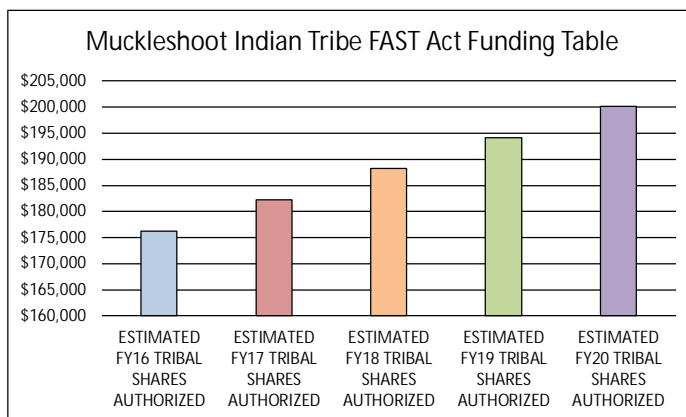
- 1) the American Indian/Alaska Native (AIAN) Persons population factor derived from the Native American Housing Assistance and Self Determination Act (NAHASDA) records and
- 2) the total TTP eligible mileage.

The most recently published official numbers available for this calculation are from 2023 and show the Tribe's recorded AIAN Persons population as 1,456 and the Tribe's total TTP eligible mileage 15. The table below is an excerpt from the Tribal Shares Table discussed in this section; the Tribe is highlighted in yellow.

Tribe Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares	Authorized Total 2% Planning	Total FY23 Tribal Shares After 12.2% Lop Off	Total FY23 2% Planning after 12.2% Lop Off
Lower Elwha Tribal Community	7,802	14.1	\$ 382,179.35	\$ 8,738.08	\$ 335,553.47	\$ 7,672.03
Lummi Tribe of the Lummi Reservation	10,530	39.8	\$ 1,722,658.41	\$ 39,386.54	\$ 1,512,494.09	\$ 34,581.38
Makah Indian Tribe of the Makah Indian Reservation	1,261	65.9	\$ 526,751.01	\$ 12,043.54	\$ 462,487.39	\$ 10,574.23
<b>Muckleshoot Indian Tribe</b>	<b>1,456</b>	<b>15</b>	<b>\$ 263,733.17</b>	<b>\$ 6,029.95</b>	<b>\$ 231,557.72</b>	<b>\$ 5,294.29</b>
Nisqually Indian Tribe	1,666	12.6	\$ 394,438.71	\$ 9,018.37	\$ 346,317.19	\$ 7,918.13
Nooksack Indian Tribe	2,379	12.7	\$ 406,191.84	\$ 9,287.09	\$ 356,636.44	\$ 8,154.07
Port Gamble S'Klallam Tribe	2,626	24	\$ 914,653.92	\$ 20,912.48	\$ 803,066.14	\$ 18,361.15

The FAST Act tables below detail the "programmed" funding levels between FY2016-FY2020 as estimated at the publication of that transportation bill. The FAST Act was extended by Continuing Resolution through the end of FY21 and was replaced by the Bipartisan Infrastructure Law (BIL) in FY22. These funding charts are included to provide information on historic funding levels. The BIL does not estimate annual funding through the life of the bill.

Muckleshoot Indian Tribe FAST Act Funding: 2016-2020						
Reservation Name (Primary)	ESTIMATED FY16 TRIBAL SHARES AUTHORIZED	ESTIMATED FY17 TRIBAL SHARES AUTHORIZED	ESTIMATED FY18 TRIBAL SHARES AUTHORIZED	ESTIMATED FY19 TRIBAL SHARES AUTHORIZED	ESTIMATED FY20 TRIBAL SHARES AUTHORIZED	2011 TOTAL TRIBAL SHARE
P10109 - Muckleshoot	\$176,306	\$182,276	\$188,214	\$194,170	\$200,128	\$111,642





### 3-5 FUNDING OPPORTUNITIES

The Tribe can use its TTP funding to leverage other federal and non-federal funds. Given the existing partners working on transportation projects in Washington State, there are significant opportunities for the Tribe, King and Pierce Counties, and local communities to work together to identify and prioritize transportation projects in consensus with each organization. Funding agencies are more likely to fund projects in rural Washington if there are partnerships and the local government organizations are working together.

With the signing into law of the latest transportation bill, the Bipartisan Infrastructure Law (BIL) in November 2021, multiple new and expanded programs are available to tribes for funding infrastructure and transportation projects. The Federal Highway Administration (FHWA) has developed a website for the BIL here: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

Also available are two documents, the first being the "*Transportation Funding Opportunities for Tribal Nations*" booklet released by the FHWA that focuses on transportation related programs available to tribes through the BIL. The second is the "*Bipartisan Infrastructure Law Tribal Playbook*" released by the White House through Build.gov that speaks to not only transportation programs but also other infrastructure programs and funding opportunities available through the BIL of interest to tribes.

Both of these documents and a general list of funding sources to consider when seeking grant funding in order to implement transportation projects can be found in Appendix E.

### 3-6 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

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

### APPENDICES

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX G – MAPS

MAP A – OFFICIAL TTP ROUTES

MAP B – RECOMMENDED 2023 NTTFI INVENTORY

MAP C – 2023 PRIORITIZED PROJECT MAP

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

## APPENDIX A – TRIBAL RESOLUTION

RESOLUTION NO. \_\_\_\_\_

TO AUTHORIZE THE 2023 NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY (NTTFI) AND LRTP UPDATE

WHEREAS, The Muckleshoot Indian Tribal Council is the duly constituted governing body for the Muckleshoot Indian Reservation by authority of and is herein acting solely pursuant to its constitution and by-laws approved May 13, 1936 by the Secretary of the Interior, and as amended June 28, 1977 and not pursuant to its Indian Reorganization Act Corporate Charter ratified October 31, 1936; and

WHEREAS, the updated road inventory has been submitted to BIA in the Roads Inventory Field Data System (RIFDS) including all updated condition coding and required attachments which have been reviewed and approved through the Tribal Planning Department, Tribal Planning Commission, and Tribal Council; and

WHEREAS, the Muckleshoot Indian Tribe requests revisions to the NTTFI as entered in RIFDS and displayed on the Attachment A – 2023 Recommended Inventory Table; and

WHEREAS, each route submitted for update, addition, or revision in the RIFDS program by our consulting firm Red Plains Professional, Inc. is supported by the required section photos, strip maps, cover maps, Long Range Transportation Plan (LRTP) Excerpt/Addendum, and proper adequate coding derived from field conditions assessment; and

WHEREAS, the Muckleshoot Indian Tribe approves the routes for inclusion as represented and is aware that routes in the NTTFI are intended to remain open to the public per the Federal Register 25 CFR Part 170; and

WHEREAS, the Muckleshoot Indian Tribe reserves the right to close or restrict public access on these routes as needed for various reasons including but not limited to public emergency, public safety, cultural preservation, seasonal closures, etc. as allowable in the Federal Register 25 CFR Part 170; and

WHEREAS, the NTTFI roads as listed in attachment “A”, attached hereto and herein will be incorporated into the Muckleshoot Transportation Plan, have been reviewed and approved by the Muckleshoot Planning Department at a special planning session meeting held on February 22, 2023; and

WHEREAS, the road project inventory and priority listing will be reviewed on an annual basis and updated by the Muckleshoot Planning Committee, Executive Committee for Community Development and Muckleshoot Tribal Council; and

NOW THEREFORE BE IT RESOLVED by the Tribal Council of the Muckleshoot Indian Tribe that:

1. The roads/streets/parking facilities and the associated mileage, as shown on attachment “A” and in RIFDS be added/revised/deleted to the NTTFI with the approved 2023 LRTP and other required attachments; and
2. The Tribal Chairman is hereby authorized to sign necessary documents to update and conclude the 2023 NTTFI Inventory Update; and
3. The Muckleshoot Indian Tribal hereby directs the BIA Northwest Regional Office and BIA Division of Transportation to accept and include the routes as entered into RIFDS and listed on the Attachment A – 2023 Recommended Inventory Update Table to the Tribe’s Official NTTFI.



# CERTIFICATION

As Secretary of the Muckleshoot Indian Tribal Council, I hereby certify that the above resolution was duly adopted at a \_\_\_\_\_ meeting of the Tribal Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2023, held on Muckleshoot Indian Reservation, Auburn, WA, at which a quorum was present by a vote of \_\_\_\_\_ for, \_\_\_\_\_ against and \_\_\_\_\_ abstentions.

\_\_\_\_\_  
Secretary

\_\_\_\_\_  
Chairman

Muckleshoot Indian Tribe  
2023 Recommended Inventory Table

Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need
Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 1	0024	010	0.1	32,393	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 2	0024	020	0.1	15,125	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 3	0024	030	0.1	1,941	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
180th Ave SE	0025	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other
17th St SE	0026	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Human Services Parking Lot	0027	010	0.1	48,595	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	010	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Garage	0029	020	0.1	121,891	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	030	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Bingo Hall Parking Lot	0031	010	0.1	351,870	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Smokeshop Parking Lot	0031	020	0.1	52,671	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
152nd Ave SE	0032	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
SE 397th Ct	0033	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
SE 398th Ct	0034	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Tribal College	0035	010	0.1	45,567	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Library Parking Lot	0036	010	0.1	15,548	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
	0037	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
176th Way SE	0038	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
177th Pl SE	0039	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Adult Work Training & Youth Center Parking Lot	0041	010	0.1	47,543	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Phillip Star Tribal Office Parking Lot	0043	010	0.1	119,147	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Human Resources Parking Lot	0044	010	0.1	6,742	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Police Department Parking Lot	0045	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Youth Facility Parking Lot	0046	010	0.1	16,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
167th Ave SE	0047	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Transportation Office Parking Lot	0049	010	0.1	13,231	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 408th Pl	0050	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
172nd Pl SE	0050	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 410th Pl	0051	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Casino Auxiliary Parking	0055	010	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Auxiliary Parking	0055	020	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Virginia Cross Native Education Center Parking Lot	0056	010	0.1	8,092	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veterans Affairs Parking Lot	0057	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Language & Church Parking Lot	0058	010	0.1	6,884	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
172nd Ave SE	0059	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Sla-Hai Shed Parking Lot	0060	010	0.1	20,573	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Resource Center Parking Lot	0061	010	0.1	17,788	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Scholarship/Cedar Building Parking Lot	0062	010	0.1	21,140	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Maintenance Shed Parking Lot	0063	010	0.1	33,453	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Skate Park Parking Lot	0064	010	0.1	7,837	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health & Wellness Center Parking Lot	0065	010	0.1	138,440	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal Elder Center Parking Lot	0066	010	0.1	58,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 1	0067	010	0.1	16,779	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 2	0067	020	0.1	26,612	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health and Wellness Walking Trail	0068	010	0.4		2-Tribe	8-Trail	2-Construction Need-Other
Big Nation Station Parking Lot	0070	010	0.1	141,820	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Moses St SE	0071	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Dominick St SE	0072	010	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 415th St	0073	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
King George Ln SE	0074	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
Muckleshoot Plaza SE	0075	010	0.3		2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 394th Ln	0076	010	0.3		2-Tribe	3-City Local	0-Completed Project
SE 403 Pl	0077	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Bucslah Ct SE	0078	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
Parking Lot	0093	010	0.1	31,245	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Tribal Court Annex Parking Lot	0094	010	0.1	9,150	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Compliance and Risk Management Parking Lot	0095	010	0.1	4,809	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Muckleshoot Culture Parking Lot	0096	010	0.1	8,184	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal School	0097	010	0.1	140,853	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veteran's Center Parking Lot	0098	010	0.1	7,342	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
158th Ave SE	0100	010	0.3		1-BIA	3-City Local	1-BIA Construction Need
158th Ave SE	0100	020	0.3		1-BIA	3-City Local	1-BIA Construction Need
158th Ave SE	0100	030	0.3		1-BIA	3-City Local	1-BIA Construction Need
383rd Place SE	0100	040	0.1		1-BIA	3-City Local	1-BIA Construction Need
382nd St SE	0100	050	0.1		1-BIA	3-City Local	1-BIA Construction Need

Muckleshoot Indian Tribe  
2023 Recommended Inventory Table

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
381st Place SE	0100	060	0.1		1-BIA	3-City Local	1-BIA Construction Need
389th Pl	0102	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
389th Pl	0102	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	020	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
174th Ave SE	0105	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 408th St	0106	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
175th Pl SE	0107	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
393rd St SE	0112	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 392nd Pl	0113	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
165th Ave SE	0117	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 386th St	0118	010	0.3		1-BIA	3-City Local	1-BIA Construction Need
165th Pl SE	0119	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
161st Dr SE	0120	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
170th Place	0121	010	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
170th Place	0121	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
385th Ct SE	0122	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
160th Dr SE	0123	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
162nd Ct SE	0125	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Stillman St SE	0128	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
21st Ct SE	0129	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
174th Ln SE	0137	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
Smalquamish Village Ave SE	0151	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Sports Park Lp	0162	810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other
SR 164	0164	810	12.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other
SE 413th Pl	0170	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 414th Pl	0172	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
178th Pl SE	0174	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
SE 413th Dr	0175	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Lozier Ct SE	0200	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
40th St SE	0201	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
SE 386th Pl	0300	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
173rd Pl SE	0301	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
M-31 / 173rd Pl SE	0301	020	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road B	0302	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road C	0304	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road D	0306	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road E	0308	010	0.1		2-Tribe	5-Rural Local	4-Proposed
SE 392nd St	0392	010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	020	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	030	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	040	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
400th St SE Extension	0400	010	0.4		2-Tribe	5-Rural Local	4-Proposed
SE 371st Pl	0500	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
147th Ave SE	0501	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
147th Ct SE	0504	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th Pl	1101	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th St	1102	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
15th St SE	1103	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
16th St	1104	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Alpine St SE	1105	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th Pl SE	1107	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
21st St SE	1109	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th Pl SE	1110	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th St SE	1111	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
25th Pl SE	1112	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
25th St SE	1113	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other

Muckleshoot Indian Tribe  
2023 Recommended Inventory Table

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
Skyway Pl	1114	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	020	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	030	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1117	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1118	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Skyway Ln	1119	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1120	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1121	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1122	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Stuck River Dr	1201	010	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	020	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	030	0.7		5-County/Township	5-Rural Local	2-Construction Need-Other
391st St	1401	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 387th Pl	1501	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
SE 179th Ln	1602	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
36-F Rd B	1604	010	0.2		2-Tribe	5-Rural Local	4-Proposed
SE 416th St	3128	810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	810	0.1		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	820	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	830	1.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 408th St	3138	810	0.2		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	810	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	820	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 384 St	3150	810	0.9		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	820	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 400th St	9366	810	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
Foster Ave SE	9900	810	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other
55th St SE	9901	810	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other
Bridgette Ave SE	9902	810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
53rd St SE	9903	810	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other
160th Pl SE	9904	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 380th St	9905	810	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
Academy Dr SE	9906	810	0.5		5-County/Township	7-City Collector	2-Construction Need-Other
17th Dr SE	9907	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
17th St SE	9907	830	0.2		2-Tribe	3-City Local	2-Construction Need-Other
R St SE	9908	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Howard Rd	9909	810	0.4		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Riverwalk Dr SE	9910	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Dogwood St SE	9911	010	0.7		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
Scenic Dr	9912	010	0.3		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
22nd St SE	9913	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ln SE	9917	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
37th Ct SE	9918	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ct SE	9920	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
			52.7	4,433,500			



APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

**B.1 NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY UPDATE**

**§ 170.442 What is the National Tribal Transportation Facility Inventory?**

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

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

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

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

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

§170.444 How is the NTTFI updated?

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

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

§ 170.445 [Reserved].

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

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

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

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

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

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

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



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

## **B.2 LONG RANGE TRANSPORTATION PLAN**

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

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

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

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

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

*A LRTP should include:*

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

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

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

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

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

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

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

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

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

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

### B.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM

§ 170.420 What is the Tribal priority list?

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

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

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

- (a) The TTIP:
  - (1) Is developed from and must be consistent with the Tribe's Tribal priority list or LRTP;
  - (2) Is financially constrained for all identified funding sources;
  - (3) Must identify (year by year) all TTP funded projects and activities that are expected to be carried out over the next four years as well as the projected costs and all other funding sources that are expected to be used on those projects. Although 23 U.S.C. 134(j)(1)(D) indicates a TIP must be updated once every four years, Tribes are encouraged to update the TTIP annually to best represent the plans of the Tribe;

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

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

*Public involvement is required in the development of the TTIP.*

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

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

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

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

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

## APPENDIX C – TTP INVENTORY RIFDS REPORTS

Backlog – 06/23/22

Class Ownership

Class Surface Type

Cost to Building – Final System

Inventory Data Sheets

Ownership Surface Type

Recommended Inventory Table – Abbreviated

Road Owner Table



# Indian Reservation Roads Program

## Backlog Report

Year 2022

P - Northwest		
P10 - Puget Sound		
P10109 - Muckleshoot		
	RETURNED-TO-FIELD	100
		<b>100</b>
Report Total		<b>100</b>





Indian Reservation Roads Program  
Miles of Road by Class and Organizational Responsibility  
Present System  
FY 2022 Inventory

P - Northwest  
P10 - Puget Sound  
P10109 - Muckleshoot

Mileage (mi) Classified According to Class Code with class 11 (overlap) excluded*												Total Mileage (mi)														
												Classes 1 2 3 4 5 6 7 8					Classes 9 10 none					Classes 1 2 3 4 5 6 7 5 9 10 none				
Ownership	Major Arterial (1)	Rural Minor Arterial (2)	City Local (3)	Rural Major Collector (4)	Rural Local (5)	City Minor Arterial (6)	City Collector (7)	Trail (8)	Other Trans Fac (9)	Airstrip (10)	None (null)															
1 - BIA	0.0	0.0	3.6	4.3	2.1	0.0	0.0	0.8	0.0	0.0	0.0	10.8					0.0					10.8				
2 - Tribe	0.0	0.0	4.4	4.4	3.4	1.0	0.0	0.0	0.0	0.0	0.1	13.2					0.1					13.3				
3 - State	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	0.5					19.6					20.1				
4 - Urban	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0					1.2					1.2				
5 - County And Township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0					2.8					2.8				
6 - Other BIA Offices	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
7 - Other Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
8 - Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0					0.0				
Total:	0.0	0.5	8.0	8.7	5.5	1.0	0.0	0.8	0.0	0.0	23.7	24.5					23.7					48.2				

\*Mileage includes proposed construction (CN=4).



Indian Reservation Roads Program  
Miles of Road by Class and Surface Type  
Present System  
FY 2022 Inventory

P - Northwest  
P10 - Puget Sound  
P10109 - Muckleshoot

Class*	Existing Roads & Trails (CN 0 1 2 or 3) Classified by Surface Type								New Roads (CN 4) Classified by Future Surface Type				Total (mi)	Bridges	
	Proposed** (0)	Earth (1)	Gravel (3)	< 2 inch (4)	> 2 inch (5)	Concrete (6)	Trail (9)	None (null)	Earth (E)	Gravel (G)	Paved (P)	None (null)	CN 0 1 2 3 4	Count	Length (ft)
1 - Major Arterial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
2 - Rural Minor Arterial	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0	0
3 - City Local	0.0	0.0	0.5	0.0	6.9	0.0	0.0	0.0	0.6	0.0	0.0	0.0	8.0	0	0
4 - Rural Major Collector	0.0	0.0	0.4	2.0	3.2	0.0	0.0	0.0	0.0	3.1	0.0	0.0	8.7	0	0
5 - Rural Local	0.0	0.0	1.5	1.2	0.2	0.0	0.0	0.0	0.0	2.6	0.0	0.0	5.5	0	0
6 - City Minor Arterial	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0	0
7 - City Collector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
8 - Trails	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0	0
9 - Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
10 - Airstrips	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
null - No Class Specified	0.0	0.1	0.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	0	0
Total:	0.0	0.1	2.4	3.2	35.4	0.0	0.0	0.0	0.6	5.7	0.0	0.8	48.2	0	0

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



**Indian Reservation Roads Program**  
**Construction Cost to Build Final System**  
**Reporting Final System Miles and Future Surface Types**  
**FY 2022 Inventory**

**Region P - NORTHWEST**  
**Agency 10 - PUGET SOUND**  
**Reservation 109 - MUCKLESHOOT**

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Other	Total
<b><u>Road Length (mi)</u></b>									
Earth	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	6.5
Gravel	0.0	0.0	0.6	8.4	5.5	1.0	0.0	0.0	15.5
Pavement	0.0	0.5	0.9	0.3	0.0	0.0	0.0	0.0	1.7
not specified	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	24.5
<b>Total</b>	0.0	0.5	8.0	8.7	5.5	299.7	0.0	24.5	48.2

<b><u>Bridge Length (ft)</u></b>									
<b>Total</b>									

<b><u>CTC (\$1000)</u></b>									
Incidental	0	139	2,645	2,364	2,182	300	0	165	7,795
Addtnl Incidental	0	0	0	0	0	0	0	0	0
Grade & Drain	0	0	619	1,476	3,814	0	0	0	5,909
Aggregate	0	0	0	858	715	0	0	0	1,573
Pavement	0	0	0	155	0	0	0	0	155
Bridges									
<b>Total</b>	0	139	3,264	4,853	6,710	300	0	165	15,432



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Mucklesh	Mucklesh	Mucklesh	Mucklesh	180th Av	17th St	Human Se	Mucklesh
4-IRR Route Number	0018	0024	0024	0024	0025	0026	0027	0028
5-Section Number	810	10	20	30	10	10	10	10
10-Class		9	9	9	5	3	9	3
15-Length of Section	6.9	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	033	033	033	033	033	033	033	033
33-Congressional District		08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	2	2	2	5	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1				2			
25-Roadbed Condition	5				4	3		3
24-Surface Condition Index					59	38		34
16-Surface Width		94	45	22	16	12	44	10
13-Surface Type	5	5	3	3	5	3	5	3
9-Federal Aid Category	3	1	1	1	1	1	1	1
28-Right of Way Status		1	1	1	3	1	1	1
29-Right of Way Width					32	20		16
TTAM BIA Share	0	0	0	0	100	100	0	100
30-Additional Incidental Percent								
17-Shoulder Width	0							
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	0SR18							
Roadway Width		94	45	22	16	12	44	10
TTAM Future ADT					74	37		37
TTAM ADS Number		20	20	20	14	18	20	18
TTAM Future Surface Type					G	E		E
35-Drainage Condition					2	1		1
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance					4	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	A							
52-Year of Construction Change		1980	1980	1980	1980	1980	1980	1980
Update Year	2003	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Casino P	Casino P	Cemetery	Bingo Ha	Bingo Ha	152nd Av	Se 397th	Se 398th
4-IRR Route Number	0029	0029	0030	0031	0031	0032	0033	0034
5-Section Number	10	20	10	10	20	10	10	10
10-Class	9	9	9	9	9	5	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	5	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain						2		
25-Roadbed Condition						5		
24-Surface Condition Index						85	95	95
16-Surface Width	212	160	28	176	72	12	20	20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	3	1	1
29-Right of Way Width						20		
TTAM BIA Share	0	0	0	0	0	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width							2	2
14-Shoulder Type							4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	99	99	28	99	72	12	24	24
TTAM Future ADT						74	37	37
TTAM ADS Number	20	20	20	20	20	14	18	18
TTAM Future Surface Type						G	E	E
35-Drainage Condition						2	3	3
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance						4		
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL





# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Mucklesh	Mucklesh	Mucklesh	176th W	177th Pl	Mucklesh	Mucklesh	Mucklesh
4-IRR Route Number	0035	0036	0037	0038	0039	0040	0040	0041
5-Section Number	10	10	10	10	10	10	20	10
10-Class	9	9	5	3	3	9	9	9
15-Length of Section	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain			1					
25-Roadbed Condition			3	7	7			
24-Surface Condition Index			32	96	89			
16-Surface Width	60	32	14	20	18	40	48	68
13-Surface Type	5	5	3	5	5	5	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width					40			
TTAM BIA Share	0	0	100	100	100	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width				2	2			
14-Shoulder Type				4	4			
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	60	32	14	24	22	40	48	68
TTAM Future ADT			74	37	37			
TTAM ADS Number	20	20	13	18	18	20	20	20
TTAM Future Surface Type			G	E	E			
35-Drainage Condition			1	3	3			
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance					4			
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	167th Av	174th Pl
4-IRR Route Number	0042	0043	0044	0045	0046	0047	0049	0050
5-Section Number	10	10	10	10	10	10	10	10
10-Class	9	9	9	9	9	3	9	5
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								1
25-Roadbed Condition						7		3
24-Surface Condition Index						95		43
16-Surface Width	20	64	30	36	50	20	34	14
13-Surface Type	5	5	5	5	3	5	5	3
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						50		24
TTAM BIA Share	0	0	0	0	0	100	0	100
30-Additional Incidental Percent								
17-Shoulder Width						2		
14-Shoulder Type						4		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	20	64	30	36	50	24	34	14
TTAM Future ADT						37		74
TTAM ADS Number	20	20	20	20	20	18	20	13
TTAM Future Surface Type						E		G
35-Drainage Condition						3		1
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance						4		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	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	174th Ct		Auxiliar	Auxiliar	Casino A	Virginia	Mucklesh	Mucklesh
4-IRR Route Number	0051	0052	0054	0054	0055	0056	0057	0058
5-Section Number	10	10	10	20	10	10	10	10
10-Class	5	5	9	9	9	9	9	9
15-Length of Section	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1						
25-Roadbed Condition	3	3						
24-Surface Condition Index	44	41						
16-Surface Width	14	16	20	22	338	40	34	22
13-Surface Type	3	3	4	3	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	24	30	24	24				
TTAM BIA Share	100	100	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	14	16	20	22	99	40	34	22
TTAM Future ADT	74	74						
TTAM ADS Number	13	13	20	20	20	20	20	20
TTAM Future Surface Type	G	G						
35-Drainage Condition	1	1						
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	3	3	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	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	172nd Av	Sla-Hal	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
4-IRR Route Number	0059	0060	0061	0062	0063	0064	0065	0066
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	9	9	9	9	9	9	9
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	3							
24-Surface Condition Index	30							
16-Surface Width	12	42	26	38	66	26	88	32
13-Surface Type	3	3	5	3	3	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width								
TTAM BIA Share	100	0	0	0	0	0	0	0
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	12	42	26	38	66	26	88	32
TTAM Future ADT	37							
TTAM ADS Number	18	20	20	20	20	20	20	20
TTAM Future Surface Type	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]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Parking	Mucklesh	Mucklesh	Mucklesh
4-IRR Route Number	0067	0067	0068	0069	0093	0094	0095	0096
5-Section Number	10	20	10	10	10	10	10	10
10-Class	9	9	8	9	9	9	9	9
15-Length of Section	0.1	0.1	0.4	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width	50	34	6	131	32	34	22	36
13-Surface Type	5	5	5	3	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width								
TTAM BIA Share	0	0	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	34	6	99	32	34	22	36
TTAM Future ADT			30					
TTAM ADS Number	20	20	19	20	20	20	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	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE





