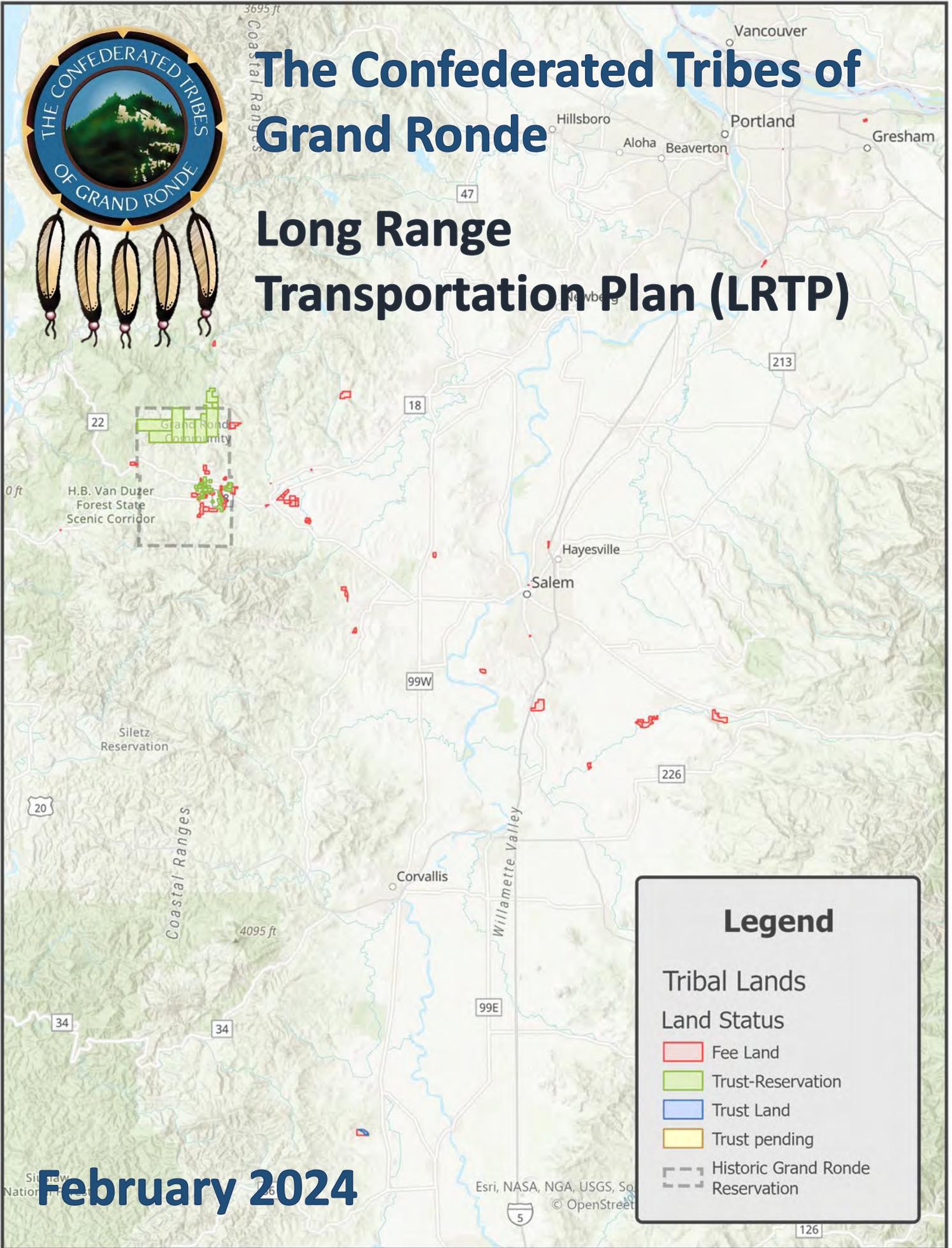


The Confederated Tribes of Grand Ronde

Long Range Transportation Plan (LRTP)



February 2024

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LONG-RANGE TRANSPORTATION PLAN

Confederated Tribes of Grand Ronde

100% DRAFT

Akana Project Number #22-040

March 2024



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EXECUTIVE SUMMARY

1.1 Purpose of the Plan

In 2022, the Confederated Tribes of the Grand Ronde Reservation (CTGR) contracted Akana to update their 2019 Long-Range Transportation Plan (LRTP) for the Grand Ronde Reservation prepared by Akana. This 2024 LRTP will update and build upon the 2019 LRTP; updating the existing Tribal Transportation Program (TTP) system, addressing needs not met by the current system, and developing improvement projects to meet those needs. Information and wording from the 2019 LRTP that is still accurate and valid, has been incorporated into this updated LRTP; and therefore, the 2019 LRTP is hereby acknowledged and referenced.

The main objectives of this LRTP to bring the Grand Ronde TTP up to date include:

- Updating the TTP System Road Inventory.
- Updating the current Local Road Safety Plan (LRSP).
- Review the 2019 LRTP for updating this LRTP.
- Developing a six (6)-year Transportation Improvement Program (TIP) for the implementation of transportation improvements.
- Preparing a Section (6) on Multimodal Connectivity.

1.2 Scope of Services

The scope of services for the transportation plan update includes:

- Reviewing the existing transportation system and identifying the elements that are important to the CTGR.
- Identify the public roads that compose the TTP System.
- Conduct studies and collect data to assess transportation needs on the reservation and properties that are off reservation that are owned by the Grand Ronde Tribes.
- Perform transportation engineering and planning evaluations to identify the existing and future needs of the TTP System and other modes of transportation needs where appropriate.
- Develop a plan for improvements to the overall transportation system that are necessary to meet the existing and future transportation needs within the study area.
- Identify needed transportation system improvement projects, establish their priorities, and determine a reasonable implementation time frame.
- Establish the basis on which the Tribes can develop a TIP addressing the highest priority, short-term needs.
- Coordinate and consult with other state and local agencies.



- Establish a community involvement program for public input, review, and comment.
- Develop a community connectivity plan for non-motorized circulation centered on the activity and residential area centered on Grand Ronde Road.

Under the Moving Ahead for Progress in the 21st Century (MAP – 21) federal surface transportation bill which became effective October 1, 2012, the TTP System was defined as a public highway, road, bridge, trail, or transit system that is located on or provides access to tribal land and appears on the national tribal transportation facility inventory. The TTP System is continued under the current legislation Fixing America’s Surface Transportation (FAST) Act (November 2016). The Federal Highway Administration (FHWA) Trust funds can only be used for improvements to “public” roads or for those roads that will become part of the public road system. The plan cannot address private or special use roads or roads that are not open to the public to use without restrictions.

1.3 Federal Funding

Federal funds are provided to tribes within specific programs, and each program has its own eligibility criteria for allowable work.

1.3.1 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 Bureau of Indian Affairs (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 the State Department of Transportation (DOTs) by statute, which Tribal roads and bridges may be eligible for.

In accordance with 23 U.S.C. § 202 (a)(2), the Grand Ronde Tribe utilizes the TTP Agreement process to access TTP formula funds. The TTP Agreement is approved by the Tribal Council and adopted by resolution. The program agreement is forwarded to the BIA for federal approval. The program agreement is the mechanism to approve TTP funding. On an annual basis, the tribe enters into a Referenced Funding Agreement with the BIA to access the TTP funds.

1.3.2 Competitive Funding Opportunities (Grants):

Tribes are eligible to apply for several 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](https://www.grants.gov).

Since the update of the 2019 LRTP, several new transportation infrastructure programs or grants have been established. Included as Appendix F is the June 2023 Transportation Funding Opportunities for Tribal Nations Guidance.

1.4 Planning Process

During this planning effort, consultant staff met and consulted with Tribal officials, BIA staff, and the Advisory Committee of Tribal leaders was consulted for the planning effort, and contacted other local, county, and state agencies to obtain the most current information on socioeconomic conditions, tribal needs, development trends, and traffic data. The major portion of the planning effort was directed toward the identification of the tribal road system needs not currently addressed and recommendations to alleviate those needs. This involved an evaluation of traffic safety issues, an evaluation of the existing public road network to meet existing needs, and an assessment of transportation needs to meet demands of future developments. Specific new construction and improvement projects have been identified, and will improve traffic safety and existing access, provide access to new reservation development, complement the area-wide transportation system, and promote economic development.

Local involvement in the transportation planning process occurred from August 2022 through 2023. Initial meetings with various tribal committees, stakeholders, and communities were held in August 2022 and an open house to discuss the project and multimodal connectivity in April 2023 to obtain tribal input on issues to be addressed in the plan and to identify resources for information needed to prepare the plan. Transportation needs and priorities were discussed during these meetings as well as identifying the TTP System serving tribal lands.

Subsequently, the Draft Transportation Plan (DTP) was completed, and copies of the plan were forwarded to the tribe, Advisory Committee, and other agency stakeholders at the end of August 2023 for review and comment. The DTP was made available for public review via public noticing with the tribe's newspaper, Smoke Signals, the Yamhill County Register, and the Polk County Itemizer-Observer. The plan was discussed with Tribal officials, and a public meeting was held on reservation on Tuesday, April 11, 2023, and Wednesday April 12th, 2023, to review the plan and receive public comment. Subsequently, because of tribal review and the public comments, a second Tribal Planning Meeting before the Tribal Council is scheduled to be held by mid-February 2024 to discuss changes to the DTP. Based on input from these meetings and the public/agency review of the draft plan, the draft was revised as appropriate, and the final plan was prepared.



A summary of public and agency involvement, including meeting summaries, is provided in Appendix D of this Plan.

1.5 Study Area

The Grand Ronde Reservation comprises more than 13,000 acres of primarily forest lands in Yamhill and Polk Counties in Northwest Oregon. The community of Grand Ronde is situated in the foothills on the eastern edge of the Coast Range on Highway 18 in Polk and Yamhill County, about 30 miles east of Lincoln City and 30 miles west of Salem. The center of the community is at the intersection of Highway 18 and Grand Ronde Road. The study area is shown in Figure 1-1.

The original reservation was established in 1857 under executive order and encompassed an area of more than 60,000 acres on the eastern side of the Coast Range at the headwaters of the Yamhill River, approximately 25 miles east of the Pacific Ocean. The original reservation was taken because of federal government allotment and termination policies. It was not until 1988 that 9,811 acres of the original reservation, primarily forestland, were restored under the Grand Ronde Restoration Act. Since that time, the tribe has purchased additional lands throughout the area to recover lands that were taken, developing on-reservation housing communities, and expanding jobs and services on the reservation to meet the needs of its members. Today, the tribe owns a total of 16,976 acres of land throughout its homelands within the exterior boundaries of the original Grand Ronde Reservation, 12,300 acres of which have Reservation or Trust status. Of the Reservation and Trust land, 11,300 acres are forested timberland, and the remaining 1,000 acres are developed. Additionally, the tribe owns several properties located outside the reservation exterior boundaries throughout the Willamette Valley, the properties are all located within the tribe’s ceded lands.

1.6 Plan Summary

1.6.1 Findings

Based on field inspection and discussions with Tribal officials and BIA staff, the following findings have been documented:

- The TTP System for the Grand Ronde Reservation comprises 183.1 miles of roads, including 165.3 miles of existing road and 21.8 miles of new proposed roads, under the jurisdiction of the State, BIA, Tribe, County, and other ownership. The TTP System, listed by jurisdiction, is as follows:

State	65.8 miles
BIA	57.1 miles
Tribal	46.4 miles
County	9.2 miles (includes trust and fee lands)



Other 4.6 miles

- In general, those roads which serve developed areas are paved and range in condition from fair to very good.
- The state road system serving the reservation consists of OR 18 (Salmon River Highway) and OR 22 (Hebo Three Rivers Highway), all of which are paved, in good condition.
- The County Road system serving trust lands is composed of 7.3 miles of existing Polk and Yamhill County roads, the condition of which range from good to very poor.
- Signing on TTP System roads is generally good. OR (Oregon Highway) 18 and OR 22 are well signed. However, better traffic control signing at major intersections and along major corridors is needed to address identified safety issues, e.g., high visibility intersection ahead warning signs with flashing beacons and speed indicator radar feedback signs along major corridors, and pedestrian activated flashing beacons on pedestrian crossing signs at crosswalks.
- Striping and pavement marking are generally present in the higher traffic volume areas, although the condition varies. Street lighting is very limited on the reservation.
- Various public transportation services in the past have included both fixed route and Dial-a-Ride, to Grand Ronde community residents, including Lincoln, Tillamook, and Yamhill County transit districts services, and the Spirit Mountain Casino runs a free motor coach shuttle for casino guests only between the casino and various stops in the Salem, Keizer, Woodburn, Wilsonville, and the greater Portland area.

At this present time, these services have been discontinued due to staffing issues including CDL drivers opting for commercial trucking jobs that pay much higher wages. The Grand Ronde Tribe is currently investigating transit services options that include discussions with Charriots the transit provider for Marion and Polk counties. If successful, Charriots will provide contracts services between Grand Ronde and Salem, and Grand Ronde to Lincoln City. The tribe has also convened a working group to investigate and develop a plan to reestablish ride share opportunities for Tribal members.

1.6.2 Programmed Transportation Projects

Table 1-1 is a list of transportation improvement projects programmed by the ODOT (STIP FY 2024-2027) that affect the Tribe's TTP System over the next 20 years.

ODOT (2021-2024 Active STIP) OR 22: Big Trout Road: Big Trout (Three Rivers) Bridge– Replace bridge with a new structure that will accommodate emergency service and construction industry vehicles. FY 2021, Project under construction; Estimated cost: \$1,691,800.



Oregon DOT (2024-2027 STIP) OR18: Long Fiber Road - Murphy Hill (MP 11.40 to 18.80) – Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs. FY2024, Project funded through final plans; Estimated cost: \$ 1,095,571.

1.6.3 Recommended Transportation Improvement Projects

A total of 43 transportation improvement projects were identified in the planning process. All projects, including ongoing transportation planning, total \$98,133,604 in cost as shown in Table 1-1.

1.7 Recommendations

Based on project findings, tribal development plans and public safety needs; recommendations have been formulated regarding the TTP system, improvement project construction, funding/maintenance, plan implementation and updating, interagency coordination, and transit. Major recommendations are summarized as follows:

1.7.1 Implementation

The GRTC needs to formally adopt this LRTP by resolution to receive Federal Lands Highway Program funds or other FAST Act and IIJA funds for their transportation programs.

The CTGR should maintain and update the TIP on an annual basis. The Federal Transportation Legislation has many other programs besides the Federal Lands Highway Program, and the tribe should be able to access other funds in addition to the BIA program funds. The Tribe’s TIP should be submitted to ODOT and Yamhill and Polk Counties, as well as the BIA.

1.7.2 BIA Public Road System

Recommendations call for the TTP System to be expanded to 183.1 miles of State, County, BIA, tribal, and other roads, including 57.1 miles of proposed new roads. It is important that as new roads are developed, or existing roads are reconstructed, right-of-way descriptions should be prepared as part of design surveys and that the tribe grant the BIA or itself an easement for the right-of-way.

Coordinate with ODOT Yamhill and Polk Counties to initiate traffic safety projects identified as priorities on the Tribe’s 2023 LRSP.



1.7.3 Maintenance

Periodic maintenance of BIA and tribal roads will be required to protect the initial public investment in these roads. It is recommended that the tribe carefully manage the annual formal funds for ongoing and emergency maintenance.

1.7.4 Interagency Coordination

Wherever possible, the tribe must coordinate and partner with other jurisdictions/agencies to implement transportation improvement projects, for transportation planning, and for transit, as required by most federally funded transportation programs. BIA funding can be used to match other federal funding programs, which is a major advantage in partnering with other jurisdictions to implement transportation projects.

If the tribe or any other agency, such as Department of Housing and Urban Development (HUD), constructs any new roads that are to be placed on the BIA system, the BIA should review those projects during their design phase to ensure that the roads will meet BIA and American Association of State Highway and Transportation Officials (AASHTO) design standards.

1.7.5 Funding

Over a longer period, Federal Lands Highway funding through the BIA will not provide the level of funding required to meet all the transportation needs of the tribe. Under the FAST Act and IIJA legislation, other transportation funds are available to tribal governments through federal and state programs. These sources can help augment BIA project costs or, in some instances, fund projects which the BIA branch of roads cannot fund (or fund at the appropriate time).

As more definitive plans are developed, cost estimates for the transportation improvement projects should be reviewed and revised. Also, as the TIP is annually updated, costs should be adjusted for inflation. The TIP provides a methodology for cost updating.

1.7.6 Plan Updating

The plan should be reviewed annually by the tribe to assess changing needs and priorities. Specifically, this process would evaluate maintenance priorities for the BIA and tribal systems, review priorities for new construction or upgrading projects and their implementation schedule, provide interagency coordination to address specific problems on county or state roads, and provide input into the annual BIA budgeting process.

It is recommended that the tribe undertake major revisions to this plan every five (5) years.



Whenever the LRTP is updated, a copy of the plan and Tribal Resolution adopting the plan must be entered into the BIA Roads Inventory Field Database System (RIFDS) as "Attachments." Also, if the LRTP is amended at any time, a Tribal Resolution identifying the amendment must be entered into the RIFDS database, otherwise any new projects cannot be funded with TTP funds.

1.7.7 Transit

The draft CTGR Transit Condition Assessment Memorandum, Kittleson, 2023, develop for this plan outlines near- and long-term recommendations. Wherever possible, the tribe should look for ways to combine proposed transportation improvement projects with suggested transit improvements, such as ADA accessibility upgrades, improved lighting, benches, and shelters, in affected roadway segments, and partner with other jurisdictions/agencies to implement transportation improvement projects, for transportation planning and for transit as required by most federally funded transportation programs.



2.0 INTRODUCTION

The Grand Ronde Reservation comprises more than 12,300 acres of primarily forest lands in Yamhill and Polk Counties in Northwest Oregon. The community of Grand Ronde is situated in the foothills on the eastern edge of the Coastal Mountain Range on Highway 18 in Polk and Yamhill County, about 30 miles east of Lincoln City and 30 miles west of Salem. The center of the community is at the intersection of Highway 18 and Grand Ronde Road. The study area is shown in Figure 2-1.

The original Reservation was established in 1857 under executive order and encompassed an area of more than 60,000 acres on the eastern side of the Coast Range at the headwaters of the Yamhill River, approximately 25 miles east of the Pacific Ocean. The original Reservation was taken because of federal government allotment and termination policies. It was not until 1988 that 9,811 acres of the original reservation, primarily forestland, were restored under the Grand Ronde Restoration Act. Since that time, the Tribe has purchased additional lands throughout the area to recover lands that were taken, developing on-reservation housing communities, and expanding jobs and services on the Reservation to meet the needs of its members. Today, the Tribe owns a total of 16,976 acres of land throughout its homelands within the exterior boundaries of the original Grand Ronde Reservation, more than 12,300 acres of which have Reservation or Trust status. Of the Reservation and Trust land approximately 11,300 acres are forested timberland and approximately 1000 acres are developed. Additionally, the tribe owns several properties located outside the reservation exterior boundaries throughout the Willamette Valley, the properties are all located within the tribe's ceded lands.

2.1 Current Land and Development Characteristics

Most Grand Ronde Reservation lands are in timber production. Residential and commercial development is primarily in the Grand Ronde community area along the existing road system, with nodes occurring at the intersections of Grand Ronde Road and OR 18 and OR 22, at the Tribal Headquarters site, and at the Spirit Mountain Casino and Lodge complex at Valley Junction, just a mile east of Grand Ronde along OR 18. Tribal housing is concentrated in the Grand Ronde community, with several subdivisions located along Grand Ronde Road and Tyee Road.

2.2 Demographics

2.2.1 Population

Tribal population and labor market information provided by the Tribe as seen in Tabel 2-1, shows a total enrollment of 5623 tribal members, of which 807 are living on the Reservation. Of the total enrollment, approximately 21.2% are under the age of 16, and 20.4% are over the age of 55.



2.2.2 Employment

Major employment on the reservation is provided by the timber industry, Tribal government, tribal services, and the Tribe's Spirit Mountain Casino complex. The Tribal government employs 737, of whom 312 are tribal members. The Casino employs approximately 1000 people, 100 of whom are tribal members. Data provided by the 2020 US Census indicates that the average unemployment rate for the CTGR of 11.4% is about 3.25 times the State of Oregon unemployment rate of 3.5%, is almost double that of Polk County, more than double that of Yamhill County, and approximately 2.5 times the U.S. average of 4.6%.

2.3 Physical Characteristics

2.3.1 Topography

The reservation is composed of gentle to moderate sloping ridges ranging from zero to perhaps 110% slope with elevations ranging from 500-1,800 feet. The soil is well drained silt loam over silty clay loam, and silty clay over gravelly clay loam. The typical soil profile is composed of approximately 0-1 inches of slightly decomposed materials, 1-7 inches of silty loam, 7-24 inches of silty clay loam, 24-93 inches of silty clay, and 93-97 inches of weathered bedrock.

2.3.2 Climate

Summers in this area are typically warm and dry, and winters are typically cold and wet. Precipitation averages between 80-135 inches per year, the majority of which occurs as rain during November through April. Average annual air temperatures range from 45-55°F. The frost-free growing period is between 145-200 days annually.

2.3.3 Construction Characteristics

There are no major physiographic factors that adversely affect road construction on the reservation. However, proper attention to roadway drainage is necessary in design because of the large amount of annual precipitation in this area.

2.4 Land Use and Development

2.4.1 Existing Land Use

Current land use is shown in Figure 2-2. Most of the development in the study area is located along Grand Ronde Road between Highway 18 and Highway 22. The Tribal Headquarters site contains the most development, including the Tribe's Education Center, Tribal Government/Administration Center, Community Clinic, Community Center Building, and Employment Center.



Tribal housing in the Grand Ronde community is located primarily along Grand Ronde Road in the tribal headquarters area. Sixty-One (61) units of elder housing and a nearby elder activity center are located on the west side of Grand Ronde Road accessed by Blacktail Drive. There are an additional twenty-four (24) units of elder housing under construction. The new elder housing is accessed by Creekside Drive off Grand Ronde Road. Family housing is located on the east side of Grand Ronde Road accessed by Tyee Road. There are one hundred and eight (108) units of multi-plex family housing, and twenty-eight (28) units of apartments in the family housing development. There are an additional sixty-nine (69) units of apartments that are in the design phase for future construction.



To the south of Tribal headquarters, there are additional existing housing units, housing units under construction, and planned housing units. The housing to the south is located on McPherson Road. There is a thirty-six (36) unit subdivision of manufactured housing along McPherson Road at the intersection with Grand Ronde Road across from the tribal cemetery. To the east of the existing housing units there are twenty (20) units of stick-framed housing units under construction. There are an additional thirty-two (32) housing units planned for the future to the east of the housing currently under construction.

The Spirit Mountain Casino and Lodge complex site at Valley Junction along OR 18 east of the Grand Ronde community comprises approximately 90 acres with over 500,000 s.f. of facilities including, in addition to the casino, a 254-room hotel, 15,000 s.f. 74 space RV Park, a 19,000 s.f. conference center southwest of the casino, a convenience store/fueling station, and parking for more than 3000 vehicles.

Other tribal facilities are in scattered locations, including the old Grand Ronde Railroad Station near OR 18 and Grand Ronde Road, the Natural Resources Facility located on OR 22 northeast of the tribal housing, the Uyxat Powwow Grounds, the Chachalu Museum and Cultural Center located on Grand Ronde Road just north of the US Post Office, and the new fire station located on tribal land on the SE corner of Grand Ronde Road and McPherson Road. The Grand Ronde Police Department station and the Tribal Housing Office are also located on Grand Ronde Road near the Tribal Headquarters site. Off the reservation the Tribe owns several properties the proposed tumwata village (Oregon City,) the Multnomah Greyhound Park property (Wood Village), the Salem OTP Clinic and the Portland 92nd Avenue OTP Clinic.

2.4.2 Development Objectives

The Tribe anticipates continuing to acquire more parcels to reclaim lost homelands and protect resources, and to continue to consolidate ownership and jurisdiction over its lands. These needs will include economic development, development of new housing, and expansion of tribal/community



services and infrastructure. As this occurs, there will be additional needs for transportation improvements, primarily roads, bike/pedestrian paths, and transit. Multimodal connectivity is a theme that has been studied by the Tribe during the period of this LRTP update; the community showed an interest and need for increased access to areas within and outside the reservation by modes other than single car vehicles. Chapter 6 of the LRTP discusses multimodal connectivity. The Tribe is also committed to making long-term investments in the areas of transportation infrastructure and to enter a joint venture with the state, counties, and the BIA to implement improvement projects.