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Filter Criteria				
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Mucklesh	Mucklesh	158th Av	158th Av	158th Av	383rd Pl	382nd St	381st Pl
4-IRR Route Number	0097	0098	0100	0100	0100	0100	0100	0100
5-Section Number	10	10	10	20	30	40	50	60
10-Class	9	9	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.3	0.3	0.3	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	1	1	1	1	1	1
12-Construction Need	2	2	1	1	1	1	1	1
11-Terrain								
25-Roadbed Condition			5	7	5	7	7	7
24-Surface Condition Index			65	62	61	64	63	60
16-Surface Width	24	32	24	30	24	18	20	20
13-Surface Type	5	3	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	3	3	3	3	3	3
29-Right of Way Width			50	80	50	50	50	50
TTAM BIA Share	0	0	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			4	2	4	2	2	2
14-Shoulder Type			3	4	3	4	4	4
22-Existing ADT			400	470	470	100	90	70
21-ADT Year			1999	1999	1999	1999	1999	1999
23-Percent Trucks			1	1	1	1	1	1
34-Owner Route Number			00100	00100	00100	00100	00100	00100
Roadway Width	24	32	32	34	32	22	24	24
TTAM Future ADT			594	698	698	149	134	104
TTAM ADS Number	20	20	18	18	18	18	18	18
TTAM Future Surface Type			P	P	P	G	G	G
35-Drainage Condition			2	3	2	3	3	3
36-Shoulder Condition			2	3	2	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility			3	3	3	3	3	3
40-Right of Way Cost			0	0	0	0	0	0
26-Level of Maintenance			4	4	4	4	4	4
27-Snow & Ice Control			1	1	1	1	1	1
41-Begin Latitude			47.25370000	47.25750000	47.25370000	47.25790000	47.25900000	47.26000000
42-End Latitude			47.25750000	47.26060000	47.25380000	47.25800000	47.25870000	47.25950000
43-Begin Longitude			122.12800000	122.13060000	122.12800000	122.13120000	122.13120000	122.13130000
44-End Longitude			122.13060000	122.13030000	122.12100000	122.13010000	122.13020000	122.13030000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe			7 0 0 0 8	7 0 0 0 8	7 0 0 0 8	7 0 0 0 0	7 0 0 0 0	7 0 0 0 0
51-Road Category			A	A	A	A	A	A
52-Year of Construction Change	1980	1980	1985	1985	1985	1985	1985	1985
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Italicized fields are direct update data  
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	389th Pl	389th Pl		398th St	398th St	174th Av	408th St	
4-IRR Route Number	0102	0102	0103	0104	0104	0105	0106	0106
5-Section Number	10	20	10	10	20	10	10	10
10-Class	5	5	2	5	5	5	5	4
15-Length of Section	0.2	0.1	0.5	0.2	0.2	0.2	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	3	1	1	1	1	1
12-Construction Need	1	1	2	1	1	1	1	1
11-Terrain	1	2	1	2	1	1	1	1
25-Roadbed Condition	3	7	5	3	4	4	3	4
24-Surface Condition Index	32	62	80	60	98	60	42	10
16-Surface Width	16	18	24	12	30	24	20	12
13-Surface Type	3	5	5	3	4	3	3	3
9-Federal Aid Category	1	1	3	1	1	1	1	1
28-Right of Way Status	1	1	0	0	2	2	0	0
29-Right of Way Width	30	30	0	0	0	0	0	0
TTAM BIA Share	100	100	13.5	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		2	10	0	0	0	0	0
14-Shoulder Type		4	3					
22-Existing ADT			9999			110	140	140
21-ADT Year			1997			1999	1999	1999
23-Percent Trucks			5			1	1	1
34-Owner Route Number			SR164	00104		OT101	31380	31380
Roadway Width	16	22	44	12	30	24	20	12
TTAM Future ADT	74	74	14849	74	74	163	208	208
TTAM ADS Number	13	14	4	14	13	13	13	10
TTAM Future Surface Type	G	G	P	G	G	G	G	G
35-Drainage Condition	1	3	3	1		1	1	1
36-Shoulder Condition			3	0		0	0	0
37/38 # RR X I NG/RR XING TYPE			0					0
39-Right of Way Utility			3	3		3	3	3
40-Right of Way Cost			10					10
26-Level of Maintenance	3	4		3		3	3	3
27-Snow & Ice Control			0	2		0	0	0
41-Begin Latitude				47.24400000	47.24400000	47.23290000	47.23570000	
42-End Latitude				47.24400000	47.24400000	47.23570000	47.23550000	
43-Begin Longitude				122.11700000	122.12020000	122.10930000	122.10960000	
44-End Longitude				122.11300000	122.11300000	122.10960000	122.10710000	
45-Atlas Map Number [99]				01				
46-50 Grade/Sight/Curve/Stop / Safe			7 0 0 0 8		8	7 0 0 0 8	7 0 0 0 8	7 0 0 0 8
51-Road Category			A	A		A	A	A
52-Year of Construction Change	1980	1980	1997	1959	2009	2009	1959	1959
Update Year	2015	2015	2003	2011	2011	2012	2015	2003
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	175th Pl			176th Av	176th Av	176th Av		
4-IRR Route Number	0107	0107	0108	0109	0109	0109	0110	0110
5-Section Number	10	20	10	10	20	30	10	20
10-Class	5	4	4	5	5	5	4	4
15-Length of Section	0.2	0.6	0.2	0.2	0.1	0.1	0.2	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	2	1	1
12-Construction Need	1	4	4	1	1	4	1	4
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	3	0	0	3	5	0	5	0
24-Surface Condition Index	96	0	0	39	96		10	0
16-Surface Width	20	0	0	18	10		12	0
13-Surface Type	4	0	0	3	5	0	3	0
9-Federal Aid Category	1			1	1	1	1	
28-Right of Way Status	0	0	0	1	1	1	0	0
29-Right of Way Width	0	0	0	30	20		0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	4		0	0
14-Shoulder Type	3				2			
22-Existing ADT								
21-ADT Year							1999	
23-Percent Trucks		0	0				1	1
34-Owner Route Number				OT109			00110	
Roadway Width	24	12	12	18	18		12	12
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	10	10	13	13	13	10	10
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	2	2	2	1	2		2	2
36-Shoulder Condition	0	0	0	0	2		0	0
37/38 # RR X I NG/RR XING TYPE		0	0				0	0
39-Right of Way Utility	3	3	3	3			3	3
40-Right of Way Cost	0	0	0	0			0	0
26-Level of Maintenance				3	4		3	
27-Snow & Ice Control				0			0	
41-Begin Latitude	47.24290000			47.24290000	47.24650000	47.24020000		
42-End Latitude	47.24630000			47.24650000	47.24790000	47.24290000		
43-Begin Longitude	122.10820000			122.10670000	122.10680000	122.10670000		
44-End Longitude	122.10820000			122.10680000	122.10720000	122.10670000		
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	7 0 0 0 8	7 0 0 0 8	7 0 0 0 8	7 0 0 0 8			7 0 0 0 8	7 0 0 0 8
51-Road Category				W			A	
52-Year of Construction Change	2009			1959	1980		1959	
Update Year	2011	2003	2003	2015	2015	2015	2003	2003
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh 393rd St	P10109 Northwes Puget So Mucklesh Se 392nd	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh 164th Av	P10109 Northwes Puget So Mucklesh 164th Av	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh 165th Av
4-IRR Route Number	0111	0112	0113	0114	0115	0115	0116	0117
5-Section Number	10	10	10	10	10	20	10	10
10-Class	4	3	3	4	3	3	4	3
15-Length of Section	0.2	0.1	0.1	0.1	0.1	0.1	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	2	1	1
12-Construction Need	4	1	1	4	1	4	4	1
11-Terrain	1			1			1	
25-Roadbed Condition	0	7	7	0	7	0	0	7
24-Surface Condition Index	0	78	92	0	92	0	0	74
16-Surface Width	0	22	24	0	26	0	0	22
13-Surface Type	0	5	5	0	5	0	0	5
9-Federal Aid Category		1	1		1	1		1
28-Right of Way Status	0	1	1	0	1	2	0	1
29-Right of Way Width	0	28	44	0	40	0	0	28
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	0	2		0	2
14-Shoulder Type		4	4		4			4
22-Existing ADT					60			90
21-ADT Year					1999			1999
23-Percent Trucks	1			0	1		1	1
34-Owner Route Number		00112	00113		00115			00117
Roadway Width	12	26	28	10	30		10	26
TTAM Future ADT	74	37	37	74	89	37	74	134
TTAM ADS Number	10	18	18	10	18	18	10	18
TTAM Future Surface Type	G	E	E	G	G	E	G	G
35-Drainage Condition	2	3	3	2	3		2	3
36-Shoulder Condition	0	3	3	0	3		0	3
37/38 # RR X I NG/RR XING TYPE	0			0			0	
39-Right of Way Utility	3	3	3	3	3		3	3
40-Right of Way Cost	0	0	0	0	0		0	0
26-Level of Maintenance		4	4		4			4
27-Snow & Ice Control		1	1		1			1
41-Begin Latitude		47.24950000	47.25070000		47.25040000	47.25190000		47.24950000
42-End Latitude		47.24940000	47.25070000		47.25190000	47.25360000		47.25030000
43-Begin Longitude		122.12150000	122.12540000		122.12280000	122.12250000		122.12150000
44-End Longitude		122.11990000	122.12300000		122.12250000	122.12250000		122.12150000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	7 0 00 1	7 0 00 0	7 0 00 8	7 0 00 8	7 0 00 8		7 0 00 8	7 0 00 0
51-Road Category		A	A		A			A
52-Year of Construction Change		1998	2009		1959			1959
Update Year	2003	2015	2015	2003	2015	2015	2003	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Se 386th	165th Pl	161st Dr	170th Pl		170th Pl		385th Ct
4-IRR Route Number	0118	0119	0120	0121	0121	0121	0121	0122
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	5	4	5	4	3
15-Length of Section	0.3	0.1	0.1	0.1	0.1	0.1	0.5	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	4	1
11-Terrain				1	1	1	1	
25-Roadbed Condition	7	7	7	7	5	7	0	7
24-Surface Condition Index	72	75	74	98	44	89	0	74
16-Surface Width	22	22	22	26	21	30	0	22
13-Surface Type	5	5	5	5	5	5	0	5
9-Federal Aid Category	1	1	1	1	1	1		1
28-Right of Way Status	2	2	2	1	0	1	0	2
29-Right of Way Width	50	28	50	36	0	50	0	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	0	2	0	2
14-Shoulder Type	4	4	4	4		4		4
22-Existing ADT		110		550	550			
21-ADT Year		1999		1999	1999			
23-Percent Trucks		1		1	1		1	
34-Owner Route Number		00119		00121	00121			
Roadway Width	26	26	26	30	21	34	18	26
TTAM Future ADT	37	163	37	817	817	74	74	37
TTAM ADS Number	18	18	18	13	10	13	10	18
TTAM Future Surface Type	E	G	E	P	P	G	G	E
35-Drainage Condition	3	3	3	3	2	3	2	3
36-Shoulder Condition	3	3	3	3	0	3	0	3
37/38 # RR X I NG/RR XING TYPE					0		0	
39-Right of Way Utility	3	3	3	3	3	3	3	3
40-Right of Way Cost	0	0	0	0	0	0	0	0
26-Level of Maintenance	4	4	4	4	4	4		4
27-Snow & Ice Control		1		1	1			
41-Begin Latitude	47.25560000	47.24950000	47.25560000	47.25130000		47.25020000		47.25630000
42-End Latitude	47.25370000	47.25030000	47.25620000	47.25140000		47.25130000		47.25600000
43-Begin Longitude	122.12820000	122.12050000	122.12680000	122.11520000		122.11520000		122.12760000
44-End Longitude	122.12360000	122.12050000	122.12570000	122.11220000		122.11520000		122.12660000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	7 0 0 0	7 0 0 0	7 0 3 0	7 0 0 0 8	7 0 0 0 8	7 0 0 0 8	7 0 0 0 8	7 0 0 0 0
51-Road Category		A		J	J			
52-Year of Construction Change	2009	1998	2009	1959	1959	2009		2009
Update Year	2015	2015	2015	2015	2003	2015	2003	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL





# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh 160th Dr 0123	P10109 Northwes Puget So Mucklesh 0124	P10109 Northwes Puget So Mucklesh 162nd Ct 0125	P10109 Northwes Puget So Mucklesh 0126	P10109 Northwes Puget So Mucklesh 0127	P10109 Northwes Puget So Mucklesh Lozier R 0128	P10109 Northwes Puget So Mucklesh King Geo 0129	P10109 Northwes Puget So Mucklesh 0130
4-IRR Route Number	10	10	10	10	10	10	10	10
5-Section Number	3	4	3	4	4	5	3	3
10-Class	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	4	1	4	4	1	4	4
11-Terrain	7	1	7	1	1	1	1	1
25-Roadbed Condition	72	0	78	0	0	3	0	0
24-Surface Condition Index	20	0	22	0	0	16	0	0
16-Surface Width	5	0	5	0	0	3	0	0
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	2	0	2	0	0	3	2	0
28-Right of Way Status	40	0	50	0	0	30	0	0
29-Right of Way Width	100	100	100	100	100	100	100	100
TTAM BIA Share	2	0	2	0	0	0	0	0
30-Additional Incidental Percent	4	0	4	0	0	0	0	0
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year		1		0	0			
23-Percent Trucks						00128		
34-Owner Route Number								
Roadway Width	24	10	26	10	10	16		10
TTAM Future ADT	37	74	37	74	74	74	37	37
TTAM ADS Number	18	10	18	10	10	13	18	18
TTAM Future Surface Type	E	G	E	G	G	G	E	E
35-Drainage Condition	3	2	3	2	3	1		3
36-Shoulder Condition	3	0	3	0	0	0		0
37/38 # RR X I NG/RR XING TYPE		0		0	0			0
39-Right of Way Utility	3	3	3	3	3	3		3
40-Right of Way Cost	0	0	0	0	0	0		0
26-Level of Maintenance	4		4			3		
27-Snow & Ice Control						1		
41-Begin Latitude	47.25370000		47.25440000			47.28490000	47.28990000	
42-End Latitude	47.25540000		47.25470000			47.28640000	47.29140000	
43-Begin Longitude	122.12700000		122.12430000			122.17890000	122.20720000	
44-End Longitude	122.12760000		122.12420000			122.17520000	122.20720000	
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	7 0 0 0 0	7 0 0 0 8	0	7 0 0 0 0	7 0 0 0 0	7 0 0 0 8		8
51-Road Category						A		
52-Year of Construction Change	2009		2009			1959		
Update Year	2015	2003	2015	2003	2003	2015	2011	2003
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh 174th Ln	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh Smalquam	P10109 Northwes Puget So Mucklesh
4-IRR Route Number	0131	0132	0134	0135	0137	0150	0151	0152
5-Section Number	10	10	10	10	10	10	10	810
10-Class	3	4	4	4	5	4	5	
15-Length of Section	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	1	2	1	2	2
12-Construction Need	4	4	4	4	2	4	4	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	0	0	0	0	3	0		2
24-Surface Condition Index	0	0	0	0	44	0		
16-Surface Width	0	0	0	0	16	0		
13-Surface Type	0	0	0	0	3	0		1
9-Federal Aid Category					1		1	1
28-Right of Way Status	0	0	0	0	1	0	2	
29-Right of Way Width	0	0	0	0	20	0		
TTAM BIA Share	100	100	100	100	100	100	100	0
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0		0
14-Shoulder Type								
22-Existing ADT					60			
21-ADT Year					1999			
23-Percent Trucks		0	0	0	1	0		
34-Owner Route Number					OT101			OT152
Roadway Width	10	10	10	10	16	10	74	
TTAM Future ADT	37	74	74	74	89	74	13	
TTAM ADS Number	18	10	10	10	13	10	13	
TTAM Future Surface Type	E	G	G	G	G	G	G	
35-Drainage Condition	3	3	3	3	1	3		
36-Shoulder Condition	0	0	0	0	0	0		
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	0	0		
39-Right of Way Utility	3	3	3	3	3	3		
40-Right of Way Cost	0	0	0	0	0	0		
26-Level of Maintenance					3			
27-Snow & Ice Control					1			
41-Begin Latitude					47.24300000		47.26660000	
42-End Latitude					47.24640000		47.26660000	
43-Begin Longitude					122.10970000		122.16540000	
44-End Longitude					122.10970000		122.16330000	
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	8	7 0 00	8	7 0 00	8	7 0 00	9	
51-Road Category					A			W
52-Year of Construction Change					1959			
Update Year	2003	2003	2003	2003	2015	2003	2011	2003
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
the Greenbook Report

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

Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh Sports P	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh State Ro	P10109 Northwes Puget So Mucklesh State Ro	P10109 Northwes Puget So Mucklesh State Ro	P10109 Northwes Puget So Mucklesh State Ro	P10109 Northwes Puget So Mucklesh State Ro
4-IRR Route Number	0160	0162	0164	0164	0164	0164	0164	0164
5-Section Number	10	810	810	810	820	830	840	850
10-Class	8	5		2	2	2	2	2
15-Length of Section	0.8	0.6	12.7	0.4	0.8	1.1	1.2	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08		08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	2	3	3	3	3	3	3
12-Construction Need	4	2	2	2	2	2	2	2
11-Terrain	1	1	1	2	2	2	2	2
25-Roadbed Condition	0	4	5	5	5	5	5	5
24-Surface Condition Index	0	78		53	58	49	49	49
16-Surface Width	0	20		22	34	22	22	22
13-Surface Type	0	4	5	6	5	5	5	5
9-Federal Aid Category		1	3	2	2	2	2	2
28-Right of Way Status	0	2		2	2	2	2	2
29-Right of Way Width	0			60	70	60	60	60
TTAM BIA Share	100	100	0	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	0		0	14	16	10	10	10
14-Shoulder Type				3	3	3	3	3
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number			00164	00164				
Roadway Width	10	20		50	66	42	42	42
TTAM Future ADT	30	74		149	149	149	149	149
TTAM ADS Number	19	13		8	8	8	8	8
TTAM Future Surface Type		G		P	P	P	P	P
35-Drainage Condition	3			2	2	2	2	2
36-Shoulder Condition	0			2	2	2	2	2
37/38 # RR X I NG/RR XING TYPE	0							
39-Right of Way Utility	3							
40-Right of Way Cost	0							
26-Level of Maintenance				4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude		47.25010000		47.30310000	47.29200000	47.29190000	47.28830000	47.28640000
42-End Latitude		47.25000000		47.29200000	47.29190000	47.28830000	47.28640000	47.28040000
43-Begin Longitude		122.11220000		122.22570000	122.20830000	122.20790000	122.18700000	122.17510000
44-End Longitude		122.10740000		122.20830000	122.20790000	122.18700000	122.17510000	122.16560000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	8		A	A				
51-Road Category								
52-Year of Construction Change		2009		2009	2009	2009	2009	2009
Update Year	2003	2011	2003	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
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and bold fields are derived data.

Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro	State Ro
4-IRR Route Number	0164	0164	0164	0164	0164	0164	0164	0164
5-Section Number	860	870	880	890	900	910	920	930
10-Class	2	2	2	2	2	2	2	2
15-Length of Section	1.0	0.6	0.6	0.1	0.9		1.0	0.1
18-Bridge Number						0000000000OT000		
19-Bridge Condition						1		
20-Bridge Length						200		
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	7		7	7
24-Surface Condition Index	49	54	55	55	60		60	65
16-Surface Width	22	22	34	34	24		56	66
13-Surface Type	5	5	5	5	5		5	5
9-Federal Aid Category	2	2	2	2	2		2	2
28-Right of Way Status	2	2	2	2	2		2	2
29-Right of Way Width	60	60	60	60	76		76	84
TTAM BIA Share	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
30-Additional Incidental Percent								
17-Shoulder Width	10	10	16	16	2		2	2
14-Shoulder Type	3	3	3	3	4		4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	42	42	66	66	28		60	70
TTAM Future ADT	149	149	149	149	149		149	149
TTAM ADS Number	8	8	8	8	8		8	8
TTAM Future Surface Type	P	P	P	P	P		P	P
35-Drainage Condition	2	2	2	2	3		3	3
36-Shoulder Condition	2	2	2	2	3		3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4		4	4
27-Snow & Ice Control								
41-Begin Latitude	47.28040000	47.27190000	47.26690000	47.25750000	47.22810000			
42-End Latitude	47.27190000	47.26690000	47.25750000	47.22810000	47.20000000			
43-Begin Longitude	122.16560000	122.14960000	122.14460000	122.12540000	122.10240000			
44-End Longitude	122.14960000	122.14460000	122.12540000	122.10240000	121.98160000			
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	2009	2009	2009	2009	2009		1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	413th Pl	178th Dr	Se 414th	36-F Roa	Se 413th	36-F Roa	Lozier R	Lozier R
4-IRR Route Number	0170	0171	0172	0174	0175	0179	0200	0201
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	5	3	5	3	5	5	5
15-Length of Section	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	1	1	1	2	1	2	2	2
12-Construction Need	1	1	1	4	1	4	4	4
11-Terrain		1		1		1	1	1
25-Roadbed Condition	3	3	7		5	0	0	0
24-Surface Condition Index	28	76	84		81			
16-Surface Width	16	18	18		18			
13-Surface Type	3	3	5		5	0	0	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2	2	2	2	2	2	2	2
29-Right of Way Width	40		40		22			
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			2					
14-Shoulder Type			4					
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	16	18	22		18			
TTAM Future ADT	37	74	37	74	37	74	74	74
TTAM ADS Number	18	13	18	13	18	13	13	13
TTAM Future Surface Type	E	G	E	G	E	G	G	G
35-Drainage Condition	1		3		2			
36-Shoulder Condition			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			
27-Snow & Ice Control								
41-Begin Latitude		47.23040000		47.23330000		47.23490000		
42-End Latitude		47.23120000		47.23560000		47.23490000		
43-Begin Longitude		122.10480000		122.10770000		122.10820000		
44-End Longitude		122.10530000		122.10760000		122.10730000		
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	2009	1980		1980			
Update Year	2015	2015	2015	2011	2015	2015	2015	2015
Status	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL





# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Lozier R	Lozier R	Lozier R	M-31 Roa	M-31 Roa	M-31 / 1	M-31 / 1	M-31 Roa
4-IRR Route Number	0202	0204	0206	0300	0300	0301	0301	0302
5-Section Number	10	10	10	10	20	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	4	4	4	2	4	4	4	4
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	0	0	0	3	0	0	0	0
24-Surface Condition Index				45				
16-Surface Width				28				
13-Surface Type	0	0	0	3	0	0	0	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2	2	2	1	2	2	2	2
29-Right of Way Width				40				
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				28				
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	13	13	13	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition				1				
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								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change				1980				
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	M-31 Roa	M-31 Roa	M-31 Roa	392nd St	392nd St	392nd St	392nd St	400th St
4-IRR Route Number	0304	0306	0308	0392	0392	0392	0392	0400
5-Section Number	10	10	10	10	20	30	40	10
10-Class	5	5	5	4	4	5	5	5
15-Length of Section	0.1	0.1	0.1	0.3	0.2	0.2	0.3	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	1	1	1	1	2
12-Construction Need	4	4	4	1	1	1	4	4
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	0	0	0	6	6	3		
24-Surface Condition Index				66	96	62		
16-Surface Width				24	36	22		
13-Surface Type	0	0	0	5	5	4		
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2	2	2	3	3	3	1	2
29-Right of Way Width				60	60	60		
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width				6	2	6		
14-Shoulder Type				4	3	3		
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width				36	40	34		
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	10	10	13	13	13
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition				2	3	2		
36-Shoulder Condition				0	3	0		
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility				3	3	3		
40-Right of Way Cost								
26-Level of Maintenance				4	3	3		
27-Snow & Ice Control				3	3	3		
41-Begin Latitude				47.25030000	47.25010000	47.25040000	47.25000000	47.24290000
42-End Latitude				47.25010000	47.25000000	47.25030000	47.25000000	47.24290000
43-Begin Longitude				122.11810000	122.11220000	122.12280000	122.10740000	122.12010000
44-End Longitude				122.11220000	122.10740000	122.11810000	122.10173000	122.11220000
45-Atlas Map Number [99]				01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Safe				7 0 0 0 0	7 0 0 0 8	7 1 2 2 8		
51-Road Category				A	A	A		
52-Year of Construction Change				1990	1990	1990		
Update Year	2015	2015	2015	2011	2011	2011	2011	2011
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Se 371st	147th Av	148th Av	148th Av	147th Ct	14th Pl	14th St	15th St
4-IRR Route Number	0500	0501	0503	0503	0504	1101	1102	1103
5-Section Number	10	10	10	20	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	7	7	7	4	7	7	7	7
24-Surface Condition Index	98	98	98	63	98	80	80	68
16-Surface Width	20	20	20	18	18	32	32	32
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	2	2	2
29-Right of Way Width	50	50	50	30	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2		2	2	2	2
14-Shoulder Type	4	4	4		4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	24	24	24	18	22	36	36	36
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	2	3	3	3	3
36-Shoulder Condition	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	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	16th St	Alpine S	18th St	18th St	19th Pl	19th St	19th St	21st St
4-IRR Route Number	1104	1105	1106	1106	1107	1108	1108	1109
5-Section Number	10	10	10	20	10	10	20	10
10-Class	3	3	3	3	3	3	3	3
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	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	7	7	7	7	7	7	7	7
24-Surface Condition Index	74	64	55	92	60	87	93	93
16-Surface Width	32	32	24	32	24	32	32	32
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	2	2	2	2	2	2	2	2
29-Right of Way Width	50	50	30	50	30	50	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	36	36	28	36	28	36	36	36
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	3	3	3	3	3
36-Shoulder Condition	3	3	3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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

Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	24th Pl	24th St	25th Pl	25th St	Skyway P	Doqwood	Doqwood	Elm St S
4-IRR Route Number	1110	1111	1112	1113	1114	1115	1115	1116
5-Section Number	10	10	10	10	10	10	20	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.3	0.1	0.2	0.1	0.2	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	7	7	7	7	7	7	7	7
24-Surface Condition Index	58	60	60	58	72	89	86	76
16-Surface Width	36	32	36	32	32	32	32	32
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	2	2	2	2	2	2	2	2
29-Right of Way Width	40	40	40	40	50	40	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	40	36	40	36	36	36	36	36
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	3	3	3	3	3
36-Shoulder Condition	3	3	3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Elm St S	Elm St S	Fir St S	Fir St S	Fir St S	Ginko St	Ginko St	Skyway L
4-IRR Route Number	1116	1116	1117	1117	1117	1118	1118	1119
5-Section Number	20	30	10	20	30	10	20	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.1	0.1	0.3	0.1	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	7	7	7	7	7	7	7	7
24-Surface Condition Index	68	64	93	93	68	92	88	63
16-Surface Width	32	32	34	32	32	32	32	32
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	2	2	1	1	1	1	1	1
29-Right of Way Width	50	56	60	40	50	50	50	56
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	36	36	38	36	36	36	36	36
TTAM Future ADT	37	37	37	37	37	37	37	37
TTAM ADS Number	18	18	18	18	18	18	18	18
TTAM Future Surface Type	E	E	E	E	E	E	E	E
35-Drainage Condition	3	3	3	3	3	3	3	3
36-Shoulder Condition	3	3	3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4	4	4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL





# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Stuck Ri	Stuck Ri	Stuck Ri	391st St	Se 387th	Se 179th	36-F Rd	Se 416th
4-IRR Route Number	1201	1201	1201	1401	1501	1602	1604	3128
5-Section Number	10	20	30	10	10	10	10	810
10-Class	5	5	5	3	3	3	5	4
15-Length of Section	1.1	0.2	0.7	0.1	0.2	0.1	0.2	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	2	2	1	1	1	2	5
12-Construction Need	2	2	2	1	1	1	4	2
11-Terrain	2	2	2				1	1
25-Roadbed Condition	5	5	3	7	3	7	0	5
24-Surface Condition Index	92	92	31	86	43	84		41
16-Surface Width	20	20	20	32	18	18		20
13-Surface Type	5	5	3	5	3	5	0	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	1	1	2	2	2	2	2
29-Right of Way Width	50	50	30	46	30	40		30
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	2		2		2		4
14-Shoulder Type	3	3		4		4		2
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								31280
Roadway Width	24	24	20	36	18	22		28
TTAM Future ADT	74	74	74	37	37	37	74	74
TTAM ADS Number	14	14	14	18	18	18	13	10
TTAM Future Surface Type	G	G	G	E	E	E	G	G
35-Drainage Condition	2	2	1	3	1	3		2
36-Shoulder Condition	2	2	0	3		3		1
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	3	4	3	4		4
27-Snow & Ice Control								
41-Begin Latitude							47.23330000	47.22820000
42-End Latitude							47.23330000	47.22830000
43-Begin Longitude							122.10960000	122.10270000
44-End Longitude							122.10680000	122.10180000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								A
52-Year of Construction Change	1980	1980	1980	1980	1980	1980		2009
Update Year	2015	2015	2015	2015	2015	2015	2015	2015
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	180th Av	180th Av	180th Av	180th Av	408th St	172nd Av	172nd Av	172nd Av
4-IRR Route Number	3128	3135	3135	3135	3138	3149	3149	3149
5-Section Number	810	810	820	830	810	10	810	820
10-Class		4	4	4	4	4	4	4
15-Length of Section	0.1	0.1	0.5	1.5	0.3	0.2	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District		08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	2	2	2	2	1	2	2
12-Construction Need	2	2	2	2	2	1	2	2
11-Terrain	1	1	2	1	1	1	1	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index		62	44	94	60	22	70	50
16-Surface Width		20	20	20	20	20	24	20
13-Surface Type	5	5	4	4	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status		2	2	2	2	0	2	2
29-Right of Way Width						0		
TTAM BIA Share	0	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0					0	8	
14-Shoulder Type							3	
22-Existing ADT						500		
21-ADT Year						1999		
23-Percent Trucks						2		
34-Owner Route Number	31280	31350			31380	31490	31490	31490
Roadway Width		20	20	20	20	20	40	20
TTAM Future ADT		74	74	74	74	743	74	74
TTAM ADS Number		10	11	10	10	10	10	10
TTAM Future Surface Type		G	G	G	G	P	G	G
35-Drainage Condition						3		
36-Shoulder Condition						0		
37/38 # RR X I NG/RR XING TYPE						0		
39-Right of Way Utility						3		
40-Right of Way Cost						0		
26-Level of Maintenance						4		
27-Snow & Ice Control						0		
41-Begin Latitude		47.22690000	47.22830000	47.23550000	47.23550000		47.25010000	47.25360000
42-End Latitude		47.22830000	47.23550000	47.25730000	47.23550000		47.25360000	47.25750000
43-Begin Longitude		122.10180000	122.10180000	122.10180000	122.10710000		122.11220000	122.11220000
44-End Longitude		122.10180000	122.10180000	122.10180000	122.10180000		122.11220000	122.11220000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe						7 0 0 0 8		
51-Road Category	A	A			A	A	A	A
52-Year of Construction Change		2009	2009	2009	2009	1959	2009	2009
Update Year	2003	2011	2011	2011	2011	2003	2011	2011
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	384th St	Se 368 P		Se 368 P	400th St		Foster A	
4-IRR Route Number	3150	3152	3152	3152	9366	9900	9900	9901
5-Section Number	810	810	810	820	810	810	810	810
10-Class	4	4		4	4		5	
15-Length of Section	0.9	0.6	0.3	0.4	0.5	0.5	0.5	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08		08	08		08	
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	2	2	5	5	2	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	1	2	1	1	2	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	62	70		72	96		80	
16-Surface Width	20	20		20	24		22	
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	2	2		2	2		2	
29-Right of Way Width		40		40			50	
TTAM BIA Share	100	100	0	100	100	0	100	0
30-Additional Incidental Percent								
17-Shoulder Width	1	2	0	2	12	0		0
14-Shoulder Type	2	3		3	3			
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	31500	31520	31520		93666	09900	09900	09901
Roadway Width	22	24		24	48		22	
TTAM Future ADT	74	74		74	74		74	
TTAM ADS Number	10	11		11	10		14	
TTAM Future Surface Type	G	G		G	G		G	
35-Drainage Condition		2		2			2	
36-Shoulder Condition		2		2			0	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance		4		4			4	
27-Snow & Ice Control								
41-Begin Latitude	47.25760000	47.27200000			47.24290000		47.25930000	
42-End Latitude	47.25730000	47.26840000			47.24280000		47.26670000	
43-Begin Longitude	122.12120000	122.14970000			122.11220000		122.16320000	
44-End Longitude	122.10180000	122.13910000			122.10180000		122.16320000	
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2009	2009		1980	2009		2009	
Update Year	2011	2015	2003	2015	2011	2003	2015	2003
Status	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh 55th St 9901	P10109 Northwes Puget So Mucklesh 55th St 9901	P10109 Northwes Puget So Mucklesh Bridgett 9902	P10109 Northwes Puget So Mucklesh 9902	P10109 Northwes Puget So Mucklesh 53rd St 9903	P10109 Northwes Puget So Mucklesh 9903	P10109 Northwes Puget So Mucklesh 53rd St 9903	P10109 Northwes Puget So Mucklesh 9904
4-IRR Route Number	810	820	810	810	810	810	820	810
5-Section Number	5	5	5	5	5	5	5	5
10-Class	0.1	0.1	0.1	0.2	0.8	0.4	0.4	0.3
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	053	053	053	033	053	033	033	033
33-Congressional District	08	08	08		08		08	
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	2	1	2	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	76	76	72		77		80	
16-Surface Width	24	24	24		24		20	
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2	2	2		2		2	
29-Right of Way Width	50	50	40		40		40	
TTAM BIA Share	100	100	100	0	100	0	100	0
30-Additional Incidental Percent				0		0		0
17-Shoulder Width					2			
14-Shoulder Type					3			
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	09901		09902	09902	09903	09903		09904
Roadway Width	24	24	24		28		20	
TTAM Future ADT	74	74	74		74		74	
TTAM ADS Number	14	14	14		14		14	
TTAM Future Surface Type	G	G	G		G		G	
35-Drainage Condition	2	2	2		2		2	
36-Shoulder Condition	0	0	0		2		0	
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance	4	4	4		4		4	
27-Snow & Ice Control								
41-Begin Latitude	47.25930000		47.25930000		47.26130000		47.26120000	
42-End Latitude	47.25930000		47.26130000		47.26120000		47.26130000	
43-Begin Longitude	122.16830000		122.16830000		122.19300000		122.17610000	
44-End Longitude	122.16320000		122.16840000		122.17610000		122.16840000	
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	A		A	A	A	A		A
52-Year of Construction Change	2009	1980	2009		2009		2009	
Update Year	2015	2015	2015	2003	2015	2003	2015	2003
Status	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

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Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	160th Pl		Se 380th			Academy		17th Dr
4-IRR Route Number	9904	9905	9905	9906	9906	9906	9906	9907
5-Section Number	810	810	810	810	810	820	830	810
10-Class	4		4		7	7	7	3
15-Length of Section	0.4	0.2	0.2	0.5	0.5	0.2	0.8	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08		08		08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	5	5	5	5	5	5	5	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1				
25-Roadbed Condition	5	5	5	5	5	4	4	7
24-Surface Condition Index	60		66		80	44	20	62
16-Surface Width	20		20		24	22	16	32
13-Surface Type	5	5	5	5	5	5	4	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	2		2		2	2	2	2
29-Right of Way Width	50		50		40	30	30	50
TTAM BIA Share	100	0	100	0	13.5	13.5	13.5	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	2	0				2
14-Shoulder Type	3		3					4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	09904	09905	09905	09906	09906			09907
Roadway Width	24		24		24	22	16	36
TTAM Future ADT	74		74		74	74	74	37
TTAM ADS Number	10		10		17	17	17	18
TTAM Future Surface Type	G		G		G	G	G	E
35-Drainage Condition	2		2		2	2	1	3
36-Shoulder Condition	2		2		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		4		4	4	4	4
27-Snow & Ice Control								
41-Begin Latitude	47.25760000		47.26060000		47.27510000	47.28060000	47.28290000	47.29250000
42-End Latitude	47.26260000		47.26260000		47.28060000	47.28290000	47.28910000	47.29270000
43-Begin Longitude	122.12120000		122.12820000		122.15510000	122.15840000	122.16020000	122.19690000
44-End Longitude	122.12560000		122.12560000		122.15840000	122.16020000	122.17110000	122.19580000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	A	A	A	A	A	A	A	A
52-Year of Construction Change	2009		2009		2009	2009	2009	2009
Update Year	2015	2003	2015	2003	2015	2015	2015	2015
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
the Greenbook Report

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

Location ID Region Agency Reservation Road Name	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh 17th St	P10109 Northwes Puget So Mucklesh 17th St	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh R Street	P10109 Northwes Puget So Mucklesh Howard R	P10109 Northwes Puget So Mucklesh	P10109 Northwes Puget So Mucklesh Howard R
4-IRR Route Number	9907	9907	9907	9908	9908	9909	9909	9909
5-Section Number	810	820	830	810	810	810	810	820
10-Class		3	3		6	6		6
15-Length of Section	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District		08	08		08	08		08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	4	2	2	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1			1			1	
25-Roadbed Condition	5	7	7	5	7	5	5	5
24-Surface Condition Index		62	88		52	48		48
16-Surface Width		32	32		22	20		20
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status		2	2		2	2		2
29-Right of Way Width		50	40		50	40		40
TTAM BIA Share	0	100	100	0	13.5	13.5	0	13.5
30-Additional Incidental Percent								
17-Shoulder Width	0	2	2	0	16	8	0	4
14-Shoulder Type		4	4		4	1		1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	09907			09908	09908	09909	09909	09909
Roadway Width		36	36		54	36		28
TTAM Future ADT		37	37		74	74		74
TTAM ADS Number		18	18		16	16		16
TTAM Future Surface Type		E	E		G	G		G
35-Drainage Condition		3	3		3	2		2
36-Shoulder Condition		3	3		3	1		1
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		47.29270000	47.29310000		47.29010000			
42-End Latitude		47.29340000	47.29320000		47.29370000			
43-Begin Longitude		122.19580000	122.19110000		122.20810000			
44-End Longitude		122.19210000	122.18750000		122.20820000			
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	A			A	A	A	A	A
51-Road Category								
52-Year of Construction Change		2009	2009		2009	1980		1980
Update Year	2003	2015	2015	2003	2015	2015	2003	2015
Status	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE





# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

Filter Criteria				
P	2022	10	109	

For construction costs use  
the Greenbook Report

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and bold fields are derived data.

Location ID	P10109	P10109	P10109	P10109	P10109	P10109	P10109	P10109
Region	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes	Northwes
Agency	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So	Puget So
Reservation	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh	Mucklesh
Road Name	Riverwal	Riverwal	Riverwal	Doqwood	Scenic D	22nd St	Juniper	37th Ct
4-IRR Route Number	9910	9910	9910	9911	9912	9913	9917	9918
5-Section Number	810	810	820	10	10	810	10	810
10-Class	6	6	6	6	6	3	3	3
15-Length of Section	0.1	0.3	0.3	0.7	0.3	0.2	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	033	033	033	033	033	033	033	033
33-Congressional District	08	08	08	08	08	08	08	08
7-State	WA	WA	WA	WA	WA	WA	WA	WA
8-Ownership	4	4	2	2	2	2	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1						
25-Roadbed Condition	6	5	5	7	7	7	7	7
24-Surface Condition Index	72		72	74	78	88	80	78
16-Surface Width	20		20	32	32	32	26	30
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	2		2	0	0	2	2	2
29-Right of Way Width	40		40	0	0	40	44	44
TTAM BIA Share	13.5	0	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	6	0	6	2	2	2	2	2
14-Shoulder Type	4		2	3	4	4	4	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	09910	09910	09910	09911	09912		09917	
Roadway Width	32		32	36	36	36	30	34
TTAM Future ADT	74		74	74	74	37	37	37
TTAM ADS Number	16		16	16	16	18	18	18
TTAM Future Surface Type	G		G	G	G	E	E	E
35-Drainage Condition	2		2	3	3	3	3	3
36-Shoulder Condition	2		1	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility				3	3		3	
40-Right of Way Cost								
26-Level of Maintenance	4		4	4	4	4	4	4
27-Snow & Ice Control				3	3		3	
41-Begin Latitude				47.28630000	47.29680000		47.27600000	47.27590000
42-End Latitude				47.29680000	47.29600000		47.27690000	47.27600000
43-Begin Longitude				122.19280000	122.19220000		122.15610000	122.15670000
44-End Longitude				122.19220000	122.18690000		122.15610000	122.15610000
45-Atlas Map Number [99]				01	01		01	
46-50 Grade/Sight/Curve/Stop / Safe				0	0		0	
51-Road Category	A	A	A	A	A		A	
52-Year of Construction Change	1980		1980	1959	1959	1980	1959	2009
Update Year	2015	2003	2015	2011	2011	2015	2015	2015
Status	RETURNED-TO-FIE	OFFICIAL	RETURNED-TO-FIE	OFFICIAL	OFFICIAL	RETURNED-TO-FIE	RETURNED-TO-FIE	RETURNED-TO-FIE



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2022 Inventory

For construction costs use  
the Greenbook Report

Filter Criteria				
P	2022	10	109	

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

Location ID	P10109
Region	Northwes
Agency	Puget So
Reservation	Mucklesh
Road Name	Juniper
4-IRR Route Number	9920
5-Section Number	10
10-Class	3
15-Length of Section	0.1
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length	
32-County	033
33-Congressional District	08
7-State	WA
8-Ownership	5
12-Construction Need	2
11-Terrain	
25-Roadbed Condition	7
24-Surface Condition Index	78
16-Surface Width	26
13-Surface Type	5
9-Federal Aid Category	1
28-Right of Way Status	2
29-Right of Way Width	44
TTAM BIA Share	100
30-Additional Incidental Percent	
17-Shoulder Width	2
14-Shoulder Type	4
22-Existing ADT	
21-ADT Year	
23-Percent Trucks	
34-Owner Route Number	09920
Roadway Width	30
TTAM Future ADT	37
TTAM ADS Number	18
TTAM Future Surface Type	E
35-Drainage Condition	3
36-Shoulder Condition	3
37/38 # RR X I NG/RR XING TYPE	
39-Right of Way Utility	3
40-Right of Way Cost	
26-Level of Maintenance	4
27-Snow & Ice Control	3
41-Begin Latitude	47.27660000
42-End Latitude	47.27660000
43-Begin Longitude	122.15670000
44-End Longitude	122.15610000
45-Atlas Map Number [99]	01
46-50 Grade/Sight/Curve/Stop / Safe	0
51-Road Category	A
52-Year of Construction Change	1959
Update Year	2015
Status	RETURNED-TO-FIE



Indian Reservation Roads Program  
Miles of Road by Organizational Responsibility and Surface Type  
Present System  
FY 2022 Inventory

P - Northwest  
P10 - Puget Sound  
P10109 - Muckleshoot

Ownership	Mileage* (mi) with CN of 0, 1, 2, or 3 Classified by Existing Surface Type Code								Mileage* (mi) with CN = 4 Classified by Future Surface Type Code				Total (mi) CN 0 1 2 3 4	Bridges	
	Proposed** (0)	Earth (1)	Gravel (3)	< 2 inch (4)	> 2 inch (5)	Concrete (6)	Trail (9)	None (null)	Earth (E)	Gravel (G)	Paved (P)	None (null)		Count	Length (ft)
2 - Tribe	0.0	0.1	0.7	2.6	7.5	0.0	0.0	0.0	0.1	2.3	0.0	0.0	13.3	0	0.0
4 - Urban	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0	0.0
3 - State	0.0	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1	0	0.0
6 - Other BIA Offices	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
7 - Other Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
8 - Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0
1 - BIA	0.0	0.0	1.7	0.6	3.8	0.0	0.0	0.0	0.5	3.4	0.0	0.8	10.8	0	0.0
5 - County And Township	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0	0.0
Total:	0.0	0.1	2.4	3.2	35.4	0.0	0.0	0.0	0.6	5.7	0.0	0.8	48.2	0	0.0

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

## Muckleshoot Indian Tribe - 2023 Recommended Inventory Table

Page 1 of 3

Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need
Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 1	0024	010	0.1	32,393	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 2	0024	020	0.1	15,125	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Pentecostal Church Parking Lot 3	0024	030	0.1	1,941	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
180th Ave SE	0025	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other
17th St SE	0026	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Human Services Parking Lot	0027	010	0.1	48,595	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	010	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Garage	0029	020	0.1	121,891	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Parking Lot	0029	030	0.1	600,544	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Bingo Hall Parking Lot	0031	010	0.1	351,870	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Smokeshop Parking Lot	0031	020	0.1	52,671	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
152nd Ave SE	0032	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
SE 397th Ct	0033	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
SE 398th Ct	0034	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Tribal College	0035	010	0.1	45,567	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Library Parking Lot	0036	010	0.1	15,548	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
	0037	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
176th Way SE	0038	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
177th Pl SE	0039	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Adult Work Training & Youth Center Parking Lot	0041	010	0.1	47,543	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Phillip Star Tribal Office Parking Lot	0043	010	0.1	119,147	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Human Resources Parking Lot	0044	010	0.1	6,742	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Police Department Parking Lot	0045	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Youth Facility Parking Lot	0046	010	0.1	16,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
167th Ave SE	0047	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Muckleshoot Transportation Office Parking Lot	0049	010	0.1	13,231	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 408th Pl	0050	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
172nd Pl SE	0050	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 410th Pl	0051	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Casino Auxiliary Parking	0055	010	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Casino Auxiliary Parking	0055	020	0.1	813,805	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Virginia Cross Native Education Center Parking Lot	0056	010	0.1	8,092	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veterans Affairs Parking Lot	0057	010	0.1	8,367	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Language & Church Parking Lot	0058	010	0.1	6,884	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
172nd Ave SE	0059	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Sla-Hal Shed Parking Lot	0060	010	0.1	20,573	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Resource Center Parking Lot	0061	010	0.1	17,788	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Scholarship/Cedar Building Parking Lot	0062	010	0.1	21,140	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Maintenance Shed Parking Lot	0063	010	0.1	33,453	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Skate Park Parking Lot	0064	010	0.1	7,837	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health & Wellness Center Parking Lot	0065	010	0.1	138,440	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal Elder Center Parking Lot	0066	010	0.1	58,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 1	0067	010	0.1	16,779	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Behavioral Health Parking Lot 2	0067	020	0.1	26,612	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Health and Wellness Walking Trail	0068	010	0.4		2-Tribe	8-Trail	2-Construction Need-Other
Big Nation Station Parking Lot	0070	010	0.1	141,820	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Moses St SE	0071	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Dominick St SE	0072	010	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other
SE 415th St	0073	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
King George Ln SE	0074	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
Muckleshoot Plaza SE	0075	010	0.3		2-Tribe	9-Other Trans Fac	2-Construction Need-Other
SE 394th Ln	0076	010	0.3		2-Tribe	3-City Local	0-Completed Project
SE 403 Pl	0077	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Bucslah Ct SE	0078	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
Parking Lot	0093	010	0.1	31,245	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Tribal Court Annex Parking Lot	0094	010	0.1	9,150	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Compliance and Risk Management Parking Lot	0095	010	0.1	4,809	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
House of Muckleshoot Culture Parking Lot	0096	010	0.1	8,184	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Tribal School	0097	010	0.1	140,853	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
Muckleshoot Veteran's Center Parking Lot	0098	010	0.1	7,342	2-Tribe	9-Other Trans Fac	2-Construction Need-Other
158th Ave SE	0100	010	0.3		1-BIA	3-City Local	1-BIA Construction Need

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
158th Ave SE	0100	020	0.3		1-BIA	3-City Local	1-BIA Construction Need
158th Ave SE	0100	030	0.3		1-BIA	3-City Local	1-BIA Construction Need
383rd Place SE	0100	040	0.1		1-BIA	3-City Local	1-BIA Construction Need
382nd St SE	0100	050	0.1		1-BIA	3-City Local	1-BIA Construction Need
381st Place SE	0100	060	0.1		1-BIA	3-City Local	1-BIA Construction Need
389th Pl	0102	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
389th Pl	0102	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 399th St	0104	020	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
174th Ave SE	0105	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
SE 408th St	0106	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
175th Pl SE	0107	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need
176th Ave SE	0109	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
393rd St SE	0112	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 392nd Pl	0113	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
164th Ave SE	0115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
165th Ave SE	0117	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 386th St	0118	010	0.3		1-BIA	3-City Local	1-BIA Construction Need
165th Pl SE	0119	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
161st Dr SE	0120	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
170th Place	0121	010	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
170th Place	0121	020	0.1		1-BIA	5-Rural Local	1-BIA Construction Need
385th Ct SE	0122	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
160th Dr SE	0123	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
162nd Ct SE	0125	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Stillman St SE	0128	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
21st Ct SE	0129	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
174th Ln SE	0137	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other
Smalquamish Village Ave SE	0151	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
Sports Park Lp	0162	810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other
SR 164	0164	810	12.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other
SE 413th Pl	0170	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 414th Pl	0172	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
178th Pl SE	0174	010	0.2		2-Tribe	5-Rural Local	0-Completed Project
SE 413th Dr	0175	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
Lozier Ct SE	0200	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
40th St SE	0201	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
SE 386th Pl	0300	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
173rd Pl SE	0301	010	0.1		2-Tribe	5-Rural Local	0-Completed Project
M-31 / 173rd Pl SE	0301	020	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road B	0302	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road C	0304	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road D	0306	010	0.1		2-Tribe	5-Rural Local	4-Proposed
M-31 Road E	0308	010	0.1		2-Tribe	5-Rural Local	4-Proposed
SE 392nd St	0392	010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	020	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	030	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need
SE 392nd St	0392	040	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need
400th St SE Extension	0400	010	0.4		2-Tribe	5-Rural Local	4-Proposed
SE 371st Pl	0500	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
147th Ave SE	0501	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
148th Ave SE	0503	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other
147th Ct SE	0504	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th Pl	1101	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
14th St	1102	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
15th St SE	1103	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
16th St	1104	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Alpine St SE	1105	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
18th St SE	1106	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other

Hwy 18	0018	810	6.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other
19th Pl SE	1107	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
19th St SE	1108	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
21st St SE	1109	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th Pl SE	1110	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
24th St SE	1111	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
25th Pl SE	1112	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
25th St SE	1113	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Skyway Pl	1114	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Dogwood Dr SE	1115	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	020	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Elm St SE	1116	030	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1117	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1118	010	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Skyway Ln	1119	010	0.3		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1120	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Fir St SE	1121	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Ginko St SE	1122	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Stuck River Dr	1201	010	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	020	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
Stuck River Dr	1201	030	0.7		5-County/Township	5-Rural Local	2-Construction Need-Other
391st St	1401	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
SE 387th Pl	1501	010	0.2		1-BIA	3-City Local	1-BIA Construction Need
SE 179th Ln	1602	010	0.1		1-BIA	3-City Local	1-BIA Construction Need
36-F Rd B	1604	010	0.2		2-Tribe	5-Rural Local	4-Proposed
SE 416th St	3128	810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	810	0.1		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	820	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
180th Ave. SE	3135	830	1.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 408th St	3138	810	0.2		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	810	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
172nd Ave SE	3149	820	0.3		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 384 St	3150	810	0.9		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 368 Pl	3152	820	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 400th St	9366	810	0.5		2-Tribe	4-Rural Major Collector	2-Construction Need-Other
Foster Ave SE	9900	810	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other
55th St SE	9901	810	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other
Bridgette Ave SE	9902	810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other
53rd St SE	9903	810	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other
160th Pl SE	9904	810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
SE 380th St	9905	810	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other
Academy Dr SE	9906	810	0.5		5-County/Township	7-City Collector	2-Construction Need-Other
17th Dr SE	9907	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
17th St SE	9907	830	0.2		2-Tribe	3-City Local	2-Construction Need-Other
R St SE	9908	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Howard Rd	9909	810	0.4		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Riverwalk Dr SE	9910	810	0.3		4-Urban	6-City Minor Arterial	2-Construction Need-Other
Dogwood St SE	9911	010	0.7		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
Scenic Dr	9912	010	0.3		2-Tribe	6-City Minor Arterial	2-Construction Need-Other
22nd St SE	9913	810	0.2		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ln SE	9917	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
37th Ct SE	9918	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
Juniper Ct SE	9920	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other
			52.7	4,433,500			





# Indian Reservation Roads Program

## Ownership by Route (Road Owner)

### FY 2022 Inventory

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0018				3 - STATE	OSR18	810	6.9	6.9
0026	3			2 - TRIBE		10	0.1	0.1
0033	3			2 - TRIBE		10	0.1	0.1
0034	3			2 - TRIBE		10	0.1	0.1
0038	3			2 - TRIBE		10	0.1	0.1
0039	3			2 - TRIBE		10	0.1	0.1
0047	3			2 - TRIBE		10	0.1	0.1
0050	5			2 - TRIBE		10	0.1	0.1
0051	5			2 - TRIBE		10	0.1	0.1
0059	3			2 - TRIBE		10	0.1	0.1
0100	3			1 - BIA	00100	10	0.3	1.2
0100	3			1 - BIA	00100	20	0.3	
0100	3			1 - BIA	00100	30	0.3	
0100	3			1 - BIA	00100	40	0.1	
0100	3			1 - BIA	00100	50	0.1	
0100	3			1 - BIA	00100	60	0.1	
0102	5			1 - BIA		10	0.2	0.3
0102	5			1 - BIA		20	0.1	
0103	2			3 - STATE	SR164	10	0.5	0.5
0104	5			1 - BIA	00104	10	0.2	0.4
0104	5			1 - BIA		20	0.2	
0105	5			1 - BIA	OT101	10	0.2	0.2
0106	4			1 - BIA	31380	10	0.2	0.2
0107	5			1 - BIA		10	0.2	0.8
0107	4			1 - BIA		20	0.6	
0108	4			1 - BIA		10	0.2	0.2
0109	5			1 - BIA	OT109	10	0.2	0.4
0109	5			1 - BIA		20	0.1	
0109	5			2 - TRIBE		30	0.1	
0110	4			1 - BIA	00110	10	0.2	0.4
0110	4			1 - BIA		20	0.2	
0111	4			1 - BIA		10	0.2	0.2
0112	3			1 - BIA	00112	10	0.1	0.1
0113	3			1 - BIA	00113	10	0.1	0.1
0114	4			1 - BIA		10	0.1	0.1
0115	3			1 - BIA	00115	10	0.1	0.2
0115	3			2 - TRIBE		20	0.1	



# Indian Reservation Roads Program

## Ownership by Route (Road Owner)

### FY 2022 Inventory

Region - P - Northwest

Agency - 10 - Puget Sound

Inventory Location - 109 - Muckleshoot

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0116	4			1 - BIA		10	0.3	0.3
0117	3			1 - BIA	00117	10	0.1	0.1
0118	3			1 - BIA		10	0.3	0.3
0119	3			1 - BIA	00119	10	0.1	0.1
0120	3			1 - BIA		10	0.1	0.1
0121	4			1 - BIA	00121	10	0.1	0.6
0121	4			1 - BIA		20	0.5	
0122	3			1 - BIA		10	0.1	0.1
0123	3			1 - BIA		10	0.2	0.2
0124	4			1 - BIA		10	0.1	0.1
0125	3			1 - BIA		10	0.1	0.1
0126	4			1 - BIA		10	0.2	0.2
0127	4			1 - BIA		10	0.2	0.2
0128	5			1 - BIA	00128	10	0.2	0.2
0129	3			1 - BIA		10	0.2	0.2
0130	3			1 - BIA		10	0.2	0.2
0131	3			1 - BIA		10	0.1	0.1
0132	4			1 - BIA		10	0.1	0.1
0134	4			1 - BIA		10	0.1	0.1
0135	4			1 - BIA		10	0.2	0.2
0137	5			2 - TRIBE	OT101	10	0.2	0.2
0150	4			1 - BIA		10	0.1	0.1
0151	5			2 - TRIBE		10	0.1	0.1
0152				2 - TRIBE	OT152	810	0.1	0.1
0160	8			1 - BIA		10	0.8	0.8
0162	5			2 - TRIBE		810	0.6	0.6
0164				3 - STATE	00164	810	12.7	12.7
0170	3			1 - BIA		10	0.1	0.1
0174	5			2 - TRIBE		10	0.2	0.2
0175	3			1 - BIA		10	0.1	0.1
0179	5			2 - TRIBE		10	0.1	0.1
0200	5			2 - TRIBE		10	0.1	0.1
0201	5			2 - TRIBE		10	0.1	0.1
0202	5			2 - TRIBE		10	0.1	0.1
0204	5			2 - TRIBE		10	0.1	0.1
0206	5			2 - TRIBE		10	0.1	0.1



# Indian Reservation Roads Program

## Ownership by Route (Road Owner)

### FY 2022 Inventory

Region - P - Northwest

Agency - 10 - Puget Sound

Inventory Location - 109 - Muckleshoot

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0300	5			2 - TRIBE		10	0.1	0.2
0300	5			2 - TRIBE		20	0.1	
0301	5			2 - TRIBE		10	0.1	0.2
0301	5			2 - TRIBE		20	0.1	
0302	5			2 - TRIBE		10	0.1	0.1
0304	5			2 - TRIBE		10	0.1	0.1
0306	5			2 - TRIBE		10	0.1	0.1
0308	5			2 - TRIBE		10	0.1	0.1
0392	4			1 - BIA		10	0.3	1.0
0392	4			1 - BIA		20	0.2	
0392	5			1 - BIA		30	0.2	
0392	5			1 - BIA		40	0.3	
0400	5			2 - TRIBE		10	0.4	0.4
0500	3			2 - TRIBE		10	0.1	0.1
0501	3			2 - TRIBE		10	0.1	0.1
0503	3			2 - TRIBE		10	0.1	0.2
0503	3			2 - TRIBE		20	0.1	
0504	3			2 - TRIBE		10	0.1	0.1
1102	3			2 - TRIBE		10	0.2	0.2
1103	3			2 - TRIBE		10	0.2	0.2
1104	3			2 - TRIBE		10	0.1	0.1
1105	3			2 - TRIBE		10	0.1	0.1
1106	3			2 - TRIBE		10	0.1	0.2
1106	3			2 - TRIBE		20	0.1	
1107	3			2 - TRIBE		10	0.1	0.1
1108	3			2 - TRIBE		10	0.1	0.2
1108	3			2 - TRIBE		20	0.1	
1109	3			2 - TRIBE		10	0.1	0.1
1110	3			2 - TRIBE		10	0.1	0.1
1111	3			2 - TRIBE		10	0.3	0.3
1112	3			2 - TRIBE		10	0.1	0.1
1113	3			2 - TRIBE		10	0.2	0.2
1114	3			2 - TRIBE		10	0.1	0.1
1115	3			2 - TRIBE		10	0.2	0.3
1115	3			2 - TRIBE		20	0.1	
1116	3			2 - TRIBE		10	0.1	0.5
1116	3			2 - TRIBE		20	0.2	



# Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2022 Inventory

**Region - P - Northwest**

**Agency - 10 - Puget Sound**

**Inventory Location - 109 - Muckleshoot**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
1116	3			2 - TRIBE		30	0.2	
1119	3			2 - TRIBE		10	0.3	0.3
1401	3			1 - BIA		10	0.1	0.1
1501	3			1 - BIA		10	0.2	0.2
1602	3			1 - BIA		10	0.1	0.1
1604	5			2 - TRIBE		10	0.2	0.2
3128				5 - COUNTY AND TOWNSHIP	31280	810	0.1	0.1
3135	4			2 - TRIBE	31350	810	0.1	2.1
3135	4			2 - TRIBE		820	0.5	
3135	4			2 - TRIBE		830	1.5	
3138	4			2 - TRIBE	31380	810	0.3	0.3
3149	4			1 - BIA	31490	10	0.2	0.8
3149	4			2 - TRIBE	31490	810	0.3	
3149	4			2 - TRIBE	31490	820	0.3	
3150	4			2 - TRIBE	31500	810	0.9	0.9
3152				5 - COUNTY AND TOWNSHIP	31520	810	0.3	0.3
9366	4			2 - TRIBE	93666	810	0.5	0.5
9900				5 - COUNTY AND TOWNSHIP	09900	810	0.5	0.5
9901				5 - COUNTY AND TOWNSHIP	09901	810	0.3	0.3
9902				5 - COUNTY AND TOWNSHIP	09902	810	0.2	0.2
9903				5 - COUNTY AND TOWNSHIP	09903	810	0.4	0.4
9904				5 - COUNTY AND TOWNSHIP	09904	810	0.3	0.3
9905				5 - COUNTY AND TOWNSHIP	09905	810	0.2	0.2
9906				5 - COUNTY AND TOWNSHIP	09906	810	0.5	0.5
9907				4 - URBAN	09907	810	0.2	0.2
9908				4 - URBAN	09908	810	0.3	0.3
9909				4 - URBAN	09909	810	0.4	0.4
9910				4 - URBAN	09910	810	0.3	0.3
9911	6			2 - TRIBE	09911	10	0.7	0.7
9912	6			2 - TRIBE	09912	10	0.3	0.3

<b>Region Subtotals</b>	<b>Number routes:</b> 112	<b>Number sections:</b> 140	<b>Total length:</b> 48.2
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APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORT

State	Region Name	Tribe Name	Population	Total Miles	Bureau							Total FY23 TRIBAL		Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%)	Mile Allocation (b1)	Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal (b)	Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY23 TRIBAL SHARES after 12.2% Lop Off	2% PLANNING after 12.2% Lop Off	
AK	E - Alaska	Native Village of Afognak	90	12.2	\$ 13,112.39	\$ 17,702.85	\$ 7,095.32	\$ 15,272.93	\$ 40,071.10	\$ 53,183.49	\$ 17,775.66	\$ 70,959.15	\$ 1,622.40	\$ 62,302.13	\$ 1,424.46	\$ 65,561.96
AK	E - Alaska	Agdaagux Tribe of King Cove	287	7.7	\$ 14,954.92	\$ 11,173.11	\$ 22,626.17	\$ 24,037.39	\$ 57,836.67	\$ 72,791.59	\$ 8,138.59	\$ 80,930.17	\$ 1,850.37	\$ 71,056.69	\$ 1,624.63	\$ 74,774.58
AK	E - Alaska	Native Village of Ahikong	35	13.7	\$ 14,615.88	\$ 19,879.43	\$ 2,759.29	\$ 22,450.00	\$ 45,088.72	\$ 59,704.60	\$ 19,930.84	\$ 79,095.45	\$ 1,808.42	\$ 69,445.80	\$ 1,587.80	\$ 73,079.40
AK	E - Alaska	Akiachak Native Community	682	80.4	\$ 35,687.97	\$ 116,664.71	\$ 53,766.73	\$ 37,464.33	\$ 207,895.76	\$ 243,583.73	\$ 20,052.30	\$ 263,636.03	\$ 6,027.72	\$ 231,472.43	\$ 5,292.34	\$ 178,439.83
AK	E - Alaska	Akiak Native Community	368	2.1	\$ 14,668.24	\$ 3,047.21	\$ 29,011.96	\$ 14,323.76	\$ 46,382.93	\$ 61,051.17	\$ 18,327.62	\$ 79,378.79	\$ 1,814.90	\$ 69,934.58	\$ 1,593.48	\$ 73,341.19
AK	E - Alaska	Native Village of Akutan	45	18.1	\$ 19,301.17	\$ 26,264.07	\$ 3,547.66	\$ 26,702.34	\$ 56,514.06	\$ 75,815.23	\$ 28,635.16	\$ 104,450.39	\$ 2,388.13	\$ 91,707.45	\$ 2,096.78	\$ 96,505.84
AK	E - Alaska	Village of Alakanuk	731	145.2	\$ 136,785.15	\$ 210,692.98	\$ 57,629.73	\$ 65,456.26	\$ 333,778.97	\$ 470,564.12	\$ 269,663.77	\$ 740,227.90	\$ 16,924.43	\$ 649,920.09	\$ 14,859.65	\$ 683,925.76
AK	E - Alaska	Alatna Village	29	11.3	\$ 5,959.34	\$ 16,396.91	\$ 2,286.27	\$ 4,139.69	\$ 22,822.86	\$ 28,782.20	\$ 3,467.42	\$ 32,249.62	\$ 737.35	\$ 28,315.16	\$ 647.39	\$ 29,796.69
AK	E - Alaska	Native Village of Aleknagik	180	15.4	\$ 14,086.13	\$ 22,346.22	\$ 14,190.63	\$ 20,304.27	\$ 56,841.12	\$ 70,927.26	\$ 5,838.87	\$ 76,766.13	\$ 1,755.17	\$ 67,400.66	\$ 1,541.04	\$ 70,430.66
AK	E - Alaska	Algaaciq Village (St. Mary's)	438	-	\$ 11,223.73	-	\$ 34,530.54	\$ 9,389.48	\$ 43,920.02	\$ 55,143.75	\$ 5,594.68	\$ 60,738.42	\$ 1,388.71	\$ 53,328.34	\$ 1,219.29	\$ 56,118.63
AK	E - Alaska	Allakaket Village	156	17.3	\$ 13,158.98	\$ 25,103.23	\$ 12,298.55	\$ 16,630.83	\$ 54,032.61	\$ 67,191.59	\$ 5,531.35	\$ 72,722.94	\$ 1,662.72	\$ 63,850.74	\$ 1,459.87	\$ 65,794.92
AK	E - Alaska	Alutiq Tribe of Old Harbor	184	0.9	\$ 16,113.91	\$ 1,305.95	\$ 14,505.98	\$ 9,202.49	\$ 25,104.42	\$ 41,218.32	\$ 45,983.86	\$ 87,202.18	\$ 1,993.77	\$ 76,365.52	\$ 1,750.53	\$ 80,569.54
AK	E - Alaska	Native Village of Ambler	226	5.0	\$ 22,232.93	\$ 2,255.27	\$ 17,817.13	\$ 17,388.72	\$ 42,461.11	\$ 64,694.05	\$ 55,621.91	\$ 120,315.96	\$ 2,750.88	\$ 105,637.41	\$ 2,415.27	\$ 111,164.66
AK	E - Alaska	Village of Anaktuvuk Pass	289	3.0	\$ 15,421.50	\$ 4,353.16	\$ 22,783.85	\$ 14,706.18	\$ 41,843.19	\$ 57,264.69	\$ 26,190.46	\$ 83,455.14	\$ 1,908.10	\$ 73,273.62	\$ 1,675.31	\$ 77,107.50
AK	E - Alaska	Angoon Community Association	319	5.8	\$ 40,905.80	\$ 8,416.11	\$ 25,148.95	\$ 52,397.46	\$ 85,962.53	\$ 126,868.33	\$ 94,497.91	\$ 221,366.24	\$ 5,061.28	\$ 194,359.56	\$ 4,443.80	\$ 204,529.00
AK	E - Alaska	Village of Aniak	398	5.2	\$ 12,340.03	\$ 7,545.48	\$ 31,377.06	\$ 14,480.76	\$ 53,403.30	\$ 67,433.33	\$ 5,412.12	\$ 71,155.45	\$ 1,626.88	\$ 62,474.49	\$ 1,248.41	\$ 61,700.14
AK	E - Alaska	Anvik Village	75	14.5	\$ 13,345.85	\$ 21,040.28	\$ 5,912.76	\$ 9,095.33	\$ 36,048.37	\$ 49,394.22	\$ 22,828.30	\$ 72,222.52	\$ 1,651.28	\$ 63,411.38	\$ 1,449.83	\$ 66,729.24
AK	E - Alaska	Arctic Village	127	217.5	\$ 45,850.59	\$ 315,604.15	\$ 10,012.28	\$ 35,810.12	\$ 361,426.55	\$ 407,277.14	\$ 33,527.87	\$ 440,805.00	\$ 10,078.48	\$ 387,026.79	\$ 8,848.91	\$ 229,252.96
AK	E - Alaska	Asa'carsarmiut Tribe	849	2.3	\$ 15,689.04	\$ 3,337.42	\$ 66,932.48	\$ 17,869.00	\$ 88,138.90	\$ 103,827.95	\$ 8,547.32	\$ 112,375.27	\$ 2,569.33	\$ 98,665.49	\$ 2,255.87	\$ 78,445.22
AK	E - Alaska	Native Village of Atna	47	26.1	\$ 31,361.70	\$ 37,872.50	\$ 3,705.33	\$ 51,754.45	\$ 93,322.28	\$ 124,693.99	\$ 45,023.32	\$ 169,717.31	\$ 3,880.38	\$ 149,011.80	\$ 3,406.98	\$ 156,808.52
AK	E - Alaska	Village of Atmautluak	310	48.0	\$ 30,284.25	\$ 69,650.57	\$ 24,439.42	\$ 22,709.96	\$ 116,799.95	\$ 147,084.19	\$ 16,802.34	\$ 163,886.54	\$ 3,747.07	\$ 143,892.38	\$ 3,289.93	\$ 151,421.34
AK	E - Alaska	Native Village of Atkasook	230	1.3	\$ 11,349.58	\$ 1,886.37	\$ 18,132.47	\$ 11,919.76	\$ 31,938.60	\$ 43,218.33	\$ 18,131.33	\$ 61,419.51	\$ 1,404.28	\$ 53,926.33	\$ 1,232.96	\$ 56,747.91
AK	E - Alaska	Native Village of Barrow Inupiat Traditional Government	2,626	17.5	\$ 92,481.22	\$ 25,393.44	\$ 207,025.54	\$ 105,032.30	\$ 337,451.28	\$ 429,932.51	\$ 70,539.80	\$ 500,472.31	\$ 11,442.71	\$ 439,414.69	\$ 10,046.70	\$ 462,402.16
AK	E - Alaska	Beaver Village	77	5.6	\$ 8,281.61	\$ 8,125.90	\$ 6,070.44	\$ 10,265.16	\$ 24,461.50	\$ 32,743.11	\$ 12,073.74	\$ 44,816.85	\$ 1,024.68	\$ 39,349.20	\$ 899.67	\$ 41,408.06
AK	E - Alaska	Native Village of Belkofski	-	27.1	\$ 5,730.18	\$ 39,323.55	-	\$ 4,354.37	\$ 43,677.92	\$ 49,408.10	\$ 4,067.37	\$ 53,475.47	\$ 1,222.65	\$ 46,951.47	\$ 1,073.49	\$ 28,650.91
AK	E - Alaska	Village of Bill Moore's Slough	-	71.6	\$ 36,645.64	\$ 103,895.43	-	\$ 30,041.97	\$ 133,937.40	\$ 170,583.04	\$ 27,728.88	\$ 198,311.92	\$ 4,534.17	\$ 174,117.87	\$ 3,981.00	\$ 183,228.21
AK	E - Alaska	Birch Creek Tribe	31	8.3	\$ 8,829.47	\$ 12,043.74	\$ 2,443.94	\$ 13,238.45	\$ 27,726.13	\$ 36,555.60	\$ 11,226.04	\$ 47,781.64	\$ 1,092.47	\$ 41,952.28	\$ 959.19	\$ 44,147.34
AK	E - Alaska	Native Village of Brevig Mission	388	245.7	\$ 120,894.17	\$ 356,523.86	\$ 30,588.69	\$ 119,124.23	\$ 506,236.78	\$ 627,130.95	\$ 51,626.67	\$ 678,757.62	\$ 15,518.99	\$ 595,940.19	\$ 13,625.67	\$ 604,470.86
AK	E - Alaska	Native Village of Buckland	412	8.7	\$ 16,390.84	\$ 12,624.17	\$ 32,480.78	\$ 17,379.50	\$ 62,484.45	\$ 78,875.29	\$ 9,825.57	\$ 88,700.86	\$ 2,028.04	\$ 77,879.35	\$ 1,780.62	\$ 81,954.22
AK	E - Alaska	Native Village of Cantwell	55	-	\$ 5,003.00	-	\$ 4,336.03	\$ 4,215.78	\$ 8,551.80	\$ 13,554.80	\$ 13,519.48	\$ 27,074.28	\$ 619.02	\$ 23,771.22	\$ 543.50	\$ 25,015.00
AK	E - Alaska	Central Council of the Tlingit & Haida Indian Tribes	5,599	13.9	\$ 138,094.04	\$ 20,169.64	\$ 441,407.47	\$ 125,302.00	\$ 586,879.12	\$ 724,973.52	\$ 59,681.27	\$ 784,654.78	\$ 17,940.20	\$ 688,926.90	\$ 15,751.50	\$ 690,472.00
AK	E - Alaska	Chalkyitsik Village	56	179.6	\$ 34,289.23	\$ 260,609.22	\$ 4,414.86	\$ 27,590.14	\$ 292,614.22	\$ 326,934.05	\$ 26,911.34	\$ 353,814.79	\$ 8,089.56	\$ 340,649.39	\$ 7,102.63	\$ 171,446.13
AK	E - Alaska	Cheesh-Na Tribe	44	6.8	\$ 7,973.41	\$ 9,867.16	\$ 3,468.82	\$ 10,629.63	\$ 23,965.62	\$ 31,939.03	\$ 11,209.94	\$ 43,148.97	\$ 986.55	\$ 37,884.79	\$ 866.19	\$ 39,867.03
AK	E - Alaska	Village of Chefornak	458	0.3	\$ 11,297.71	\$ 435.32	\$ 36,107.27	\$ 9,727.34	\$ 46,269.93	\$ 57,567.64	\$ 4,739.08	\$ 62,306.72	\$ 1,424.57	\$ 54,705.30	\$ 1,250.77	\$ 56,488.55
AK	E - Alaska	Native Village of Chenega (a.k.a. Chanega)	42	16.4	\$ 33,044.17	\$ 23,797.28	\$ 3,311.15	\$ 38,201.17	\$ 65,309.59	\$ 98,353.76	\$ 80,468.38	\$ 178,822.14	\$ 4,088.56	\$ 157,005.84	\$ 3,589.75	\$ 165,220.83
AK	E - Alaska	Chevak Native Village	1,012	285.6	\$ 134,841.57	\$ 414,420.90	\$ 79,782.88	\$ 51,072.48	\$ 545,276.68	\$ 680,117.83	\$ 55,988.66	\$ 736,106.49	\$ 16,830.20	\$ 646,301.50	\$ 14,776.92	\$ 647,207.84
AK	E - Alaska	Chickaloon Native Village	508	334.6	\$ 171,707.23	\$ 485,522.52	\$ 4,049.12	\$ 184,431.38	\$ 710,003.01	\$ 881,710.24	\$ 72,584.15	\$ 954,294.39	\$ 21,818.71	\$ 837,870.47	\$ 19,516.91	\$ 858,536.13
AK	E - Alaska	Chignik Bay Tribal Council	50	20.1	\$ 16,068.89	\$ 29,166.18	\$ 3,941.84	\$ 26,620.98	\$ 59,729.00	\$ 75,797.88	\$ 11,160.67	\$ 86,958.55	\$ 1,988.20	\$ 79,349.61	\$ 1,745.64	\$ 80,344.44
AK	E - Alaska	Native Village of Chignik Lagoon	56	20.5	\$ 15,002.65	\$ 29,746.60	\$ 4,414.86	\$ 26,661.12	\$ 60,822.58	\$ 75,825.23	\$ 6,242.08	\$ 82,067.31	\$ 1,876.37	\$ 72,055.10	\$ 1,647.45	\$ 75,013.23
AK	E - Alaska	Chignik Lake Village	67	13.7	\$ 13,298.94	\$ 19,879.43	\$ 5,282.07	\$ 19,458.59	\$ 44,620.99	\$ 57,919.03	\$ 14,049.66	\$ 71,968.69	\$ 1,645.48	\$ 63,188.51	\$ 1,444.73	\$ 66,494.72
AK	E - Alaska	Chilkat Indian Village (Klukwan)	72	8.7	\$ 54,491.15	\$ 12,624.17	\$ 5,676.25	\$ 48,034.49	\$ 66,334.91	\$ 120,826.06	\$ 174,058.79	\$ 294,884.85	\$ 6,742.19	\$ 258,908.90	\$ 5,919.64	\$ 272,455.75
AK	E - Alaska	Chilkoot Indian Association (Haines)	413	171.2	\$ 218,678.04	\$ 248,420.37	\$ 32,559.62	\$ 163,516.95	\$ 444,496.93	\$ 663,174.97	\$ 520,225.29	\$ 1,183,400.26	\$ 27,057.04	\$ 1,039,025.42	\$ 23,756.08	\$ 1,093,390.29
AK	E - Alaska	Chinik Eskimo Community (Golovin)	159	222.0	\$ 111,605.77	\$ 320,682.84	\$ 12,535.06	\$ 116,106.12	\$ 449,324.02	\$ 560,929.79	\$ 46,176.87	\$ 607,106.64	\$ 13,800.77	\$ 533,039.63	\$ 12,187.32	\$ 558,028.85
AK	E - Alaska	Native Village of Chitina	25	2.2	\$ 6,081.82	\$ 3,192.32	\$ 1,970.92	\$ 5,492.10	\$ 10,655.34	\$ 16,737.16	\$ 16,175.27	\$ 32,912.43	\$ 752.50	\$ 28,899.12	\$ 660.70	\$ 30,409.09
AK	E - Alaska	Native Village of Chuathbaluk (Russian Mission, Kuskokwim)	127	-	\$ 12,201.27	-	\$ 10,012.28	\$ 23,949.79	\$ 33,962.07	\$ 46,163.34	\$ 19,865.18	\$ 66,028.52	\$ 1,509.66	\$ 57,973.04	\$ 1,325.48	\$ 61,006.36
AK	E - Alaska	Chulotonswick Native Village	-	-	\$ 4,874.47	-	-	\$ 4,000.56	\$ 4,080.56	\$ 8,955.03	\$ 17,423.68	\$ 26,378.71	\$ 603.12	\$ 23,160.51	\$ 529.54	\$ 24,372.33
AK	E - Alaska	Chulot Native Community	83	4.2	\$ 7,005.43	\$ 6,094.42	\$ 6,543.46	\$ 8,165.05	\$ 20,808.37	\$ 32,865.37	\$ 10,102.31	\$ 37,910.68	\$ 761.04	\$ 35,027.17	\$ 761.04	\$ 35,027.17
AK	E - Alaska	Village of Clark's Point	60	3.1	\$ 6,438.50	\$ 4,498.27	\$ 4,730.21	\$ 7,262.27	\$ 16,490.75	\$ 22,929.25	\$ 11,913.41	\$ 34,842.66	\$ 796.64	\$ 30,591.85	\$ 699.45	\$ 32,192.51
AK	E - Alaska	Native Village of Council	-	54.9	\$ 36,586.47	\$ 79,662.84	-	\$ 27,691.31	\$ 107,162.15	\$ 143,748.62	\$ 54,243.08	\$ 197,991.70	\$ 4,526.85	\$ 173,836.71	\$ 3,974.57	\$ 181,911.70
AK	E - Alaska	Craig Tribal Association	455	41.3	\$ 137,368.84	\$ 59,928.51	\$ 35,870.76	\$ 194,007.70	\$ 289,806.98	\$ 427,175.82	\$ 316,210.76	\$ 743,386.58	\$ 16,996.65	\$ 652,693.42	\$ 14,923.06	\$ 686,844.19
AK	E - Alaska	Village of Crooked Creek	101	160.1	\$ 78,575.88	\$ 232,313.67	\$ 7,962.52	\$ 77,338.10	\$ 317,614.30	\$ 396,190.18	\$ 32,615.17	\$ 428,805.35	\$ 9,804.13	\$ 376,491.09	\$ 8,608.02	\$ 392,879.42
AK	E - Alaska	Curyung Tribal Council	1,377	16.8	\$ 52,377.41	\$ 24,377.70	\$ 108,558.33	\$ 53,287.96	\$ 186,223.99	\$ 238,601.49	\$ 44,844.72	\$ 283,446.12	\$ 6,480.66	\$ 248,865.69	\$ 5,690.02	\$ 261,887.06
AK	E - Alaska	Native Village of Deering	110	109.3	\$ 23,484.15	\$ 158,600.15	\$ 8,672.05	\$ 34,850.34	\$ 202,122.55	\$ 225,606.69	\$ 18,572.39	\$ 244,179.09	\$ 5,582.86	\$ 214,389.24	\$ 4,901.76	\$ 117,420.73
AK	E - Alaska	Native Village of Diomedea (a.k.a. Inalik)	116	92.5	\$ 48,233.07	\$ 134,222.45	\$ 9,145.07	\$ 35,950.08								



State	Region Name	Tribe Name	Population	Total Miles	Bureau					Region Share		Allocation Subtotal		Allocation Subtotal		Total Supplemental		Authorized Total		Authorized Total		Total FY23 TRIBAL		Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%)	Mile Allocation	Population Allocation	Region Allocation	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Authorized Tribal Shares	2% Planning	Authorized Tribal Shares	2% Planning	Total FY23 TRIBAL SHARES after 12.2% Lop	2% PLANNING after 12.2% Lop	Total FY23 TRIBAL SHARES after 12.2% Lop	2% PLANNING after 12.2% Lop	Total FY23 TRIBAL SHARES after 12.2% Lop	2% PLANNING after 12.2% Lop	
AK	E - Alaska	Organized Village of Kasaan	22	15.6	\$ 208,001.47	\$ 22,636.44	\$ 1,734.41	\$ 253,821.26	\$ 278,192.11	\$ 486,193.58	\$ 639,429.26	\$ 1,125,622.84	\$ 25,736.03	\$ 988,296.84	\$ 22,596.23	\$ 1,125,622.84	\$ 25,736.03	\$ 988,296.84	\$ 22,596.23	\$ 1,125,622.84	\$ 25,736.03	\$ 988,296.84	\$ 22,596.23	\$ 1,125,622.84	\$ 25,736.03	1,040,007.36
AK	E - Alaska	Kasigluk Traditional Elders Council	617	57.3	\$ 25,421.42	\$ 83,145.37	\$ 48,642.33	\$ 16,047.16	\$ 147,834.86	\$ 173,256.28	\$ 14,262.80	\$ 187,519.09	\$ 4,287.40	\$ 164,641.76	\$ 3,764.34	\$ 187,519.09	\$ 4,287.40	\$ 164,641.76	\$ 3,764.34	\$ 187,519.09	\$ 4,287.40	\$ 164,641.76	\$ 3,764.34	\$ 187,519.09	\$ 4,287.40	127,107.11
AK	E - Alaska	Kenaitze Indian Tribe	3,340	-	\$ 26,702.48	-	\$ 263,315.05	\$ 30,450.75	\$ 293,765.79	\$ 320,468.27	\$ 26,381.59	\$ 346,848.86	\$ 7,930.31	\$ 304,634.18	\$ 6,962.81	\$ 346,848.86	\$ 7,930.31	\$ 304,634.18	\$ 6,962.81	\$ 346,848.86	\$ 7,930.31	\$ 304,634.18	\$ 6,962.81	\$ 346,848.86	\$ 7,930.31	133,512.40
AK	E - Alaska	Ketchikan Indian Community	2,662	0.3	\$ 122,045.38	\$ 435.32	\$ 209,863.67	\$ 95,901.23	\$ 309,800.22	\$ 431,845.59	\$ 228,616.39	\$ 660,461.98	\$ 15,100.68	\$ 579,885.62	\$ 13,258.40	\$ 660,461.98	\$ 15,100.68	\$ 579,885.62	\$ 13,258.40	\$ 660,461.98	\$ 15,100.68	\$ 579,885.62	\$ 13,258.40	\$ 660,461.98	\$ 15,100.68	610,226.88
AK	E - Alaska	Native Village of Kiana	341	10.7	\$ 17,404.44	\$ 15,526.27	\$ 26,883.36	\$ 21,742.27	\$ 64,151.90	\$ 11,556.34	\$ 12,629.69	\$ 94,186.03	\$ 2,153.45	\$ 82,695.33	\$ 1,890.73	\$ 94,186.03	\$ 2,153.45	\$ 82,695.33	\$ 1,890.73	\$ 94,186.03	\$ 2,153.45	\$ 82,695.33	\$ 1,890.73	\$ 94,186.03	\$ 2,153.45	87,022.19
AK	E - Alaska	King Island Native Community	393	198.3	\$ 96,614.75	\$ 287,743.92	\$ 30,982.88	\$ 146,229.85	\$ 464,956.65	\$ 561,571.40	\$ 46,229.68	\$ 607,801.08	\$ 13,896.65	\$ 533,649.35	\$ 12,201.26	\$ 607,801.08	\$ 13,896.65	\$ 533,649.35	\$ 12,201.26	\$ 607,801.08	\$ 13,896.65	\$ 533,649.35	\$ 12,201.26	\$ 607,801.08	\$ 13,896.65	483,073.75
AK	E - Alaska	King Salmon Tribe	79	3.4	\$ 6,274.04	\$ 4,933.58	\$ 6,228.11	\$ 7,139.74	\$ 18,301.44	\$ 24,575.48	\$ 33,952.68	\$ 77,296	\$ 29,810.45	\$ 681.58	\$ 31,370.22											
AK	E - Alaska	Native Village of Kipnuk	714	131.5	\$ 115,387.98	\$ 190,813.54	\$ 56,289.50	\$ 45,762.18	\$ 292,865.23	\$ 408,253.20	\$ 216,181.53	\$ 624,434.74	\$ 14,276.96	\$ 548,253.70	\$ 12,535.17	\$ 624,434.74	\$ 14,276.96	\$ 548,253.70	\$ 12,535.17	\$ 624,434.74	\$ 14,276.96	\$ 548,253.70	\$ 12,535.17	\$ 624,434.74	\$ 14,276.96	576,939.89
AK	E - Alaska	Native Village of Kivalina	269	28.9	\$ 32,415.79	\$ 41,935.45	\$ 29,090.79	\$ 35,944.72	\$ 106,970.96	\$ 139,386.75	\$ 36,034.85	\$ 175,421.60	\$ 4,010.81	\$ 154,200.16	\$ 3,521.49	\$ 175,421.60	\$ 4,010.81	\$ 154,200.16	\$ 3,521.49	\$ 175,421.60	\$ 4,010.81	\$ 154,200.16	\$ 3,521.49	\$ 175,421.60	\$ 4,010.81	162,078.93
AK	E - Alaska	Klawock Cooperative Association	393	3.5	\$ 187,891.37	\$ 5,078.69	\$ 30,982.88	\$ 217,964.58	\$ 254,026.14	\$ 441,917.51	\$ 574,871.31	\$ 1,016,794.82	\$ 23,247.81	\$ 892,745.84	\$ 20,411.57	\$ 1,016,794.82	\$ 23,247.81	\$ 892,745.84	\$ 20,411.57	\$ 1,016,794.82	\$ 23,247.81	\$ 892,745.84	\$ 20,411.57	\$ 1,016,794.82	\$ 23,247.81	939,456.86
AK	E - Alaska	Native Village of Kluti Kaah (a.k.a. Copper Center)	175	42.2	\$ 12,433.27	\$ 61,234.46	\$ 13,796.45	\$ 8,964.74	\$ 83,937.64	\$ 96,410.91	\$ 7,936.74	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	\$ 91,647.65	\$ 2,385.79	62,166.34
AK	E - Alaska	Kruk Tribe	4,518	1.9	\$ 86,714.78	\$ 2,757.00	\$ 356,184.85	\$ 37,005.07	\$ 393,546.92	\$ 482,661.73	\$ 39,733.67	\$ 532,395.38	\$ 11,943.95	\$ 458,663.14	\$ 10,486.79	\$ 532,395.38	\$ 11,943.95	\$ 458,663.14	\$ 10,486.79	\$ 532,395.38	\$ 11,943.95	\$ 458,663.14	\$ 10,486.79	\$ 532,395.38	\$ 11,943.95	433,573.91
AK	E - Alaska	Native Village of Kobuk	141	80.3	\$ 38,033.78	\$ 116,510.60	\$ 11,115.99	\$ 31,151.74	\$ 58,787.33	\$ 196,821.31	\$ 16,202.71	\$ 213,023.82	\$ 4,870.54	\$ 187,034.91	\$ 4,276.33	\$ 196,821.31	\$ 4,870.54	\$ 187,034.91	\$ 4,276.33	\$ 196,821.31	\$ 4,870.54	\$ 187,034.91	\$ 4,276.33	\$ 196,821.31	\$ 4,870.54	190,168.88
AK	E - Alaska	Kokhanok Village	131	97.7	\$ 115,063.61	\$ 141,767.93	\$ 10,327.63	\$ 18,016.66	\$ 170,122.22	\$ 185,235.85	\$ 15,248.16	\$ 200,474.99	\$ 4,583.60	\$ 176,016.17	\$ 4,024.40	\$ 200,474.99	\$ 4,583.60	\$ 176,016.17	\$ 4,024.40	\$ 200,474.99	\$ 4,583.60	\$ 176,016.17	\$ 4,024.40	\$ 200,474.99	\$ 4,583.60	75,518.05
AK	E - Alaska	Native Village of Kongiganak	481	62.0	\$ 50,750.79	\$ 89,965.32	\$ 37,920.52	\$ 26,229.24	\$ 154,115.09	\$ 204,865.87	\$ 69,777.59	\$ 274,643.46	\$ 6,279.40	\$ 241,136.96	\$ 5,513.31	\$ 274,643.46	\$ 6,279.40	\$ 241,136.96	\$ 5,513.31	\$ 274,643.46	\$ 6,279.40	\$ 241,136.96	\$ 5,513.31	\$ 274,643.46	\$ 6,279.40	253,753.93
AK	E - Alaska	Village of Kotlik	638	9.1	\$ 16,328.70	\$ 13,204.59	\$ 50,297.90	\$ 18,155.17	\$ 81,657.66	\$ 97,986.35	\$ 106,052.78	\$ 2,424.77	\$ 93,114.35	\$ 2,128.95	\$ 95,463.48											
AK	E - Alaska	Native Village of Kotzebue	2,331	22.2	\$ 56,510.50	\$ 32,213.39	\$ 183,768.68	\$ 77,273.02	\$ 293,255.09	\$ 349,765.59	\$ 28,793.40	\$ 738,558.99	\$ 8,655.30	\$ 332,374.79	\$ 7,599.36	\$ 738,558.99	\$ 8,655.30	\$ 332,374.79	\$ 7,599.36	\$ 738,558.99	\$ 8,655.30	\$ 332,374.79	\$ 7,599.36	\$ 738,558.99	\$ 8,655.30	282,552.52
AK	E - Alaska	Native Village of Koyuk	323	362.1	\$ 169,975.68	\$ 525,426.49	\$ 25,464.30	\$ 164,057.59	\$ 714,948.38	\$ 884,924.06	\$ 72,848.72	\$ 957,772.78	\$ 21,898.34	\$ 849,878.40		\$ 957,772.78	\$ 21,898.34	\$ 849,878.40		\$ 957,772.78	\$ 21,898.34	\$ 849,878.40		\$ 957,772.78	\$ 21,898.34	849,878.40
AK	E - Alaska	Koyukuk Native Village	88	2.9	\$ 6,639.91	\$ 4,208.06	\$ 6,937.64	\$ 7,560.88	\$ 18,706.58	\$ 25,346.48	\$ 10,586.09	\$ 35,932.58	\$ 821.56	\$ 31,548.80	\$ 721.33	\$ 35,932.58	\$ 821.56	\$ 31,548.80	\$ 721.33	\$ 35,932.58	\$ 821.56	\$ 31,548.80	\$ 721.33	\$ 35,932.58	\$ 821.56	33,199.53
AK	E - Alaska	Organized Village of Kwethluk	777	6.4	\$ 16,847.14	\$ 9,286.74	\$ 61,256.23	\$ 19,003.85	\$ 89,546.86	\$ 106,393.95	\$ 8,758.56	\$ 115,152.52	\$ 2,632.83	\$ 101,103.91	\$ 2,311.62	\$ 115,152.52	\$ 2,632.83	\$ 101,103.91	\$ 2,311.62	\$ 115,152.52	\$ 2,632.83	\$ 101,103.91	\$ 2,311.62	\$ 115,152.52	\$ 2,632.83	84,235.68
AK	E - Alaska	Native Village of Kwitlingok	349	13.6	\$ 11,080.40	\$ 19,734.33	\$ 27,514.06	\$ 9,208.81	\$ 56,457.20	\$ 67,537.60	\$ 5,559.83	\$ 73,097.43	\$ 1,671.29	\$ 64,179.55	\$ 1,467.39	\$ 73,097.43	\$ 1,671.29	\$ 64,179.55	\$ 1,467.39	\$ 73,097.43	\$ 1,671.29	\$ 64,179.55	\$ 1,467.39	\$ 73,097.43	\$ 1,671.29	55,402.02
AK	E - Alaska	Native Village of Kwinihagak (a.k.a. Quinhagak)	716	12.0	\$ 23,824.16	\$ 17,412.64	\$ 56,447.18	\$ 22,360.02	\$ 96,219.85	\$ 120,044.01	\$ 9,892.61	\$ 129,962.27	\$ 2,970.61	\$ 114,075.27	\$ 2,608.20	\$ 129,962.27	\$ 2,970.61	\$ 114,075.27	\$ 2,608.20	\$ 129,962.27	\$ 2,970.61	\$ 114,075.27	\$ 2,608.20	\$ 129,962.27	\$ 2,970.61	119,120.82
AK	E - Alaska	Native Village of Larsen Bay	66	0.3	\$ 10,256.87	\$ 435.32	\$ 5,203.23	\$ 7,388.81	\$ 13,027.35	\$ 23,284.22	\$ 32,221.94	\$ 55,506.16	\$ 1,269.08	\$ 48,734.41	\$ 1,114.25	\$ 55,506.16	\$ 1,269.08	\$ 48,734.41	\$ 1,114.25	\$ 55,506.16	\$ 1,269.08	\$ 48,734.41	\$ 1,114.25	\$ 55,506.16	\$ 1,269.08	51,284.33
AK	E - Alaska	Levelock Village	56	16.4	\$ 46,217.09	\$ 23,797.28	\$ 4,414.86	\$ 44,833.11	\$ 73,045.25	\$ 119,262.34	\$ 130,846.50	\$ 250,108.84	\$ 5,718.44	\$ 219,595.56	\$ 5,020.79	\$ 250,108.84	\$ 5,718.44	\$ 219,595.56	\$ 5,020.79	\$ 250,108.84	\$ 5,718.44	\$ 219,595.56	\$ 5,020.79	\$ 250,108.84	\$ 5,718.44	231,085.43
AK	E - Alaska	Lime Village	31	7.7	\$ 8,705.84	\$ 11,173.11	\$ 2,443.94	\$ 12,842.88	\$ 26,459.93	\$ 35,165.77	\$ 11,946.82	\$ 47,112.59	\$ 1,077.17	\$ 41,364.85	\$ 945.76	\$ 47,112.59	\$ 1,077.17	\$ 41,364.85	\$ 945.76	\$ 47,112.59	\$ 1,077.17	\$ 41,364.85	\$ 945.76	\$ 47,112.59	\$ 1,077.17	43,529.18
AK	E - Alaska	Village of Lower Kalsag	298	38.7	\$ 14,221.34	\$ 56,155.77	\$ 23,493.38	\$ 10,881.48	\$ 90,530.63	\$ 104,751.97	\$ 8,623.39	\$ 113,375.36	\$ 2,592.19	\$ 99,543.57	\$ 2,275.95	\$ 113,375.36	\$ 2,592.19	\$ 99,543.57	\$ 2,275.95	\$ 113,375.36	\$ 2,592.19	\$ 99,543.57	\$ 2,275.95	\$ 113,375.36	\$ 2,592.19	71,106.70
AK	E - Alaska	Manley Hot Springs Village	24	43.3	\$ 14,527.22	\$ 62,830.62	\$ 1,892.08	\$ 20,384.83	\$ 85,107.53	\$ 99,634.75	\$ 8,202.13	\$ 107,836.88	\$ 2,465.56	\$ 94,680.78	\$ 2,164.76	\$ 107,836.88	\$ 2,465.56	\$ 94,680.78	\$ 2,164.76	\$ 107,836.88	\$ 2,465.56	\$ 94,680.78	\$ 2,164.76	\$ 107,836.88	\$ 2,465.56	72,636.10
AK	E - Alaska	Manokotak Village	458	16.8	\$ 19,776.59	\$ 24,377.70	\$ 36,107.27	\$ 27,647.02	\$ 88,319.99	\$ 107,908.59	\$ 8,883.25	\$ 116,791.84	\$ 2,670.31	\$ 102,543.23	\$ 2,344.53	\$ 116,791.84	\$ 2,670.31	\$ 102,543.23	\$ 2,344.53	\$ 116,791.84	\$ 2,670.31	\$ 102,543.23	\$ 2,344.53	\$ 116,791.84	\$ 2,670.31	98,882.95
AK	E - Alaska	Native Village of Marshall (a.k.a. Fortuna Ledge)	446	46.4	\$ 28,502.29	\$ 67,328.89	\$ 35,161.23	\$ 49,754.10	\$ 152,244.21	\$ 180,746.50	\$ 14,879.41	\$ 195,625.92	\$ 4,472.75	\$ 171,759.55	\$ 3,927.08	\$ 195,625.92	\$ 4,472.75	\$ 171,759.55	\$ 3,927.08	\$ 195,625.92	\$ 4,472.75	\$ 171,759.55	\$ 3,927.08	\$ 195,625.92	\$ 4,472.75	142,511.51
AK	E - Alaska	Native Village of Mary's Igloo	-	270.4	\$ 122,331.43	\$ 392,364.88	-	\$ 99,274.49	\$ 491,592.37	\$ 613,923.80	\$ 50,539.43	\$ 664,463.23	\$ 15,192.16	\$ 583,398.72	\$ 13,338.72	\$ 664,463.23	\$ 15,192.16	\$ 583,398.72	\$ 13,338.72	\$ 664,463.23	\$ 15,192.16	\$ 583,398.72	\$ 13,338.72	\$ 664,463.23	\$ 15,192.16	611,657.13
AK	E - Alaska	McGrath Native Village	181	50.4	\$ 29,729.43	\$ 73,133.10	\$ 14,269.47	\$ 34,330.00	\$ 121,732.57	\$ 151,462.00	\$ 12,648.65	\$ 163,930.66	\$ 3,748.08	\$ 143,931.12	\$ 3,290.81	\$ 163,930.66	\$ 3,748.08	\$ 143,931.12	\$ 3,290.81	\$ 163,930.66	\$ 3,748.08	\$ 143,931.12	\$ 3,290.81	\$ 163,930.66	\$ 3,748.08	148,647.16
AK	E - Alaska	Native Village of Mekoryuk	204	13.2	\$ 25,184.02	\$ 19,153.91	\$ 16,082.72	\$ 21,248.57	\$ 56,485.20	\$ 81,669.21	\$ 54,616.86	\$ 136,286.07	\$ 3,116.02	\$ 119,659.17	\$ 2,735.86	\$ 136,286.07	\$ 3,116.02	\$ 119,659.17	\$ 2,735.86	\$ 136,286.07	\$ 3,116					