The Tribe is committed to working with state and county transportation officials for continued improvements to OR 18 and OR 22, particularly traffic safety improvement projects.

2.4.3 Development Plans

The Grand Ronde Tribe and the overall community have grown considerably since the CTGR Comprehensive Plan was prepared and implemented in 1988. New land acquisitions and increased economic activities allow development alternatives that were not available before. Key issues continue to focus on land acquisition; natural resources management, use and preservation; economic development and diversification; urban development for housing, commercial, industrial, public, recreational, and governmental uses; and the resulting need to economically expand and improve the infrastructure to service community growth.



Additional developments have occurred within the Grand Ronde Road corridor—the focus area for the Homelands Master Plan (1990/91). These include the Chachalu Museum and Cultural Center, and the Health and Wellness Center addition and new Fire Station. Additional development has also occurred away from the corridor including at the Spirit Mountain Casino and Lodge and at the Uyxat Powwow Grounds. The casino/lodge and tribal governmental services have provided a multitude of employment opportunities, particularly for tribal members who desired to return to the tribal homelands. CTGR has responded by significantly increasing the housing stock in the community and expanding tribal facilities that provide socioeconomic and governmental services. This in turn has led to construction of new streets and utility extensions adding new pressure on transportation and utility systems. Traffic along the state highways has increased, creating a need to reconsider safety



issues and the potential for new economic development opportunities. With the success of the casino/resort, development in the community has far exceeded earlier expectations.

The Tribe indicated the possibility of developing in the long term a business park around the South Street extension. No time frame has been established for the development. Also, the Tribe has prepared the Grand Ronde, 2033, Our Future Community Development Plan (Grand Ronde 2033) for the area within the exterior borders of the original Grand Ronde Indian Reservation, with primary focus on the populated, unincorporated Grand Ronde Community. The objective of the plan is to define the future for the Grand Ronde Community and Reservation, including new housing and home ownership opportunities, land and community growth, cultural activities, and other local and regional tribal member needs and priorities.

2.5 Historical/Cultural Sites

New roads constructed in the future will require cultural resources clearances and some may require full archaeological survey. The Tribe has some in-house archaeological review capability but contracts with outside firms for additional review and archaeological clearance processing should be considered in all proposed projects. Additionally, the Tribal Historic Preservation Office should be included in an advisory capacity as well as participants in project development teams.

2.6 Implementation Measures

The Tribe has no zoning or subdivision ordinances.

2.7 Traffic Control and Enforcement

In 2012, the Tribe established its own police department (Resolution 078 -12) adopting Tribal Police Ordinance Chapter 203, which provides civil law enforcement in the Grand Ronde area. The department comprises seven officers, all of which have status equivalent to Oregon State Police. County Sheriff Departments are cross-deputized and can patrol and respond to incidents in the Grand Ronde community as well. Most of the time is spent with traffic control and enforcement, including accident investigations. The OR 18 corridor is the main traffic control concern because of the high traffic volumes, particularly during Sunday afternoons and evenings during the summer months when coastal visitors are returning to Willamette Valley communities.

2.8 Transportation Funding Sources

To assist the BIA and tribal government in preparing a consistent and realistic approach to road construction and preservation, an understanding of the funding sources and the potential application of these resources is necessary. Once the funds are identified, knowledge of their distribution method is also beneficial.



2.8.1 Construction and Maintenance

Funding for construction and maintenance of the TTP Road System comes from two separate federal sources. Funding for construction and reconstruction of TTP roads comes from the Federal Lands Highway Program (TTP Funds and/or Discretionary Funds). With the passage of the MAP in the 21st Century (MAP—21) Act in July of 2012, the funding distribution formula was changed by statute. Under the current IJJA (November 2021), the formula is still in place. There are three basic components to the formula: population, road miles, and the percentage of the tribe’s regional share based on the average tribal share received from 2005 through 2011.

- Population: Population is based on the most recent NAHASDA population for each tribe and will count for 39% of the distribution formula.
- Road Mileage: Road mileage is based on the FY12 TTP road inventory and will count for 27% of the distribution formula. Road miles will be based on roads owned by the Tribe and the BIA and any “Grandfathered” road in the inventory prior to October 1, 2004. Grandfathered roads apply only to the states of Alaska and Oklahoma.
- Average Share 2005-2011: This average share will count for 34% of distribution formula. This share is the tribe’s percentage of the BIA Regions Share based on the average Relative Need Distribution Factor and Population Adjustment Factor received by the tribe from 2005 to 2011.

There is also a provision for Tribal Supplemental Funding for tribes that receive less than the FY11 funding to attempt to keep tribes at their FY11 funding level.

There was also a 4-year transition period of 20% each year. In essence, for FY13, 80% of the tribal share was based on the amount allocated to each tribe for FY11 and 20% was based on the new formula. For FY14, the ratio was 60% on the old formula and 40% on the new formula. FY15 was a 40% and 60% ratio, and FY16 the ratio was 20% and 80%. MAP—21 did not propose any change for subsequent fiscal years nor did the FAST Act, or IJJA.

Maintenance funding for BIA roads comes through the normal Department of the Interior budgeting process. This funding is very minimal, and not all tribes receive a share of these funds. Historically, these funds have generally gone to reservations with large BIA road systems and not to restored tribes.



3.0 EXISTING TRANSPORTATION SYSTEM

3.1 Public Transportation

3.1.1 Transit

Information contained in the Tribe's April 24, 2023, Draft Task 7 Technical Memorandum: Update Transit Plan (Kittleson & Associates, Inc.) provides an inventory of the various public transportation services, both fixed route and Dial-a-Ride, available to Grand Ronde community residents, including: (Note: The fixed route services that are identified below provided by the Tillamook County Transportation District (TCTD) at the time of this analysis have been discontinued due to operation and staffing difficulties. Presently, the Tribe has convened a stakeholder committee to study and develop a pathway to reestablish fixed route transit services between Lincoln City, Grand Ronde, and Salem. The tribe is in discussion with Cherriots (Public Transportation for the Salem Region) to interim bus services for the tribe.)

- Yamhill County Transit Area (YCTA)
 - 22 (McMinnville – Grand Ronde): YCTA runs this intercity bus service between Grand Ronde and McMinnville with stops at the Grand Ronde Community Center, Grand Ronde Road/South Street, and Spirit Mountain Casino. There are eight daily trips Monday through Friday and four daily trips on Saturdays. YCTA provides connecting service to Portland, Newberg, and Salem. CTGR contracts with YCTA for the cost of service between Willamina and Grand Ronde.
- Tillamook County Transportation District (TCTD) –
 - 60X (Coastal Connector): TCTD runs this intercity bus service that connects Lincoln City and Salem, with stops in Grand Ronde, Rose Lodge, and Rickreall. There are three daily trips. This route stops at Grand Ronde Community Center and Spirit Mountain Casino and connects to additional services including TCTD routes, YCTA routes, Cherriots and Cherriots Regional routes, and Amtrak and Greyhound services in Salem.
 - 70X (Grand Ronde Express): TCTD runs this intercity bus service that connects Lincoln City and Salem, with stops in Grand Ronde, Rose Lodge, and Rickreall. There are four daily trips Monday through Friday. This route stops at Grand Ronde Community Center and Spirit Mountain Casino and connects to additional services including YCTA and Cherriots routes.
 - TCTD provides dial-a-ride services in the area, but CTGR is outside the service boundary. TCTD also runs NW Rides, a non-emergency medical transportation service for eligible Columbia Pacific CCO members for covered health care trips within Tillamook, Clatsop, or Columbia counties.



- Spirit Mountain Casino Shuttle – Since the 2019 CTGR LRTP, Spirit Mountain Casino stopped running the free shuttle that used to support casino guests traveling between the casino and various stops in Salem, Keizer, Woodburn, Wilsonville, and the greater Portland area. Caravan Shuttle still serves guests traveling to and from Portland International Airport.

TCTD and YCTA operate other routes that do not directly serve CTGR. Other services available to residents of Yamhill, Polk, and/or Tillamook Counties include Lincoln County Transit (LCT), Cherriots, and Cherriots-Regional, which provides transit service to the smaller cities and rural areas to and from Salem.

3.1.2 Air Service

The closest major airport offering scheduled commercial air passenger service is Portland International Airport, approximately a 2-hour drive from Grand Ronde. General aviation airports are in Salem, McMinnville, and Independence.

3.1.3 Rail Service

Amtrak passenger services are not immediately available in this area. The nearest Amtrak facilities are in Salem about a 45-minute drive east of Grand Ronde. The Willamette and Pacific Railroad provides freight service between Willamina and Portland.

3.2 Public Road System

3.2.1 Tribal Transportation Program (TTP) System

The existing and proposed TTP System, as shown in Figures 3-1 through 3-4 and described in Table 3-1, includes a total of 183.1 miles of public roads, including 21.8 miles of newly proposed roads. The breakdown by jurisdiction is as follows:

State	65.8 miles
BIA	57.1 miles
Tribal	46.4 miles
County	9.2 miles
Other	4.6 miles

Of this system, existing roads total 165.3 miles and are composed of the following:

State	69.7 miles
BIA	50.8 miles
Tribal	33.0 miles
County	7.2 miles



Other 4.6 miles

3.2.2 Road Classification

The BIA Road classification system is a system based on functional characteristics. The current system of road classification includes eleven classes of urban and rural roads. These are as follows:

Class 1 Major Arterial (>10,000 ADT or more than 2 lanes of traffic) – These roads can be either urban or rural.

Class 2 Rural Minor Arterial (<10,000 ADT)

Class 3 Local Streets (serving residential areas) – These are primarily urban local roads but can also apply to rural residential roads when housing is clustered together, and the road is primarily for residential use.

Class 4 Rural Major Collector

Class 5 Rural Local Road

Class 6 City Minor Arterial

Class 7 City Collector Street

Class 8 Paths, Walkways, Trails (routes for pedestrians, trail bikes, ATVs, and snowmobiles)

Class 9 Parking Lots Adjacent Roads on the NTTFI

Class 10 Airstrips

Class 11 Overlap Routes (where two roads occupy the same section)

Table 3-1 shows road classification and ownership by jurisdiction.

The BIA also classifies roads by Construction Need, an important factor in the allocation of Highway Trust Funds. These codes are 0 through 4 and represent the following road status:

Construction Need 0: New roads and recently reconstructed roads that do not need to generate funding. After 5 years, these roads are eligible to generate funding.

Construction Need 1: The BIA is responsible for all or part of the cost of the proposed project for a road or segment of road. The BIA also has right-of-way or intends to get right-of-way for these roads. The BIA now rarely, if ever, accepts newly built roads as CN 1.

Construction Need 2: Improvement projects on roads for which another agency has primary responsibility for funding, although tribal roads which are designated as Construction Need 2 are eligible for BIA funding.

Construction Need 3: Roads where the BIA has maintenance responsibility, but which are not to be improved, and tribes have by resolution stated that they are not to be improved. These roads will be maintained in their current configuration and surface type, and they are not included in the funding allocation formula.



Construction Need 4: These are proposed roads all or part of which may be funded with TTP funds.

The current BIA funding allocation formula utilizes the Construction Need codes to allocate Highway Trust Funds for construction of new roads and the reconstruction or upgrading of existing roads. Roads that are designated Construction Need 1, 2, and 4 generate funds. Construction Need 0 roads do not generate funds, because they are new or have been reconstructed. BIA Construction Need 3 roads are not to be upgraded or reconstructed, only maintained. These roads do not generate HTF monies. Under the Map-21 legislation, which was effective October 1, 2012, only BIA and Tribal roads generate funding, and the road mileage is set at the FY 2012 "Official" mileage as contained in the BIA RIFDS database. These restrictions continue under the current Infrastructure Investment and Jobs Act (November 2021).

It should be noted that the BIA can and often does provide funding for improvements to non-BIA public roads, such as county and state roads. In some instances, the BIA may provide funds through a memorandum of agreement, and the ownership of the road will remain with the other jurisdiction after construction. In other instances, the road may become part of the BIA public road system. A summary of the Construction Need is also shown on Table 3-1.

3.2.3 Surface Type

As shown in Table 3-2, the proposed TTP System is composed of 108 miles of paved road, 58.7 miles of gravel road, 20.3 miles of earth road. In general, State roads are in good to very good condition. Other reservation roads range from very good to very poor.

3.2.4 Traffic Control

Signing of the roads on the TTP system is generally good. As the Tribe develops new roads and streets, particularly in residential areas, STOP and YIELD signs need to be installed at appropriate intersections. Also, better traffic control signing at major intersections and along major corridors is needed to address identified safety issues, e.g. high visibility intersection ahead warning signs with flashing beacons and speed feedback signs along major corridors, and pedestrian activated flashing beacons on pedestrian crossing signs at crosswalks.

Striping and pavement markings are generally present in the higher traffic volume areas, although the condition varies. Re-striping and pavement marking should be included as part of seal coat projects and as a part of normal maintenance. Also, as the road system develops on the tribal headquarters site, centerline striping and stop bars need to be included.

3.2.5 Drainage and Bridges

Because the reservation is located along the Coast Range where annual precipitation averages 80-135 inches, good drainage is important in roadway design as well as in road maintenance. In general,



drainage appears to be adequate on most BIA roads, and new and reconstructed roads have been constructed to urban standards with curbs, gutters, and storm sewers.

There are several bridges on the TTP system, including two (2) one-lane bridges, on Agency Creek Road (BIA Route 100) and on Thompson Road (BIA Route 504). The bridge on Agency Creek Road is in the mountain area of the reservation and is mostly used by logging vehicles and recreational traffic. Since traffic volumes are low, the one-lane configuration is not a problem; however, the bridge load rating has been lowered. There is also a second bridge on Agency Creek just north of the reservation boundary.

Other bridges are located on Grand Ronde Road, OR 18, and OR 22, Ft. Yamhill Road (BIA Route 530), and Little Rogue River Rd. (Tribal Road 555). Bridges on OR 18 and on Grand Ronde Road appear to be adequate. The Grand Ronde Road bridge was modified to provide safe pedestrian/bicycle use. The OR 22 bridge west of the Grand Ronde Road intersection needs to be replaced. The bridge has poor alignment and is far too narrow to meet current standards. There are also three proposed bridges: McPherson Road (Route 6802), Andy Riggs Road (Route 6804), and the Casino RV Park Access Road (Route 5073).

3.2.6 Street Lighting

While street lighting has been included in new tribal housing subdivisions, street lighting is limited at major intersections (Grand Ronde Rd/OR 18, Grand Ronde Rd/OR 22, OR 18/OR 22) and along roadways.

3.2.7 Bicycle Routes

OR 18 is designated as a bicycle route in accordance with requirements specified for arterials. The road currently falls under the “shoulder bikeway” category, which includes 12-foot vehicle travel lanes as well as bike lanes with a minimum width of 4 feet. However, dangerous areas exist along this stretch of highway. Ditches and drop-offs are found between John Road and the Spirit Mountain Casino, and the stretch between Fort Hill and Wallace Bridge is known for its lack of safe crossing areas. South Yamhill River Road provides a better alternative for bicyclists because, while narrow, it has low motorized vehicle use and high scenic potential.

3.2.8 Multimodal Connectivity

During the course of this project (Section 6 – 2023 LRTP Update), an evaluation of non-motorized transportation options was completed through a grant from the State of Oregon Department of Land Conservation and Development. Resulting from this evaluation is a possible opportunity for a “Rails to Trails” parallel to OR 18. The railroad right-of-way is still in existence between Grand Ronde and Willamina and generally follows OR 18 corridor. Most of the right-of-way is owned by Western and



Pacific Railroad but is not used and the rails have been removed. A pedestrian/bicycle trail along this right-of-way would not only provide connection between Grand Ronde and Willamina, but it also would provide access to the Spirit Mountain Casino and Lodge. It is recommended that this opportunity be studied as part of the proposed improvement to OR 18 between Ft. Hill and AR Ford Road.

The Grand Ronde Road Pedestrian Safety Project provided bike lanes on both sides of Grand Ronde Road between OR 18 and OR 22. As the new TTP system roads and streets are developed, provisions for bicycle use need to be included in roadway design.

3.2.9 Forest Trails

Forest trails have been established on the reservation to provide recreational opportunities, as well as access for gathering cultural plant materials and hunting. Existing and proposed sections of these trails total over 30 miles. The Tribe has been periodically building and maintaining sections of the trails as they can, and there are still about 10 more miles to construct which will likely take several years.



3.3 Traffic Data

3.3.1 Circulation Characteristics

The pattern of the origin and destination of trips on the TTP System is well defined. With the current network of roads, almost all trips must use OR 18, OR 22, or Grand Ronde Road. OR 18 and OR 22 provide access to coastal communities and the valley population centers east of Grand Ronde. As a result, work, shopping, and recreational trips utilize these roads, particularly OR 18. Employment centers that generate trips include the Spirit Mountain Casino and Lodge and the tribal government center along Grand Ronde Road. As Grand Ronde Road is the only through north/south road in the community, most trips generated in the community area utilize this road.

3.3.2 Traffic Volumes

Annual Average Daily Traffic (AADT) data is shown in Table 3-3 Traffic Volumes.

3.3.3 Crash Data

State Crash Data

The most recent available crash data for State roads on the TTP system is presented in Table 3-4.

State data show that over the 3-year period 2018 through 2020, there were a total of 299 reported crashes on OR 18 from US 101 to the Sheridan Urban Area, an average of 100 crashes per year. Over



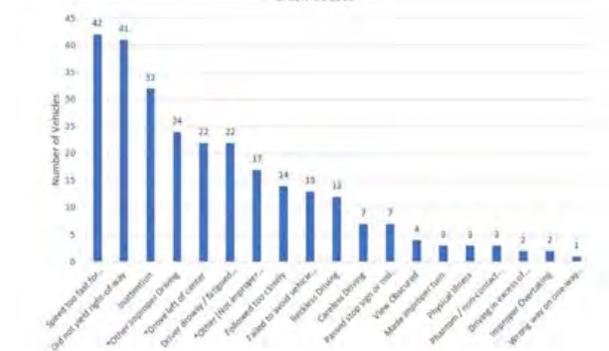
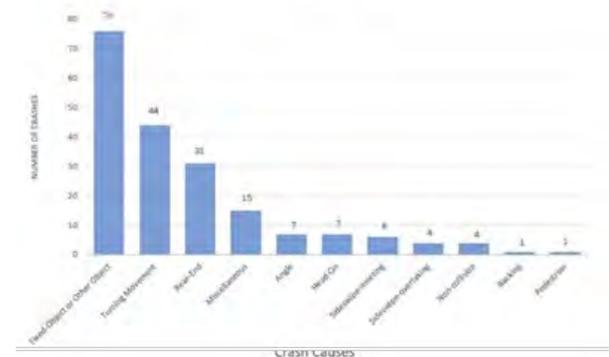
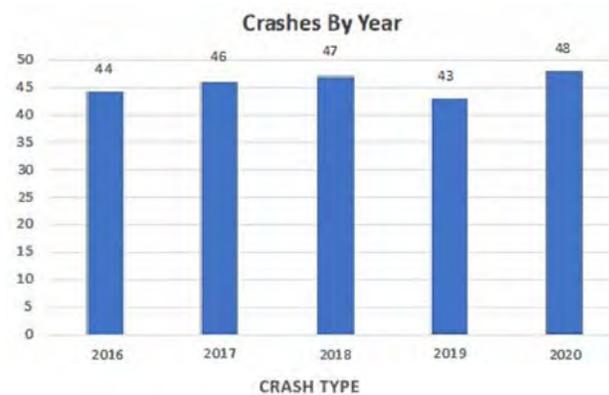
the same 3-year period, there were a total of 103 reported crashes on OR 22 from US 101 to OR 18, an average of 34 crashes per year.

An overall crash rate is calculated based on the number of crashes, the average annual traffic volume (AADT), length of the section of road, and the number of vehicle miles traveled. The most recent crash rates available for state roads are shown in Table 3-5.

Grand Ronde Community Crash Data

Crash data was collected for the area in and near the Grand Ronde Community. From 2016 through 2020, 196 crashes were reported in the area, three of which involved fatalities, one on OR 18 and two along OR 22. During this 5-year period, most of these crashes occurred along the OR 18 corridor from the west side of Grand Ronde to Fort Hill. Most occurred between Grand Ronde Road and Fort Hill. Several crashes also occurred along OR 22, most of which were either at or near curves or at intersections. Excluding at the OR 18 and OR 22 intersections, relatively few crashes were reported along Grand Ronde Road. Passenger cars/trucks were involved in most of all reported crashes, and slightly more than half involved residents living within 25 miles of the crash site. Driving impaired was the cause of 10% of crashes.

The most prevalent types of collisions were hitting a fixed object, rear-end, and turning movements, with rear end collisions being the most predominant along OR 18. Most collisions occurred in daylight, in clear weather, and on dry roads. The top three crash causes, which accounted for almost half of all crashes, were failure to yield right-of-way, speeding, and following too closely. Most crashes occurred on Saturday and Sunday, which would be consistent with increased weekend travel to the coast and peak usage of the Spirit Mountain Casino, both of which would generate additional trips along OR 18. The 3-4pm hours and 4-5pm hours stand out as the times of day for high numbers of crashes. Possible reasons for this are shift changes at the casino, people leaving the casino to return to the valley, traffic returning from the coast, and tribal offices close of business.



3.3.4 Road Maintenance

Maintenance of TTP System roads is currently the responsibility of the jurisdiction that owns the road. The BIA Road System is the maintenance responsibility of the BIA. The BIA is obligated by 25 CFR Part 170 to maintain that system to a safe and satisfactory level based on the availability of funds and each road's as-built condition. Road maintenance funds are appropriated by Congress as part of the BIA general budget allocated to the BIA separately from the Highway Trust Funds used for initial construction. Road maintenance funds are used to provide an optimal level of road maintenance based on the road condition at the least cost. Maintenance involves the preservation and repair of the entire roadway within the right-of-way under BIA jurisdiction.

The BIA works with the Tribe in establishing the road maintenance priorities to determine the type and level of maintenance to be performed within the budgetary constraints. Maintenance priorities are frequently determined by weather or road conditions necessary to provide safe access for the community to and from their facilities. Emergency road conditions have the highest priority. These conditions include washouts, slides, snow, and ice control. Type and use determine other priorities.

Under previous legislation (SAFETEA—LU), 25% of the Tribe's Highway Trust Funds could be used for general maintenance, and 100% could be used to provide chip seals for TTP System roads, including both BIA routes and non-BIA routes, if these maintenance functions have been identified in the tribal Transportation Improvement Program (TIP). Under MAP—21, funds for general maintenance were changed to 25% or \$500,000 of the tribal funding allocation, whichever is greater. This was unchanged under the FAST Act and the current IIJA. The special provision in the legislation for TTP System routes is to help make up for inadequate funding through the U. S. Department of the Interior budgeting process. Historically, the BIA has been funded for maintenance at a level that is approximately 25%-30% of what states and counties have been spending for road maintenance on a per mile basis. This has resulted in the BIA Road System deteriorating over the past 25 years. As a result, the Tribe will need to use Highway Trust Funds for maintenance functions. Since it is difficult to predict the timing of maintenance needs (pothole repair, drainage, crack sealing, signs, striping, etc.) over the long term, these activities will be identified more specifically in the TIP as appropriate.

Lack of adequate maintenance funding is not just a problem with the BIA; it is a nationwide issue. Although states, counties, and cities are spending more money per mile on maintenance than the BIA, these jurisdictions are not meeting total maintenance needs. As a result, they are in a similar situation of dealing with a deteriorating road system.

It is recommended that the Tribe meet with BIA officials to discuss maintenance needs on an annual basis to develop a road maintenance program, determine an annual budget, and schedule activities in the Tribe's TIP. It is recommended that the Tribe initially budget \$100,000 per year for annual maintenance activities and for emergency repairs.



4.0 TRANSPORTATION NEEDS AND OBJECTIVES

4.1 Traffic/Public Safety

During field observations and ongoing discussions with tribal representatives we have identified several traffic safety issues on TTP system roads, including intersection safety, corridor safety, recreational traffic on forestry roads, and pedestrian safety. Some of the following is summarized from the Tribe's Local Road Safety Plan, which was completed prior to the adoption of this LRTP.

Intersection Safety – Intersection safety concerns focus on the OR 22 and OR 18 intersections with Grand Ronde Road, and the OR 18/OR 22 intersections, including:

- Limited street lighting at the intersections and along the roadways, and the need to replace existing intersection ahead warning signs with high visibility signs and flashing beacons, along with signs and pavement markings aimed at slowing traffic at the intersection approaches.
- A lengthy back up at the OR 18/Grand Ronde Road intersection when tribal offices and the health clinic close at the end of the workday.
- Lack of left-turn lanes on OR 22 to access Grand Ronde Road and sight distance problems west of the intersection.
- Large vehicles, such as logging trucks and recreational vehicles, must cross two travel lanes when making a left-turn from OR 22 to access the east-bound lane on OR 18.



OR 18 and OR22 Corridors – The lack of alternate routes in the event of road closures on OR 22 and OR 18 to Wallace Bridge due to accident or other problems leaves no other way to connect to the highway, backing up traffic for long periods of time, impacting shift changes at the casino, and impacting incident response time. Finding an alternate route is needed.

The School District indicated highway bus stops and traffic speed are issues on OR 22 where there are site distance issues. Signing has helped, but reduced speed limits and flashing warning signs in the morning and afternoon when students are dropped off and picked up are needed.

Grand Ronde Road Truck Traffic – Because of sharp curves and difficult turn radii on OR 22 between Grand Ronde Road and the OR 18 intersection at Valley Junction, large trucks are using Grand Ronde Road instead. Grand Ronde Road was reconstructed several years ago, but truck traffic has since caused deterioration of the roadway and safety concerns among tribal staff and residents. Once the Valley Junction intersection is improved with a grade separation, it will be more desirable for truckers to use the interchange rather than access OR 18 from Grand Ronde Road. However, there is a strong feeling among members of the Technical Advisory Committee that if the improvements to OR 18 are



not implemented in a timely fashion it may be necessary to force large vehicles to stay on OR 22 by setting a weight limitation for Grand Ronde Road or some other regulatory measure.

Recreational Traffic on Forestry Roads – Seasonal recreation traffic on forestry roads coinciding with timber harvest impacts traffic safety. Also, the lack of guardrail on Agency Creek Road and the steep slope high above the creek create unsafe conditions and increase the potential for environmental impacts from chemical spills.

Pedestrian Safety – Sidewalks and pedestrian crosswalks were installed on Grand Ronde Road when the road was reconstructed several years ago which has greatly improved pedestrian safety. However, there was recently a pedestrian death in a crosswalk during a period when traffic was detoured onto Grand Ronde Road because of a crash on the State Highway. It was reported that the driver could not see the pedestrian enter the crosswalk because of the traffic backed up on Grand Ronde Road. The installation of some type of pedestrian activated warning beacon at critical crosswalks would improve safety.

With the development of tribal housing east of Grand Ronde Road and off Tyee Road, there are a considerable number of trips generated between the housing area and the Tribal Center area on the west side of Grand Ronde. A bike/pedestrian path is needed to directly connect this area with the crosswalk at the intersection of Grand Ronde Road and Salmon Way.

4.2 New Development

New community development may require new roads and pedestrian facilities depending on their location. Development identified by the Tribe that may require improvements to the existing road system or require new roads or trails include the following.

4.2.1 New Land Acquisition

The Tribe has acquired 884 acres of new reservation lands from Tillamook County for forestry use. Several issues exist with the condition of existing roads on the site, particularly Aldercrest Road, which is a Tillamook County Road and provides access to the property. Also, roads that are already public roads should be considered for addition to the TTP system.

Other acquired lands include:

- Rattlesnake Butte, 269.45 acres of Trust and Fee Forest land near Browning Creek in Benton County
- Chahalpam, 460.82 acres of fee property near Aumsville on the Santiam River in Benton County purchased as part of the Tribe’s conservation program.
- Dieckman Lane – SW of Stayton on the Santiam River



- Oregon City (tumwata village), Blue Heron 23 acres of urban riverfront land located adjacent to the Willamette River.

4.2.2 Residential Development

New housing developments on the reservation include Phase III Elder Housing on the corner of Grand Ronde Rd. and OR 22, additional housing in the Eade Creek Subdivision off Tyee Road, and new subdivisions on the Williams and Miller properties. The tribe is currently developing a new subdivision known as Home Ownership Phase 1 and Phase 2. This is single family subdivision located off McPherson Lane. Phase 1 is nearly complete and comprises of 20 lots and Phase 2, is future development and will comprise of 32 lots. At the final development, the project will provide 52 units of single family detached homes for purchase by tribal members. Over the long term, additional housing is planned for the property in the Old Agency area on the east side of Grand Ronde Road north of OR 22. Recently two areas have been set up with prefabricated shelters for temporary assistance to the houseless community. The area adjacent to the police department has 10 units; and the area located on North Street between 2nd and 4th has 20 units.

4.2.3 Commercial/Public Facilities

The Tribe continues to develop public facilities as needed by government program growth and is currently in the project planning stages for developing new facilities. In the future, it is anticipated that any new access to new public facilities will be recommended to be added as part of updates to the LRTP, TIP, and NTTFI.

4.3 Access

Improved Casino Access – Whether entering or exiting the casino site, all internal traffic must utilize one of two intersections on the east side of the casino. When the casino was expanded and the hotel was added, the main entry to the casino was relocated to the west side near the hotel entry. Most traffic now must navigate from the east side around the facility to the west side through the parking lots. When the ODOT improvement to OR 18 is implemented, it would benefit traffic flow to have right-in, right-out access to and from the highway (with deceleration/ acceleration lanes) on the west end of the site.

At the Spirit Mountain Casino the tribe has developed a RV park located on the Southwest parking lot near the former youth/family entertainment center. This facility has 74 spaces and is accessed by the existing drives on the casino property.

Access to New Properties/Existing Access to Forest Lands – As previously described, the Tribe has acquired new properties primarily for forestry use. New access or improvement of existing access to these properties may be required.



There are also over 30 miles of existing and proposed forest trails which provide recreational opportunities, as well as access for gathering cultural plant materials and hunting. The Tribe has been periodically building and maintaining sections of the trails as they can, and there are still about 10 more miles to construct which will likely take several years.

4.4 Transit¹

The Tribes contracted with Kittleson & Associates, Inc. to prepare a transit plan for the reservation to provide short- and long-term strategic guidance for transit service provision, bus stop and facility development, and coordination with adjacent transit providers over a 20-year planning period. As part of plan development, Kittleson conducted a survey of transit riders in the Grand Ronde Area. Based on results of the survey, as well as an analysis of existing data and community and advisory committee input, the following needs were identified:

- *Transportation Service* – Existing transit service links the Grand Ronde community area to many key destinations, including Salem, Willamina, Sheridan, McMinnville, and Lincoln City; however, it does not link Grand Ronde to Dallas or Monmouth. A new fixed route service between Grand Ronde and Dallas would connect Grand Ronde to employment, healthcare and shopping opportunities and would connect the Casino to additional potential employees. Other service needs included increased fixed route services for employees to and from Spirit Mountain Casino, increased service throughout the Grand Ronde Community through a local circulator, extended service hours on all routes, and Dial-a Ride service for seniors and people with disabilities.
- *Infrastructure Needs* – Infrastructure needs include bus stop improvements to provide ADA accessibility, improved lighting, benches, and shelters, and potential need for transit vehicles for the provision of local circulator service or for service to Dallas, possibly including CTGR owned transit vehicles.

Other needs focused on improved coordination of local transit service between the Grand Ronde Community and the Casino, including allowing Casino employees to use the shuttle; continued coordination with other transportation providers; outreach needs; technology needs (apps related to transit system conditions, delays, etc.), and capital and funding needs.

¹Currently transit services are discontinued at the Grand Ronde Reservation as discussed in Section 3.1.1.

4.5 Ongoing Maintenance

The existing public road system on the Reservation represents a major public and tribal infrastructure investment. Therefore, it is critical to maintain and preserve this system at a reasonable condition level and to protect the initial public investment. It is far more cost effective to provide periodic



maintenance to the road system than to reconstruct roads that have deteriorated to an unsafe or unusable condition. Ongoing maintenance projects include such items as road repairs, chip sealing, crack sealing, resurfacing, and grading of gravel roads, replacement of signs, drainage, and culvert maintenance.

4.6 Ongoing Transportation Planning

Current and ongoing transportation planning is a critical need that affects the overall development of the reservation and directly impacts the level of funding the Tribes will receive through the BIA roads program. Necessary planning functions include keeping the TTP Road Inventory current in order to maximize the Tribes share of the Federal Highway Funds; annual updating of the Transportation Improvement Program (TIP) to ensure that funds are allocated to priority projects, and contracts are in place for design and construction; updating the Long-Range Transportation Plan approximately every five years to appropriately address changing needs and priorities and the impacts of any new Tribal land acquisitions; and developing and updating a Traffic Safety Plan.

4.7 Identified Tribal Priorities

Tribal priorities focus on developing roads for new housing, traffic safety, economic development, and natural resources. Several new subdivisions are either planned for, or under construction, in the Grand Ronde area and will increase the road system. The Arrowood Subdivision is nearing completion. In addition, the Local Road Safety Plan has identified safety improvements that are a high priority for the Tribe. These projects focus on Grand Ronde Road and the three major highway intersections: Grand Ronde Road and OR 18, Grand Ronde Road and OR 22, and OR 18/OR 22. With ODOT improvements to OR 18, there will also be changes to traffic patterns at the Spirit Mountain Casino and Lodge. The Tribe also continues to develop and improve roads and trails in the forest areas of the Reservation for commercial, economic, cultural, and recreational purposes.

4.8 Future Circulation Options

The pace of development in the Grand Ronde community requires looking beyond the 20-year window of this LRTP to keep circulation options open as residential development occurs. The only north-south road serving the community is Grand Ronde Road. Currently, the use of Grand Ronde Road is required to get to tribal facilities and residential development. Traffic volumes will also increase and cause additional congestion during morning and afternoon peak hours as more development occurs along this corridor. As the Tribe develops additional housing east of Grand Ronde Road, e.g. the Williams and Miller properties, it is recommended that several future circulation options be preserved to help reduce traffic on Grand Ronde Road. These are:

- Plan for the extension of Tye Road east to eventually tie into OR 22
- Develop another north-south road from McPherson Road to Tye Road



- Allow Hubert Road to be extended to the east to tie into the new north-south road

Together, these new roads will provide access to OR 22 and allow for some internal circulation without having to use Grand Ronde Road. With expected improvements to the OR 18/OR 22 intersections at Valley Junction, it is likely that OR 22 will become the preferred route for eastbound traffic, and for residents of the new subdivisions east of Grand Ronde Road. Current Tribal land ownership in the area is not consolidated enough to allow for accurate delineation of routes. As land is purchased and consolidation improves, route options will be delineated and shown in future updates of the LRTP.

Two (2) other long-term options are also shown in the LRTP as new route locations are more definitive. These include the option of extending Andy Riggs Road east to access the Spirit Mountain Casino and Lodge without having to utilize OR 18, and the potential to develop another river crossing west of Grand Ronde Road to tie into South Street which will eventually be extended to the west paralleling OR 18.



5.0 TRANSPORTATION PLAN

5.1 Programmed Transportation Improvement Projects

Federal transportation legislation requires designated local and regional agencies to develop a Transportation Improvement Program (TIP), and States to develop a Statewide Transportation Improvement Program (STIP) to secure federal funds for transportation projects. Projects listed in the STIP are the only projects that will be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds. Transportation improvement projects programmed by the State of Oregon, Clackamas, Polk and Yamhill Counties, and the BIA/Tribe that affect the Tribe's TTP system are summarized below. No projects that affect the TTP System are currently on either Clackamas, Polk, or Yamhill County TIPs.

5.1.1 Oregon DOT (2021-2024 Active STIP)

OR 22: Big Trout Road: Big Trout (Three Rivers) Bridge– Replace bridge with a new structure that will accommodate emergency service and construction industry vehicles. FY 2021, project under construction; Estimated cost: \$1,691,800

5.1.2 Oregon DOT (2024-2027 STIP)

OR18: Long Fiber Road - Murphy Hill (MP 11.40 to 18.80) – Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs. FY 2024, project funded through final plans; Estimated cost: \$ 1,095,571.

5.1.3 Oregon DOT (2024-2027 STIP)

Grand Ronde Tribe Electric Vehicles and Chargers various locations. Project funded through the Carbon Reduction Grant Program. New Construction FY 2024/2025, Estimated cost: \$778,554. (Identified again as project S8 below).

5.1.4 Oregon DOT (2024-2027 STIP)

Grand Ronde Multiuse Path Corridor Feasibility Study (Waterline Path), This is a planning study for a multiuse path to link the community of Grand Ronde and the Spirt Mountain Casino. Planning FY 2024/2025, Estimated funding: \$231,255. (Identified again as project S9 below).

5.2 Proposed Transportation Improvement Projects

To address the transportation needs and objectives as outlined in Chapter 4, 45 transportation projects have been identified for the TTP System. The locations of the projects are shown by project



number on Figures 5-1 and 5-2, and the projects and estimated costs are described below and summarized in Table 5-1. Overall, projects identified total approximately \$48.9 million over the next 20 years. The Tribe only receives approximately \$1.5 million each year for planning (2% planning funds), construction and maintenance through the BIA roads program. Thus, the ability to fund projects will impact the implementation schedule. Also, the Tribe will need to look to other sources of funding and partnering with other units of government to implement some of these projects.

It should be noted that as projects develop and requirements become more specific, roadway sections may vary slightly from the recommendations made in these improvement projects. The projects outlined in this plan represent the best estimate of need at the time the plan was prepared. The important aspects are the identification of needed improvements to specific roads or for new roads and the development of “planning level” cost estimates to develop a TIP and a funding strategy. As preliminary engineering begins, cost estimates need to be refined and reflected in the TIP. Costs currently are estimated in 2023 dollars, but as projects are placed on the TIP, the cost estimates shown in the plan need to be updated to account for inflation. It should be noted that cost estimates are based on typical BIA project development, design, and construction efforts while using Oregon Department of Transportation unit cost from the project bidding database from the Calendar year 2022, See Attachment B.

A description of cost estimating data is provided in Appendix A, including estimating methodology, design standards and unit costs. Another option is to consult with state and county transportation officials to determine what rate of inflation they have been experiencing with construction projects in the region.

Based on tribal priorities, anticipated development schedules, and on the availability of funding, projects have been placed into three categories:

- Short-Term Projects – those that should be constructed in the next 6 years.
- Mid-Term Projects – those that should be constructed from 7 to 12 years in the future.
- Long-Term Projects – those not likely to be constructed until approximately 13-20 years from now.

5.3 Short-Term Projects (0-6 years)

Project No. 1: Ongoing Transportation Planning – Ongoing transportation planning is also critical as it not only affects the overall development of the reservation and needs to be kept current, but it also has a direct impact on the level of funding the Tribes will receive through the BIA roads program. This project includes TTP Road Inventory updating to ensure that the Tribes receive their fair share of the Federal Highway Funds; annual updating of the Transportation Improvement Program (TIP) to ensure that funds are allocated to priority projects, and that contracts are in place for design and construction; updating the Long-Range Transportation Plan approximately every five (5) years to



appropriately address changing needs and priorities and any new lands procured by the Tribes; and updating the Local Roads Safety Plan. It is recommended that the Tribe allocate an average of \$52,000 a year for ongoing Engineering, Environmental design, and planning activities or \$312,000 over the next six (6) years. These costs have only been identified for the short term as these budgets will change over the long term. When the Plan is updated in the next 5-6 years, new budgets will be developed based on needs identified at that time.

Project No. 2: Ongoing Maintenance - To protect the public investment that has been made in the road system, periodic maintenance is a necessity. Ongoing annual maintenance includes such activities as road grading, pothole repair, drainage maintenance, sign replacement, street sweeping, striping, slurry sealing, snow removal, and emergency repairs. These maintenance needs are hard to predict, so it is necessary to have an annual maintenance fund established to facilitate road repairs, especially emergency repairs, when they occur. Major maintenance, such as overlays and chip seals, are easier to program and would be shown as specific projects in the LRTP. It is recommended that the Tribe allocate \$116,000 a year for road maintenance. The total estimated cost of this project over the short-term 6-year period is \$696,000. Planning costs have only been identified for the short term as these budgets will change over the long term. When the Plan is updated in the next 5-6 years, new budgets will be developed based on needs identified at that time.

Project No. 3: Transit Program – The Tribe is participating in a transit program that costs approximately \$390,000 annually and is funded by state and federal programs including the BIA roads program. The Tribe is allocating \$65,000 a year from the roads program as a match for other state and federal transit programs and to fund facilities, such as bus shelters and a bus barn. Total Cost : \$2,340,000 for FY2024 to FY2029.

Project No. 4: Highway 18 Improvements, Pre-Engineering (Ft. Hill to AR Ford Road) - ODOT initiated a pre-engineering contract for Highway 18 improvements to modernize and improve traffic safety from Ft. Hill to the Grand Ronde community. This project will also provide safer access to the Spirit Mt. Casino/Resort which is the major employment and trip generator in Polk County. The current contract is for approximately \$4,514,000 of which the County and Tribe are splitting the required local match. Each contributed \$115,000, for a total of \$230,000 for this phase which has been prefunded for a total of \$840,000.

Project No. 22: OR 22 (Three Rivers Road) Realignment at Kissing Rock – Phase 2 of Highway 18 Improvements identified above. OR 22 is a two-lane roadway with a posted speed limit of 55 mph; however, there are multiple curve warning signs along the roadway with rider speeds that range from 25 to 35 mph; ODOT recently updated most signs along the roadway to high visibility signs and adjusted the rider speeds. The section of the roadway at Fort Yamhill Monument (Kissing Rock) has limited shoulders and several reversing curves that have limited sight distance. A rock bluff extends to the western edge of the pavement and Cosper Creek is located at the eastern edge. The curves contribute to slower speeds and an increased difficulty for eastbound trucks as they will sometimes



drag their trailer tires against the rock bluff on the inside of the curve. Trucks tend to get off track through these corners, and several have crashed into Cospers Creek and other vehicles. A total of seven crashes were reported along this segment of road over the five-year period of 2012-2016, the majority of which were reported as fixed-object or run-off-the-road crashes.

Under this project, 0.5 mile of the roadway would be realigned and widened to a 34-foot surface and improved horizontal curves to allow full movement of normal truck traffic (Rural Design). Six curves have been identified for new alignment. This would require removing a rock outcropping. A new alignment has been proposed which would utilize a 45 MPH design speed and would require significant excavation (approximately 335,000 cu. yds.) of materials. The position of the new alignment will be such that the new roadway can be built without negatively impacting traffic. There will be a new bridge structure at MP 24.13 to cross a major tributary to Cospers Creek. The proposed Fort Yamhill Park access will intersect OR 22 at MP 23.95 and will replace the Old Fort Hill Road which will be abandoned. It is likely that the project area contains numerous known historic and pre-historic Native American sites. The proposed alignment places the roadway away from the streams which may impact archeological sites. Total estimated cost of the tribal match for this project is \$854,000.

Project No. 9: Route 5030, Railroad Station Access Road – This 0.1-mile street provides access to the tribally-owned, historic train depot. The Tribe has used this facility in the past for various function, but it is currently not used. However, the Tribe has received a grant to rehab the structure. It has also been suggested that the facility could be used as a transit rest stop for the bus drivers. Currently, the street has a gravel surface and would be upgraded to a paved surface with a cul-de-sac. The street would be 24 feet wide with sidewalks on both sides (Urban Design). Total estimated cost of the project is \$1,629,962.

Project No. 10: Safety Improvements – During the short term, the Tribes' priority is to focus on implementing cost-effective safety improvements along Grand Ronde Rd. and at/near the intersections of Grand Ronde Rd. and OR 18 and OR 22 and then to reevaluate safety issues in the area after ODOT implements the OR 18 improvement from Ft. Hill to AR Ford Rd. as this improvement is expected to mitigate many of the safety issues along the highway and at the intersection with OR 22 at Valley Junction. Safety improvements include:

Grand Ronde Road

- Install pedestrian activated warning beacons at selected crosswalks.
- Install speed feedback signs (north end and south end of the segment between OR 18 and OR 22).
- Install a warning beacon for logging activities north of OR 22 that can be activated during periods of timber harvesting.



OR 22/Grand Ronde Road Intersection

- Install high visibility intersection ahead warning signs with flashing beacons east and west of the Grand Ronde Rd. intersection.
- Widen OR 22 shoulders at Grand Ronde Rd. (SW corner) and relocate utility pole.
- Relocate the “stop” sign closer to the stop bar on Grand Ronde Rd. (north-bound lane).
- Provide intersection street illumination at Grand Ronde Rd.
- Install warning beacons for school buses and school bus turnaround signs east of the Grand Ronde Rd. intersection.
- Double yellow centerline striping.



OR18/Grand Ronde Road Intersection

- Install high visibility intersection ahead warning signs with flashing beacons consistent with similar applications further east along OR 18.
- Improve right turn deceleration lane on to northbound Grand Ronde Road.
- Install speed feedback signs in both directions on OR 18.
- Install street illumination at the intersection.

OR 22/OR 18 Intersection

This project is a collaboration with the Oregon Department of Transportation which is the jurisdictional agency for the project.

- Install street illumination at the intersection and along OR 22 and OR 18.
- Install high visibility intersection ahead warning signs with flashing beacons on OR 18 consistent with similar applications further east along OR 18.
- Install signs and pavement markings on OR 18 that are aimed at slowing traffic at the eastbound and westbound approaches.

The total estimated cost of this project is \$5,172,149.

Project No. 12: Tribal Route 526, Forestry Place, Section 30, New Construction – Forestry Place needs to be extended to allow a loop, so large vehicles can access storage facilities on the site without having to backout, which is currently difficult. The road would be paved and would be 20 feet in



width (Rural Design). A potential alternative is to extend to the east to connect back to Forestry Way. This 0.1-mile project is estimated to cost \$408,604.

Project No. 13: 312 Road, Culvert Replacement – The Tribe has identified this culvert for replacement. This route is used by log trucks for timber harvesting in the area as well as being used for recreational activities by tribal members and the public. The culvert replacement is estimated to cost \$244,755.

Project No. 14: Route 532, Owner – BIA, Wetlands Trail – This proposed new route would allow direct pedestrian and bicycle access from tribal facilities along Grand Ronde Road and the Tillixam Circle and Raven Loop housing developments. The trail would start at Grand Ronde Road and go east along the north edge of the Williams property to Raven Loop. A north section would connect with Tillixam Circle. The proposed trail would be paved, approximately 0.3 mile in length, and 8 feet in width (allows for a maintenance vehicle). The Wetlands Trail project will cost approximately \$486,604.

Project No. 15: Tribal Route 523, Eade Creek Subdivision, Section 40 Eade Creek Loop – This



proposed 0.25-mile section will complete the roads in this subdivision. The road will match the existing sections and will be paved with curbs/gutters and 5-foot sidewalks on both sides of the road. The width of the road will be 28 feet (Design Guideline). Total estimated cost of the project is \$1,981,321.

Project No. 17: Route 5073, Casino West Access Road – Casino managers are looking to develop an RV park south of the hotel on the south side of the S. Fort Yamhill River. This will require a new 0.1-mile access road and a bridge. The road would be 24 feet in width (Urban Design) with a 5-foot sidewalk on one side. The total estimated cost of the project is \$1,509,590.

Project No. 18: Route 528, Hubert Road Upgrade and Extension –

Hubert Road provides access to the Williams Property which is planned for future housing. This project would upgrade 0.2 mile and extend 0.1 mile to tie into Raven Loop, which provides a much needed second access to housing areas that now can only be accessed by Tyee Road. Hubert Road can also be extended in the future to the east to also provide access to the Miller Property, which is also planned for future housing. Under this project, the road would be widened to 30 feet (Urban Design), with a paved surface and sidewalks on both sides. Total estimated cost of the project is \$1,412,662.



Project No. 19: Route 534, Williams Property Subdivision Roads – The Williams property is adjacent to Grand Ronde Road across from the Grand Ronde Clinic. Because of its location and



proximity to existing infrastructure it is a prime location for additional tribal housing development. Currently, there is no subdivision design available, so an estimation of the length of streets necessary to serve the property was made to include these in the Tribal Road Inventory to generate future funding. It is estimated that approximately 0.8 miles of streets will be necessary to serve the site. The road would be 28 feet in width with 5-foot sidewalks on both sides (Urban Design). Total estimated cost of the project is \$3,308,705.

Project No. 20: Highway 18 Improvements, Construction (Ft. Hill to AR Ford Road) – Based on the outcome of the current pre-engineering phase, and if ODOT will proceed with the project in a timely manner, the Tribe is budgeting \$500,000 for local matching funds for the design/construction phase of this ODOT project.

Project No. 21: Forest Trails – The Tribe has been developing a system of forest trails for recreational use and for gathering. Trails include Coast Creek Trail, Agency Creek Trail, Tillamook Trail, Equestrian Loop, Yoncalla Trail, and Yoncalla Falls Trail. Existing and proposed sections of these trails total over 30 miles in length. The Tribe has been periodically building and maintaining sections of these trails as they can. Although this has been an ongoing project, completion of this system will likely take several years as there are still about 10 more miles to construct. The total cost would be approximately \$1,139,203.