State	Region Name	Tribe Name	Population	Total Miles	Bureau										Total FY23 TRIBAL				Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%)	Mile Allocation	Population Allocation	Region Share Allocation	Allocation Subtotal	Allocation Subtotal	Allocation Subtotal	Total Supplemental Allocation	Authorized Tribal Shares (Adjusted)	Authorized 2% Planning (Adjusted)	Total FY23 TRIBAL SHARES after 12.2% Lop Off	2% PLANNING after 12.2% Lop Off	Total 2011 RNDP and PAF				
AK	E - Alaska	Native Village of Shakttoolik	264	246.6	\$ 114,314.83	\$ 357,829.81	\$ 20,812.93	\$ 55,995.25	\$ 474,237.98	\$ 588,552.81	\$ 48,450.84	\$ 637,003.65	\$ 14,564.33	\$ 559,289.21	\$ 12,787.48	\$ 571,574.16					
AK	E - Alaska	Native Village of Shishmaref	584	418.9	\$ 177,784.15	\$ 607,846.34	\$ 46,040.72	\$ 90,980.67	\$ 744,867.72	\$ 922,651.87	\$ 75,954.54	\$ 998,606.42	\$ 22,831.95	\$ 876,776.42	\$ 20,046.45	\$ 888,920.39					
AK	E - Alaska	Native Village of Shungnak	256	58.5	\$ 38,412.68	\$ 84,886.63	\$ 20,182.23	\$ 35,707.07	\$ 140,775.93	\$ 179,188.61	\$ 28,685.82	\$ 207,874.43	\$ 4,752.80	\$ 182,513.75	\$ 4,172.96	\$ 192,063.39					
AK	E - Alaska	Sitka Tribe of Alaska	1,906	1.3	\$ 35,255.61	\$ 1,886.37	\$ 150,263.02	\$ 46,232.48	\$ 198,381.87	\$ 233,637.47	\$ 19,233.50	\$ 252,870.98	\$ 5,781.59	\$ 222,020.72	\$ 5,076.24	\$ 176,078.03					
AK	E - Alaska	Skagway Village	125	-	\$ 7,422.08	-	\$ 9,854.61	\$ 6,365.55	\$ 16,491.16	\$ 23,913.23	\$ 16,252.15	\$ 40,165.38	\$ 9,181.33	\$ 35,265.21	\$ 806.30	\$ 37,110.38					
AK	E - Alaska	Village of Sleetmute	76	3.0	\$ 15,239.63	\$ 4,353.16	\$ 5,991.60	\$ 8,945.93	\$ 19,290.69	\$ 34,530.33	\$ 47,940.64	\$ 82,470.96	\$ 1,885.60	\$ 72,409.50	\$ 1,655.56	\$ 76,198.17					
AK	E - Alaska	Village of Solomon	-	134.6	\$ 60,054.44	\$ 195,311.81	-	\$ 49,412.01	\$ 244,723.82	\$ 304,729.26	\$ 25,085.92	\$ 329,815.18	\$ 7,540.83	\$ 289,577.73	\$ 6,620.85	\$ 300,027.21					
AK	E - Alaska	South Naknek Village	60	25.4	\$ 17,558.43	\$ 36,856.76	\$ 4,730.21	\$ 29,078.85	\$ 70,665.83	\$ 88,224.26	\$ 7,262.80	\$ 95,487.06	\$ 2,183.20	\$ 83,837.64	\$ 1,916.85	\$ 87,792.17					
AK	E - Alaska	Stebbins Community Association	580	83.0	\$ 48,992.64	\$ 120,437.45	\$ 45,725.37	\$ 46,525.12	\$ 212,687.93	\$ 261,680.57	\$ 21,542.07	\$ 283,222.64	\$ 6,475.55	\$ 248,669.48	\$ 5,685.53	\$ 244,963.20					
AK	E - Alaska	Native Village of Stevens	62	80.5	\$ 38,260.92	\$ 116,809.81	\$ 4,887.88	\$ 45,379.15	\$ 167,076.84	\$ 205,337.17	\$ 16,903.81	\$ 222,241.58	\$ 5,081.29	\$ 195,128.11	\$ 4,461.37	\$ 191,304.62					
AK	E - Alaska	Village of Stony River	52	16.5	\$ 12,891.67	\$ 23,942.38	\$ 4,099.52	\$ 11,427.09	\$ 39,468.99	\$ 52,360.65	\$ 17,404.03	\$ 69,764.68	\$ 1,595.09	\$ 61,253.39	\$ 1,400.49	\$ 64,458.34					
AK	E - Alaska	Sun'a Tribe of Kodiak	514	-	\$ 21,557.84	\$ 23,942.38	\$ 40,522.14	\$ 16,103.44	\$ 56,625.58	\$ 78,183.42	\$ 38,479.20	\$ 116,662.61	\$ 2,667.35	\$ 102,427.77	\$ 2,341.94	\$ 107,789.19					
AK	E - Alaska	Takotna Village	24	0.7	\$ 13,452.18	\$ 1,015.74	\$ 1,892.08	\$ 6,470.90	\$ 9,378.72	\$ 22,830.90	\$ 49,967.04	\$ 72,797.93	\$ 1,664.44	\$ 69,915.99	\$ 1,461.38	\$ 67,260.88					
AK	E - Alaska	Native Village of Tanacross	116	5.1	\$ 9,202.28	\$ 7,400.37	\$ 9,145.07	\$ 9,289.17	\$ 25,834.61	\$ 35,036.89	\$ 14,762.26	\$ 49,799.16	\$ 1,138.60	\$ 43,723.66	\$ 999.69	\$ 46,011.41					
AK	E - Alaska	Native Village of Tanana	201	99.6	\$ 17,526.00	\$ 144,524.93	\$ 15,846.21	\$ 15,563.10	\$ 175,934.24	\$ 193,460.24	\$ 15,926.03	\$ 209,386.27	\$ 4,787.37	\$ 183,841.15	\$ 4,203.31	\$ 87,630.01					
AK	E - Alaska	Tangirnaq Native Village	14	-	\$ 1,484.54	-	\$ 1,103.72	\$ 3,538.27	\$ 4,641.98	\$ 6,126.53	\$ 1,907.24	\$ 8,033.77	\$ 183.68	\$ 7,053.65	\$ 162.27	\$ 7,422.71					
AK	E - Alaska	Native Village of Tatitlek	55	4.5	\$ 10,448.84	\$ 6,529.74	\$ 4,336.03	\$ 12,755.47	\$ 23,621.24	\$ 34,070.08	\$ 22,474.99	\$ 56,545.07	\$ 1,292.84	\$ 49,646.57	\$ 1,135.11	\$ 52,244.22					
AK	E - Alaska	Native Village of Tazlina	136	123.8	\$ 54,400.71	\$ 179,640.43	\$ 10,721.81	\$ 30,476.26	\$ 220,838.50	\$ 275,239.21	\$ 22,658.24	\$ 297,897.45	\$ 6,811.07	\$ 261,553.96	\$ 5,980.12	\$ 272,003.53					
AK	E - Alaska	Telida Village	3	16.2	\$ 2,319.13	\$ 23,507.07	\$ 236.51	\$ 1,994.75	\$ 25,738.33	\$ 28,057.46	\$ 2,309.75	\$ 30,367.20	\$ 694.31	\$ 26,662.40	\$ 609.60	\$ 11,595.65					
AK	E - Alaska	Native Village of Teller	241	96.9	\$ 52,847.12	\$ 140,607.09	\$ 18,999.68	\$ 45,349.00	\$ 204,955.77	\$ 257,802.89	\$ 28,185.12	\$ 285,988.01	\$ 6,538.78	\$ 251,097.47	\$ 5,741.05	\$ 264,235.60					
AK	E - Alaska	Native Village of Tetlin	124	115.8	\$ 51,587.81	\$ 168,032.00	\$ 9,775.77	\$ 49,609.01	\$ 227,416.78	\$ 279,004.58	\$ 22,968.21	\$ 301,972.80	\$ 6,904.25	\$ 265,132.12	\$ 6,061.93	\$ 257,939.03					
AK	E - Alaska	Traditional Village of Toglav	689	10.9	\$ 31,973.29	\$ 15,816.48	\$ 54,318.58	\$ 35,514.51	\$ 105,649.58	\$ 137,622.86	\$ 35,404.11	\$ 173,026.97	\$ 3,956.06	\$ 151,917.68	\$ 3,473.42	\$ 159,866.44					
AK	E - Alaska	Tuluksak Native Community	405	19.4	\$ 14,280.82	\$ 28,150.44	\$ 31,928.92	\$ 14,971.04	\$ 75,050.40	\$ 89,331.22	\$ 7,353.92	\$ 96,685.14	\$ 2,210.59	\$ 84,889.56	\$ 1,940.90	\$ 71,404.09					
AK	E - Alaska	Native Village of Tuntutuliak	420	154.8	\$ 127,702.82	\$ 224,623.09	\$ 33,111.47	\$ 52,603.09	\$ 310,337.65	\$ 438,040.48	\$ 253,037.40	\$ 691,077.87	\$ 15,800.68	\$ 606,766.37	\$ 13,872.99	\$ 638,514.12					
AK	E - Alaska	Native Village of Tununak	354	35.4	\$ 12,645.83	\$ 51,367.30	\$ 27,908.24	\$ 10,976.61	\$ 90,252.15	\$ 102,897.98	\$ 8,470.77	\$ 111,368.74	\$ 2,546.31	\$ 97,781.76	\$ 2,235.66	\$ 63,229.13					
AK	E - Alaska	Twin Hills Village	76	24.8	\$ 14,935.36	\$ 35,986.13	\$ 5,991.60	\$ 26,562.68	\$ 68,540.41	\$ 83,475.77	\$ 6,871.89	\$ 90,347.66	\$ 2,065.69	\$ 79,325.25	\$ 1,813.68	\$ 74,676.78					
AK	E - Alaska	Native Village of Tyonek	180	113.4	\$ 50,110.83	\$ 164,549.47	\$ 14,190.63	\$ 53,963.85	\$ 232,703.95	\$ 282,814.78	\$ 23,281.88	\$ 306,096.66	\$ 6,998.54	\$ 268,752.87	\$ 6,144.72	\$ 250,554.14					
AK	E - Alaska	Ugashik Village	7	95.1	\$ 28,808.46	\$ 137,995.19	\$ 551.86	\$ 60,322.28	\$ 198,869.33	\$ 227,677.79	\$ 18,742.89	\$ 246,420.68	\$ 5,634.12	\$ 218,571.36	\$ 4,946.75	\$ 144,042.32					
AK	E - Alaska	Umkumiut Native Village	57	-	\$ 1,512.39	-	\$ 4,493.70	\$ 1,186.14	\$ 5,679.84	\$ 7,192.23	\$ 992.25	\$ 8,184.48	\$ 187.13	\$ 7,185.97	\$ 164.30	\$ 7,561.96					
AK	E - Alaska	Native Village of Unalakleet	580	164.1	\$ 68,517.30	\$ 238,117.89	\$ 45,725.37	\$ 61,312.21	\$ 345,155.47	\$ 413,672.77	\$ 34,054.37	\$ 447,727.14	\$ 10,236.75	\$ 393,104.43	\$ 8,987.87	\$ 342,586.50					
AK	E - Alaska	Native Village of Unga	17	24.4	\$ 17,099.89	\$ 35,405.71	\$ 1,340.23	\$ 31,731.04	\$ 68,476.98	\$ 85,576.87	\$ 7,044.86	\$ 92,621.72	\$ 2,117.69	\$ 81,321.87	\$ 1,859.33	\$ 85,499.45					
AK	E - Alaska	Village of Venetie	127	322.9	\$ 91,119.13	\$ 468,545.19	\$ 10,012.28	\$ 78,875.15	\$ 557,432.62	\$ 648,551.75	\$ 53,900.97	\$ 701,941.83	\$ 16,049.07	\$ 616,304.93	\$ 14,091.08	\$ 455,599.67					
AK	E - Alaska	Village of Wainwright	535	0.6	\$ 15,154.70	\$ 870.63	\$ 42,177.71	\$ 28,878.21	\$ 71,926.56	\$ 87,081.26	\$ 7,168.70	\$ 94,249.96	\$ 2,154.91	\$ 82,751.47	\$ 1,892.01	\$ 75,773.52					
AK	E - Alaska	Native Village of Wales	135	135.2	\$ 67,159.86	\$ 196,182.44	\$ 10,642.97	\$ 62,209.85	\$ 269,035.27	\$ 336,195.13	\$ 27,626.25	\$ 363,871.39	\$ 8,319.49	\$ 319,479.08	\$ 7,304.51	\$ 335,799.31					
AK	E - Alaska	Native Village of White Mountain	170	183.9	\$ 93,205.79	\$ 266,848.75	\$ 13,402.26	\$ 82,429.36	\$ 362,680.38	\$ 455,886.17	\$ 48,507.24	\$ 504,393.41	\$ 11,532.36	\$ 442,857.41	\$ 10,253.41	\$ 466,028.97					
AK	E - Alaska	Wrangell Cooperative Association	401	5.9	\$ 128,225.51	\$ 8,561.22	\$ 31,613.57	\$ 86,564.89	\$ 127,339.68	\$ 254,965.19	\$ 438,941.27	\$ 693,906.46	\$ 15,865.35	\$ 249,248.87	\$ 13,929.78	\$ 641,127.56					
AK	E - Alaska	Yakutat Tlingit Tribe	297	13.9	\$ 37,752.24	\$ 20,169.64	\$ 23,414.54	\$ 37,017.59	\$ 80,601.77	\$ 118,354.02	\$ 85,496.32	\$ 204,300.41	\$ 4,671.09	\$ 179,375.76	\$ 4,101.21	\$ 188,761.21					
AK	E - Alaska	Yupit of Andreafski	90	250.1	\$ 16,564.57	\$ 362,908.50	\$ 7,095.32	\$ 18,566.12	\$ 388,569.93	\$ 405,134.51	\$ 33,351.48	\$ 438,485.99	\$ 10,025.46	\$ 384,990.70	\$ 8,802.36	\$ 82,822.86					
OK	B - Southern Plains	Absentee-Shawnee Tribe of Indians of Oklahoma	8,708	61.1	\$ 209,609.86	\$ 88,659.37	\$ 686,511.21	\$ 507,853.59	\$ 1,283,024.18	\$ 1,492,634.04	\$ 392,941.92	\$ 1,885,575.96	\$ 43,111.46	\$ 1,655,535.69	\$ 37,851.86	\$ 1,048,049.31					
CA	J - Pacific	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation, California	538	5.1	\$ 955,557.14	\$ 74,600.37	\$ 42,414.22	\$ 1,544,805.92	\$ 1,594,620.51	\$ 2,550,177.65	\$ 2,422,698.54	\$ 4,972,876.19	\$ 113,698.01	\$ 4,366,185.29	\$ 99,827.64	\$ 4,777,785.70					
AZ	H - Western	Ak-Chin Indian Community	938	23.3	\$ 62,976.53	\$ 33,809.55	\$ 73,948.96	\$ 62,264.10	\$ 170,022.61	\$ 232,999.14	\$ 169,397.71	\$ 402,396.85	\$ 9,200.33	\$ 353,304.44	\$ 8,077.89	\$ 314,882.67					
TX	B - Southern Plains	Alabama-Coushatta Tribe of Texas	202	27.3	\$ 24,123.70	\$ 39,613.76	\$ 55,343.46	\$ 77,670.32	\$ 172,627.55	\$ 196,751.24	\$ 51,795.56	\$ 248,546.80	\$ 5,682.73	\$ 218,224.10	\$ 4,989.43	\$ 120,618.93					
OK	G - Eastern Oklahoma	Alabama-Quassarte Tribal Town	922	-	\$ 12,490.60	-	\$ 72,687.57	\$ 11,031.46	\$ 83,719.03	\$ 96,209.62	\$ 19,745.31	\$ 115,954.93	\$ 2,651.17	\$ 101,808.43	\$ 2,327.73	\$ 62,452.98					
CA	J - Pacific	Alturas Indian Rancheria, California	-	0.3	\$ 1,408.62	\$ 435.32	-	\$ 4,094.16	\$ 4,529.47	\$ 5,938.09	\$ 1,392.61	\$ 7,330.70	\$ 167.61	\$ 6,436.36	\$ 147.16	\$ 7,043.11					
OK	B - Southern Plains	Apache Tribe of Oklahoma	1,971	101.1	\$ 150,092.71	\$ 146,701.51	\$ 155,387.41	\$ 303,758.23	\$ 605,847.16	\$ 755,339.87	\$ 199,004.21	\$ 954,944.08	\$ 21,833.66	\$ 838,440.90	\$ 19,169.96	\$ 750,463.56					
WY	C - Rocky Mountain	Northern Arapaho and Eastern Shoshone Tribes of the Wind River Reservation	8,911	1,342.6	\$ 744,980.86	\$ 1,948,184.51	\$ 70,325.09	\$ 1,753,948.23	\$ 4,404,663.38	\$ 5,149,029.38	\$ 1,649,029.37	\$ 6,798,673.51	\$ 155,443.63	\$ 5,969,235.34	\$ 136,479.48	\$ 3,724,904.30					
MT	C - Rocky Mountain	Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation, Montana	7,360	375.1	\$ 738,758.05	\$ 544,290.15	\$ 580,239.15	\$ 1,852,166.59	\$ 2,976,695.93	\$ 3,715,433.62	\$ 1,189,770.03	\$ 4,905,224.01	\$ 112,182.63	\$ 4,386,798.68	\$ 98,469.57	\$ 3,695,790.35					
CA	J - Pacific	Augustine Band of Cahuilla Indians, California	3	3.3	\$ 56,706.69	\$ 4,788.48	-	\$ 72,838.59	\$ 77,527.07	\$ 133,333.76	\$ 160,777.16	\$ 295,110.92	\$ 7,747.36	\$ 259,107.39	\$ 5,924.18	\$ 283,453.65					
WI	F - Midwest	Bad River Band of the Lake Superior Tribe of Chippewa Indians of the Bad River Reservation, Wisconsin	2,370	140.2	\$ 133,872.46	\$ 203,437.71	\$ 186,843.31	\$ 163,028.66	\$ 573,609.68	\$ 687,182.14	\$ 157,110.16	\$ 700,345.92	\$ 13,794.79	\$ 669,362.29			</				



State	Region Name	Tribe Name	Population	Total Miles	Bureau					Total		Authorized Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY23 TRIBAL		Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%) (A)	Mile Allocation (b1)	Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal (B)	Allocation Subtotal (A+B)	Supplemental Allocation			12.2% Pop Off	12.2% Pop Off	2% PLANNING after 12.2% Pop Off	2% PLANNING after 12.2% Pop Off	
OK	B - Southern Plains	Comanche Nation, Oklahoma	10,136	311.8	\$ 373,749.03	\$ 452,438.50	\$ 799,090.22	\$ 870,430.21	\$ 2,121,958.93	\$ 2,495,707.95	\$ 657,005.16	\$ 3,152,713.11	\$ 72,083.04	\$ 2,768,082.11	\$ 36,288.91	\$ 1,868,745.14	\$ 1,868,745.14	
MT	P - Northwest	Confederated Salish and Kootenai Tribes of the Flathead Reservation	8,550	334.2	\$ 154,070.41	\$ 484,942.10	\$ 674,054.99	\$ 353,555.49	\$ 1,512,552.58	\$ 1,666,622.99	\$ 469,214.71	\$ 2,135,837.70	\$ 48,833.39	\$ 1,875,265.50	\$ 42,875.72	\$ 770,352.05	\$ 770,352.05	
OR	P - Northwest	Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians	2,490	3.1	\$ 25,858.93	\$ 4,498.27	\$ 196,303.73	\$ 46,801.30	\$ 247,603.30	\$ 273,462.23	\$ 76,989.52	\$ 304,451.75	\$ 8,012.66	\$ 307,696.64	\$ 7,035.12	\$ 129,294.65	\$ 129,294.65	
OR	P - Northwest	Coquille Indian Tribe	2,272	8.7	\$ 25,300.46	\$ 12,624.17	\$ 179,117.30	\$ 49,689.85	\$ 241,341.32	\$ 266,731.78	\$ 75,094.65	\$ 341,826.43	\$ 7,815.46	\$ 300,123.61	\$ 6,861.97	\$ 126,502.97	\$ 126,502.97	
CA	J - Pacific	Kletsele Dehtu Wintun of the Cortina Rancheria	304	4.7	\$ 9,609.10	\$ 6,819.95	\$ 23,966.40	\$ 30,395.62	\$ 61,181.97	\$ 70,791.07	\$ 2,890.60	\$ 73,681.67	\$ 1,684.64	\$ 64,692.50	\$ 1,479.12	\$ 48,045.48	\$ 48,045.48	
LA	S - Eastern	Coushatta Tribe of Louisiana	72	20.0	\$ 45,843.73	\$ 29,021.07	\$ 5,676.25	\$ 133,087.44	\$ 167,784.77	\$ 213,628.50	\$ 89,703.97	\$ 303,332.47	\$ 6,935.34	\$ 266,325.91	\$ 6,089.23	\$ 229,218.64	\$ 229,218.64	
OR	P - Northwest	Cow Creek Band of Umpqua Tribe of Indians	3,710	6.6	\$ 60,228.72	\$ 9,576.95	\$ 292,484.68	\$ 89,191.20	\$ 391,252.83	\$ 451,841.55	\$ 127,108.40	\$ 578,589.95	\$ 13,228.77	\$ 508,001.98	\$ 11,614.86	\$ 301,143.61	\$ 301,143.61	
WA	P - Northwest	Cowlitz Indian Tribe	8,508	2.0	\$ 65,208.27	\$ 2,902.11	\$ 670,743.84	\$ 131,312.84	\$ 804,958.79	\$ 870,167.06	\$ 244,983.53	\$ 1,115,150.59	\$ 25,496.59	\$ 979,102.22	\$ 22,386.01	\$ 326,041.37	\$ 326,041.37	
CA	J - Pacific	Coyote Valley Band of Pomo Indians of California	746	1.7	\$ 13,811.55	\$ 2,466.79	\$ 5,881.28	\$ 45,903.23	\$ 107,182.30	\$ 120,563.85	\$ 4,922.96	\$ 125,486.81	\$ 2,869.11	\$ 110,117.42	\$ 2,519.08	\$ 66,907.73	\$ 66,907.73	
SD	A - Great Plains	Crow Creek Sioux Tribe of the Crow Creek Reservation, South Dakota	1,895	54.1	\$ 94,691.35	\$ 78,502.00	\$ 149,395.81	\$ 244,069.95	\$ 471,967.76	\$ 566,859.11	\$ 102,304.81	\$ 668,963.92	\$ 15,295.07	\$ 587,350.32	\$ 13,429.07	\$ 473,456.76	\$ 473,456.76	
MT	C - Rocky Mountain	Crow Tribe of Montana	7,619	1,738.9	\$ 848,123.31	\$ 2,523,237.04	\$ 600,657.89	\$ 1,951,325.18	\$ 5,075,220.11	\$ 5,923,343.42	\$ 1,896,784.75	\$ 7,820,128.17	\$ 178,797.95	\$ 6,866,072.53	\$ 156,984.60	\$ 4,240,613.54	\$ 4,240,613.54	
CA	J - Pacific	Timbisha Shoshone Tribe	702		\$ 12,398.79	\$ -	\$ 55,343.46	\$ 37,418.01	\$ 92,761.47	\$ 105,160.26	\$ 4,293.99	\$ 109,454.25	\$ 2,502.54	\$ 96,100.33	\$ 2,197.23	\$ 61,993.33	\$ 61,993.33	
OK	B - Southern Plains	Delaware Tribe of Indians	390	42.1	\$ 78,079.98	\$ 61,089.35	\$ 30,746.37	\$ 143,577.80	\$ 235,413.52	\$ 319,349.39	\$ 179,680.78	\$ 493,174.23	\$ 11,275.84	\$ 433,008.98	\$ 9,900.19	\$ 390,399.89	\$ 390,399.89	
OK	G - Eastern Oklahoma	Delaware Tribe of Indians	0.3		\$ 1,351.95	\$ 435.32	\$ -	\$ 3,100.55	\$ 3,535.87	\$ 4,887.82	\$ 3,259.27	\$ 8,147.10	\$ 186.27	\$ 7,153.15	\$ 163.55	\$ 6,759.77	\$ 6,759.77	
CA	J - Pacific	Dry Creek Rancheria Band of Pomo Indians, California	2,442	3.1	\$ 117,434.77	\$ 4,498.27	\$ 192,519.57	\$ 134,023.24	\$ 331,041.07	\$ 448,475.84	\$ 162,673.99	\$ 613,149.83	\$ 13,973.22	\$ 536,589.55	\$ 12,268.48	\$ 587,173.86	\$ 587,173.86	
NV	H - Western	Duckwater Shoshone Tribe of the Duckwater Reservation, Nevada	774	20.3	\$ 10,999.37	\$ 29,456.39	\$ 61,019.71	\$ 15,493.05	\$ 105,969.15	\$ 116,968.52	\$ 32,508.63	\$ 149,477.15	\$ 3,417.62	\$ 131,240.94	\$ 3,000.67	\$ 54,996.83	\$ 54,996.83	
NC	S - Eastern	Eastern Band of Cherokee Indians	7,592	275.2	\$ 188,793.41	\$ 399,329.94	\$ 598,529.30	\$ 1,280,602.23	\$ 2,278,461.47	\$ 2,467,254.88	\$ 797,743.60	\$ 3,264,998.48	\$ 74,650.32	\$ 2,866,668.66	\$ 65,542.98	\$ 943,967.04	\$ 943,967.04	
OK	G - Eastern Oklahoma	Eastern Shawnee Tribe of Oklahoma	221	25.3	\$ 25,830.87	\$ 36,711.66	\$ 17,422.94	\$ 37,567.18	\$ 91,701.77	\$ 117,532.64	\$ 38,128.64	\$ 155,660.97	\$ 3,500.00	\$ 129,163.33	\$ 3,124.80	\$ 129,154.35	\$ 129,154.35	
CA	J - Pacific	Elam Indian Colony of Pomo Indians of the Sulphur Bank Rancheria, California	238	1.5	\$ 8,692.44	\$ 2,176.58	\$ 18,763.17	\$ 25,695.11	\$ 46,534.86	\$ 55,327.30	\$ 2,259.17	\$ 57,586.47	\$ 1,316.65	\$ 50,560.92	\$ 1,156.02	\$ 43,462.21	\$ 43,462.21	
CA	J - Pacific	Elk Valley Rancheria, California	54	-	\$ 69,657.24	\$ -	\$ 4,257.19	\$ 63,528.29	\$ 67,515.48	\$ 137,172.72	\$ 225,334.97	\$ 362,507.69	\$ 8,288.31	\$ 318,281.75	\$ 7,227.13	\$ 348,286.18	\$ 348,286.18	
NV	H - Western	Ely Shoshone Tribe of Nevada	1,198	10.8	\$ 19,380.14	\$ 15,671.38	\$ 94,446.54	\$ 17,837.04	\$ 127,954.95	\$ 147,335.09	\$ 40,948.30	\$ 168,283.39	\$ 4,304.88	\$ 165,312.81	\$ 3,779.68	\$ 96,900.68	\$ 96,900.68	
CA	J - Pacific	Enterprise Rancheria of Maidu Indians of California	1,706	-	\$ 22,545.14	\$ -	\$ 134,495.65	\$ 63,574.14	\$ 198,069.79	\$ 220,614.93	\$ 9,008.93	\$ 229,623.26	\$ 5,250.06	\$ 201,602.22	\$ 4,606.56	\$ 112,725.69	\$ 112,725.69	
CA	J - Pacific	Ewilaapaayp Band of Kumeyaay Indians, California	-	26.3	\$ 13,862.05	\$ 38,162.71	\$ -	\$ 80,756.13	\$ 118,918.84	\$ 132,780.89	\$ 5,421.82	\$ 138,202.71	\$ 3,159.84	\$ 121,341.98	\$ 2,774.34	\$ 69,310.24	\$ 69,310.24	
CA	J - Pacific	Federated Indians of Graton Rancheria, California	2,922	-	\$ 25,761.99	\$ -	\$ 230,361.25	\$ 67,570.69	\$ 297,931.94	\$ 323,693.92	\$ 13,217.34	\$ 311,901.26	\$ 7,703.08	\$ 295,808.09	\$ 6,763.30	\$ 128,809.93	\$ 128,809.93	
SD	A - Great Plains	Flandreau Santee Sioux Tribe of South Dakota	363	7.7	\$ 30,705.00	\$ 11,173.11	\$ 28,617.77	\$ 62,616.03	\$ 102,406.92	\$ 133,111.92	\$ 48,130.54	\$ 181,242.46	\$ 4,143.89	\$ 159,130.88	\$ 3,638.34	\$ 153,525.01	\$ 153,525.01	
MN	F - Midwest	Fond du Lac Band of Lake Superior Chippewa	6,357	34.5	\$ 228,152.35	\$ 50,601.35	\$ 501,165.80	\$ 223,655.30	\$ 774,880.75	\$ 1,003,033.10	\$ 126,558.39	\$ 1,129,591.49	\$ 25,876.77	\$ 991,781.33	\$ 22,675.90	\$ 1,140,761.77	\$ 1,140,761.77	
WI	F - Midwest	Forest County Potawatomi Community, Wisconsin	732	64.6	\$ 57,137.86	\$ 93,738.06	\$ 57,708.57	\$ 69,480.55	\$ 220,927.18	\$ 278,065.04	\$ 7,005.92	\$ 285,070.96	\$ 6,517.81	\$ 250,292.30	\$ 5,722.64	\$ 285,689.31	\$ 285,689.31	
MT	C - Rocky Mountain	Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	2,981	697.9	\$ 399,970.91	\$ 1,012,690.28	\$ 235,012.62	\$ 1,020,502.32	\$ 2,628,205.22	\$ 2,668,176.13	\$ 854,408.64	\$ 3,522,584.77	\$ 80,539.72	\$ 3,092,829.42	\$ 70,713.87	\$ 1,999,854.54	\$ 1,999,854.54	
CA	J - Pacific	Fort Bidwell Indian Community of the Fort Bidwell Reservation of California	293	0.7	\$ 12,139.55	\$ 1,015.74	\$ 23,099.19	\$ 25,683.75	\$ 49,798.69	\$ 61,938.23	\$ 2,529.11	\$ 64,467.35	\$ 1,473.97	\$ 56,602.33	\$ 1,294.15	\$ 60,697.74	\$ 60,697.74	
NV	H - Western	Fort McDermitt Paiute and Shoshone Tribes of the Fort McDermitt Indian Reservation, Nevada and Oregon	2,058	16.9	\$ 31,296.84	\$ 24,522.81	\$ 162,246.22	\$ 33,960.50	\$ 220,729.52	\$ 252,026.37	\$ 70,044.76	\$ 322,071.13	\$ 7,363.77	\$ 282,778.45	\$ 6,465.39	\$ 156,484.22	\$ 156,484.22	
AZ	H - Western	Fort McDowell Yavapai Nation, Arizona	1,139	35.0	\$ 29,589.13	\$ 50,786.87	\$ 89,795.16	\$ 49,967.16	\$ 190,549.20	\$ 220,138.33	\$ 61,182.23	\$ 281,320.56	\$ 6,432.06	\$ 246,999.45	\$ 5,647.35	\$ 147,945.64	\$ 147,945.64	
AZ	H - Western	Fort Mojave Indian Tribe of Arizona, California & Nevada	748	104.7	\$ 102,240.77	\$ 151,925.31	\$ 58,969.96	\$ 136,074.51	\$ 346,698.78	\$ 449,210.54	\$ 204,070.28	\$ 653,280.83	\$ 14,936.49	\$ 573,580.57	\$ 13,114.24	\$ 511,203.83	\$ 511,203.83	
OK	B - Southern Plains	Fort Sill Apache Tribe of Oklahoma	404	6.5	\$ 28,058.49	\$ 9,431.85	\$ 31,850.08	\$ 45,653.85	\$ 86,935.78	\$ 114,942.27	\$ 62,230.73	\$ 177,225.00	\$ 4,052.04	\$ 155,603.56	\$ 3,557.69	\$ 140,292.45	\$ 140,292.45	
CA	J - Pacific	Fort Independence Indian Community of Paiute Indians of the Fort Independence Reservation, California	57	3.7	\$ 13,749.03	\$ 5,368.90	\$ 4,493.70	\$ 24,604.48	\$ 34,467.07	\$ 48,216.11	\$ 23,336.12	\$ 71,552.23	\$ 1,635.96	\$ 62,825.15	\$ 1,436.37	\$ 68,745.17	\$ 68,745.17	
AZ	H - Western	Gila River Indian Community of the Gila River Indian Reservation, Arizona	14,128	312.4	\$ 314,561.12	\$ 453,309.13	\$ 1,113,806.89	\$ 659,936.26	\$ 2,227,052.28	\$ 2,541,613.39	\$ 706,381.25	\$ 3,247,994.64	\$ 74,261.54	\$ 2,851,739.29	\$ 65,201.63	\$ 1,572,805.58	\$ 1,572,805.58	
UT	H - Western	Confederated Tribes of the Goshute Reservation, Nevada and Utah	1,060	50.0	\$ 55,398.12	\$ 72,552.68	\$ 83,567.05	\$ 72,561.12	\$ 228,680.85	\$ 284,078.93	\$ 78,381.02	\$ 363,032.00	\$ 8,300.30	\$ 314,732.09	\$ 7,287.66	\$ 276,990.62	\$ 276,990.62	
MN	F - Midwest	Grand Portage Chippewa	484	60.0	\$ 67,890.28	\$ 87,063.21	\$ 38,157.03	\$ 101,925.18	\$ 227,145.43	\$ 295,035.71	\$ 40,813.44	\$ 335,849.15	\$ 7,678.79	\$ 294,875.55	\$ 6,741.98	\$ 339,451.24	\$ 339,451.24	
OR	P - Northwest	Confederated Tribes of the Grand Ronde Community of Oregon	10,852	50.1	\$ 116,004.97	\$ 72,697.78	\$ 855,537.40	\$ 239,736.99	\$ 1,167,971.87	\$ 1,283,976.84	\$ 361,485.96	\$ 1,645,462.80	\$ 37,621.55	\$ 1,446,716.34	\$ 33,031.72	\$ 580,024.84	\$ 580,024.84	
MI	F - Midwest	Grand Traverse Band of Ottawa and Chippewa Indians, Michigan	4,951	55.8	\$ 695,327.51	\$ 80,968.79	\$ 390,321.20	\$ 688,890.29	\$ 1,160,180.28	\$ 1,855,507.79	\$ 1,489,650.04	\$ 3,345,158.19	\$ 76,483.07	\$ 2,937,048.89	\$ 67,152.14	\$ 3,476,637.56	\$ 3,476,637.56	
CA	J - Pacific	Greenville Rancheria	380	0.1	\$ 9,119.17	\$ 14.11	\$ 29,958.00	\$ 29,918.19	\$ 60,021.30	\$ 69,140.47	\$ 2,823.20	\$ 71,963.67	\$ 1,645.36	\$ 63,184.10	\$ 1,444.63	\$ 45,595.85	\$ 45,595.85	
CA	J - Pacific	Grindstone Indian Rancheria of Wintun-Wailaki Indians of California	274	1.7	\$ 10,100.37	\$ 2,466.79	\$ 21,601.29	\$ 32,100.28	\$ 56,168.37	\$ 66,768.74	\$ 2,705.94	\$ 68,974.68	\$ 1,577.02	\$ 60,559.77	\$ 1,384.63	\$ 50,501.87	\$ 50,501.87	
CA	J - Pacific	Guidiville Rancheria of California	38	-	\$ 7,551.25	\$ -	\$ 2,995.80	\$ 22,332.56	\$ 25,328.36	\$ 28,791.63	\$ 6,418.32	\$ 39,297.93	\$ 898.50	\$ 34,053.58	\$ 788.88	\$ 37,756.23	\$ 37,756.23	
CA	J - Pacific	Hamatolele Pomo of Upper Lake, California	596	0.1	\$ 11,912.43	\$ 145.11	\$ 46,986.76	\$ 30,873.96	\$ 78,005.83	\$ 89,918.26	\$ 3,671.62	\$ 93,589.87	\$ 2,139.82	\$ 82,171.91	\$ 1,878.76	\$ 59,562.15	\$ 59,562.15	
MI	F - Midwest	Hannahville Indian Community, Michigan	480	79.5	\$ 143,374.27	\$ 115,358.76	\$ 37,841.68	\$ 179,407.23	\$ 332,607.67	\$ 475,981.94	\$ 221,352.43	\$ 697,334.37	\$ 15,943.72	\$ 612,259.57	\$ 13,998.59	\$ 716,871.35	\$ 716,871.35	
AZ	H - Western	Havasupai Tribe of the Havasupai Reservation, Arizona	480	140.7	\$ 34,891.98	\$ 204,163.24	\$ 37,841.68	\$ 64,045.13	\$ 306,050.05	\$ 349,942.03	\$ 94,756.76	\$ 435,698.79	\$ 9,961.74	\$ 382,543.54	\$ 8,746.40	\$ 174,459.91	\$ 174,459.91	
WI	F - Midwest	Ho-Chunk Nation of Wisconsin	15,646	145.2	\$ 1,585,985.00	\$ 210,692.32	\$ 1,233,481.21	\$ 1,212,150.21	\$ 2,656,364.39	\$ 4,242,349.39	\$ 3,388,500.15	\$ 7,630,849.55	\$ 174,470.32	\$ 6,999,885.90	\$ 153,188.94	\$ 7,929,932.94	\$ 7,929,932.94	
WA	P - Northwest	Hopi Indian Tribe	409	8.5	\$ 9,644.88	\$ 12,333.96	\$ 32,244.27	\$ 15,47										