Project No. S1: Route 9022, Grand Ronde Rd., Drainage Improvement - The property on the northeast corner of the intersection of OR 22 and Grand Ronde Road experiences repeated flooding during heavy rains due to poor drainage. This project may require new grading, a culvert replacement, and a catch basin to capture stormwater. The total cost would be approximately \$428,863.

Project No. S2: Route 0556, Child Development Center Access - This project will provide a paved surface access road to the new Child Development Center. The road will be approximately 0.1-mile and will be 11 feet in width (Rural Design). The estimated cost of this project is \$463,079.

Project No. S3: Route 0570, Fire Station Access, and Parking - This project will provide a paved parking lot with sidewalks to the existing fire station. The parking and sidewalks will cover approximately 22,000 SF. The estimated cost of this project is \$610,888.

Project No. S4: Route 0616, Waterline Path - Asphalt path parallel to the north side of OR 18 and between Grand Ronde Road on the west and SR22 on the east. 1.85 miles. The estimated cost of this project is \$3,138,000.

Project No. S5: Route 6802, McPherson Rd., East Extension - This road will provide access to the next phase of an existing tribal residential development. The street will be approximately 0.3-mile and will be 60 feet in width (Polk County Road Standards) with a 5-foot sidewalk on both sides, 2-foot gravel shoulder, and a 9-foot ditch for drainage. The estimated cost of this project is \$2,963,144.



Project No. S6: Route 0563, Section 20, Procurement Facility Storage Access - This project will provide a gravel surfaced access road to storage areas on the west side of the Procurement Facility. The road will be approximately 240 LF and will be 24 feet in width (Rural Design). The estimated cost of this project is \$374,869.

Project No. S7: Community Pavement Restoration – Various routes - This project is to provide for pavement restoration in various locations due to localized damage or general deterioration. Project Cost: \$250,000.

Project No. S8: Grand Ronde Tribe Electric Vehicles and Charges - This project is to support an ODOT Carbon Reduction Program to install 8 EV charging stations with 16 ports, purchase 4 EV vehicles. This project is grant funded at \$698,588, the tribe has a 10.27% match requirement (\$79,956) bringing the total project amount to \$778,544. The Tribe is planning to use match dollars from the TIP. ODOT funding will send funds to FHWA, then route to BIA. BIA will then route funds to the tribe through the TTP.

Project No. S9: Grand Ronde Multiuse Path Corridor Study - This The other ODOT Grant funded project is for Schematic Design Work (30% Plans) for the Spirit Mountain Casino Path Project Perform conceptual planning for an approximately 8,000-foot multi-use path from approximately the United State Post Office on Grand Ronde Road to the Spirit Mountain Casino. This Project, when constructed, will include design elements that provide pedestrian facilities that meet federal accessibility guidelines, establish new storm water management facilities, and add new pedestrian illumination. These improvements are integrated with and are empowered by the Tribe's Long Range Transportation Plan. The Project will be constructed in accordance with the approved plans and specifications. Project Cost: \$231,255. ODOT funding will send funds to FHWA, then route to BIA. BIA will then route funds to the tribe through the TTP.

Project No. L2: tumwata Village Complete Streets - These proposed new routes allow public access to the planned site development and promote circulation within the property. The streets, sidewalks, and paths would allow separate vehicles, pedestrian, and bicycle access throughout the development. Sidewalks and paths would provide access to the Willamette River shoreline and to planned green space on the southwest end of the development. The streets, sidewalks, and paths would be paved. The project would involve construction of approximately 0.44 miles of street, 36' to 38' feet in width, and .3 miles of 10' wide paths. (Urban Design Guideline No. 6, 9 and 13). The estimated cost of this project is \$9,544,944.



5.4 Mid-Term Projects (7-12 years)

Project No. 23: Tyee Road East Extension, Phase I – Tyee Road is currently a 32-foot-wide paved road with sidewalks on both sides. The road provides access to existing tribal housing and will need to be extended to the east to access the Miller property which is designated for residential development. In the long term, Tyee Road should eventually extend east to Lachance Road and on to Highway 22 to allow for secondary access and to reduce traffic on Grand Ronde Road. The first phase of this project is a 0.1-mile extension. The road will be 30 feet in width (Urban Design Guideline 6) with a 5-foot sidewalk on one side. The estimated cost of this project is \$669,474.

Project No. 24: BIA Route 5070, Casino Perimeter Road – Most of the Casino Perimeter Road is constructed. The remaining portion would tie Murphy Road to the south side of the conference center. This 0.2-mile paved section would be developed at the north side of the existing parking lot or, if the Tribe can acquire the old car museum property, straight through that property to minimize turns for recreational vehicles that are accessing the Casino RV Park. The road should be 24 feet wide with curbs and gutters (Urban Design Guideline No. 4) and a sidewalk on both sides. This will provide 12-foot travel lanes for large vehicles and trailers. The total estimated cost of the project is \$1,164,021.

Project No. 25: BIA Route 5072, Casino Access (New) – Under this project, 0.4 mile of a new 36-foot-wide paved road would be constructed from the proposed interchange at the OR 18 and OR 22 junctions. This would function as a new entry to the casino site. The road would be paved and 36 feet in width (Urban Design) to accommodate large vehicles, with 6-foot bicycle lanes on each side. Total estimated cost is \$2,698,345.

Project No. 26: Route 535, Miller Property Subdivision Roads - The Miller property is located east of the Raven Loop housing and is designated for housing development. The primary access will be from an extension of Tyee Rd. There is also a location for access next to the wastewater treatment facility on Raven Loop. A connection to the south should also be provided, so eventually access can be facilitated via Hubert Road. Currently, there is no subdivision design available, so an estimation of the length of streets necessary to serve the property was made to include these in the Tribal Road Inventory to generate future funding. It is estimated that approximately 0.8 miles of streets will be necessary to serve the site. The road would be 28 feet in width with 5-foot sidewalks on both sides (Urban Design Guideline No. 5). The total estimated cost of the project is \$4,390,865.

Project No. M2: Route 581, Old Church Road Upgrade - This 0.1-mile street provides access to a tribally owned, historic property. The Tribe has used this facility in the past for various functions. Currently, the road has a gravel surface and would be upgraded to a paved surface. The newly upgraded street would be 24 feet wide with curbs and gutters and sidewalks on both sides (Urban Design Guideline No. 4). Total estimated cost of the project is \$1,151,022.



Project No. M3: Route 0502, Blacktail Drive, East Extension - Currently a 23-foot-wide paved road with sidewalks on both sides. The road provides access to existing tribal housing and will need to be extended to the east, across Grand Ronde Road to access the Eade Creek Subdivision property which is partially built designated for further residential development. The street will be approximately 0.2-mile and will be 30 feet in width (Urban Design Guideline 4) with a 5-foot sidewalk on both sides. The estimated cost of this project is \$3,970,201.

5.5 Long-Term Projects (13-20 years)

Project No. 27: BIA Route 512, North Street Upgrade (Kerleyville area) – North Street, which is currently in very poor condition, provides access to a large amount of undeveloped tribal property. North Street is a privately owned street that functions as a public road providing major access to the “Bunnsville” housing area. The Tribe plans to develop the property along the north side of the street. Several potential developments have been suggested (e.g., housing, recreation). Any type of development will require improvements to the street with the probability that the street would become a BIA or tribal route, since the Tribe and BIA will likely pay the cost of improvements.

It is recommended that the street be 38 feet in width with 24 feet of travel way and seven-foot shoulders (Urban Design Guideline No. 13). The street should also have curbs and sidewalks on both sides to facilitate pedestrian access and safety. Total estimated cost of the project is \$2,181,800.

Project No. 28: BIA Routes 514 and 509, Agency Area Housing Roads “A” and “B” (Phase 1) – The Tribe has 70 acres of property in the Old Agency area on the east side of Grand Ronde Road north of OR 22 (Yamhill County). The Tribe plans over the long term to construct approximately 300 homes on this property which is currently in agricultural use. BIA Routes 514 and 509, “Road “A” and “Road “B”, will be the first roads constructed. It is anticipated that the site will be accessed from OR 22, along the eastern side of the property by Route 509 which would be approximately 0.5 mile in length. BIA Route 514 would provide access to the site from Grand Ronde Road and would be approximately 0.2 mi. in length. It is recommended that both roads be 36 feet in width with 22 feet of travel way and seven-foot paved shoulders to accommodate parking (Urban Design Guideline No. 11). The roads should also have sidewalks on both sides. Total estimated cost of the project is \$4,753,856.

Project No. 29: Route 600, Coast Creek Road Widening – Coast Creek Road is currently a 3.1 mile long, 14- to 16-foot-wide road in fair to poor condition. Under this project, the road would be widened to 22 feet with a gravel surface (Rural Design Guideline No. 21). This will involve relocation of overhead utilities. There would also be replacement of two 20-foot to 30-foot single span bridges on Gibert Creek and Canada



Creek, and possibly a third bridge replacement or culvert lengthening on Burton Creek. Total estimated cost of the project would be \$2,708,770.

Project No. 30: Route 510A, South Street, Section 20, Upgrade (Kerleyville area) – South Street currently provides access to the “Bunnsville” housing area and to tribal offices in the old Grand Ronde Railroad Depot. ODOT has identified that South Street, over the long term, needs to be developed as a frontage road to OR 18 to allow for additional development along the north side of OR 18 without creating additional highway access. Thus, South Street will, in the long-term, be extended west to reconnect to OR 18 at the AR Ford Road intersection. Also, ODOT has indicated that a future interchange configuration for Grand Ronde Road might have on/off ramps from OR 18 that will likely connect with South Street. As a result, South Street will become a major commercial access road in the future. It should be noted that the Tribe owns a major parcel of land west of the current end of South Street.

It is recommended that South Street be upgraded to a 38-foot road with 24 feet of travel way and seven-foot shoulders (Urban Design Guideline No. 13). The road should also have curbs and five-foot sidewalks on both sides. The total estimated cost of the project is \$2,078,719.

Project No. 31: Tribal Route 510, South Street West Extension – South Street would be extended 0.9 mile west and tie into OR 18 at the AR Ford Road intersection to serve future commercial and light industrial uses. It is recommended that South Street be upgraded to a 38-foot-wide road with 24 feet of travel way and seven-foot shoulders (Urban Design Guideline No. 13). The road should also have curbs and five-foot sidewalks on both sides. Total estimated cost of the project is \$6,091,425.

Project No. 32: County Road 6802, McPherson Road West Extension - This extension of McPherson



Road is intended as a very long-term project with the purpose of providing another crossing of the South Yamhill River in the Grand Ronde community. As the community continues to grow, more pressure will be put on Grand Ronde Road. Having a second way to cross the river would be of advantage, particularly in an emergency (flooding or earthquake). In concept, this project would extend McPherson Road west and then south to tie into North Street and on to South Street. The southern extension would

cross the South Yamhill River and the Rogue River just above their confluence with the Yamhill River. This 0.5-mile street would be paved with curbs and gutters and sidewalks. The width should be approximately 34 feet (Urban Design Guideline No. 8) to accommodate bicycle lanes. Total estimated cost is \$15,111,403.

Project No. 33: BIA Route 520, Tye Road East Extension, Phase II – In Phase I of the Tye Road project, the road was extended to the east to access the Miller property which is designated for



residential development. In Phase II, Tyee Road would be extended 0.3 mile east to Lachance Road and on to Highway 22. The road would continue with the same 30-foot width (Urban Design Guideline No. 6). Total estimated cost of the project is \$1,604,102.

Project No. 34: Route 6804, Andy Riggs Road Extension – Another very long-term project would be to extend Andy Riggs Road east across the South Yamhill River and directly into the casino area and tie into the perimeter road. Again, as the community grows, having access south of OR 18 that ties to the casino provides additional circulation flexibility, since it would allow for direct travel to the site from the south Grand Ronde area without having to use the state highway. This Project would involve constructing 0.7 mile of new roadway including a bridge. It is recommended that the road be 34 feet wide, with a 22-foot travel way and 6-foot paved shoulders for pedestrian and bicycle use (Rural Design Guideline No. 7). The estimated cost of this project is \$3,946,385.

Project No. L1: Route 150, Willamina to Casino Trail - This proposed new multiuse path connects the City of Willamina to the Valley Junction interchange area. The trail would allow direct pedestrian and bicycle access for public and casino employees between Willamina and the Tribal Casino. The west end of the trail would start at the east end of the Waterline Trail (Project S4) and follow the decommissioned rail line route to Willamina. The proposed trail would be paved, and is approximately 6.9 miles in length, and 8 feet in width (to allow for a maintenance vehicle). The estimated cost of this project is \$3,544,464.

5.5.1 Summary of Project Costs

Overall, the Plan calls for expenditures of \$97,684,381 for improvement projects over the long term. The total breaks down to:

- Short-Term Projects: \$41,619,529
- Mid-Term Projects: \$11,345,583
- Long-Term Projects: \$44,719,269

5.6 BIA Public Road System Changes

Recommendations call for the TTP System to be expanded to 183.1 miles of State, County, BIA, tribal, and other roads. This system will include 57.1 miles of existing and proposed BIA roads, 46.4 miles of tribal roads, 9.2 miles of County roads, 65.8 miles of State roads, and 4.5 miles of other roads. The following Tribal Roads are to be added to the TTP System:

- Willamina Pedestrian Path
- South Street
- Eade Creek Subd.
- Recreation Center Access
- Hubert Rd.



- Wetlands Trail
- Williams Property Subdivision
- Miller Property Subdivision
- Blacktail Dr.
- Education Campus Rd.
- Wellness Center Lot
- Arrowwood Dr.
- Water St.
- Pedestrian Path
- Main St.
- Railroad Ave.
- 4th St.
- 3rd St.
- Waterline Path
- Tillamook Trail
- Equestrian Loop
- Casino RV Park Access Rd.

5.7 Prioritization and Implementation

The list below represents current priorities for the Tribe. It should be noted that project implementation will not always occur in the order of priority as funding levels and sources can change from year to year, and many of these sources are competitive. Projects may get bundled to take advantage of the “economy of scale” as well. Also, tribal priorities can change from year to year depending on changing conditions or opportunities that arise. As an example, the Tribe is considering construction of a records storage/archive building in the Tribal Headquarters campus area. Although a general area is under consideration, no specific site has been approved and no building plans have been started. As a result, any impact on the circulation system in terms of new roads or realigned roads is unknown as are parking requirements. Consequently, currently, it is not possible to fully describe the project or to estimate costs. When the project is further delineated (at conceptual design), an improvement project can be described, and a cost can be estimated. At that time, the Plan and TIP should be amended to include this project as it is assumed that it will be a priority for the short term.

Current project priorities are as follows:

Project Priorities	
1	Ongoing Trans. Planning
2	Ongoing Maintenance
3	Transit Program
4	OR18/22 Interchange - Design Acceptance Package



9	Railroad Station Access Road
10	Traffic Safety Improvements
	Grand Ronde Road
	OR 18/Grand Ronde Rd Inx
	OR 22/Grand Ronde Rd Inx
	OR 18/OR 22 Inx
12	Forestry Place Sec. 30
13	Rt. 312 Culvert Replacement
14	Wetlands Trail
15	Eade Creek Sub., Eade Cr. Loop
17	Casino Proposed RV Park Road
18	Hubert Road Upgrade/Extension
19	Williams Property Subdivision Roads
20	Highway 18 Construction
21	Forest Trails
New Projects	
S1	Route 9022, OR 22/Grand Ronde Rd., Drainage Improvement.
S2	Child Development Center Access
S3	New Fire Station Access
S4	Waterline Trail
S5	McPherson Rd., East Extension
S6	Procurement Facility Storage Access West Extension
S7	New Fire Station Access and Parking
S8	Grand Ronde EV and EV Chargers
S9	Grand Ronde Multiuse Path Corridor Study
L2	tumwata Village Complete Streets

5.8 Maintenance

Initially, the Tribe will have 103.2 miles of BIA and Tribal roads to maintain. Over the long term with the addition of 19.7 miles of proposed BIA and tribal roads, the Tribe will have 46.4 miles of road to maintain, of which 12.6 miles will be paved, 18.8 miles will be gravel, 14.7 miles will be earth (trails). The Tribe will be periodically using Highway Trust Funds for ongoing maintenance functions. These activities can include crack sealing, chip sealing, pothole repair, regrading, drainage repair, street sweeping, replenishing aggregate, brushing, and restriping, etc. Since it is difficult to predict maintenance needs over the long term, these activities will be identified in the TIP when appropriate.

5.9 Recommendations

Based on the project findings, tribal development plans, and public safety needs, the following recommendations are set forth:



5.9.1 Implementation

The Grand Ronde Tribal Council needs to formally adopt this LRTP by resolution to receive Federal Lands Highway Program funds or other IIJA funds for their transportation programs.

The CTGR should maintain and update a TIP on an annual basis. The federal transportation legislation has many other programs besides the Federal Lands Highway Program, and the Tribe should be able to access other funds in addition to the BIA program funds. The Tribe's TIP should be submitted to the State and Polk and Yamhill Counties, as well as the BIA.

5.9.2 BIA Public Road System

Recommendations call for the TTP System to be expanded to 188.5 miles of State, County, BIA, and tribal, and other roads, including 18.1 miles of proposed new roads and trails. It is important that, as new roads are developed or existing roads reconstructed, right-of-way descriptions should be prepared as part of design surveys and that the Tribe grant the BIA or itself an easement for the right-of-way.

5.9.3 Maintenance

Periodic maintenance of BIA and tribal roads will be required to protect the initial public investment in these roads. It is recommended that funds be set aside annually for ongoing maintenance activities.

5.9.4 Interagency Coordination

Wherever possible, the Tribe must coordinate and partner with other jurisdictions/agencies to implement transportation improvement projects, for transportation planning, and for transit as required by most federal funded transportation programs. BIA funding can be used to match other federal funding programs, which is a major advantage in partnering with other jurisdictions to implement transportation projects.

If the Tribe or any other agency, such as HUD, constructs any new roads that are to be placed on the BIA system, the BIA should review those projects during their design phase to ensure that the roads will meet BIA and AASHTO design standards.

5.9.5 Funding

Over the long term, Federal Lands Highway funding through the BIA will not provide the level of funding required to meet all the transportation needs of the Tribe. Under the IIJA legislation, other transportation funds are available to tribal governments through federal and state programs. These sources can help augment BIA project costs or, in some instances, fund projects which the BIA branch of roads cannot fund (or fund at the appropriate time).



As more definitive plans are developed, cost estimates for the transportation improvement projects should be reviewed and revised. Also, as the Tribal TIP is periodically updated, costs should be adjusted for inflation. The TIP provides a methodology for cost updating.

5.10 Plan Updating

The plan should be reviewed annually by the Tribe to assess changing needs and priorities. Specifically, this process would evaluate maintenance priorities for the BIA and tribal systems, review priorities for new construction or upgrading projects and their implementation schedule, provide interagency coordination to address specific problems on county or state roads, and provide input into the annual BIA budgeting process.

It is recommended that the Tribe undertake major revisions to this plan every five years.

Whenever the Transportation Plan is updated, a copy of the Plan and Tribal Resolution adopting the Plan must be entered into the BIA RIFDS database as "Attachments." Also, if the Plan is amended at any time, a Tribal Resolution identifying the amendment must be entered into the RIFDS database, otherwise any new projects cannot be funded with TTP funds.

5.11 Transit

The draft CTGR Transit Development Plan (Kittleson, 2023) outlines near- and long-term recommendations. Wherever possible, the Tribe should look for ways to combine proposed transportation improvement projects with suggested transit improvements, such as ADA accessibility upgrades, improved lighting, benches, and shelters, in affected roadway segments, and partner with other jurisdictions/agencies to implement transportation improvement projects, for transportation planning, and for transit as required by most federally funded transportation programs.



6.0 MULTI-MODAL CONNECTIVITY PLAN

6.1 Introduction

The unincorporated rural community of Grand Ronde is the central place of the reservation of the Confederated Tribes of Grand Ronde (CTGR) that are tied together by employment, residential development, and cultural heritage. The community itself would follow the category of a Rural Community within the structure of Oregon’s Land Use Planning (smaller and predominantly residential). Areas that are adjacent to Oregon Highway 18 from AR Ford Road to the Fort Hill Road interchange show the characteristics of a Rural Service Center with limited commercial and industrial lands abutting the highway. Finally, the Spirit Mountain Casino is a classic destination resort and is known as Oregon’s busiest tourist destination, drawing three million visitors annually.

Increasingly, communities are gaining awareness of folks who are either unable to drive or are unable to access resources because they lack access to a car. Many of these community members rely on walking, biking, and/or transit service to access basic, everyday necessities. Also, many people across the country are choosing to walk, bike and take transit for short trips, where multimodal options are safe, convenient, and available to them. As a result, the project team assembled by the Confederated Tribes of the Grand Ronde embarked on an effort to evaluate the demand for multimodal opportunities. The effort, captured in this Chapter, hopes to assist current and future community members in meeting funding obligations and program priorities, especially those priorities outlined in Grand Ronde 2033 – Our Future. Standards considered for these facilities have been expanded beyond review of the level of service to best capture existing conditions and potential demand.

6.1.1 Priorities, Goals, and Actions

Grand Ronde 2033: Our Future (shawash-ili?i 2033- nsayka k^hapa alqi) set out Priorities, Goals, and Actions for roads and pedestrian pathways. These include priorities to:

- To ensure that all motorized and non-motorized transportation routes in the Grand Ronde community are consistent and complimentary to the Tribe’s values and vision for the community.
- To develop and maintain a motorized and non-motorized transportation network in the Grand Ronde community that enhances overall livability by providing accessible and safe access that links all areas of the community; and
- To enhance Tribal member’s ability to engage the community through the construction and maintenance of a network of non-motorized trails connecting key areas of interest throughout the community.



To achieve these priorities, Goals focused on specific projects and outcomes:

- Goal M1.1: To exert the Tribe's unique role as a collaborative partner to enhance the overall safety of Grand Ronde Road.
- Goal M1.2: Ensure that as the community grows, there continues to be adequate roads and pedestrian pathways to provide convenient access.
- Goal M2.1: Enhance the safety of Grand Ronde Road and help transform it from a thoroughfare to a Main Street.
- Goal M2.2 (and M3.1): Provide a network of non-motorized pathways that provide pedestrians and bicyclists with safe and convenient access to the major features of the Grand Ronde community.

Recommendations from outreach conducted through this project effort are consistent with many of the efforts identified in the Grand Ronde 2033 plan. These strategies have been summarized from Appendix M of shawash-ili?i 2033:

- Conduct feasibility analysis of developing a bicycle/pedestrian path that links campus, housing, Pow Wow grounds, Chachalu, and Spirit Mountain Casino.
- Explore viability of rails-to-trails program to expand non-motorized transportation connectivity.
- Advocate for the incorporation of a bicycle/pedestrian lane into any frontage road design developed by ODOT for the area.
- Install Pedestrian Activated Warning Beacon at crosswalks near campus.
- Install traffic calming measures and potentially reduce the posted speed of Grand Ronde Road.
- Collaborate in the implementation of the Tribe's preferred vision for alignment of Highway 18 including interchanges at Grand Ronde Rd. and Valley Junction.

6.1.2 Multimodal Challenges

The challenge for CTGR is overcoming the distance between residential areas and the necessary tribal services and retail options in ways that are practical. Generally, many of these trips are difficult to make without a single occupancy vehicle. Though this condition is not uncommon to rural communities within or outside the Native American communities, ideally, rural communities with similar the populations of Grand Ronde will have transportation options to access critical resources and daily needs. These might include medical services, groceries, work, school, and/or cultural resources.



Information gathered through focus group engagement, public meetings, individual interviews, and an online survey indicated that the key issues creating barriers to multimodal mobility often occur due to the availability and/or frequency of public transportation. On-demand paratransit and/or convenient dial-a-ride services are available to Elders and members with disabilities or limited incomes but may not be meeting all the present or future needs of community members.

Commuters within the reservation or to nearby communities do not have many options available to them. More than 1,600 people travel to and from Grand Ronde daily primarily in single occupancy vehicles. Transit services are limited, and frequency of service is relatively inconvenient for the commuting population who can travel by personal vehicle. In addition, the place setting of Grand Ronde lacks conditions that promote robust multimodal opportunities.

Creating transportation alternatives requires creating an environment in which people can walk, bicycle, rideshare, and take transit. A multimodal compatible community includes safe walkways, pedestrian- friendly streets and buildings, a variety of activities within walking distances and a population density supported of transit services. Expanded travel options and quality environment are possible when multimodal connectivity and transit friendly development become a community priority.

This project focused on addressing local and regional multimodal connections to assist the Grand Ronde Community in planning for the development of transportation options within the community and to nearby destinations.

This Chapter includes evaluations of existing pedestrian connections, bicycle pathways, and transit facilities/services provided to Grand Ronde; identifies existing gaps and deficiencies in the study area; and identifies recommendations for the Confederated Tribes of Grand Ronde to consider and implement as funding permits.

6.2 ANALYSIS METHODS AND ASSEMBLING THE DATA

During the application process, the project team established study area boundaries based on population, geographic resources, previous transportation studies and inventory, as well as community engagement survey data.

6.2.1 DEFINING THE STUDY AREA

Upon examining the map of the study area, it became clear that restricting the study area to only the Grand Ronde community core boundaries would not allow for comprehensive coverage of all nearby communities via multimodal mobility options, except for the public bus.

Including Tribal housing, ceremonial grounds, and the Spirit Mountain destination not adjacent to the core community area in this study require



recommendations for increased transit routes and frequency. The feasibility of expanding, local rideshare, on demand, and/or paratransit services locally are also considered.

Primary to connectivity within the study area is non-motorized transportation infrastructure. This evaluation measured opportunities to walk or bike easily and safely within the core Grand Ronde Community. To achieve a goal focused on community members with limited access to vehicles, the analysis centered on safety and completeness of the non-motorized infrastructure, to maintain mobility through transportation options. Examples of key connection resources to achieve this outcome are: two multipurpose path projects, The Pow Wow Grounds trail, that would connect the core community area with the Uyxat Pow Wow Grounds and the Waterline/Railroad Trail that would connect the community of Grand Ronde to the town of Willamina. Further evaluation focused on the connectivity of the existing multimodal network, recognizing that the completeness and quality of a route or connection often determines the likelihood of its use.



6.2.2 NETWORK ANALYSIS

After defining the study area, the transportation network located on the Reservation was evaluated utilizing data available and onsite observation. Recognizing the inventoried roadways, sidewalks, and bicycle facilities, an assessment was completed to measure access to destinations and outstanding multimodal (motorized and non-motorized) deficiencies to be addressed.

The multimodal network of Grand Ronde was evaluated through the defined metrics listed below.

1) Network Completeness

The purpose of this measurement is to determine the percentage or amount of the network that has designated facilities for bicycles or pedestrians.

2) Network Quality

This metric aims to gauge the perceived comfort and safety of pedestrians and cyclists while using the network. The general belief is that facilities that feel safer and more comfortable are more likely to be utilized.

3) Access to Destinations

This assessment determined if individuals have access to the bicycle and pedestrian network for reaching significant locations. The team identified any deficiencies within a half or two-mile radius of community landmarks such as community centers, schools, government buildings, and more.



6.2.3 ORIGINS/DESTINATIONS

The TTP System has a clear pattern of origin and destination for trips. Because of the road network, almost all trips must use either OR 18, OR 22, or Grand Ronde Road. OR 18 and OR 22 provide access to coastal communities and population centers in the Valley east of Grand Ronde. These roads are mainly used for work, shopping, and recreational trips, with OR 18 being the most popular. The Spirit Mountain Casino and Lodge, as well as the tribal government center along Grand Ronde Road, are the main employment centers generating trips. Grand Ronde Road is the only north/south road in the community, and hence, most trips within the community area are generated using this road.

6.2.4 NEEDS & EXISTING CONDITIONS

Throughout this study, various categories of needs were evaluated. These needs were determined based on an assessment of demographics and land use, community feedback, and current conditions. Below is a summary of the existing conditions of transportation options, and respective identified needs.

6.2.5 PUBLIC TRANSIT

Both Lincoln County Transit (LCT) and Tillamook County Transit (TCTD) offer Dial-A-Ride services in the region, while CTGR is not covered within the service area. In addition, TCTD operates NW Rides, a non-emergency medical transportation service for eligible members of Columbia Pacific CCO, covering health care trips within Tillamook, Clatsop, or Columbia counties.

Yamhill County Transit (YCT) provides Dial-A-Ride Service is available for anyone unable to access their fixed routes because of mobility limitations, or those whose origins or destinations are not within proximity to their fixed routes. YCT Dial-A-Ride is a curb-to-curb transportation service operating throughout Yamhill County. Single trips are priced at \$1.75, or a monthly pass is available for \$40.00. YCT Dial-A-Ride operates from 8:00 a.m. to 4:30 p.m. Monday through Friday.

Well-Ride is a company that has the potential to become a greater partner for the Grand Ronde community. Well-Ride is a non-emergency medical transit service and already provides some Community Health clients on Medicaid with transportation to medical services.

Due to the COVID-19 pandemic, Spirit Mountain Casino suspended their free shuttle service for guests traveling between the casino and multiple stops in Salem, Keizer, Woodburn, Wilsonville, and the greater Portland area. However, Caravan Shuttle is still available for transportation to and from Portland International Airport for guests.

CTGR community members do not currently have access to any paratransit services.



Since 2007, CTGR has been supporting public transportation services to enhance transportation options between the Grand Ronde area and neighboring communities. The organization has typically utilized state and federal funds and collaborated with local agencies through intergovernmental agreements to deliver these services.

The Grand Ronde Tribe is currently partaking in a transit program, which costs approximately \$365,000 per year. The program is funded by state and federal programs, as well as the BIA roads program. The Tribe has allocated \$65,000 per year from the roads program to support the transit program. This funding will serve as a local match for other state and federal transit programs, as well as for the construction of facilities such as bus shelters and a bus barn. These infrastructure improvements are aimed at enhancing the transit service in the Grand Ronde community.

CTGR has consistently participated in cost-sharing with Yamhill County Transit Area (YCTA), Cherriots, and Tillamook County Transit District (TCTD) to offer fixed-route services in various regions, including Grand Ronde, Lincoln City, Salem, McMinnville, and beyond. Additionally, the Confederated Tribes of Siletz also contribute funding to facilitate the service between Lincoln City and Salem.

CTGR receives funding for its services from a combination of state, federal, and local sources. CTGR has collaborated with YCTA since 2007, with Cherriots since 2009, and with TCTD since 2014. In 2018, TCTD assumed responsibility for providing transportation services between Grand Ronde and Salem, which was previously operated by Cherriots. CTGR community residents are directly served by three fixed route services provided through TCTD and YCTA.

60X (Coastal Connector): This is an intercity bus service operated by TCTD that connects Lincoln City and Salem, with stops in Grand Ronde, Rose Lodge, and Rickreall. This service runs three times a day and includes stops at the Grand Ronde Community Center and Spirit Mountain Casino. It also connects to other services, such as TCTD routes, YCTA routes, Cherriots and Cherriots Regional routes, and Amtrak and Greyhound services in Salem.

70X (Grand Ronde Express): TCTD operates this intercity bus service that links Lincoln City and Salem, with stops at Grand Ronde, Rose Lodge, and Rickreall. From Monday to Friday, there are four daily trips available. This route also stops at both the Grand Ronde Community Center and Spirit Mountain Casino and connects to other services, such as YCTA and Cherriots routes.

22 (McMinnville – Grand Ronde): This intercity bus service connecting Grand Ronde and McMinnville is operated by YCTA, with stops at the Grand Ronde Community Center, Grand Ronde Road/South Street, and Spirit Mountain Casino. From Monday to Friday, there are eight daily trips and four daily trips on Saturdays. YCTA also offers connecting service to Portland, Newberg, and Salem. CTGR contracts with YCTA for the cost of service between Willamina and Grand Ronde.



CTGR has direct access to five transit stops, which are listed below:

- Grand Ronde Community Center (YCTA ID 114, TCTD ID 761191). On the other side of the street, there is a bench, signage, and lighting available at this stop.
- SB Grand Ronde Road N & North Street (YCTA ID 115). This stop includes a bench and intersection lighting.
- NB Grand Ronde Road N & North Street (YCTA ID 113). At this stop, there is a bench available and intersection lighting for safety.
- Spirit Mountain Casino East Entrance (YCTA ID 122, TCTD ID 761192). The stop can be found outside the casino, and it provides an overhanging roof that offers protection from various weather conditions.
- Highway 18 & Wandering Spirit RV Park (YCTA ID 123). This stop lacks marking.

Residents of Yamhill, Polk, and Tillamook Counties have access to various transit services in addition to CTGR. TCTD and YCTA offer routes that don't directly serve CTGR, while Lincoln County Transit (LCT), Cherriots, and Cherriots Regional provide transportation to and from Salem for smaller cities and rural areas.

The transit-supportive areas (TSAs) within the CTGR boundary were analyzed using the 2020 block data from the US Census Bureau. A TSA was identified if it met at least one of the following thresholds:

- Minimum population density of 3 households/gross acre; or
- Minimum job density of 4 employees/gross acre.

A summary of the number of acres, households, and employees within the boundaries of CTGR, as well as the TSAs and TSAs served by bus stops within ¼-mile and ½-mile radii, is presented in Table 1. Table 1 demonstrates the extent of service coverage for the CTGR community, specifically in the TSAs where a significant portion of ridership is usually generated.

Displayed in Table 1, most transit-supportive population areas have access to a transit stop within a ¼-mile radius, while transit-supportive employment areas have a higher percentage at 92 percent. Although it would be ideal for all TSAs to have a transit stop within a ¼-mile radius, the CTGR boundary ensures that all TSAs have access within a ½-mile radius. There are also two designated pedestrian crossings on Grand Ronde Road that make it easier for residents in the primarily residential TSA along Tyee Road to access the Community Center bus stop.



Table 1 – Existing Transit Supportive Area (TSA) Analysis			
Area Type	Acres	Households	Employment
Total in CTGR boundary	12,286	840	1,433
TSAs in CTGR boundary	117	197	1,331
TSAs served by transit stop within ¼ mile (percent of TSA total)	83 (71%)	123 (62%)	1,230 (92%)
TSAs served by transit stop within ½ mile (percent of TSA total)	117 (100%)	197 (100%)	1,331 (100%)

6.2.6 Demographics and Land Use

The CTGR Transit Plan provided a detailed analysis of the demographic and socioeconomic characteristics of CTGR and the neighboring counties. Based on the findings, certain key insights were drawn that have significant implications for CTGR's transit requirements. These include:

- The Grand Ronde community and nearby areas have a significant number of residents who depend on transit to get around. This is because there are more people over 59 years of age, with disabilities, experiencing poverty, or lacking access to a vehicle compared to the county average.
- If transit services were not available from TCTD, more than 80% of riders would cancel their trip.
- Residents in the Grand Ronde area often commute to nearby cities such as Salem, McMinnville, Dallas, and Sheridan for work. They may find it convenient to use public transport.
- Transportation to access their places of employment in those areas if the frequency of service matches their core working hours and the routing is nearby to their place of employment.
- The Grand Ronde community area has access to transit services that connect it to several important destinations such as Salem, Willamina, Sheridan, McMinnville, and Lincoln City. However, currently, there are no direct transit links from Grand Ronde to Dallas (county seat) or Monmouth (home of Western Oregon University).

6.2.7 Unmet Needs

The needs of the Grand Ronde community were evaluated through a series of engagement activities over the course of six months in 2023. The approach included priority population interviews, intercept surveys, and meetings with a stakeholder advisory committee comprised of core Tribal interests and service providers.

The 2019 CTGR Transit plan assessed existing conditions and public outreach, which included one community meeting and two transit rider surveys completed in 2018. Through these efforts, a list of



unmet transit needs was identified. Furthermore, a needs assessment was also completed for the plan, which highlighted the following needs:

Transportation Service Needs:

- Re-establish and expand the fixed route services for employees commuting to and from Spirit Mountain Casino. This includes local service options between the Grand Ronde community and the casino, as well as increased frequency and extended hours for transportation from locations outside the Grand Ronde community to the casino.
- There is a new fixed route service available between Grand Ronde and Dallas, providing residents with access to employment, healthcare, and shopping opportunities. This service also benefits the Spirit Mountain Casino by connecting them to potential employees. Cherriots Regional offers service from Dallas to Salem, with connections available through Monmouth and Independence.
- A local circulator is proposed to enhance the accessibility of services within the Grand Ronde community, particularly for the elderly, disabled, and low-income individuals who encounter challenges in accessing social and community opportunities.
- Extending the service hours on all routes, especially during evenings, is necessary.
- Dial-a-Ride is available for seniors and individuals with disabilities.

Infrastructure Needs:

- Improvements to bus stops are necessary to ensure ADA accessibility, better lighting, and amenities like benches and shelters. These upgrades would not only benefit the disabled population but also make bus stops more convenient and inviting for all. In Grand Ronde, potential locations for new or improved stops include Grand Meadows manufactured home park, the Elder Community Center, the Chachalu Museum and Cultural Center, the historic Grand Ronde Bank (now the Grand Ronde Library, and the largest local market, across from the Post Office) and Whispering Winds RV Park.
- There is a desire for transit providers to establish a local circulator service within the reservation service boundaries.
- Another request for public transportation is service to Dallas, the county government seat. Depending on the funding and capital needs, this may involve the use of transit vehicles owned by CTGR.



Coordination and Organizational Needs:



- To enhance the coordination of local services between the Grand Ronde community and Spirit Mountain Casino, as well as services to locations beyond the community, it is recommended to address the local service need first. Previously, the Casino only offered local services to patrons, not employees. If the Casino can allow employees to use their shuttle when services are restored, it may be easier for CTGR to allocate funds to services outside the community. Moreover, it is advisable to strive for better coordination of services to Spirit Mountain Casino that coincide with employee shift start and end times.
- It is important to maintain coordination efforts with Cherriots, YCTA, TCTD, and other special service providers as CTGR does not currently operate its own transit services.
- One way to coordinate volunteer driver efforts is by working with YCTA. They have a pool of volunteer drivers available for their dial-a-ride services in Carlton and Yamhill. Their goal, as outlined in their CTP, is to expand to Sheridan and Willamina.
- Collaboration with YCTA to develop a phone application is vital as YCTA is currently working on a phone application. There's a possibility that CTGR can incorporate other transit services that cater to the Grand Ronde community in this application.

Marketing, Customer Service, and Outreach Needs:

- To inform the community about transit updates, share them in Smoke Signals and include a direct link to the updated schedules on the CTGR website.
- Where possible, schedules should be provided at bus stop locations.
- Free and reduced fares for seniors, people with disabilities, and people with low income should be offered.

Technology Needs:

- A mobile app should be provided that enhances commuters' understanding of the transit system and provides real-time updates on transit conditions and bus delays. However, it's important to continue providing resources such as schedules and promoting the service through other means like Smoke Signals for those who don't have access to smartphones.

Capital and Funding Needs:

- To expand services and address the needs, it is imperative to secure greater and more dependable funding.
- If CTGR intends to operate a community shuttle, they may need to acquire capital stock for the transit vehicles they own. Alternatively, they can opt to contract out the local shuttle, either with or without owning the vehicles, as part of their arrangement.



6.2.8 PEDESTRIAN FACILITIES

Data on both network completeness and network quality were assessed and gathered. The analysis focused on the network within Grand Ronde itself.

When reviewing the results of a survey administered as part of this project, after driving, walking was the second most utilized form of transportation at 10% for work trips and 14% for non-work trips by Grand Ronde community members. Many of those surveyed felt that walking or biking were primarily for health and recreation. **Nearly 75% of respondents felt that improvements for the purpose of increasing walking and biking in Grand Ronde is “very important” or “important,” followed by multi-use trails.** A new multi-use trail to connect Grand Ronde Road to Spirit Mountain Casino (water line trail), and a new multi-use trail connecting Grand Ronde Road and the Uyxat Pow Wow Grounds to nearby destinations garnered strong support amongst the transportation improvement options given within the survey. Most survey respondents felt safe walking or biking around Grand Ronde.

Destinations identified as unsafe for walking and biking included:

- Sprit Mountain Casino
- Pow Wow Grounds/Plank House
- Grand Ronde Campus Area
- Across and along Highway 18
- Willamina (outside reservation area)
- Highway 22: Valley Junction or Hebo to Grand Ronde
- Sheridan (outside reservation area)

Pedestrian safety on Grand Ronde Road has improved significantly since the installation of sidewalks and crosswalks during its reconstruction a few years ago. However, a tragic incident occurred when a pedestrian lost their life in a crosswalk during a detour caused by a crash on the State Highway. The driver's vision was obstructed by the traffic on Grand Ronde Road, making it impossible to see the pedestrian. To enhance safety, it is essential to install pedestrian-activated warning beacons at critical crosswalks. With the development of tribal housing on the east side of Grand Ronde Road, a significant number of trips are generated between the housing area and the Tribal Center on the west side of Grand Ronde Road. A bike/pedestrian path that directly connects the expanding residential area with the crosswalk at the intersection of Grand Ronde Road and Salmon Way would provide residents with options to bike or walk to make this trip.

6.2.9 BICYCLE FACILITIES

A similar evaluation was completed for bicycle facilities and found that bicycling was ranked third (10% for work trips and 6% for non-work trips) for the type of transportation currently utilized



according to those surveyed. Within the same survey, the primary reasons why people are uncomfortable walking or biking are:

- Lack of sidewalks/dedicated bike lanes
- Vehicles driving too fast

Between 2017 and 2021, one crash involved a “right-hook” with a bicyclist on Grand Ronde Road. The installation of a 40-mph speed feedback sign at the southern end of the corridor in the northbound direction and a speed feedback sign at the northern end of the corridor in the southbound direction, in addition to installing pedestrian actuated flashing beacons on the pedestrian crossing signs at the crosswalks near the tribal center would both mitigate further clashes between bicyclists and vehicles. Solutions to increase bicyclist safety could address the concerns expressed by community members to include:

- Increased connectivity of sidewalks and bicycle lanes, with intent to connect origins to destinations in ways that are safe, convenient, and do not require out-of-direction travel.
- Providing buffered bicycle facilities or off-street path alternatives to separate cyclists from fast-moving traffic, especially in high-volume areas.

Mixed-use and off-street facilities would run in tandem with pedestrian safety recommendations.

6.2.10 FINDINGS & RECOMMENDATIONS

Displaying the findings lets tribal, state, and federal staff analyze them in meaningful ways and begin discussion on improving multi-modal connectivity for people that walk, bike, and are disabled.

There are several areas on the reservation that don't have the infrastructure such as sidewalks and lighted pathways that easily connect to Grand Ronde Road and the Tribal administration campus. The existing sidewalk network on and adjacent to Grand Ronde Road should be completed where there are gaps on both sides of the road. Pedestrian lighting should be a priority along frequently used walking routes, including collector and arterial roads, especially Grand Ronde Road.

On Grand Ronde Road, a strategy needs to be developed to provide a plan for traffic calming measures and pedestrian safety as a priority.

Giving the right-of-way restrictions identified during the field investigations, it is recommended that the Tribe work with Yamhill and Polk County partners to develop interim measures to address pedestrian safety and a reduction in through trips on Grand Ronde Road.

Non-motorized paths connecting the campus and residential areas to the Pow Wow grounds, Spirit Mountain Casino and beyond (Waterline Trail/Railroad Trail to Willamina) should be prioritized and a working plan be formed to move these projects forward. Funding opportunities for these projects are discussed in Chapter 5.



Maintenance of the existing and future infrastructure is also a concern that was identified during the Stakeholder engagement for the project. A defined maintenance plan for sidewalks and bike lanes, on or adjacent to traffic lanes, should be formalized to address the concerns of the residents. This includes existing and future infrastructure.

Responding to stakeholders' prevalent concerns, with a focus on those residents who lack access to a personal vehicle, many of the recommended projects are transit specific. Projects recommended respond to three primary concerns:

- Lack of local circulation
- Lack of nearby connections
- Number of daily trips available and frequency convenience.

6.2.11 RECOMMENDED PROJECT LIST

To improve multi-modal transportation, the Tribe could explore options for merging proposed transportation upgrades with suggested transit enhancements, like ADA accessibility improvements, better lighting, benches, and shelters, in affected roadway sections. Collaboration with other agencies could also help implement transportation improvement projects, as well as aid in transportation planning and mandated transit initiatives for federally funded transportation programs. The following suggestions are grouped by timeframe and indicate the responsible parties involved:

6.3 Near-term (Within 1-5 Years)

6.3.1 Transit

- Collaboration with Spirit Mountain Casino to resurrect the casino shuttle service and allow employee access to the service. (Spirit Mountain Casino with CTGR support)
- Review and optimize the scheduling of transit arrivals and departures at Spirit Mountain Casino to align with employee shifts. This involves coordinating with TCTD and YCTA.
- Inform the community about transit improvements/changes by advertising them in Smoke Signals and include links to the updated schedules on the Grand Ronde Website (CTGR). This will ensure that the information is easily accessible to everyone.
- Work with the School District to establish after school activity transport services for school age tribal members.

6.3.2 Non-Motorized

- Identify gaps and complete the sidewalk infrastructure on or nearby Grand Ronde Road and the administrative campus.
- Develop a plan for the Pow Wow Trail and the Waterline/Railroad Trail.



- Develop a plan and provide funding for the ongoing maintenance for existing sidewalks and paths.
- Implement safety improvements on Grand Ronde Road including ADA standards for curb-cuts and crosswalks.
- Refine policies regarding connectivity infrastructure development with other tribal departments and outside agency partners.

6.4 Short-term (Within 5-10 Years)

6.4.1 Transit

- On existing service from Grand Ronde to Salem, include a stop for Dallas on all trips or at least one to two trips per day each direction (TCTD)
- Offer two or more trips per day to Dallas through the local circulator throughout Grand Ronde. (CTGR with TCTD support)
- Bus stop amenities that include ADA accessibility, lighting, benches, and shelters. Possible locations for additional stops within Grand Ronde include Grand Meadows manufactured home park, the Elder Community Center, Chachalu Museum and Cultural Center, Grand Ronde Bank (across from the Post Office and the largest local market) and Whispering Winds RV Park. (CTGR, Yamhill County, Polk County, and ODOT)
- Add an additional round trip per day on the 60X and TCTD Route 4 between Grand Ronde and Tillamook. (TCTD)
- Increase the service frequency on existing routes.
 - Route 60X (TCTD)
 - Route 70X (TCTD)
 - Route 22 (YCTA)
- Implement Dial-A-Ride services within the Grand Ronde community for seniors and people with disabilities, either through CTGR or contracted services.

6.4.2 Non-Motorized

- Fund and develop the proposed Pow Wow trail connection from Grand Ronde Road to the Uyaxt Pow Wow grounds.
- Fund and develop the Waterline trail from Grand Ronde Road to the entrance roadway on OR 18 to connect Spirit Mountain Casino.
- Develop a plan and advocate for a safe vehicle separated crossing over OR 18 from the Waterline Trail to Spirit Mountain Casino.



6.5 Long-Term (More than 10 Years Out)

6.5.1 Transit

- Provide subsidized free and reduced fares for seniors, people with disabilities, and people with low incomes. (CTGR)
- Offer new fixed routes between Grand Ronde and Dallas with eight trips per day. (TCTD or another contractor)

In cases where funding is available for facility enhancements, it is recommended to carry out the following upgrades to the current bus stops that cater to the CTGR community: Grand Ronde Community Center (YCTA ID 114, TCTD ID 761191).

- Install pedestrian-scale lighting and a shelter.

SB Grand Ronde Road N & North Street (YCTA ID 115).

- Install pedestrian-scale lighting and a shelter. As part of a larger roadway project, consider enhancing stormwater management in the area if feasible.

NB Grand Ronde Road N & North Street (YCTA ID 113).

- Install pedestrian-scale lighting and a shelter.

Spirit Mountain Casino East Entrance (YCTA ID 122, TCTD ID 761192).

- Install a shelter.

Highway 18 & Wandering Spirit RV Park (YCTA ID 123).

- Install a sign and pole, pedestrian-scale lighting, a bench, and a shelter. As part of a larger roadway project, set up pedestrian facility connections to this bus stop if possible. If not feasible, upgrade the stop to include a pedestrian facility to Wandering Spirit RV Park that provides a space for riders to wait for the bus and to exit the bus onto a designated facility outside of the travel lane.
- At all bus stops in Grand Ronde, display schedules (on signposts).

6.5.2 Non-Motorized

- Seek Funding and complete the Rails to Trails connection between Spirit Mountain Casino and Willamina.
- Identify and program future non-roadway connectivity projects around a goal-oriented schedule.