State	Region Name	Tribe Name	Population	Total Miles	Bureau					Total Supplemental Allocation	Authorized Tribal Shares (Adjusted)	Authorized 2% Planning (Adjusted)	Total FY23 TRIBAL		Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%) (A)	Mile Allocation (b1)	Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal (B)				Total FY23 TRIBAL SHARES after 12.2% Lop Off	2% PLANNING after 12.2% Lop Off	Total 2011 RNDP and PAF		
CA	J - Pacific	Manchester Band of Pomo Indians of the Manchester Rancheria, California	2,148	2.1	\$ 35,062.70	\$ 3,047.21	\$ 169,341.53	\$ 98,687.83	\$ 271,076.58	\$ 306,139.27	\$ 12,500.53	\$ 7,285.32	\$ 279,765.75	\$ 6,396.51	\$ 175,313.48		
CA	J - Pacific	Manzanita Band of Diegueño Mission Indians of the Manzanita Reservation, California	64	3.2	\$ 8,132.50	\$ 4,643.37	\$ 5,045.56	\$ 37,120.89	\$ 46,809.82	\$ 54,942.32	\$ 2,243.45	\$ 57,185.77	\$ 1,307.48	\$ 50,209.11	\$ 1,147.97	\$ 40,662.50	
CT	S - Eastern	Mashantucket Pequot Indian Tribe	243	45.4	\$ 32,549.14	\$ 65,877.83	\$ 19,157.35	\$ 144,582.03	\$ 229,617.22	\$ 262,166.32	\$ 84,766.96	\$ 346,933.26	\$ 7,932.22	\$ 304,607.40	\$ 6,964.49	\$ 162,745.72	
MA	S - Eastern	Mashpee Wampanoag Tribe	2,736	1.6	\$ 131,927.06	\$ 2,321.69	\$ 215,697.60	\$ 335,753.11	\$ 553,772.39	\$ 685,699.45	\$ 221,708.90	\$ 907,408.35	\$ 20,746.81	\$ 796,704.53	\$ 18,215.70	\$ 659,635.32	
MI	F - Midwest	Match-e-be-nash-she-wish Band of Pottawatomii Indians of Michigan	836	2.2	\$ 63,747.02	\$ 3,192.32	\$ 65,907.60	\$ 66,762.67	\$ 135,862.58	\$ 199,609.60	\$ 109,644.00	\$ 309,073.60	\$ 7,066.60	\$ 271,366.62	\$ 6,204.48	\$ 318,735.10	
CA	J - Pacific	Mechoopda Indian Tribe of Chico Rancheria, California	1,266	-	\$ 15,281.60	-	-	\$ 99,807.44	\$ 48,645.08	\$ 148,452.12	\$ 163,734.12	\$ 6,685.73	\$ 170,419.85	\$ 3,896.45	\$ 149,628.63	\$ 3,421.08	\$ 76,408.01
WI	F - Midwest	Menominee Indian Tribe of Wisconsin	3,152	336.8	\$ 295,723.30	\$ 488,714.84	\$ 248,493.72	\$ 474,861.03	\$ 1,212,069.60	\$ 1,507,792.90	-	\$ 1,507,792.90	\$ 34,473.89	\$ 1,323,842.16	\$ 30,268.08	\$ 1,478,616.50	
CA	J - Pacific	Mesa Grande Band of Diegueño Mission Indians of the Mesa Grande Reservation, California	102	5.5	\$ 20,295.73	\$ 7,980.79	\$ 8,041.36	\$ 23,916.06	\$ 39,938.21	\$ 60,733.94	\$ 45,388.36	\$ 105,622.30	\$ 2,414.93	\$ 92,736.38	\$ 2,120.31	\$ 101,478.64	
NM	M - Southwest	Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	4,278	579.4	\$ 259,643.76	\$ 840,740.43	\$ 337,264.01	\$ 1,218,125.98	\$ 2,396,130.42	\$ 2,655,774.18	\$ 894,263.11	\$ 3,550,037.40	\$ 81,167.39	\$ 3,116,932.83	\$ 71,264.97	\$ 1,298,218.80	
OK	G - Eastern Oklahoma	Miami Tribe of Oklahoma	427	9.2	\$ 43,536.07	\$ 13,349.69	\$ 33,663.33	\$ 61,527.79	\$ 108,665.82	\$ 152,201.89	\$ 110,153.49	\$ 262,355.38	\$ 5,998.44	\$ 230,348.02	\$ 5,266.63	\$ 217,680.37	
FL	S - Eastern	Miccosukee Tribe of Indians	-	12.5	\$ 28,157.00	\$ 18,138.17	-	\$ 21,970.65	\$ 234,108.81	\$ 262,265.81	\$ 84,799.05	\$ 347,064.86	\$ 7,935.23	\$ 304,722.95	\$ 6,967.13	\$ 140,784.98	
CA	J - Pacific	Middletown Rancheria of Pomo Indians of California	452	0.8	\$ 8,332.77	\$ 870.63	\$ 35,634.25	\$ 24,451.22	\$ 60,956.10	\$ 69,988.87	\$ 2,829.26	\$ 72,118.13	\$ 1,649.90	\$ 63,319.72	\$ 1,447.73	\$ 41,683.94	
ME	S - Eastern	M'Kinn National	1,309	20.8	\$ 38,348.62	\$ 30,181.91	\$ 103,197.42	\$ 153,314.20	\$ 293,693.54	\$ 325,042.17	\$ 105,096.61	\$ 430,138.85	\$ 9,834.61	\$ 377,661.91	\$ 8,634.79	\$ 191,743.12	
MN	F - Midwest	Millie Lacs Band of Ojibwe	4,593	53.0	\$ 185,060.17	\$ 76,905.84	\$ 362,097.61	\$ 143,141.05	\$ 582,144.50	\$ 767,204.67	\$ 145,274.01	\$ 912,478.68	\$ 20,862.74	\$ 801,156.28	\$ 18,317.49	\$ 925,300.46	
MS	S - Eastern	Mississippi Band of Choctaw Indians	9,941	123.0	\$ 99,586.13	\$ 178,479.59	\$ 783,717.04	\$ 1,138,920.21	\$ 2,101,116.83	\$ 2,300,702.96	\$ 743,891.93	\$ 3,044,594.92	\$ 69,611.05	\$ 2,673,154.34	\$ 61,118.50	\$ 997,930.63	
NV	H - Western	Moapa Band of Paiute Indians of the Moapa River Indian Reservation, Nevada	296	2.3	\$ 8,483.58	\$ 3,337.42	\$ 23,335.70	\$ 13,027.76	\$ 39,700.88	\$ 48,146.46	\$ 13,991.73	\$ 61,576.20	\$ 1,407.87	\$ 54,063.90	\$ 1,236.11	\$ 42,417.91	
OK	G - Eastern Oklahoma	Modoc Nation	143	3.2	\$ 8,338.16	\$ 4,643.37	\$ 11,273.67	\$ 9,429.09	\$ 25,346.13	\$ 33,684.29	\$ 16,562.79	\$ 50,247.09	\$ 1,148.84	\$ 44,116.94	\$ 1,006.68	\$ 41,690.80	
CT	S - Eastern	Mohegan Tribe of Indians of Connecticut	-	5.2	\$ 23,007.70	\$ 7,545.48	-	\$ 116,088.31	\$ 123,633.79	\$ 146,641.49	\$ 47,413.95	\$ 194,055.44	\$ 4,436.85	\$ 170,380.68	\$ 3,895.55	\$ 115,038.52	
VA	S - Eastern	Monacan Indian Nation	-	2.330	-	-	-	\$ 183,689.84	\$ 183,689.84	\$ 183,689.84	\$ 59,392.89	\$ 243,082.73	\$ 5,557.80	\$ 213,426.64	\$ 4,879.75	-	
CA	J - Pacific	Moretown Rancheria of Maidu Indians of California	2,264	1.7	\$ 49,995.79	\$ 2,466.79	\$ 178,486.61	\$ 223,497.74	\$ 404,451.14	\$ 454,446.93	\$ 18,556.35	\$ 473,003.28	\$ 10,814.66	\$ 455,296.88	\$ 9,495.27	\$ 249,978.94	
CA	J - Pacific	Morongo Band of Mission Indians, California	660	-	\$ 19,065.48	-	-	\$ 52,032.31	\$ 81,422.53	\$ 133,454.85	\$ 152,520.33	\$ 6,227.84	\$ 158,748.16	\$ 3,629.59	\$ 139,380.89	\$ 3,186.78	\$ 95,327.41
WA	P - Northwest	Muckleshoot Indian Tribe	1,456	15.0	\$ 22,328.48	\$ 21,765.80	\$ 114,786.44	\$ 46,913.83	\$ 183,466.08	\$ 205,794.55	\$ 57,938.62	\$ 263,733.17	\$ 6,029.95	\$ 231,557.72	\$ 5,294.29	\$ 111,642.38	
OK	G - Eastern Oklahoma	The Muscogee (Creek) Nation	106,152	302.1	\$ 1,235,843.04	\$ 438,363.28	\$ 8,368,688.33	\$ 1,361,632.07	\$ 10,168,683.69	\$ 11,404,526.73	\$ 2,340,575.40	\$ 13,745,102.13	\$ 314,265.45	\$ 12,068,199.67	\$ 275,925.06	\$ 6,179,215.19	
VA	S - Eastern	Nansemond Indian Nation	740	-	-	-	\$ 58,339.26	-	\$ 58,339.26	\$ 58,339.26	\$ 17,702.24	\$ 76,787.57	\$ 1,549.79	-	-	-	
RI	S - Eastern	Narragansett Indian Tribe	1,115	25.3	\$ 77,722.58	\$ 36,711.66	\$ 87,903.08	\$ 331,330.19	\$ 455,944.92	\$ 533,667.50	\$ 172,552.03	\$ 706,219.52	\$ 16,146.87	\$ 620,060.74	\$ 14,176.95	\$ 388,612.88	
AZ	N - Navajo	Navajo Nation, Arizona, New Mexico, & Utah	183,180	11,288.8	\$ 10,868,039.77	\$ 16,380,653.43	\$ 14,441,332.51	\$ 9,204,221.72	\$ 40,026,270.66	\$ 50,894,124.43	\$ 15,015,916.84	\$ 65,910,164.27	\$ 1,506,957.68	\$ 57,869,124.23	\$ 1,323,108.84	\$ 54,340,198.85	
ID	P - Northwest	Nee Perce Tribe	2,686	95.4	\$ 82,125.96	\$ 138,430.51	\$ 211,755.75	\$ 95,419.32	\$ 445,605.59	\$ 527,731.55	\$ 148,575.54	\$ 676,307.08	\$ 15,462.96	\$ 593,797.62	\$ 13,576.48	\$ 410,629.80	
WA	P - Northwest	Nisqually Indian Tribe	1,666	12.6	\$ 36,125.16	\$ 18,283.27	\$ 131,342.18	\$ 122,035.24	\$ 271,660.69	\$ 307,785.85	\$ 86,652.86	\$ 394,438.71	\$ 9,018.37	\$ 346,317.19	\$ 7,918.13	\$ 180,625.79	
WA	P - Northwest	Nooksack Indian Tribe	2,379	12.7	\$ 37,090.87	\$ 18,428.38	\$ 187,552.84	\$ 73,884.89	\$ 279,866.11	\$ 316,956.98	\$ 89,234.86	\$ 406,191.84	\$ 9,287.09	\$ 356,636.44	\$ 8,154.07	\$ 185,454.34	
MT	C - Rocky Mountain	Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana	5,027	558.4	\$ 340,189.83	\$ 810,268.31	\$ 396,312.80	\$ 836,690.38	\$ 2,043,271.49	\$ 2,383,461.33	\$ 763,236.70	\$ 3,146,698.03	\$ 71,945.52	\$ 3,067,800.87	\$ 63,168.16	\$ 1,700,944.10	
CA	J - Pacific	Northfork Rancheria of Mono Indians of California	4,630	3.5	\$ 44,688.61	\$ 5,078.69	\$ 365,014.57	\$ 140,797.54	\$ 510,890.80	\$ 555,579.41	\$ 22,685.88	\$ 578,265.28	\$ 13,221.35	\$ 565,043.93	\$ 11,608.34	\$ 223,443.05	
ID	P - Northwest	Northwestern Band of the Shoshone Nation	572	4.9	\$ 25,087.95	\$ 7,110.16	\$ 45,094.67	\$ 38,807.93	\$ 91,012.77	\$ 116,100.71	\$ 46,654.84	\$ 160,755.55	\$ 3,675.48	\$ 141,143.38	\$ 3,227.08	\$ 125,439.73	
MI	F - Midwest	Notawasewpi Huron Band of the Potawatomi, Michigan	2,251	21.4	\$ 61,679.89	\$ 31,052.55	\$ 177,461.73	\$ 58,647.48	\$ 267,161.76	\$ 328,841.65	-	\$ 328,841.65	\$ 7,518.57	\$ 288,722.97	\$ 6,601.31	\$ 308,399.45	
SD	A - Great Plains	Oglala Sioux Nation	17,508	1,975.9	\$ 847,318.16	\$ 2,867,136.73	\$ 1,380,275.41	\$ 1,927,495.00	\$ 6,174,907.14	\$ 7,022,225.49	\$ 1,267,794.73	\$ 8,290,020.02	\$ 189,541.47	\$ 7,278,637.58	\$ 166,417.41	\$ 4,236,590.79	
NM	M - Southwest	Ohkay Owingeh, New Mexico	2,191	63.5	\$ 63,031.07	\$ 92,141.90	\$ 172,731.52	\$ 199,963.86	\$ 464,837.28	\$ 527,868.35	\$ 177,746.00	\$ 705,614.36	\$ 16,133.03	\$ 619,529.40	\$ 14,164.80	\$ 315,155.36	
NE	A - Great Plains	Omaha Tribe of Nebraska	2,572	53.8	\$ 114,575.40	\$ 78,066.68	\$ 202,768.58	\$ 236,270.30	\$ 517,105.34	\$ 631,680.74	\$ 114,043.84	\$ 745,724.58	\$ 17,050.11	\$ 654,764.18	\$ 14,969.99	\$ 572,877.01	
NY	S - Eastern	Oneida Indian Nation	1,896	-	\$ 26,579.09	-	\$ 149,474.65	\$ 170,428.80	\$ 319,903.45	\$ 346,482.54	\$ 112,029.05	\$ 458,511.59	\$ 10,483.32	\$ 402,573.18	\$ 9,204.36	\$ 132,895.45	
WI	F - Midwest	Oneida Nation	15,291	35.8	\$ 155,337.85	\$ 51,947.72	\$ 1,205,494.13	\$ 188,114.06	\$ 1,445,555.91	\$ 1,600,893.76	-	\$ 1,600,893.76	\$ 36,602.54	\$ 1,405,584.72	\$ 32,137.03	\$ 776,689.27	
NY	S - Eastern	Onondaga Nation	-	-	\$ 14,482.86	-	-	\$ 71,455.86	\$ 71,455.86	\$ 85,938.72	\$ 27,786.78	\$ 113,725.50	\$ 2,600.20	\$ 99,850.99	\$ 2,282.97	\$ 72,414.30	
OK	G - Eastern Oklahoma	The Osage Nation	10,618	223.6	\$ 929,857.16	\$ 324,455.58	\$ 837,089.58	\$ 990,956.19	\$ 2,152,501.34	\$ 3,082,358.50	\$ 2,521,110.16	\$ 5,603,468.66	\$ 128,116.66	\$ 5,493,845.48	\$ 112,488.43	\$ 4,649,285.80	
OK	B - Southern Plains	Otoe-Missouria Tribe of Indians, Oklahoma	404	106.1	\$ 100,197.37	\$ 153,956.78	\$ 31,850.08	\$ 201,554.04	\$ 387,360.91	\$ 487,558.28	\$ 145,315.40	\$ 632,873.68	\$ 14,469.91	\$ 555,663.09	\$ 12,704.58	\$ 500,986.87	
OK	G - Eastern Oklahoma	Ottawa Tribe of Oklahoma	1,398	1.4	\$ 40,928.57	\$ 2,031.47	\$ 110,213.90	\$ 46,079.49	\$ 158,324.87	\$ 199,253.44	\$ 47,388.72	\$ 246,642.17	\$ 5,639.18	\$ 216,551.82	\$ 4,951.20	\$ 204,642.87	
UT	H - Western	Palute Indian Tribe of Utah (Cedar Band of Palutes, Kanosh Band of Palutes, Koosharem Band of Palutes, Indian	1,682	5.9	\$ 24,515.49	\$ 8,561.22	\$ 132,603.57	\$ 41,091.40	\$ 182,256.18	\$ 206,717.67	\$ 57,467.25	\$ 264,238.95	\$ 6,041.51	\$ 232,001.80	\$ 5,304.45	\$ 122,577.43	
CA	J - Pacific	Bishop Paiute Tribe	1,242	8.4	\$ 74,385.66	\$ 12,188.85	\$ 97,915.36	\$ 121,920.76	\$ 232,024.97	\$ 306,410.63	\$ 80,704.55	\$ 387,115.18	\$ 8,850.93	\$ 339,887.13	\$ 7,771.12	\$ 371,928.94	
CA	J - Pacific	Lone Pine Paiute-Shoshone Tribe	589	1.7	\$ 11,746.00	\$ 2,466.79	\$ 46,434.90	\$ 38,318.73	\$ 87,220.42	\$ 98,966.42	\$ 4,041.08	\$ 103,007.50	\$ 2,355.14	\$ 90,440.59	\$ 2,067.82	\$ 58,730.01	
NV	H - Western	Palute-Shoshone Tribe of the Fallon Reservation and Colony, Nevada	3,124	69.4	\$ 25,826.80	\$ 100,703.12	\$ 246,286.29	\$ 61,722.40	\$ 408,711.81	\$ 434,238.61	\$ 120,886.24	\$ 554,924.94	\$ 12,687.70	\$ 487,224.10	\$ 11,338.80	\$ 127,633.98	
CA	J - Pacific	Pala Band of Mission Indians	792	-	\$ 16,666.72	-	\$ 62,438.78	\$ 58,866.02	\$ 121,434.80	\$ 138,091.52	\$ 5,638.67	\$ 143,790.19	\$ 3,186.19	\$ 126,195.10	\$ 2,885.30	\$ 83,333.59	
VA	S - Eastern	Pamunkey Indian Tribe	41	-	-	-	\$ 3,232.31	-	\$ 3,232.31	\$ 3,232.31	\$ 1,045.11	\$ 4,277.42	\$ 97.80	\$ 3,755.59	\$ 85.87	-	
AZ	H - Western	Pascua Yaqui Tribe of Arizona	8,817	20.3	\$ 140,945.26	\$ 29,456.39	\$ 695,104.43	\$ 236,847.32	\$ 961,408.24	\$ 1,102,353.40	\$ 306,373.02	\$ 1,408,726.42	\$ 32,208.86	\$ 1,326,861.80	\$ 28,279.38	\$ 704,726.32	
CA	J - Pacific	Paskenta Band of Nomlaki Indians of California	-	576	-	\$ 11,278.71	-	\$ 45,410.02	\$ 37,480.52	\$ 82,890.54	\$ 94,169.25	\$ 3,845.20	\$ 98,014.45	\$ 2,240.98	\$ 86,056.69	\$ 1,967.58	\$ 56,393.55
ME	S - Eastern	Passamaquoddy Tribe Indian Township	612	162.4	\$ 43,153.66	\$ 235,651.10	\$ 48,248.15	\$ 561,734.75	\$ 845,634.00	\$ 888,787.66	\$ 287,379.10	\$ 1,176,161.56	\$ 26,891.54	\$ 1,032,669.85	\$ 23,610.77	\$ 215,768.29	
ME	S - Eastern	Passamaquoddy Tribe-Pleasant Point	1,491	136.8	\$ 69,6												