6.6 OPPORTUNITIES FOR ADDITIONAL WORK AND STUDIES

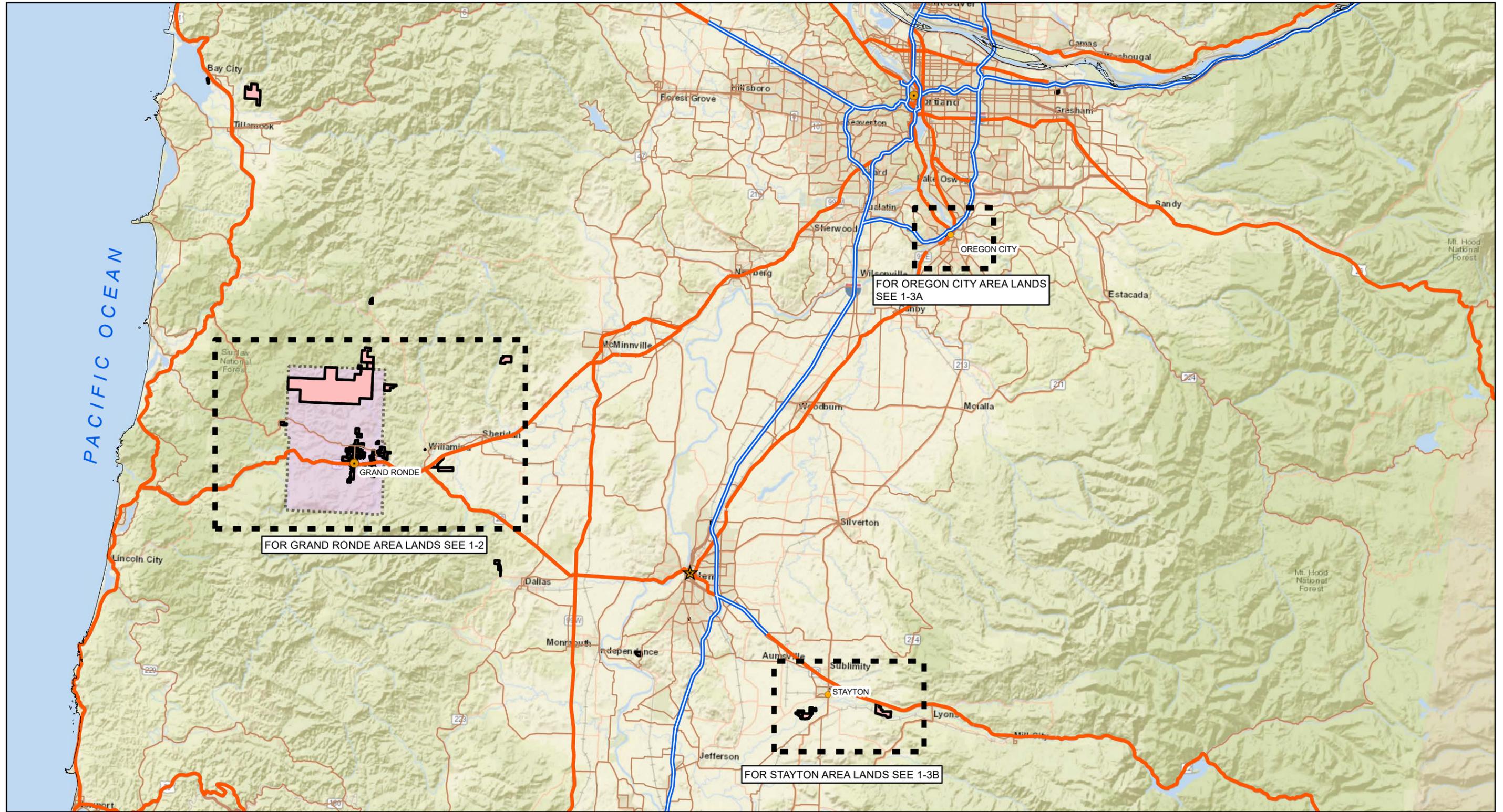
This paragraph is essentially a look at what next steps can be taken during future updates for the Grand Ronde LRTP. The general schedule updating the LRTP 5 years from the previous update, more formalized strategy should be undertaken to catalogue and assess infrastructure needs and proposed projects not only through the transportation planning department but also through dialogue with tribal agency departments. This may appear daunting, but the approach could assist the tribal planners with having a roadmap for the next round of updates. The current trend with regards to transportation is moving towards multimodal travel options and moving away from the single occupancy gas powered vehicles in urban areas. How will this impact rural communities and areas is not fully determined, but it is known that new infrastructure needs will have to be addressed to serve this shift.

Knowing that addressing infrastructure needs regarding transportation is a continuous process, it is recommended that the tribe continually look for grant opportunities for developing shelf ready projects that will allow for easy implementation when construction funds become available either through annual share or through competitive grants



FIGURES

CONFEDERATED TRIBES OF GRAND RONDE



-  CTGR Lands - Current
-  CTGR Lands - Historic

Figure 1-1
STUDY AREA: OVERALL - CURRENT AND HISTORIC LANDS

CONFEDERATED TRIBES OF GRAND RONDE

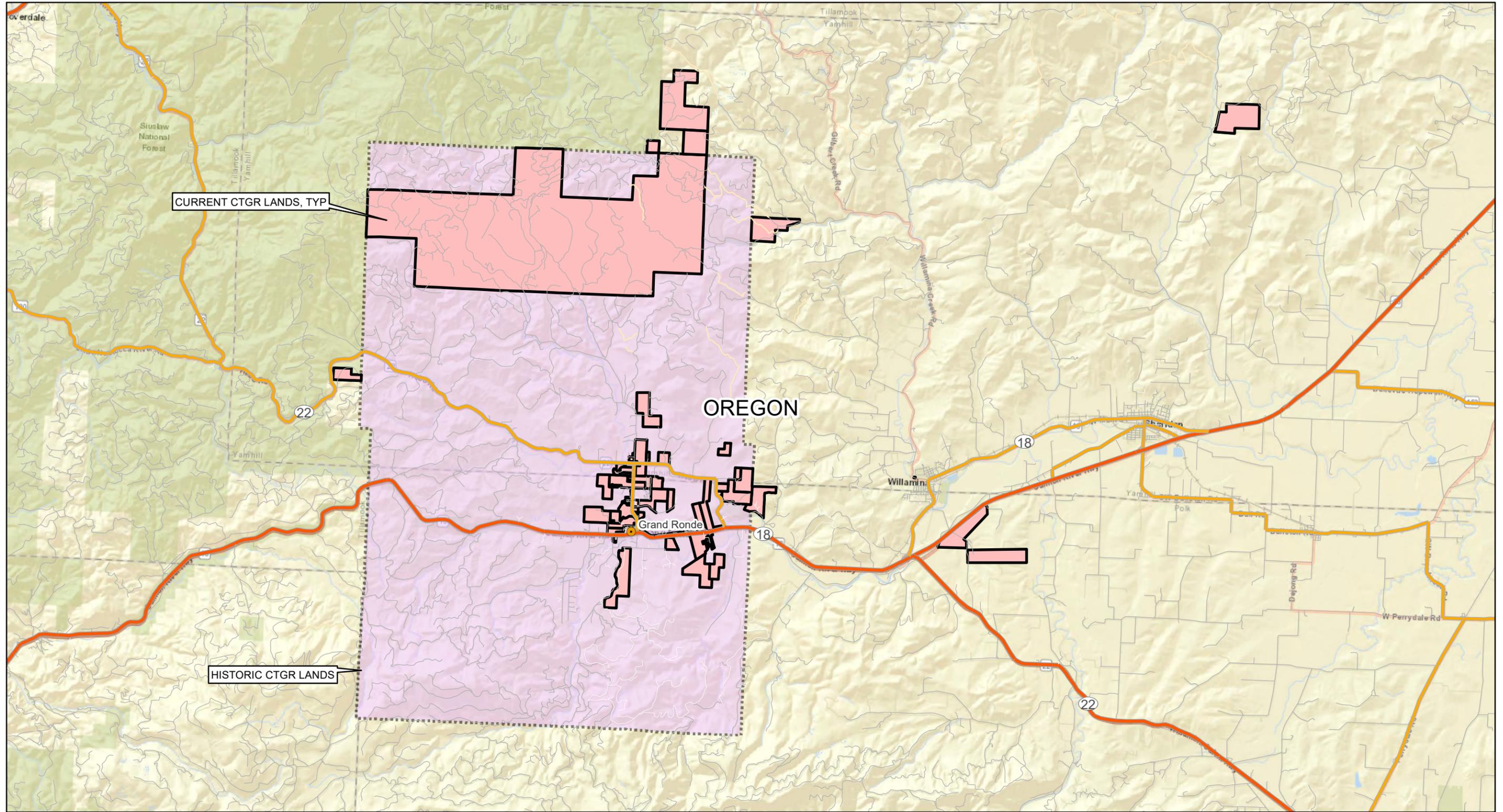
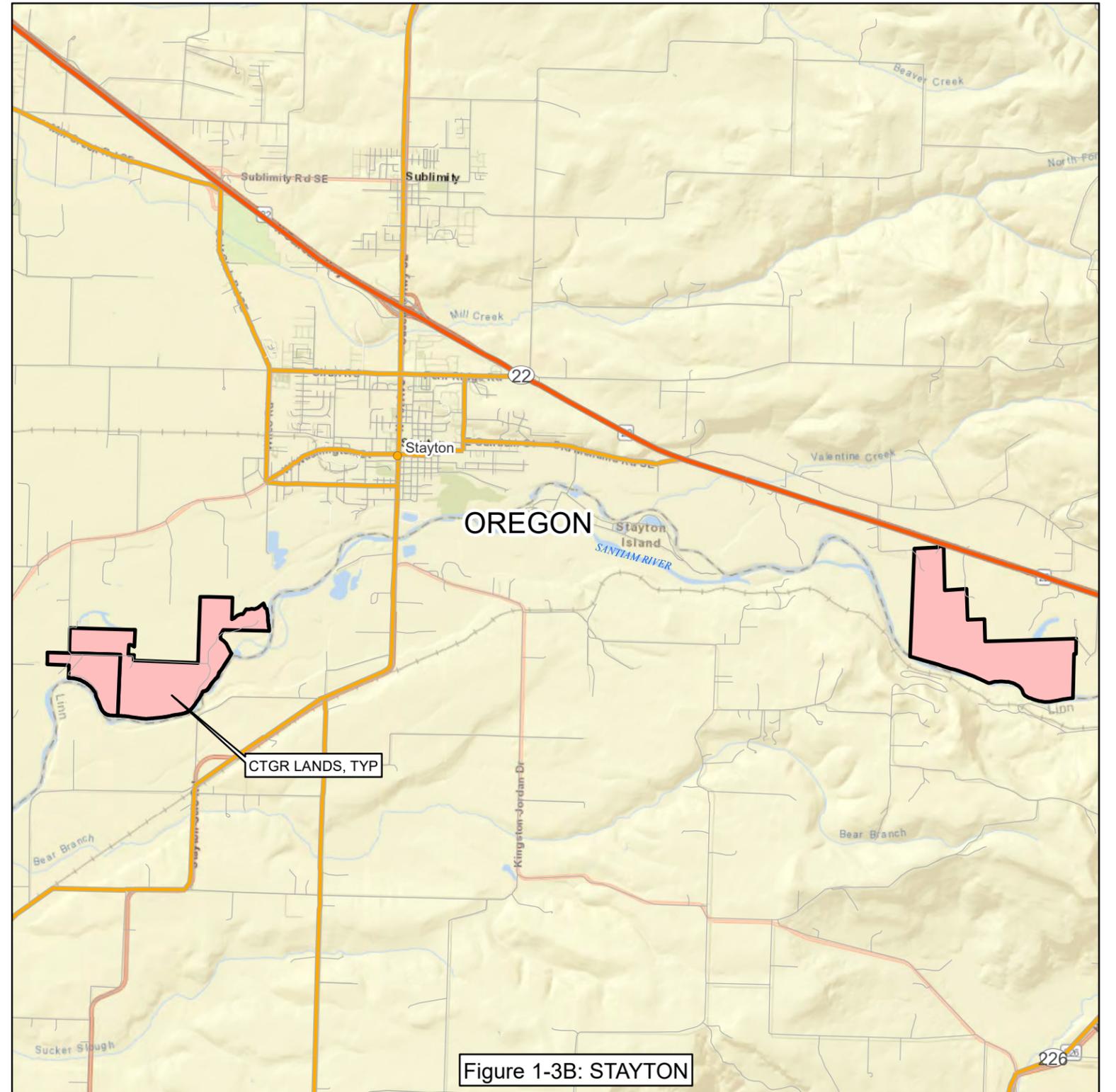
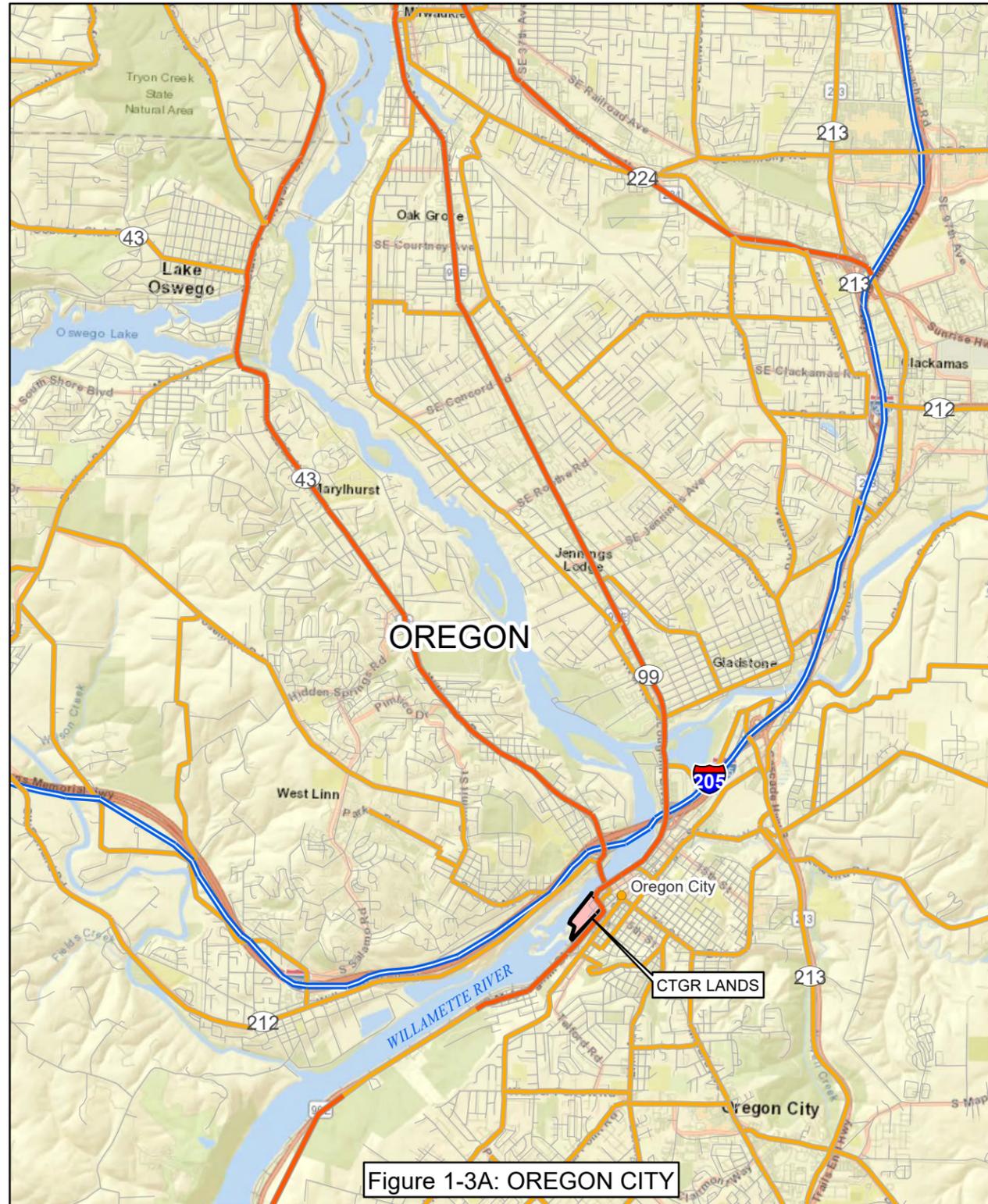


Figure 1-2
STUDY AREA: GRAND RONDE - CURRENT AND HISTORIC LANDS

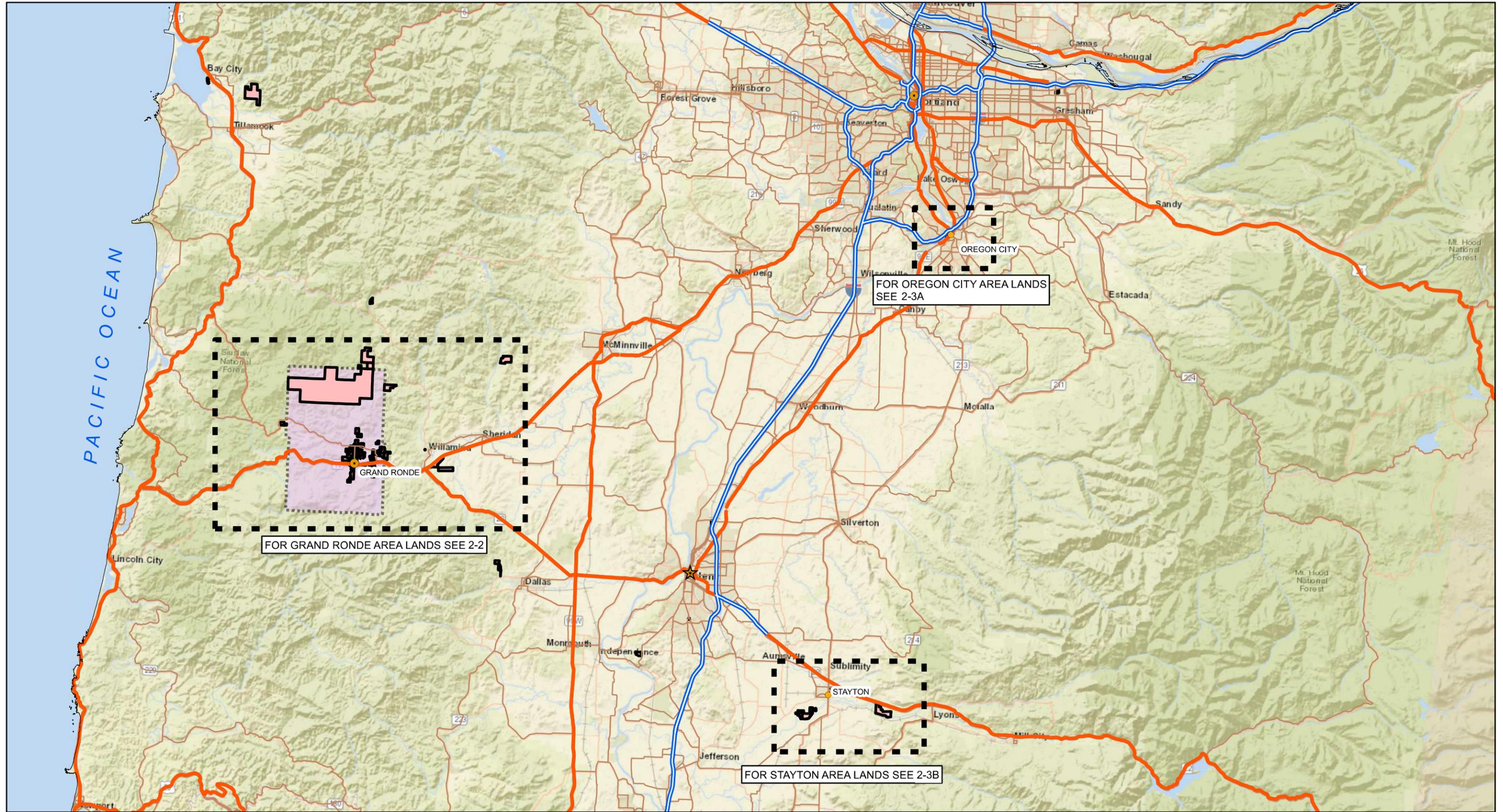
CONFEDERATED TRIBES OF GRAND RONDE



- CTGR Lands - Current
- CTGR Lands - Historic

Figure 1-3
STUDY AREA: OREGON CITY AND STAYTON

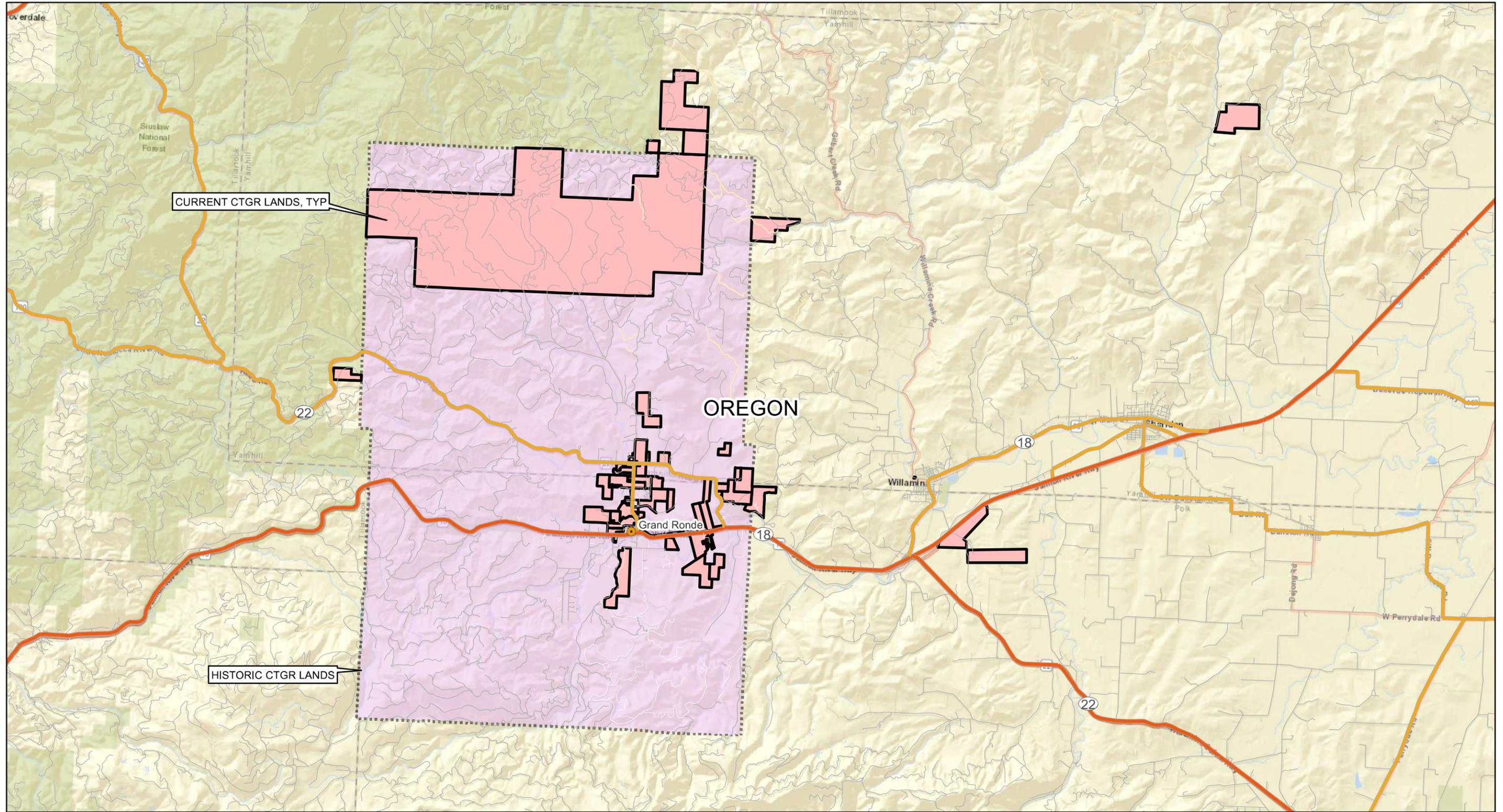
CONFEDERATED TRIBES OF GRAND RONDE



-  CTGR Lands - Current
-  CTGR Lands - Historic

Figure 2-1
STUDY AREA: OVERALL - CURRENT AND HISTORIC LANDS

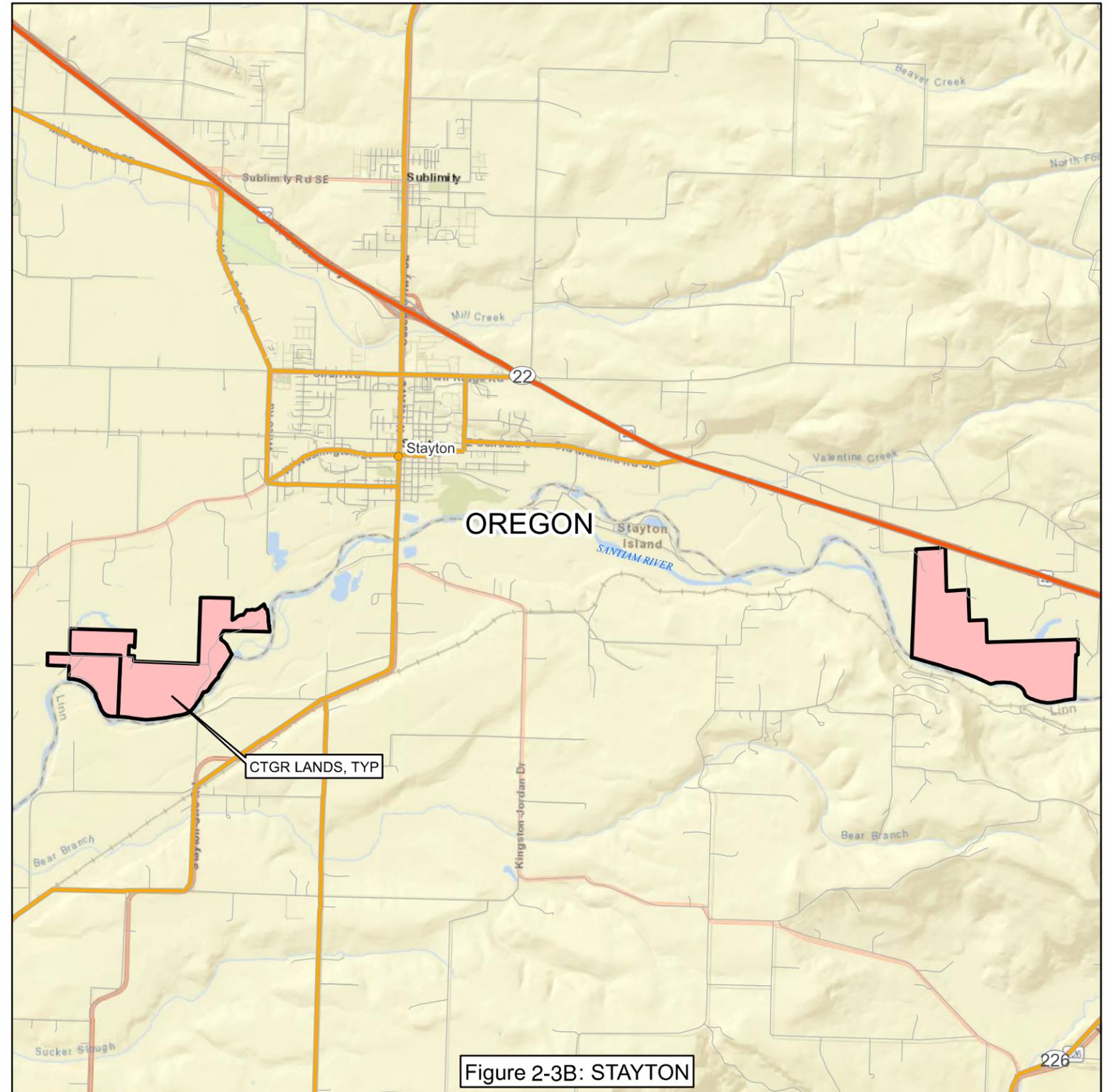
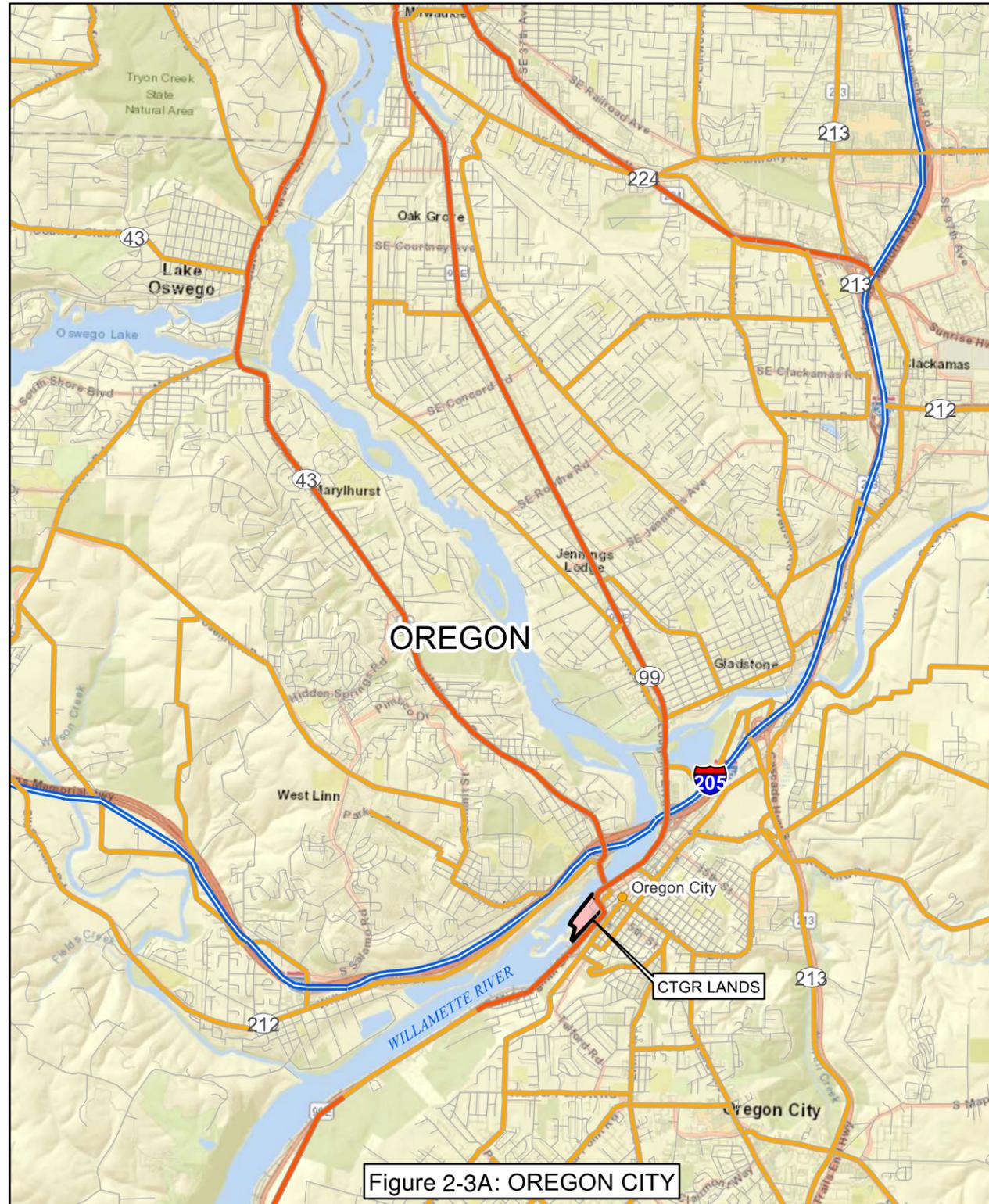
CONFEDERATED TRIBES OF GRAND RONDE



-  CTGR Lands - Current
-  CTGR Lands - Historic

Figure 2-1
STUDY AREA: GRAND RONDE - CURRENT AND HISTORIC LANDS

CONFEDERATED TRIBES OF GRAND RONDE



- CTGR Lands - Current
- CTGR Lands - Historic

Figure 2-3
STUDY AREA: OREGON CITY AND STAYTON

CONFEDERATED TRIBES OF GRAND RONDE

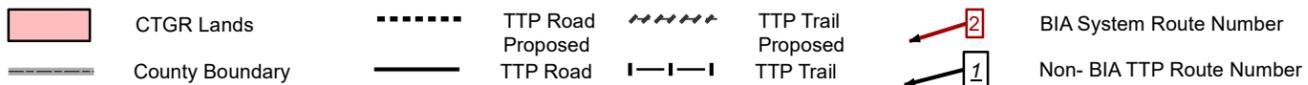
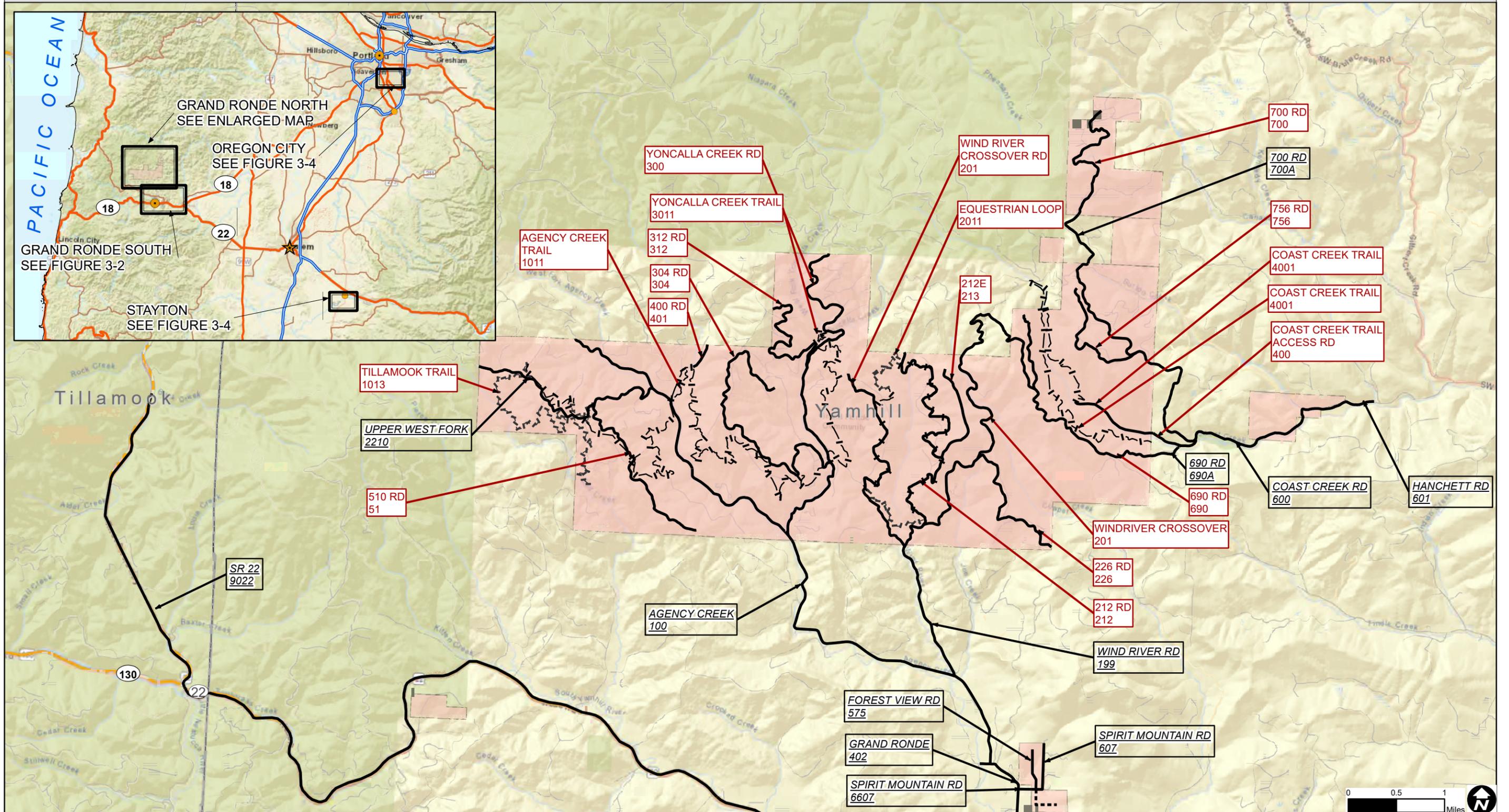
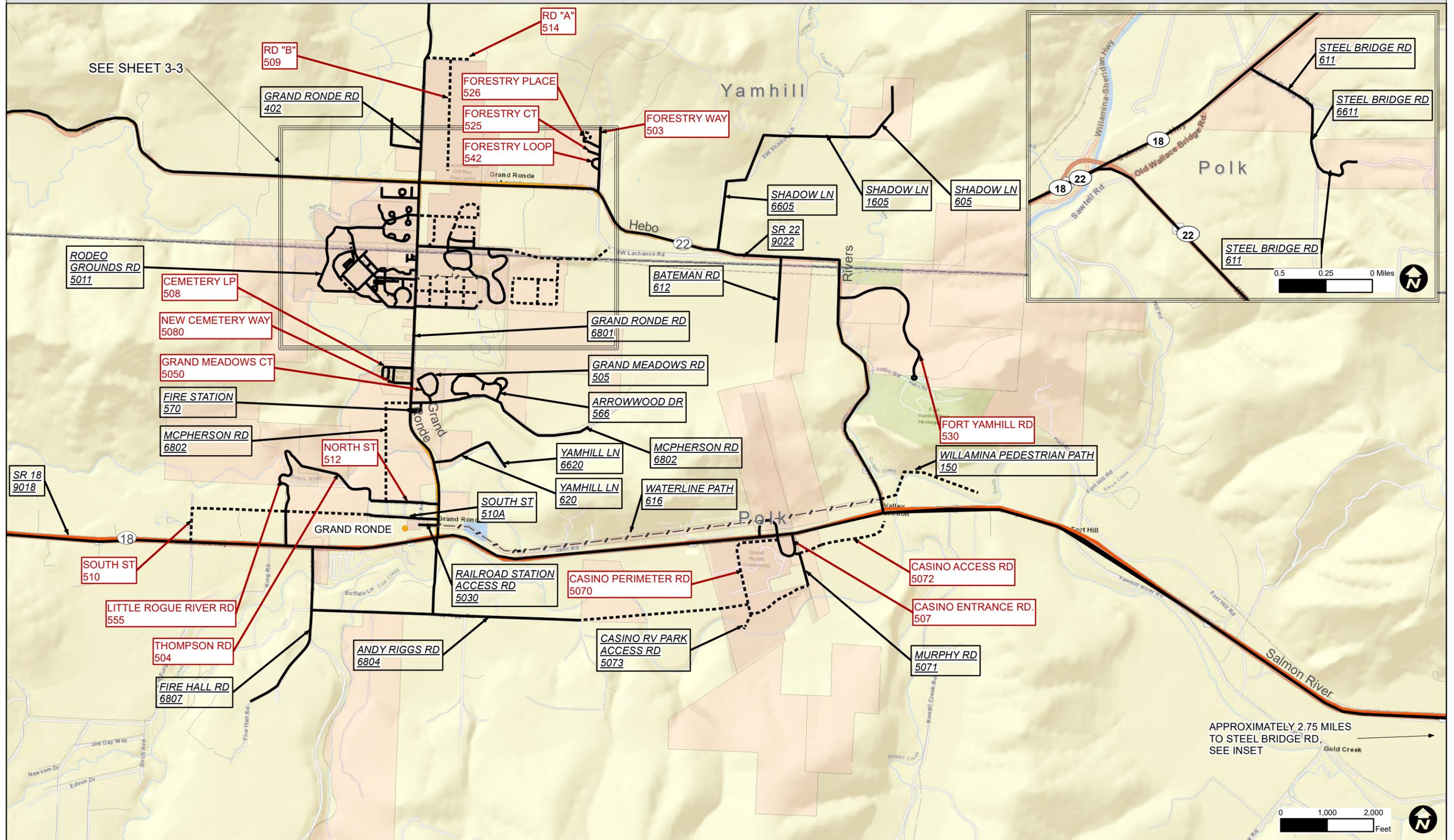


Figure 3-1
TTP SYSTEM - GRAND RONDE NORTH

CONFEDERATED TRIBES OF GRAND RONDE



- CTGR Lands
- TTP Road Proposed
- TTP Road
- TTP Trail Proposed
- TTP Trail
- County Boundary
- BIA Owned Route Number
- Non-BIA Owned Route Number

Figure 3-2
TTP SYSTEM - GRAND RONDE SOUTH

CONFEDERATED TRIBES OF GRAND RONDE

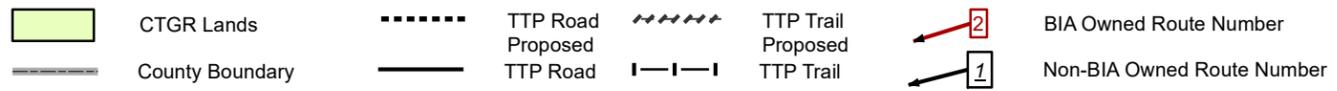
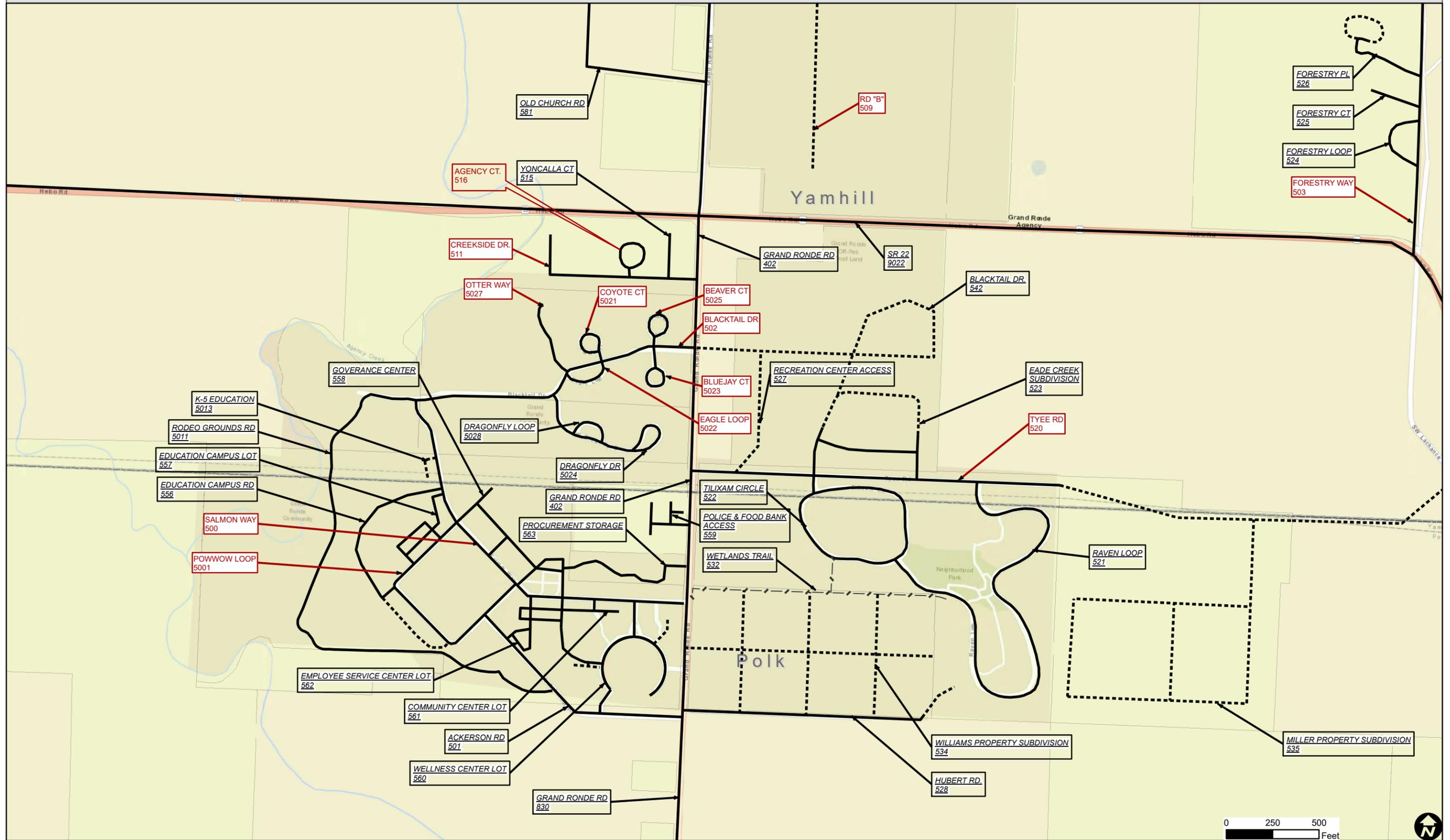
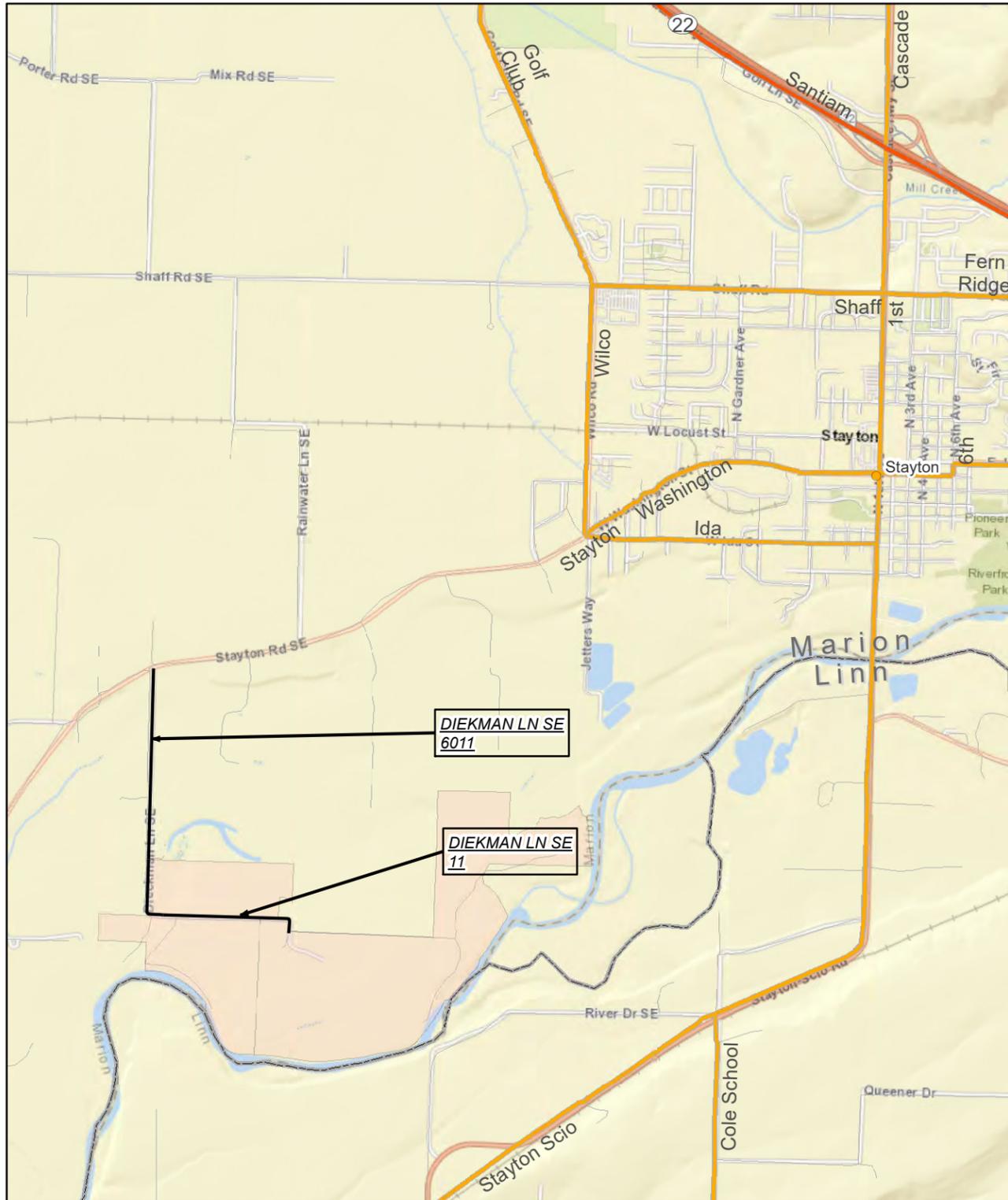
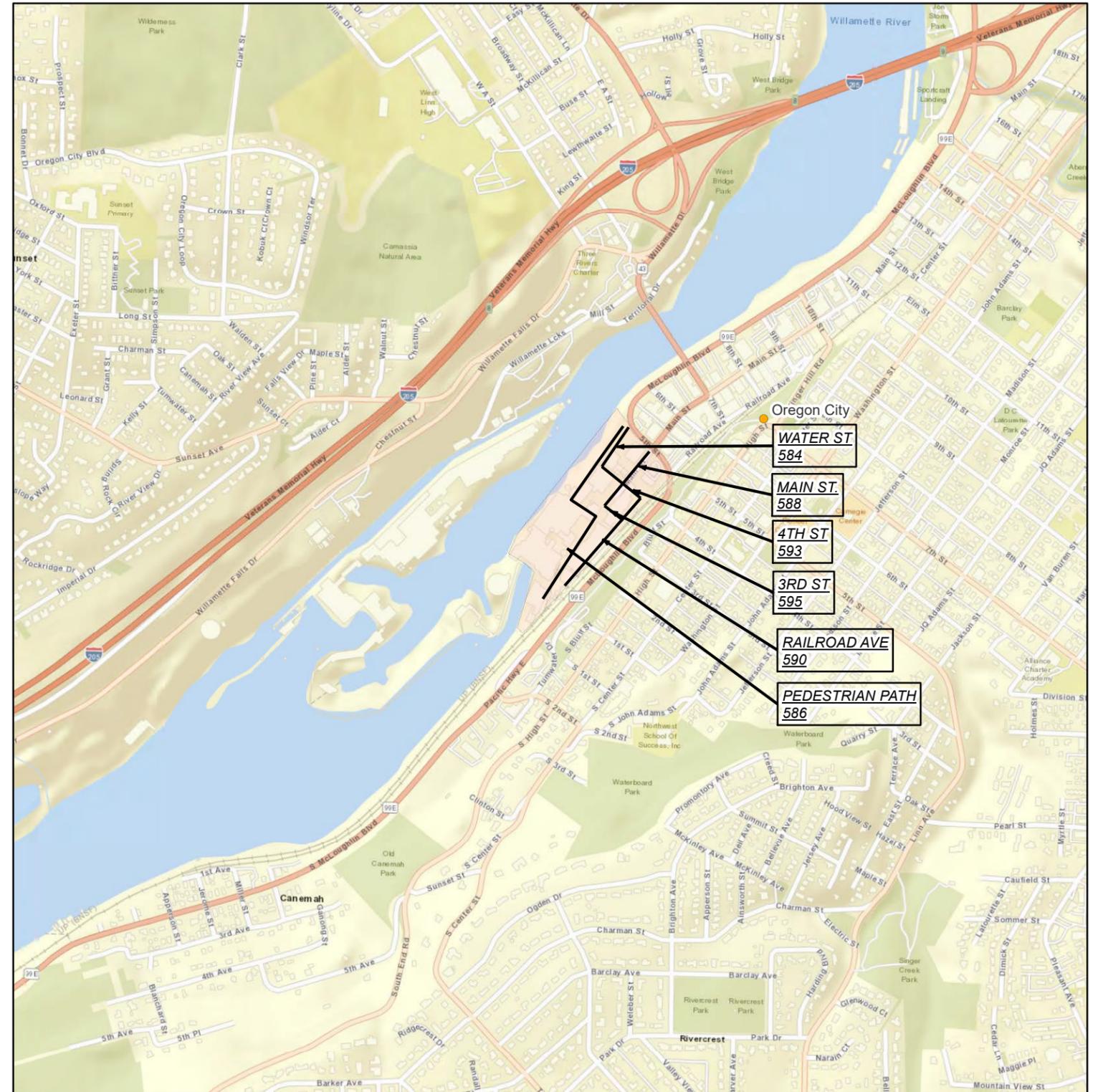
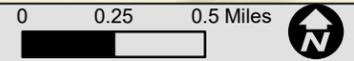