State	Region Name	Tribe Name	Population	Total Miles	Bureau					Region Share		Allocation Subtotal (A+B)	Total Supplemental Allocation	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY23 TRIBAL		Total FY23 TRIBAL		Total 2011 RNDP and PAF
					Transition Funding (20%) (A)	Mile Allocation (b1)	Population Allocation (b2)	Region Allocation (b3)	Allocation Subtotal (B)							Total FY23 TRIBAL SHARES after 12.2% Lop Off	2% PLANNING after 12.2% Lop Off			
WI	F - Midwest	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	1,273	77.5	\$ 108,453.14	\$ 112,456.65	\$ 100,359.30	\$ 139,577.38	\$ 352,393.33	\$ 460,846.47	\$ 74,815.83	\$ 535,662.30	\$ 12,247.28	\$ 535,662.30	\$ 12,247.28	\$ 470,311.50	\$ 10,753.11	\$ 542,265.69		
MN	F - Midwest	Red Lake Band of Chippewa Indians, Minnesota	7,150	556.9	\$ 476,858.99	\$ 808,091.73	\$ 563,683.41	\$ 582,567.20	\$ 1,954,342.34	\$ 2,431,201.33	\$ -	\$ 2,431,201.33	\$ 55,586.53	\$ 2,431,201.33	\$ 55,586.53	\$ 2,134,594.77	\$ 48,804.98	\$ 2,384,294.94		
CA	J - Pacific	Redding Rancheria, California	466	0.5	\$ 16,687.54	\$ 725.53	\$ 36,737.97	\$ 37,315.00	\$ 74,778.49	\$ 85,466.03	\$ 3,489.82	\$ 88,955.85	\$ 2,033.87	\$ 88,955.85	\$ 2,033.87	\$ 71,830.24	\$ 1,785.74	\$ 53,437.68		
CA	J - Pacific	Redwood Valley or Little River Band of Pomo Indians of the Redwood Valley Rancheria, California	482	0.2	\$ 9,502.22	\$ 290.21	\$ 37,999.36	\$ 29,913.37	\$ 68,202.94	\$ 77,705.16	\$ 3,172.92	\$ 80,878.08	\$ 1,849.18	\$ 80,878.08	\$ 1,849.18	\$ 71,010.96	\$ 1,623.58	\$ 47,511.11		
NV	H - Western	Reno-Sparks Indian Colony, Nevada	2,378	15.7	\$ 32,745.17	\$ 22,781.54	\$ 187,474.01	\$ 48,071.74	\$ 258,327.29	\$ 291,072.46	\$ 80,896.70	\$ 371,969.16	\$ 8,504.63	\$ 371,969.16	\$ 8,504.63	\$ 326,588.92	\$ 7,467.07	\$ 163,725.86		
CA	J - Pacific	Reshignin Rancheria, California	30	1.2	\$ 5,048.77	\$ 1,741.26	\$ 2,365.11	\$ 14,714.93	\$ 18,821.30	\$ 23,870.07	\$ 2,404.55	\$ 26,274.62	\$ 600.74	\$ 26,274.62	\$ 600.74	\$ 23,069.12	\$ 527.45	\$ 25,243.84		
CA	J - Pacific	Rincon Band of Luiseno Indians	499	10.4	\$ 49,828.79	\$ 15,090.96	\$ 39,339.58	\$ 57,778.92	\$ 112,209.46	\$ 162,038.25	\$ 97,278.93	\$ 259,317.18	\$ 5,928.98	\$ 259,317.18	\$ 5,928.98	\$ 227,680.48	\$ 5,205.64	\$ 249,143.93		
CA	J - Pacific	Robinson Rancheria	866	1.8	\$ 32,006.53	\$ 2,611.90	\$ 68,272.70	\$ 86,709.91	\$ 157,594.51	\$ 189,601.05	\$ 7,741.95	\$ 197,342.99	\$ 4,512.01	\$ 197,342.99	\$ 4,512.01	\$ 173,267.15	\$ 3,961.55	\$ 160,032.65		
SD	A - Great Plains	Rosebud Sioux Tribe of the Rosebud Indian Reservation, South Dakota	10,729	313.0	\$ 693,212.68	\$ 454,179.76	\$ 845,840.47	\$ 1,053,186.50	\$ 2,353,206.73	\$ 3,046,419.41	\$ 1,045,408.17	\$ 4,091,827.58	\$ 93,554.78	\$ 4,091,827.58	\$ 93,554.78	\$ 3,592,624.62	\$ 82,141.10	\$ 3,466,063.42		
CA	J - Pacific	Round Valley Indian Tribes, Round Valley Reservation, California	9,934	2.4	\$ 79,537.70	\$ 3,482.53	\$ 783,165.18	\$ 282,399.38	\$ 1,069,047.09	\$ 1,148,584.79	\$ 46,999.96	\$ 1,195,484.75	\$ 27,333.34	\$ 1,195,484.75	\$ 27,333.34	\$ 1,049,635.61	\$ 23,998.67	\$ 397,688.52		
CA	J - Pacific	Yocha Dehe Wintun Nation, California	88	-	\$ 5,232.52	-	\$ 6,937.64	\$ 15,598.39	\$ 22,536.03	\$ 27,768.56	\$ 1,133.87	\$ 28,902.43	\$ 660.82	\$ 28,902.43	\$ 660.82	\$ 25,376.33	\$ 580.20	\$ 26,162.62		
IA	F - Midwest	Sac & Fox Tribe of the Mississippi in Iowa	1,008	38.7	\$ 40,707.53	\$ 56,155.77	\$ 79,467.54	\$ 79,511.11	\$ 215,144.41	\$ 255,851.95	\$ 255,851.95	\$ 549,765.01	\$ 224,630.01	\$ 549,765.01	\$ 224,630.01	\$ 516,008.08	\$ 203,670.67	\$ 2,037,570.67		
KS	S - Southern Plains	Sac & Fox Nation of Missouri in Kansas and Nebraska	66	33.2	\$ 27,663.99	\$ 48,174.98	\$ 5,203.23	\$ 62,867.87	\$ 116,326.78	\$ 143,912.07	\$ 37,885.43	\$ 181,797.50	\$ 4,156.58	\$ 181,797.50	\$ 4,156.58	\$ 159,618.21	\$ 3,649.48	\$ 138,329.94		
OK	S - Southern Plains	Sac & Fox Nation, Oklahoma	6,495	124.5	\$ 380,039.78	\$ 180,656.17	\$ 512,045.28	\$ 840,627.25	\$ 1,533,328.00	\$ 1,913,368.48	\$ 503,701.95	\$ 2,417,070.43	\$ 55,263.45	\$ 2,417,070.43	\$ 55,263.45	\$ 2,122,187.84	\$ 48,521.31	\$ 1,900,198.91		
MI	F - Midwest	Saginaw Chippewa Indian Tribe of Michigan	7,028	20.7	\$ 202,206.05	\$ 30,036.81	\$ 554,065.32	\$ 187,642.61	\$ 771,744.73	\$ 973,950.78	\$ 34,072.18	\$ 1,008,022.96	\$ 23,047.25	\$ 1,008,022.96	\$ 23,047.25	\$ 885,044.16	\$ 20,235.48	\$ 1,011,030.24		
NY	S - Eastern	Saint Regis Mohawk Tribe	6,034	58.7	\$ 115,476.90	\$ 85,176.84	\$ 475,701.50	\$ 651,082.53	\$ 1,221,960.87	\$ 1,327,437.76	\$ 429,203.73	\$ 1,756,641.49	\$ 40,163.52	\$ 1,756,641.49	\$ 40,163.52	\$ 1,542,331.23	\$ 35,263.57	\$ 1,577,384.48		
AZ	H - Western	Salt River Pima-Maricopa Indian Community of the Salt River Reservation, Arizona	6,009	148.6	\$ 247,634.43	\$ 215,626.56	\$ 473,730.58	\$ 481,407.92	\$ 1,170,765.06	\$ 1,418,399.48	\$ 394,210.54	\$ 1,812,610.03	\$ 41,443.18	\$ 1,812,610.03	\$ 41,443.18	\$ 1,591,471.60	\$ 36,387.11	\$ 1,238,172.13		
WA	P - Northwest	Samish Indian Nation	3,986	1.1	\$ 14,908.43	\$ 1,596.16	\$ 314,243.65	\$ 57,212.52	\$ 373,052.32	\$ 387,960.73	\$ 109,225.00	\$ 497,185.75	\$ 11,367.56	\$ 497,185.75	\$ 11,367.56	\$ 436,529.09	\$ 9,980.72	\$ 74,542.13		
AZ	H - Western	San Carlos Apache Tribe of the San Carlos Reservation, Arizona	13,345	1,008.7	\$ 418,953.64	\$ 1,463,677.73	\$ 1,052,077.64	\$ 790,293.41	\$ 3,306,004.77	\$ 3,725,002.42	\$ 1,035,276.20	\$ 4,760,278.62	\$ 108,838.12	\$ 4,760,278.62	\$ 108,838.12	\$ 4,179,524.63	\$ 95,559.87	\$ 2,094,768.22		
AZ	H - Western	San Juan Southern Paiute Tribe of Arizona	416	-	\$ 10,140.27	-	\$ 10,276.13	\$ 17,306.82	\$ 50,102.95	\$ 60,243.22	\$ 16,743.18	\$ 76,986.40	\$ 1,760.20	\$ 76,986.40	\$ 1,760.20	\$ 67,594.06	\$ 1,545.46	\$ 50,701.37		
CA	J - Pacific	Yuhaviatam of San Manuel Nation	81	-	\$ 6,043.84	-	\$ 6,385.78	\$ 19,313.34	\$ 25,699.12	\$ 31,742.96	\$ 1,296.15	\$ 33,039.12	\$ 755.40	\$ 33,039.12	\$ 755.40	\$ 29,008.34	\$ 663.24	\$ 30,219.19		
CA	J - Pacific	San Pascual Band of Diegueno Mission Indians of California	576	4.8	\$ 31,226.51	\$ 6,965.06	\$ 45,410.02	\$ 68,751.79	\$ 121,126.87	\$ 152,353.37	\$ 10,154.49	\$ 162,507.86	\$ 3,715.55	\$ 162,507.86	\$ 3,715.55	\$ 142,681.90	\$ 3,262.25	\$ 156,132.53		
CA	J - Pacific	Santa Rosa Band of Cahulla Indians, California	73	3.8	\$ 13,066.00	\$ 5,514.00	\$ 5,755.09	\$ 27,355.68	\$ 38,624.77	\$ 51,690.77	\$ 16,306.85	\$ 67,997.62	\$ 1,554.68	\$ 67,997.62	\$ 1,554.68	\$ 59,701.91	\$ 1,365.01	\$ 65,330.01		
CA	J - Pacific	Santa Rosa Indian Community of the Santa Rosa Rancheria, California	618	1.5	\$ 11,789.66	\$ 2,176.58	\$ 48,721.17	\$ 36,388.33	\$ 87,286.08	\$ 99,075.74	\$ 4,045.54	\$ 103,121.28	\$ 2,357.75	\$ 103,121.28	\$ 2,357.75	\$ 90,540.49	\$ 2,070.10	\$ 58,948.30		
CA	J - Pacific	Santa Ynez Band of Chumash Mission Indians of the Santa Ynez Reservation, California	237	-	\$ 19,769.47	-	\$ 18,684.33	\$ 26,342.20	\$ 45,026.53	\$ 64,796.00	\$ 38,087.58	\$ 102,883.59	\$ 2,352.31	\$ 102,883.59	\$ 2,352.31	\$ 90,331.79	\$ 2,065.33	\$ 98,847.37		
CA	J - Pacific	Ilipay Nation of Santa Ysabel, California	313	21.3	\$ 33,118.13	\$ 30,907.44	\$ 24,675.93	\$ 137,376.93	\$ 192,960.31	\$ 226,078.44	\$ 9,231.42	\$ 235,309.86	\$ 5,380.08	\$ 235,309.86	\$ 5,380.08	\$ 206,602.06	\$ 4,723.71	\$ 165,596.05		
NE	A - Great Plains	Santee Sioux Nation, Nebraska	761	25.3	\$ 37,724.33	\$ 36,711.66	\$ 59,994.84	\$ 77,953.99	\$ 174,660.48	\$ 212,384.81	\$ 38,344.02	\$ 250,728.83	\$ 5,732.62	\$ 250,728.83	\$ 5,732.62	\$ 220,139.91	\$ 5,033.24	\$ 188,621.67		
WA	P - Northwest	Sauk-Suiattle Indian Tribe	521	6.1	\$ 12,150.58	\$ 8,851.43	\$ 41,073.99	\$ 21,461.19	\$ 71,386.61	\$ 83,537.19	\$ 23,518.74	\$ 107,055.93	\$ 2,447.71	\$ 107,055.93	\$ 2,447.71	\$ 93,995.11	\$ 2,149.09	\$ 60,752.88		
MI	F - Midwest	Sault Ste. Marie Tribe of Chippewa Indians, Michigan	13,850	30.0	\$ 212,696.27	\$ 43,531.61	\$ 1,091,890.25	\$ 215,844.04	\$ 1,351,265.89	\$ 1,563,962.16	\$ -	\$ 1,563,962.16	\$ 35,758.14	\$ 1,563,962.16	\$ 35,758.14	\$ 1,373,158.77	\$ 31,395.65	\$ 1,063,481.33		
CA	J - Pacific	Scotts Valley Band of Pomo Indians of California	526	-	\$ 10,287.17	-	\$ 41,668.18	\$ 30,665.76	\$ 72,133.94	\$ 82,421.11	\$ 3,365.49	\$ 85,786.59	\$ 1,961.41	\$ 85,786.59	\$ 1,961.41	\$ 75,320.63	\$ 1,722.12	\$ 51,435.84		
OK	G - Eastern Oklahoma	The Seminole Nation of Oklahoma	4,362	78.8	\$ 342,587.74	\$ 114,343.02	\$ 343,886.30	\$ 356,859.85	\$ 815,089.17	\$ 1,157,676.91	\$ 906,811.88	\$ 2,064,488.78	\$ 47,202.09	\$ 2,064,488.78	\$ 47,202.09	\$ 1,812,621.15	\$ 41,443.43	\$ 1,712,938.71		
FL	S - Eastern	Seminole Tribe of Florida	1,803	195.0	\$ 60,766.36	\$ 282,955.44	\$ 142,142.82	\$ 363,401.86	\$ 1,058,500.18	\$ 1,119,266.49	\$ 361,895.20	\$ 1,481,161.69	\$ 33,865.00	\$ 1,481,161.69	\$ 33,865.00	\$ 1,300,459.96	\$ 29,733.47	\$ 303,831.82		
NY	S - Eastern	Seneca Nation of Indians	4,038	135.7	\$ 86,394.11	\$ 196,907.97	\$ 318,343.16	\$ 395,802.07	\$ 911,053.20	\$ 997,447.31	\$ 322,507.14	\$ 1,319,954.41	\$ 30,179.19	\$ 1,319,954.41	\$ 30,179.19	\$ 1,158,919.97	\$ 26,497.33	\$ 431,970.57		
OK	G - Eastern Oklahoma	Seneca-Cayuga Nation	858	23.3	\$ 65,489.77	\$ 37,809.55	\$ 67,642.01	\$ 78,066.09	\$ 179,517.65	\$ 245,007.42	\$ 149,644.44	\$ 394,651.86	\$ 9,023.25	\$ 394,651.86	\$ 9,023.25	\$ 340,544.33	\$ 7,922.41	\$ 327,448.83		
MN	F - Midwest	Shakopee Mdewakanton Sioux Community of Minnesota	309	4.4	\$ 63,323.50	\$ 6,384.64	\$ 24,360.58	\$ 156,618.16	\$ 187,363.38	\$ 250,868.88	\$ 60,583.43	\$ 311,270.31	\$ 7,116.83	\$ 311,270.31	\$ 7,116.83	\$ 273,295.34	\$ 6,248.57	\$ 316,617.52		
OK	G - Eastern Oklahoma	Shawnee Tribe	-	-	\$ 11,003.28	-	-	\$ 9,903.76	\$ 9,903.76	\$ 20,987.04	\$ 45,400.50	\$ 66,307.55	\$ 1,516.04	\$ 66,307.55	\$ 1,516.04	\$ 58,218.03	\$ 1,331.09	\$ 55,016.41		
CA	J - Pacific	Sherwood Valley Rancheria of Pomo Indians of California	932	1.0	\$ 15,846.06	\$ 1,451.05	\$ 73,475.94	\$ 48,743.38	\$ 123,670.37	\$ 139,516.43	\$ 5,696.85	\$ 145,213.28	\$ 3,320.13	\$ 145,213.28	\$ 3,320.13	\$ 127,497.26	\$ 2,915.07	\$ 79,230.32		
CA	J - Pacific	Shingle Springs Band of Miwok Indians, Shingle Springs Rancheria (Verona Tract), California	898	1.7	\$ 14,852.92	\$ 2,466.79	\$ 70,795.48	\$ 44,624.68	\$ 117,886.95	\$ 132,739.87	\$ 5,420.14	\$ 138,160.01	\$ 3,158.86	\$ 138,160.01	\$ 3,158.86	\$ 121,304.49	\$ 2,773.48	\$ 74,260.32		
NY	S - Eastern	Shinnecock Indian Nation	573	11.2	\$ 1,264.20	\$ 16,251.80	\$ 45,173.51	\$ 1,079.44	\$ 62,504.75	\$ 63,768.95	\$ 20,618.57	\$ 84,387.52	\$ 1,929.42	\$ 84,387.52	\$ 1,929.42	\$ 74,092.24	\$ 1,694.03	\$ 6,321.00		
WA	P - Northwest	Shoalwater Bay Indian Tribe of the Shoalwater Bay Indian Reservation	774	11.4	\$ 19,596.43	\$ 16,542.01	\$ 61,019.71	\$ 27,173.66	\$ 104,735.39	\$ 124,331.82	\$ 35,033.91	\$ 159,335.73	\$ 3,643.02	\$ 159,335.73	\$ 3,643.02	\$ 139,896.77	\$ 3,198.57	\$ 97,982.15		
ID	P - Northwest	Shoshone-Bannock Tribes of the Fort Hall Reservation	4,088	412.2	\$ 182,881.26	\$ 598,124.28	\$ 322,285.01	\$ 611,701.15	\$ 1,532,110.43	\$ 1,714,991.69	\$ 482,832.25	\$ 2,197,823.93	\$ 50,250.64	\$ 2,197,823.93	\$ 50,250.64	\$ 1,929,689.41	\$ 44,120.06	\$ 914,406.28		
NV	H - Western	Shoshone-Paiute Tribes of the Duck Valley Reservation, Nevada	4,060	304.8	\$ 103,325.83	\$ 442,281.13	\$ 320,077.57	\$ 210,791.99	\$ 973,150.69	\$ 1,076,476.52	\$ 299,181.15	\$ 1,375,657.67	\$ 31,452.78	\$ 1,375,657.67	\$ 31,452.78	\$ 1,207,827.44	\$ 27,615.54	\$ 516,629.16		
OR	P - Northwest	Confederated Tribes of Siletz Indians of Oregon	11,074	11.1	\$ 133,962.33	\$ 16,106.69	\$ 873,039.18	\$ 278,756.46	\$ 1,167,902.33	\$ 1,301,864.66	\$ 366,522.04	\$ 1,668,386.70	\$ 38,145.68	\$ 1,668,386.70	\$ 38,145.68	\$ 1,464,843.52	\$ 33,491.91	\$ 669,811.66		
SD	A - Great Plains	Sisseton-Wahpeton Oyate of the Lake Traverse Reservation, South Dakota	4,782	90.0	\$ 559,794.69															

State	Region Name	Tribe Name	Population	Total Miles	Bureau					Total Supplemental Allocation	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY23 TRIBAL		Total 2011 RNDP and PAF	
					Transition Funding (20%) (A)	Mile Allocation (b1)	Population Allocation (b2)	Region Share Allocation (b3)	Allocation Subtotal (b2)				Allocation Subtotal (A+B)	12.2% Lop Off		2% PLANNING after 12.2% Lop Off
MN	F - Midwest	White Earth Band, Minnesota Chippewa Tribe	6,147	172.5	\$ 335,816.32	\$ 250,306.74	\$ 484,610.06	\$ 608,705.30	\$ 1,343,622.10	\$ 1,679,438.41	\$ -	\$ 1,679,438.41	\$ 38,398.37	\$ 1,474,546.93	\$ 33,713.77	\$ 1,679,081.59
AZ	H - Western	White Mountain Apache Tribe of the Fort Apache Reservation, Arizona	14,453	876.3	\$ 447,511.30	\$ 1,271,558.23	\$ 1,139,428.86	\$ 1,206,139.33	\$ 3,617,126.43	\$ 4,064,637.73	\$ 1,129,669.79	\$ 5,194,307.52	\$ 118,761.68	\$ 4,560,602.00	\$ 104,272.75	\$ 2,237,556.49
OK	B - Southern Plains	Wichita and Affiliated Tribes (Wichita, Keechi, Waco, & Tawakonie), Oklahoma	1,135	111.4	\$ 112,042.34	\$ 161,647.37	\$ 89,479.81	\$ 316,483.01	\$ 567,610.19	\$ 679,652.54	\$ 178,921.26	\$ 858,573.80	\$ 19,630.27	\$ 753,827.80	\$ 17,235.38	\$ 560,211.72
CA	J - Pacific	Wilton Rancheria, California	1,700	-	\$ 1,264.20	\$ -	\$ 134,022.63	\$ 1,491.53	\$ 135,514.16	\$ 136,778.36	\$ 5,585.05	\$ 142,363.41	\$ 3,254.97	\$ 124,995.07	\$ 2,857.86	\$ 6,321.00
NE	A - Great Plains	Winnebago Tribe of Nebraska	1,906	48.5	\$ 57,921.43	\$ 70,376.10	\$ 150,263.02	\$ 132,320.34	\$ 352,959.46	\$ 410,880.88	\$ 74,180.56	\$ 485,061.45	\$ 11,090.35	\$ 425,883.95	\$ 9,737.33	\$ 289,607.13
NV	H - Western	Winnemucca Indian Colony of Nevada	46	0.5	\$ 4,863.36	\$ 725.53	\$ 3,626.49	\$ 6,999.63	\$ 11,351.66	\$ 16,215.02	\$ 14,860.08	\$ 31,075.10	\$ 710.50	\$ 27,283.94	\$ 623.81	\$ 24,316.82
CA	J - Pacific	Wiyot Tribe, California	85	0.4	\$ 5,304.05	\$ 580.42	\$ 6,701.13	\$ 15,739.04	\$ 23,020.60	\$ 28,324.65	\$ 1,156.58	\$ 29,481.22	\$ 674.05	\$ 25,884.51	\$ 591.82	\$ 26,520.26
OK	G - Eastern Oklahoma	Wyandotte Nation	3,107	34.6	\$ 54,080.66	\$ 50,206.45	\$ 244,946.06	\$ 68,145.14	\$ 363,297.65	\$ 417,378.31	\$ 85,659.44	\$ 503,037.75	\$ 11,501.36	\$ 441,667.15	\$ 10,098.20	\$ 270,403.28
WA	P - Northwest	Confederated Tribes and Bands of the Yakama Nation	21,968	148.7	\$ 285,823.39	\$ 215,771.66	\$ 1,731,887.72	\$ 545,652.50	\$ 2,493,311.89	\$ 2,779,135.28	\$ 782,427.20	\$ 3,561,562.47	\$ 81,430.90	\$ 3,127,051.84	\$ 71,496.33	\$ 1,429,116.94
SD	A - Great Plains	Yankton Sioux Tribe of South Dakota	3,140	29.4	\$ 199,901.50	\$ 42,660.97	\$ 247,547.68	\$ 443,571.27	\$ 733,779.93	\$ 933,681.43	\$ 246,277.48	\$ 1,179,958.90	\$ 26,978.36	\$ 1,036,003.92	\$ 23,687.00	\$ 999,507.51
AZ	H - Western	Yavapai-Apache Nation of the Camp Verde Indian Reservation, Arizona	715	11.6	\$ 17,714.03	\$ 16,832.22	\$ 56,368.34	\$ 27,592.96	\$ 100,793.52	\$ 118,507.55	\$ 32,936.37	\$ 151,443.91	\$ 3,462.59	\$ 132,967.76	\$ 3,040.15	\$ 88,570.14
AZ	H - Western	Yavapai-Prescott Indian Tribe	148	26.7	\$ 9,854.08	\$ 38,743.13	\$ 11,667.85	\$ 17,353.63	\$ 67,764.61	\$ 77,618.69	\$ 21,572.28	\$ 99,190.97	\$ 2,267.88	\$ 87,089.67	\$ 1,991.20	\$ 49,270.41
NV	H - Western	Yerington Paiute Tribe of the Yerington Colony & Campbell Ranch, Nevada	1,955	17.3	\$ 28,929.22	\$ 25,103.23	\$ 154,126.02	\$ 31,225.62	\$ 210,454.87	\$ 239,384.10	\$ 66,531.14	\$ 305,915.24	\$ 6,994.39	\$ 268,593.58	\$ 6,141.07	\$ 144,646.12
NV	H - Western	Yomba Shoshone Tribe of the Yomba Reservation, Nevada	378	30.7	\$ 13,375.32	\$ 44,547.34	\$ 29,800.33	\$ 19,311.98	\$ 93,659.65	\$ 107,034.97	\$ 29,747.83	\$ 136,782.80	\$ 3,127.38	\$ 120,095.30	\$ 2,745.84	\$ 66,876.58
TX	M - Southwest	Ysleta del Sur Pueblo	9,638	86.0	\$ 65,154.93	\$ 124,790.61	\$ 759,829.47	\$ 124,526.38	\$ 1,009,146.46	\$ 1,074,301.39	\$ 361,743.19	\$ 1,436,044.57	\$ 32,833.45	\$ 1,260,847.13	\$ 28,827.77	\$ 325,774.65
CA	J - Pacific	Yurok Tribe of the Yurok Reservation, California	12,584	313.7	\$ 194,480.33	\$ 455,195.50	\$ 992,082.81	\$ 678,601.56	\$ 2,125,879.87	\$ 2,320,360.19	\$ 94,746.86	\$ 2,415,107.06	\$ 55,218.56	\$ 2,120,463.99	\$ 48,481.89	\$ 972,401.63
NM	M - Southwest	Zuni Tribe of the Zuni Reservation, New Mexico	8,159	434.8	\$ 183,611.72	\$ 630,918.09	\$ 643,229.78	\$ 722,739.42	\$ 1,996,887.30	\$ 2,180,499.02	\$ 734,226.61	\$ 2,914,725.62	\$ 66,641.74	\$ 2,559,129.10	\$ 58,511.45	\$ 918,058.62
			1,607,033	60,446.3	\$ 69,339,515.60	\$ 87,710,818.79	\$ 126,693,404.92	\$ 110,450,660.64	\$ 324,854,884.35	\$ 394,194,399.95	\$ 121,870,000.00	\$ 516,064,399.95	\$ 11,799,200.00	\$ 453,104,543.20	\$ 10,359,697.60	\$ 346,697,578.00



## APPENDIX E - FUNDING SOURCES

E1 – Funding Appendix – Washington State

E2 – Transportation Funding Opportunities for Tribal Nations

E3 – Bipartisan Infrastructure Law Tribal Playbook

### *U.S. DOT*

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

### *FEDERAL HIGHWAY ADMINISTRATION PROGRAM FUNDS*

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

### *BUREAU OF INDIAN AFFAIRS*

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

### *U.S. DEPARTMENT OF TRANSPORTATION – BUILD*

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

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

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

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

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

*U.S. ECONOMIC DEVELOPMENT ADMINISTRATION*

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

*WESTERN FEDERAL LANDS HIGHWAY DIVISION*

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

### *THE WASHINGTON STATE LEGISLATURE*

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

### *WASHINGTON STATE DEPARTMENT OF COMMERCE*

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

FEDERAL HIGHWAY ADMINISTRATION



# Transportation Funding Opportunities for Tribal Nations



U.S. Department  
of Transportation

**Federal Highway  
Administration**




# Overview

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

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

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

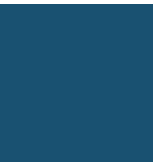





Safety continues to be the U.S. Department of Transportation's (USDOT) top priority. Tragically, based upon statistics, Native Americans remain the group most likely to lose their lives in car crashes. Dedicated safety funding within the TTP more than doubled in the BIL, giving us more opportunities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

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

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



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



## Funding for Tribes

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

## Federal Role and Assistance

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



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

## Who to Contact

### FHWA.



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

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

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

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

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

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

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

### BIA.



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

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

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



## How to Access Funding

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

- **Formula Funding:**

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

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

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

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

N9402 Bridge.  
Navajo Nation, Arizona.



## How Can We Help You?

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

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

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

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

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



## HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
<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.
Tribal Technical Assistance Program (TTAP)	\$17.8 M		<b>C</b>	Transportation training and technical assistance.
<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.
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>C</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.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		<b>C</b>	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.



## HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

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

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

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

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

# TRIBES ONLY

## Tribal Transportation Program (TTP)

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

- **Funding:** \$3.01 billion

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

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

# TRIBES ONLY

## Tribal High Priority Projects Program

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

- **Funding:**

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

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

# TRIBES ONLY

## Tribal Transportation Facility Bridge Program

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

### Bridge Formula Program (BFP) Tribal Bridge Set-aside

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

- **Funding:**

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

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

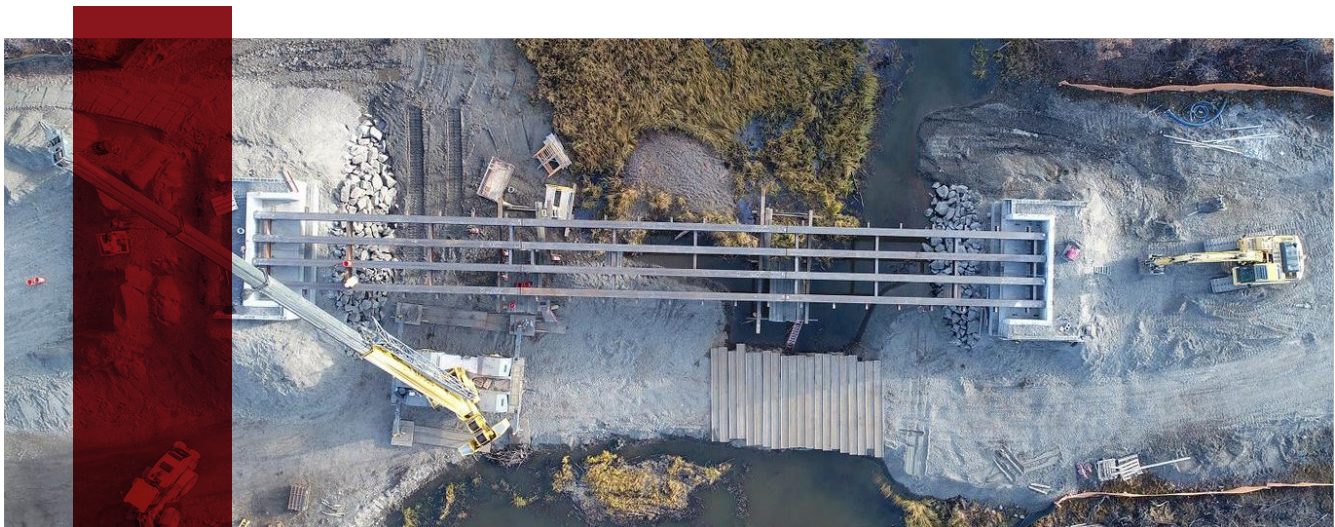
## Bridge Investment Program (BIP) Tribal Bridge Set-aside

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

- **Funding:**

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

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



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

**TRIBES  
ONLY**

## Tribal Transportation Program Safety Fund (TTPSF)

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

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

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



# TRIBES ONLY

## Tribal Technical Assistance Program (TTAP)

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

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



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

## Accelerated Innovation Deployment (AID) demonstration

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

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

Fiscal Year (FY)	2022
Amount	\$10 million

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



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



## Bridge Investment Program

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

- **Funding:**

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

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



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

**NEW!**

## Charging and Fueling Infrastructure

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

- **Funding:**

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

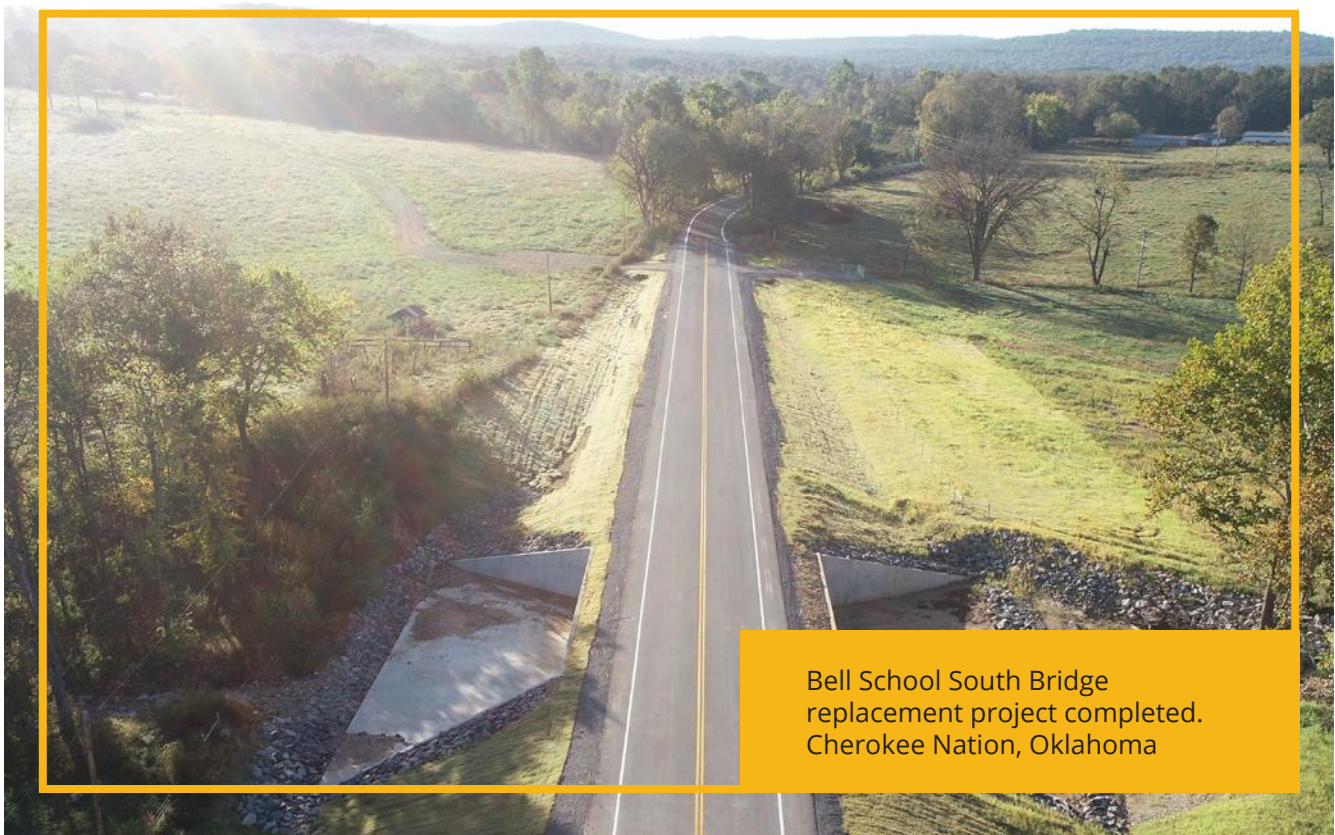
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating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

## Highway Safety Improvement Program (HSIP)

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

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

- **Program Type:** Formula.
- **Eligible projects/activities:**
  - ◇ HSIP Eligibility Guidance: [https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL\\_HSIP\\_Eligibility\\_Guidance.pdf](https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf)
- **Additional Information and Assistance**
  - ◇ Program webpage: <https://safety.fhwa.dot.gov/hsip/>



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



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

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

- **Funding:**

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

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



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

## Local and Regional Project Assistance Program (RAISE)

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

- **Funding:**

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

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

**NEW!**

## National Culvert Removal, Replacement, and Restoration Grants

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

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

Yukon River, Alaska.



**NEW!**

## National Infrastructure Project Assistance "Mega-projects"

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

- **Funding:**

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

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



## National Scenic Byways

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

- **Funding:**

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

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



Whitshed road bridge.  
Cordova, Alaska.



## Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

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

- **Funding:**

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

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



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

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

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

- **Funding:**

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

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



**NEW!**

## Reconnecting Communities Pilot

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

- **Funding:**

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

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

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





**NEW!**

## Reduction of Truck Emissions at Port Facilities

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

- **Funding:**

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

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

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



**NEW!**

## Rural Surface Transportation Grants

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

- **Funding:**

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

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



**NEW!**

## Safe Streets and Roads for All

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

- **Funding:**

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

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



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

## Strengthening Mobility and Revolutionizing Transportation (SMART) Program

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

- **Funding:** \$500 million

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

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



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

## Transportation Alternatives

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

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

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

CMGC Project.  
Pueblo of Acoma, New Mexico.





**NEW!**

## Wildlife Crossing Pilot Program

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

- **Funding:**

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

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



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



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



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

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Office of Tribal Transportation



**PRESIDENT JOE BIDEN**

# **BUILDING A BETTER AMERICA**

**BUILD.GOV**

## **Bipartisan Infrastructure Law Tribal Playbook:**

A roadmap for delivering opportunity and investments in Indian Country

May 2022

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

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

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

## Part I: Tribal Set Asides

### Over \$13 billion set aside for Tribal infrastructure

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

### *Promoting affordable, high-speed internet*

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

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

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

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

### *Rebuilding Roads, Bridges, and Public Transportation in Indian Country*

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

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

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

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

## *Protecting Our Shared Environment and Promoting Clean Energy*

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

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



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

### *Ensuring Clean and Safe Water, and Upgrading Sanitation Systems*

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

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

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

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

### *Investing in Tribal Cybersecurity*

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

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

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

## **Part II: Additional Opportunities for Tribal Applicants**

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

### *Promoting affordable, high-speed internet:*

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

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

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

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

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

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

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

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



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

*Protecting Our Shared Environment and Promoting Clean Energy:*

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

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

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

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

### *Ensuring Clean and Safe Water, and Upgrading Sanitation Systems:*

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

### *Additional programs*

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

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

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

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

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

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

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

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

## **Additional Information**

### **Infrastructure Guidebook**

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

### **Agency Contact Information**

Department of Transportation: [intergov@dot.gov](mailto:intergov@dot.gov)

Department of Interior: [OIEA@ios.doi.gov](mailto:OIEA@ios.doi.gov)

Department of Commerce: [CommerceIGA@doc.gov](mailto:CommerceIGA@doc.gov)

Department of Energy: [DL-RegionalSpecialists@hq.doe.gov](mailto:DL-RegionalSpecialists@hq.doe.gov)

Department of Agriculture: [EIA@usda.gov](mailto:EIA@usda.gov)

Environmental Protection Agency: [State&Local@epa.gov](mailto:State&Local@epa.gov)

Federal Emergency Management Agency:

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

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



APPENDIX F - PROPOSED FACILITY JUSTIFICATION REPORT

# 2023 TRIBAL TRANSPORTATION PROGRAM PROPOSED FACILITY JUSTIFICATION REPORT

## Muckleshoot Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:  
Muckleshoot Indian Tribe's Planning Office

With Technical Assistance from



2023

## TABLE OF CONTENTS

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INTRODUCTION.....	1
I-1 PURPOSE FOR ADDENDUM.....	1
I-2 ADDENDUM PROCESS.....	2
PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS .....	2
1-1 EXISTING NTTFI PROPOSED FACILITY TABLE AND JUSTIFICATION REPORTS.....	2
1-2 ACTION INTENDED TO BE TAKEN PER ROUTE.....	3
1-3 NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS PER ROUTE.....	4

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## INTRODUCTION

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### I-1 PURPOSE FOR ADDENDUM

In 2023, the Muckleshoot Indian Tribe completed a comprehensive Long Range Transportation Plan (LRTP), Tribal Transportation Improvement Program (TTIP), and a National Tribal Transportation Facility Inventory (NTTFI) update. The Tribe worked with a consultant, Red Plains Professional, Inc., to complete the project, which started with the Inventory Update in 2022. On November 7, 2016, the BIA, FHWA, and other Federal Agencies published new 25 CFR Part 170, rules and regulations which govern the implementation of the Tribal Transportation Program (TTP) and NTTFI. This PFJR addresses new the requirement which pertains specifically to Part 170.443 which impacts proposed transportation facilities currently on our NTTFI. The Regulation reads:

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

- (a) *A proposed transportation facility is any transportation facility, including a highway bridge, which will serve public transportation needs, meets the eligibility requirements of the TTP, and does not currently exist. It must meet the eligibility requirements of the TTP and be open to the public when constructed. In order to have a proposed facility placed on the NTTFI, a Tribe must submit all of the following to the BIADOT/FHWA Quality Assurance Team for consideration:*
- (1) *A Tribal resolution or other official action identifying support for the facility and its placement on the NTTFI.*
  - (2) *A copy of the Tribe's LRTP containing:*
    - (i) *A description of the current land use and identification of land ownership within the proposed road's corridor (including what public easements may be required);*
    - (ii) *A description of need and outcomes for the facility including a description of the project's termini; and*
    - (iii) *The sources of funding to be used for construction.*
  - (3) *If the landowner is a public authority other than the Tribe or BIA, documentation from the public authority that the proposed road has been identified in their LRTP, STIP approved by FHWA, or other published transportation planning documents.*
  - (4) *Documentation clearly identifying that easements or rights-of-way have been acquired or a clear written statement of willingness to provide a right-of-way from each landowner along the route.*
  - (5) *Certification that a public involvement process has been carried out for the proposed road.*
  - (6) *A synopsis discussing the project's anticipated environmental impacts as well as the engineering and construction challenges.*
  - (7) *Documentation that the project can meet financial or fiscal constraint requirements including financial information demonstrating that the project can be implemented using existing or reasonably available funding sources, and that the project route can be adequately maintained after construction. (See 23 U.S.C. 134 and 135.)*
  - (8) *Documentation identifying the entity responsible for maintenance of the facility after construction is completed.*
- (b) *For those proposed roads that exist in the NTTFI, the requirements identified above as paragraphs (a)(1) through (a)(8) of this section, must be completed and submitted for approval to BIA and FHWA within November 7, 2017, in order to remain on the inventory.*

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

## INTRODUCTION (CONT.)

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

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

### **I-2 ADDENDUM PROCESS**

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



## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS

This section of the LRTP Addendum will identify all proposed roads presently on, or submitted in prior years, to the existing NTTFI Inventory. The list was developed by querying a direct RIFDS export to identify all facilities with the Construction Need coded as a “4 – Proposed Facility”. Then based on the numbered requirements established in the Federal Register 25 CFR Part 170.443, we developed the enclosed the reports “Proposed Facility Justification Reports” for each proposed facility listed in the 2023 Proposed Facility Table.



### 1-1 EXISTING NTTFI PROPOSED FACILITY TABLE AND JUSTIFICATION REPORTS

MUCKLESHOOT INDIAN TRIBE												
PROPOSED FACILITIES - 2023												
Fiscal Year	Status Code	Route #	Section #	Owner	Class	Terrain Type	Const. Need	Surface Type	Sec. Length	Bridge #	Bridge Name	Route Name
FY23	Official	1604	010	2	5		4		0.2			36-F Rd B
FY23	Official	0301	020	2	5		4		0.1			M-31/173 <sup>rd</sup> PL SE
FY23	Official	0302	010	2	5		4		0.1			M-31 Road B
FY23	Official	0304	010	2	5		4		0.1			M-31 Road C
FY23	Official	0306	010	2	5		4		0.1			M-31 Road D
FY23	Official	0308	010	2	5		4		0.1			M-31 Road E
FY23	Official	0400	010	2	5		4		0.4			400 <sup>th</sup> St SE Extension
Total Miles									1.1			
Number of Routes									7			
Number of Records									7			

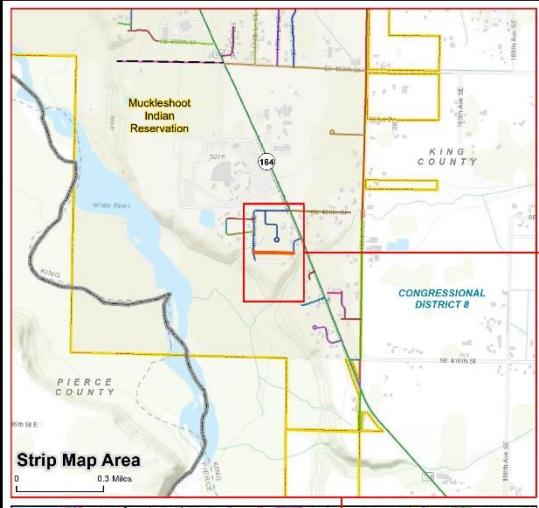
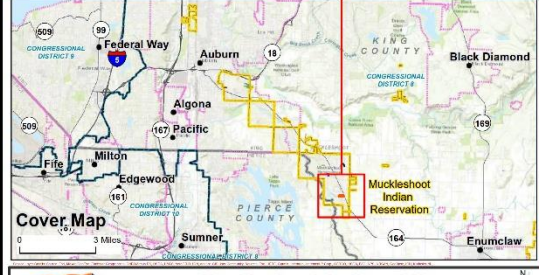



## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

### 1-2 ACTION INTENDED TO BE TAKEN PER ROUTE

SUMMARY TABLE					
ACTION INTENDED TO BE TAKEN PER ROUTE					
Fiscal Year	Status Code	Route #	Section #	Mileage	Intended Action to be Taken in the NTTFI and RIFDS
FY23	Official	1604	010	0.2	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0301	010	0.1	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0302	010	0.1	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0304	010	0.1	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0306	010	0.1	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0308	010	0.1	Route to remain in the NTTFI. Justification Report attached.
FY23	Official	0400	010	0.4	Route to remain in the NTTFI. Justification Report attached.
Total Miles				1.1	
Number of Routes				7	
Number of Records				7	

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

## 1-3 NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS PER ROUTE

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																																																	
<b>Tribe</b>	Muckleshoot Indian Tribe																																																
<b>Route Number</b>	1604																																																
<b>Section Number(s)</b>	010	Through																																															
<b>Total Route Length</b>	0.2	Miles	OR	X	Sq Ft																																												
<b>Route Name</b>	36-F Road B																																																
<b>Action intended by developing this report</b>																																																	
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.																																																	
<b>1</b>	<b>Tribal Resolution</b>	YES	<b>Date Passed:</b>	2023 w/LRTP																																													
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<b>2i</b>	<b>Description of Current Land Use</b>																																																
Sources indicate that the property is undeveloped land and is currently not in use. This is Tribal property. Easements and ROW will be established during the pre-construction planning activities of the project.																																																	

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

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT				
<b>Tribe</b>	Muckleshoot Indian Tribe			
<b>Route Number</b>	1604			
<b>Section Number(s)</b>	010	Through		
<b>Total Route Length</b>	0.2	Miles	<b>OR</b>	<b>X</b> Sq Ft
<b>Route Name</b>	36-F Road B			
<b>2ii</b>	<b>Description of the Needs Outcomes and Termini</b>			
<p>The Needs and Outcomes for the project are very straightforward. The Tribe has a need and right to provide adequate facilities to allow for safe and easy passage of tribal members and the public throughout the community. The project area is identified in the graphic above.</p>				
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>			
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>				
<b>3</b>	<b>Who is the <u>Land Owner</u> and has the project been identified in the LRTP</b>			
<p>The affected property is owned by the Muckleshoot Indian Tribe and is vacant and undeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.</p>				
<b>4</b>	<b>Identified Easement or ROW or Stated Intent to Provide</b>			
<p>Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.</p>				
<b>5</b>	<b>Certification of Public Involvement</b>			
<p>The Tribe certifies that the public involvement has been carried out as part of the LRTP Update as documented in their LRTP.</p>				
<b>6</b>	<b>Synopsis of Environmental Impacts and Engineering/Construction Challenges</b>			
<p>The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.</p>				
<b>7</b>	<b>Financial or Fiscal Reasonability for Construction and Maintenance</b>			
<p>When this project is prioritized, the Tribe will utilize various funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.</p>				
<b>8</b>	<b>Maintenance Responsibility</b>			
<p>The Tribe will utilize various funding sources to fund the continued maintenance of this facility once opened.</p>				

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

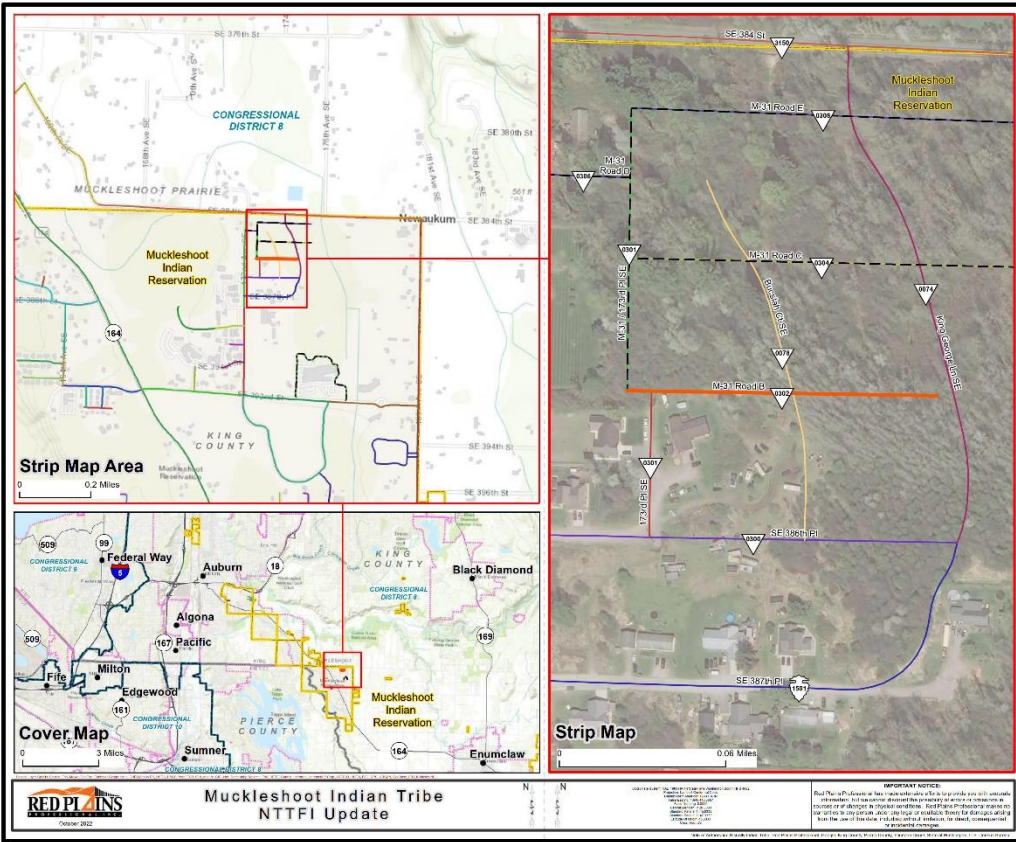


NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																																			
<b>Tribe</b>	Muckleshoot Indian Tribe																																		
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<b>Section Number(s)</b>	020 Through																																		
<b>Total Route Length</b>	0.1	Miles	OR	X	Sq Ft																														
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## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTfi PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0301				
<b>Section Number(s)</b>	020	Through			
<b>Total Route Length</b>	0.1	Miles	OR	X	Sq Ft
<b>Route Name</b>	M-31/173 <sup>rd</sup> PI SE				
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>				
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>					
<b>3</b>	<b>Who is the <u>Land Owner</u> and has the project been identified in the LRTP</b>				
<p>The affected property is owned by the Muckleshoot Indian Tribe and is vacant and undeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.</p>					
<b>4</b>	<b>Identified Easement or ROW or Stated Intent to Provide</b>				
<p>Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.</p>					
<b>5</b>	<b>Certification of Public Involvement</b>				
<p>The Tribe certifies that the public involvement has been carried out as part of the LRTP Update as documented in their LRTP.</p>					
<b>6</b>	<b>Synopsis of Environmental Impacts and Engineering/Construction Challenges</b>				
<p>The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.</p>					
<b>7</b>	<b>Financial or Fiscal Reasonability for Construction and Maintenance</b>				
<p>When this project is prioritized, the Tribe will utilize various funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.</p>					
<b>8</b>	<b>Maintenance Responsibility</b>				
<p>The Tribe will utilize various funding sources to fund the continued maintenance of this facility once opened.</p>					

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

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0302				
<b>Section Number(s)</b>	010	Through			
<b>Total Route Length</b>	0.1	Miles	OR	X	Sq Ft
<b>Route Name</b>	M-31 Road B				
<b>Action intended by developing this report</b>					
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.					
<b>1</b>	<b>Tribal Resolution</b>	YES	<b>Date Passed:</b>	2023 w/LRTP	
<div>  <div> <div> Route Number: <b>0302</b> </div> <div> Section Number: <b>010</b> </div> </div> <div> Route Name: <b>M-31 Road B</b> </div> <div> Section Length (mi): 0.1  Route Length (mi): 0.1  Bridge Number:  Bridge Length (ft): </div> <div> Begin Lat: 47.255645 Begin Long: -122.111543  End Lat: 47.255651 End Long: -122.109162 </div> <div> Congressional District: 08  County: 033-King </div> <div> <ul style="list-style-type: none"> <li>NTTFI Map Route</li> <li>NTTFI Bridge</li> <li>NTTFI Route (color codes by section)</li> <li>Proposed NTTFI Route</li> <li>NTTFI Trail Route</li> <li>Highway</li> <li>NTTFI Parking Lot (color codes by section)</li> <li>Tribal Lands Boundary</li> <li>Conservation Boundary</li> <li>County Boundary</li> <li>Congressional District Boundary</li> <li>Department of Defense</li> <li>Fish and Wildlife Service</li> <li>Forest Service</li> <li>National Park Service</li> <li>BA</li> <li>Tribal</li> <li>State</li> <li>Urban</li> <li>County</li> <li>Other</li> <li>Other</li> <li>U.S. Highway (color codes)</li> </ul> </div> <div>   </div> </div>					

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

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0302				
<b>Section Number(s)</b>	010	Through			
<b>Total Route Length</b>	0.1	Miles	<b>OR</b>	<b>X</b>	Sq Ft
<b>Route Name</b>	M-31 Road B				
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>				
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>					
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<b>4</b>	<b>Identified Easement or ROW or Stated Intent to Provide</b>				
<p>Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.</p>					
<b>5</b>	<b>Certification of Public Involvement</b>				
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<b>7</b>	<b>Financial or Fiscal Reasonability for Construction and Maintenance</b>				
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<b>8</b>	<b>Maintenance Responsibility</b>				
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NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																											
Tribe	Muckleshoot Indian Tribe																										
Route Number	0304																										
Section Number(s)	010	Through																									
Total Route Length	0.1	Miles	OR	X	Sq Ft																						
Route Name	M-31 Road C																										
Action intended by developing this report																											
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.																											
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Route Number:	Section Number:																										
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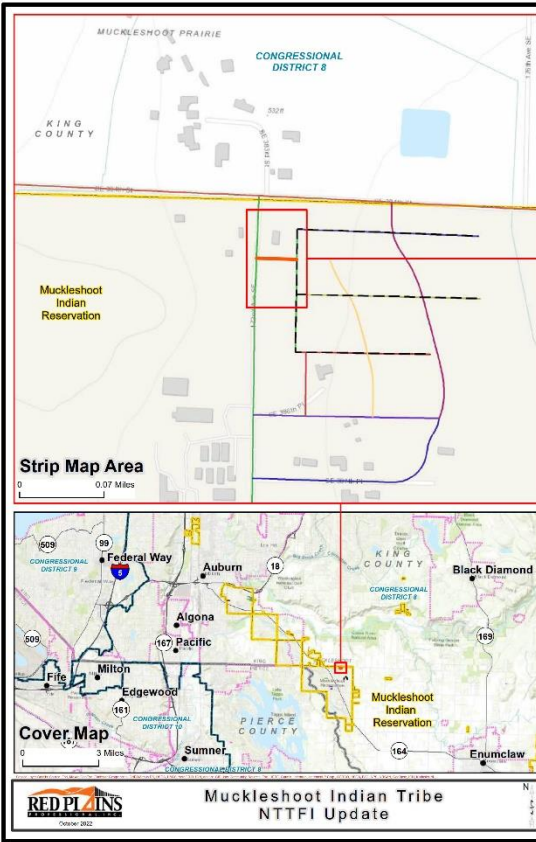



## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT				
<b>Tribe</b>	Muckleshoot Indian Tribe			
<b>Route Number</b>	0304			
<b>Section Number(s)</b>	010	Through		
<b>Total Route Length</b>	0.1	Miles	<b>OR</b>	<b>X</b>
<b>Route Name</b>	M-31 Road C			Sq Ft
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>			
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>				
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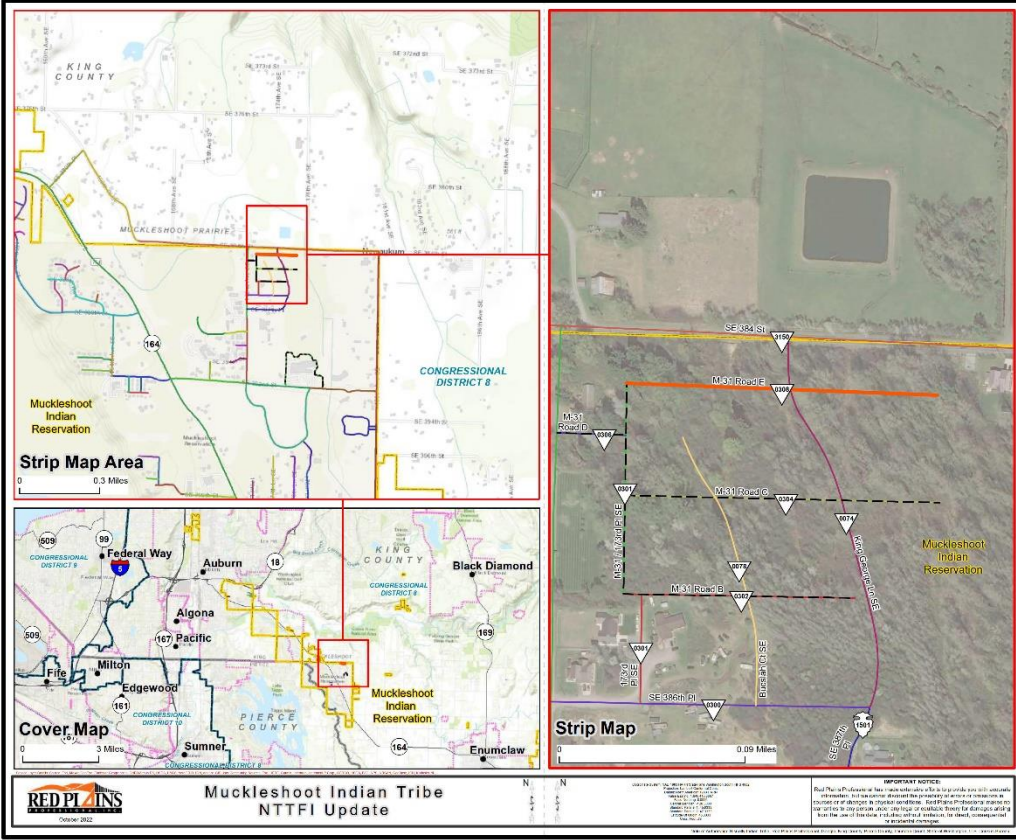
# PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																											
<b>Tribe</b>	Muckleshoot Indian Tribe																										
<b>Route Number</b>	0306																										
<b>Section Number(s)</b>	010	Through																									
<b>Total Route Length</b>	0.1	Miles	OR	X	Sq Ft																						
<b>Route Name</b>	M-31 Road D																										
<b>Action intended by developing this report</b>																											
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.																											
<b>1</b>	<b>Tribal Resolution</b>	YES	<b>Date Passed:</b>	2023 w/LRTP																							
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 45%;">  </div> <div style="width: 10%; font-size: 0.8em;"> <table border="1"> <tr> <td>Route Number:</td> <td>0306</td> </tr> <tr> <td>Section Number:</td> <td>010</td> </tr> <tr> <td colspan="2">Route Name: M-31 Road D</td> </tr> <tr> <td>Section Length (mi):</td> <td>0.1</td> </tr> <tr> <td>Route Length (mi):</td> <td>0.1</td> </tr> <tr> <td>Bridge Number:</td> <td></td> </tr> <tr> <td>Bridge Length (ft):</td> <td></td> </tr> <tr> <td>Begin Lat: 47.256766</td> <td>Begin Long: -122.112262</td> </tr> <tr> <td>End Lat: 47.256759</td> <td>End Long: -122.111551</td> </tr> <tr> <td colspan="2">Congressional District: 08</td> </tr> <tr> <td colspan="2">County: 033-King</td> </tr> </table> </div> </div>						Route Number:	0306	Section Number:	010	Route Name: M-31 Road D		Section Length (mi):	0.1	Route Length (mi):	0.1	Bridge Number:		Bridge Length (ft):		Begin Lat: 47.256766	Begin Long: -122.112262	End Lat: 47.256759	End Long: -122.111551	Congressional District: 08		County: 033-King	
Route Number:	0306																										
Section Number:	010																										
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## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT				
<b>Tribe</b>	Muckleshoot Indian Tribe			
<b>Route Number</b>	0306			
<b>Section Number(s)</b>	010	Through		
<b>Total Route Length</b>	0.1	Miles	<b>OR</b>	<b>X</b>
<b>Route Name</b>	M-31 Road D			Sq Ft
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>			
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>				
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<b>8</b>	<b>Maintenance Responsibility</b>			
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# PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT																											
<b>Tribe</b>	Muckleshoot Indian Tribe																										
<b>Route Number</b>	0308																										
<b>Section Number(s)</b>	010	Through																									
<b>Total Route Length</b>	0.1	Miles	OR	X	Sq Ft																						
<b>Route Name</b>	M-31 Road E																										
<b>Action intended by developing this report</b>																											
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.																											
<b>1</b>	<b>Tribal Resolution</b>	YES	<b>Date Passed:</b>	2023 w/LRTP																							
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;">  </div> <div style="width: 48%;"> <table border="1"> <tr> <td>Route Number:</td> <td>0308</td> </tr> <tr> <td>Section Number:</td> <td>010</td> </tr> <tr> <td colspan="2">Route Name: M-31 Road E</td> </tr> <tr> <td colspan="2">Section Length (mi): 0.1</td> </tr> <tr> <td colspan="2">Route Length (mi): 0.1</td> </tr> <tr> <td colspan="2">Bridge Number:</td> </tr> <tr> <td colspan="2">Bridge Length (ft):</td> </tr> <tr> <td colspan="2">Begin Lat: 47.257122 Begin Long: -122.111553</td> </tr> <tr> <td colspan="2">End Lat: 47.257085 End Long: -122.108354</td> </tr> <tr> <td colspan="2">Congressional District: 08</td> </tr> <tr> <td colspan="2">County: 033-King</td> </tr> </table> </div> </div>						Route Number:	0308	Section Number:	010	Route Name: M-31 Road E		Section Length (mi): 0.1		Route Length (mi): 0.1		Bridge Number:		Bridge Length (ft):		Begin Lat: 47.257122 Begin Long: -122.111553		End Lat: 47.257085 End Long: -122.108354		Congressional District: 08		County: 033-King	
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## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTfi PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0308				
<b>Section Number(s)</b>	010	Through			
<b>Total Route Length</b>	0.1	Miles	<b>OR</b>	<b>X</b>	Sq Ft
<b>Route Name</b>	M-31 Road E				
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>				
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>					
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# PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0400				
<b>Section Number(s)</b>	010	Through			
<b>Total Route Length</b>	0.4	Miles	OR	X	Sq Ft
<b>Route Name</b>	400 <sup>th</sup> St SE Extension				
<b>Action intended by developing this report</b>					
This proposed facility has been identified by the Tribe as an essential addition to the Tribe's current transportation network to provide additional, and much needed, access to Tribal lands for Tribal members and the public alike.					
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<b>2i</b>	<b>Description of Current Land Use</b>				
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## PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS (CONT.)

NTTfi PROPOSED FACILITY JUSTIFICATION REPORT					
<b>Tribe</b>	Muckleshoot Indian Tribe				
<b>Route Number</b>	0400				
<b>Section Number(s)</b>	010	Through			
<b>Total Route Length</b>	0.4	Miles	OR	X	Sq Ft
<b>Route Name</b>	400 <sup>th</sup> St SE Extension				
<b>2iii</b>	<b>Sources of Funding to be Used for Construction</b>				
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APPENDIX G - MAPS

## APPENDIX G - MAPS

### MAP A – OFFICIAL TTP ROUTES

Map A1 – 2022 Existing Inventory Map – All Areas

Map A2 – 2022 Existing Inventory Map – SE SR 164

APPENDIX G - MAPS (CONT.)

MAP B – RECOMMENDED 2023 NTTFI INVENTORY

Map B1 – 2023 Recommended Inventory Map – All Areas

Map B2 – 2023 Recommended Inventory Map – SE SR 164

APPENDIX G - MAPS (CONT.)

MAP C – 2023 PRIORITIZED PROJECT MAPS

Map C1 – 2023 Prioritized Projects Map – All Areas

Map C2 – 2023 Prioritized Projects Map – SE SR 164