Figure 3-3
TTP SYSTEM - GRAND RONDE - ENLARGED

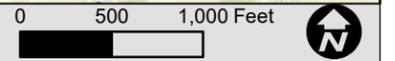
CONFEDERATED TRIBES OF GRAND RONDE



CTGR - STAYTON



CTGR - OREGON CITY



- CTGR Lands
- County Boundary

Figure 3-4
TTP SYSTEM - STAYTON AND OREGON CITY

CONFEDERATED TRIBES OF GRAND RONDE

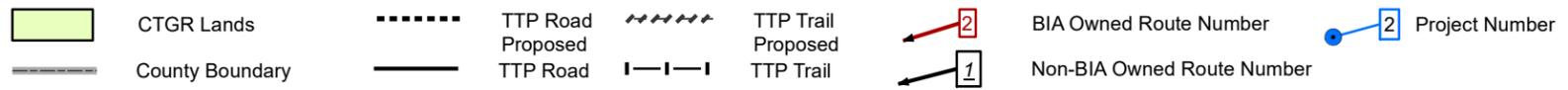
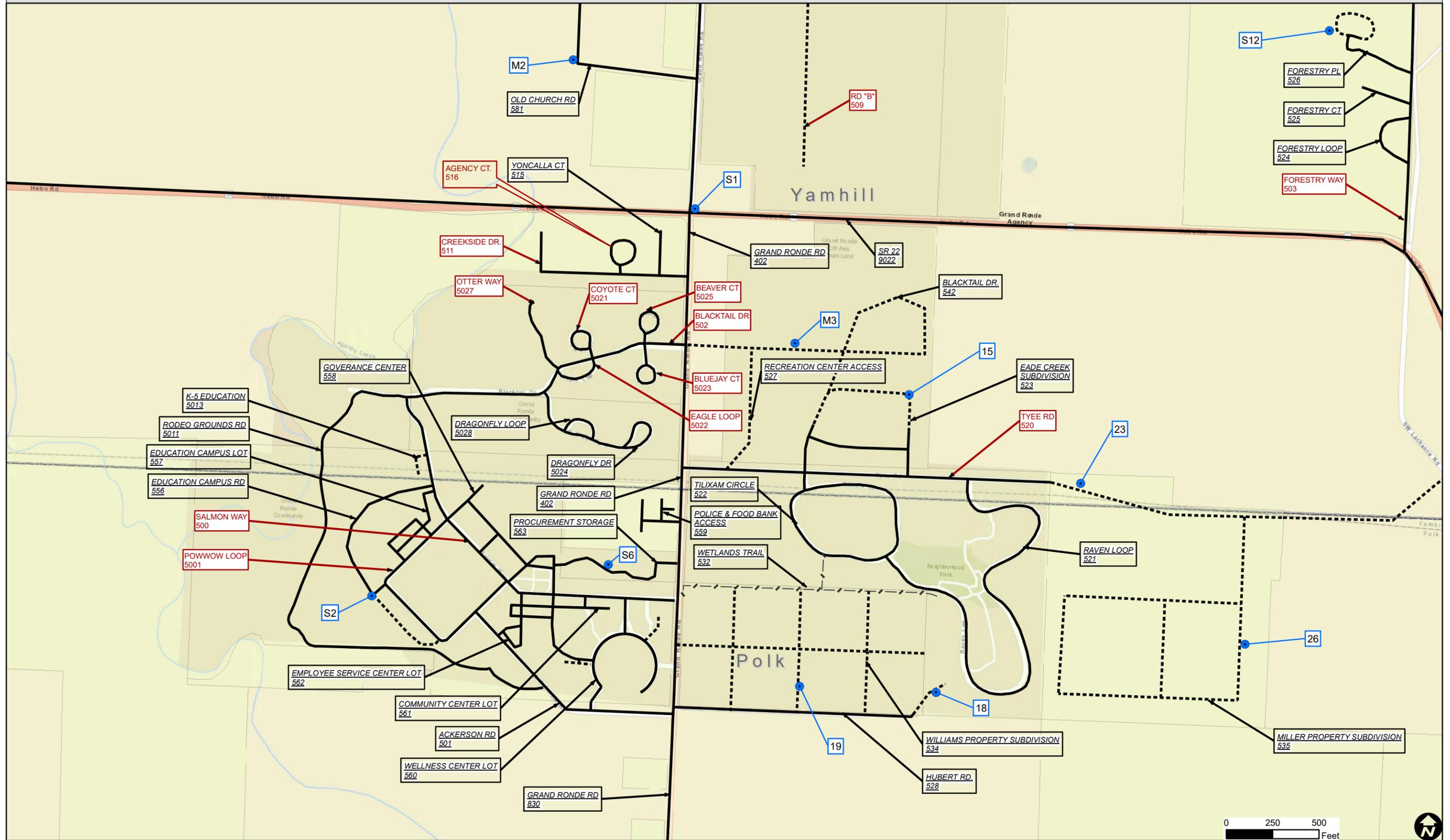
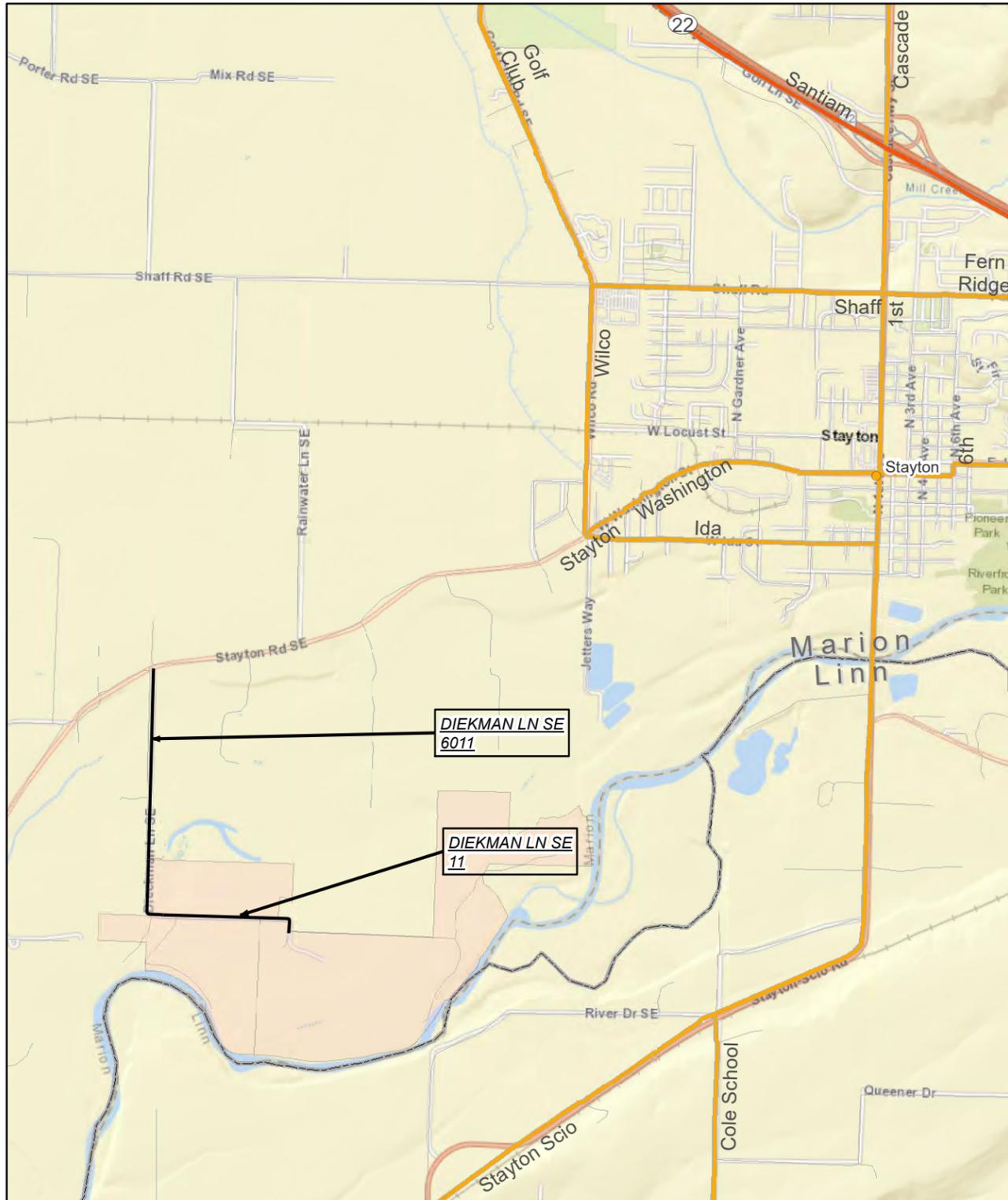
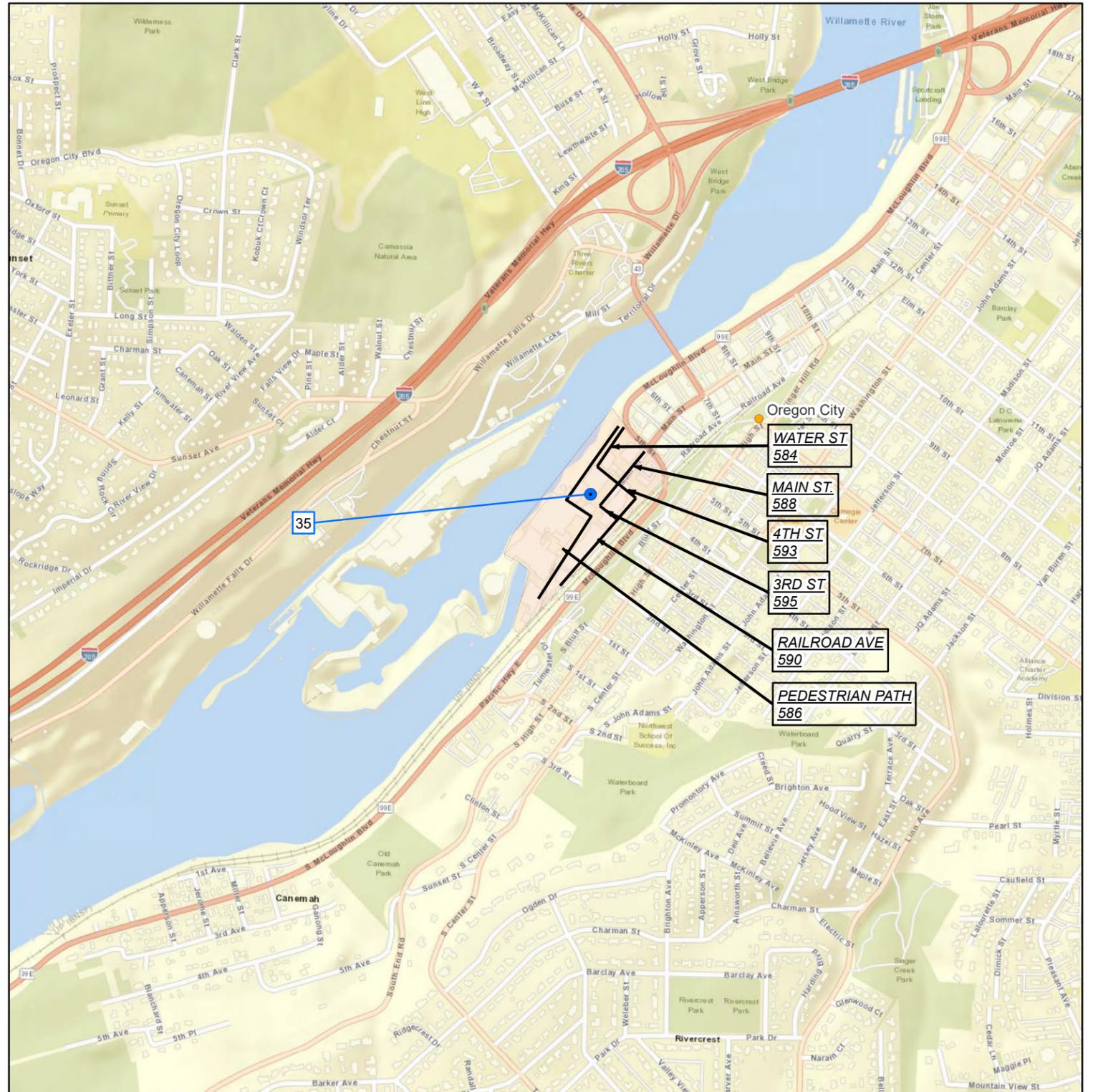


Figure 5-3
TTP SYSTEM - GRAND RONDE - ENLARGED

CONFEDERATED TRIBES OF GRAND RONDE



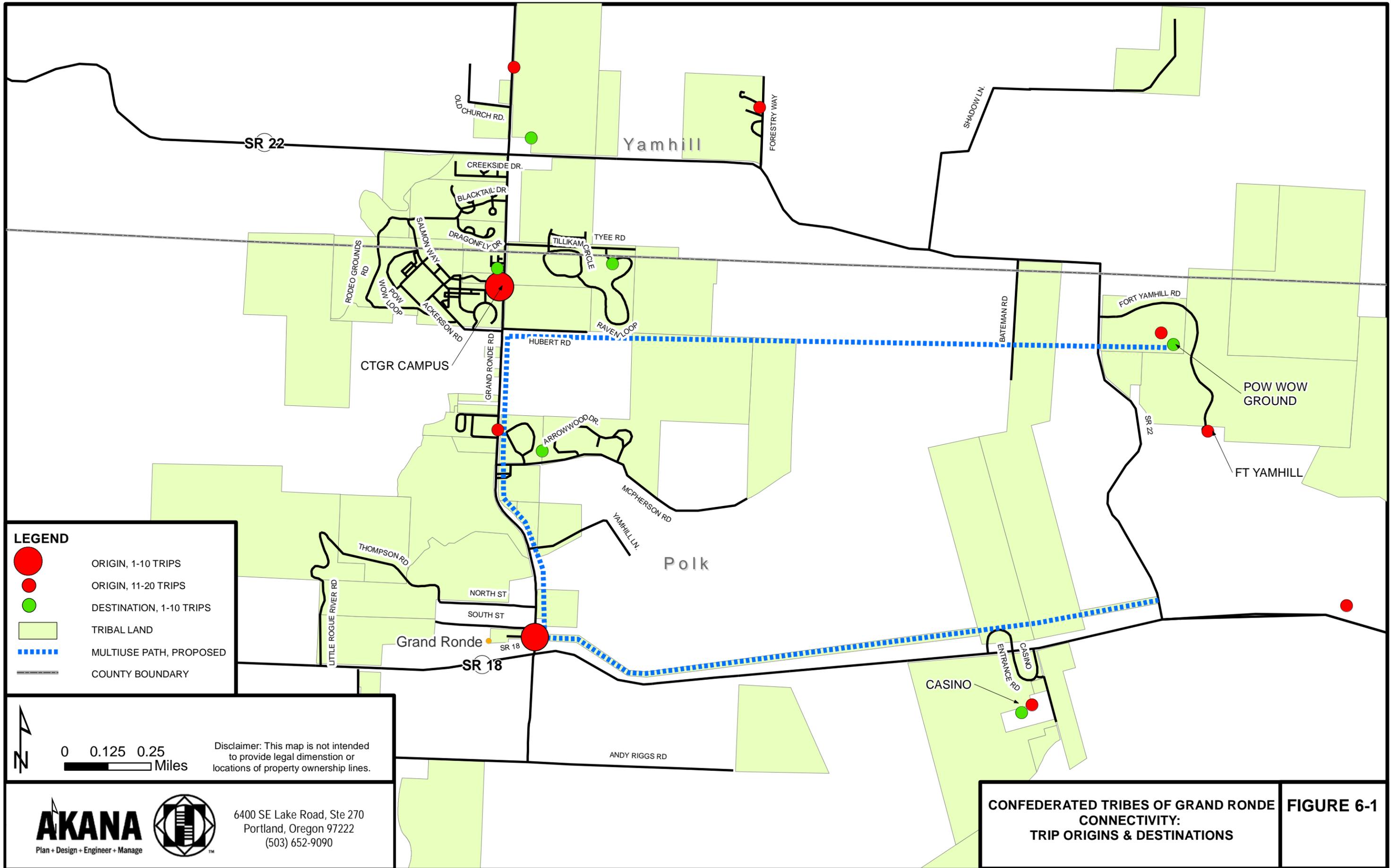
CTGR - STAYTON



CTGR - OREGON CITY

- CTGR Lands
- TTP Road Proposed
- TTP Road
- TTP Trail Proposed
- TTP Trail
- County Boundary
- BIA Owned Route Number
- Non-BIA Owned Route Number
- Project Number

Figure 5-4
TTP SYSTEM - STAYTON AND OREGON CITY



CONFEDERATED TRIBES OF GRAND RONDE
FIGURE 6-1
CONNECTIVITY:
TRIP ORIGINS & DESTINATIONS



6400 SE Lake Road, Ste 270
 Portland, Oregon 97222
 (503) 652-9090

TABLES

**TABLE 1-1
Proposed Transportation Improvement Projects**

Project No.	Improvement	Type of Project	Estimated Cost
Short-Term Projects			
1	Ongoing Transportation Planning	Planning	\$312,000
2	Ongoing Maintenance	Preservation	\$696,000
3	Transit Program	Transit	\$2,340,000
4	OR 18/22 Interchange – Design Acceptance Package (DAP)	Reconstruction	\$840,000
9	Railroad Station Access Road	Reconstruction	\$1,629,962
10	Traffic Safety Improvement	Safety	\$5,172,149
	- Grand Ronde Road	Safety	(\$543,386)
	- OR18/Grand Ronde Road Intersection	Safety	(\$1,925,334)
	- OR22/Grand Ronde Road Intersection	Safety	(\$1,024,387)
	- OR18/OR22 Intersection	Safety	(\$1,677,842)
12	Forestry Place Sec. 30	New Construction	\$408,604
13	Rt. 312 Culvert Replacement	Replace and improve	\$244,755
14	Wetlands Trail	New Construction	\$486,992
15	Eade Creek Sub., Eade Cr. Loop,	New Construction	\$1,981,321
17	Casino West Access Road	New Construction	\$1,509,590
18	Hubert Road Upgrade/Extension	Reconstruction/New Construction	\$1,412,662
19	Williams Property Subdivision Roads	New Construction	\$3,308,705
20	Highway 18 Construction	Safety/Modernization	\$500,000
21	Forest Trails	Preservation/New Construction	\$1,139,203
22	OR 22 Three Rivers Highway Realignment	Reconstruction	\$854,000
New Projects			
S1	Grand Ronde Road 402 Drainage	Reconstruction	\$428,863
S2	Child Development Center Access	New Construction	\$463,079
S3	New Access to Current Fire Station	New Construction	\$610,888
S4	Waterline Trail	New Construction	\$3,138,000
S5	McPherson Road, East Extension (Curbs, Gutters, Sidewalks)	Modernization	\$2,963,144
S6	Procurement Facility Storage Access	New Construction	\$374,869
S7	Pavement Restoration	Reconstruction	\$250,000
S8	Grand Ronde Tribe Electric Vehicles and Chargers	New Construction	\$778,554
S9	Grand Ronde Multiuse Path Corridor Study (Waterline Path)	Planning	\$231,255
L2	tumwata village Complete Streets (Oregon City)	New Construction	\$9,544,944

**TABLE 1-1
Proposed Transportation Improvement Projects**

Mid-Term Projects			
23	Tyee Road East Extension, Phase I	New Construction	\$669,474
24	Casino Perimeter Road	New Construction	\$1,164,021
26	Miller Property Subdivision Roads	New Construction	\$4,390,865
New Projects			
M2	Old Church Road Upgrade	New Construction/Modernization	\$1,151,022
M3	Blacktail Drive, East Extension	New Construction	\$3,970,201
Long-Term Projects			
25	Casino Access (New)	New Construction	\$2,698,345
27	North Street Upgrade (Kerleyville area)	Reconstruction	\$2,181,800
28	Area Agency Housing Roads (Phase I)	New Construction	\$4,753,856
29	Coast Creek Road Widening	Reconstruction	\$2,708,770
30	South Street, Sec. 20, Upgrade (Kerleyville area)	Reconstruction	\$2,078,719
31	South Street, Sec. 10	New Construction	\$6,091,425
32	McPherson Road West Extension	New Construction	\$15,111,403
33	Tyee Road East Extension, Phase II	New Construction	\$1,604,102
34	Andy Riggs Road Extension	New Construction	\$3,946,385
New Projects			
L1	Willamina to Casino Trail	New Construction	\$3,544,464
TOTAL			\$97,684,381

TABLE 2-1
Population and Labor Market Information
Confederated Tribes of Grand Ronde

Tribal Enrollment*	5623
Living on Reservation	807
Living off Reservation	4816
Age Distribution (% of total enrollment) *	
Under 16	21.2%
16-55	58.4%
Over 55	20.4%
Labor Force	
Unemployed as % of Labor Force**	11.4%
Persons Below Poverty Guidelines* <i>(% of reservation population, designated as "low income")</i>	50.5%

Source: CTGR, 2023, United States Census 2020

TABLE 3-2				
Proposed TTP Inventory – Surface Type				
Ownership	Paved	Gravel	Earth	Total Miles
BIA	18.2	33.3	5.6	57.1
Tribe	12.6	18.8	14.7	46.1
State	70.1	0.0	0.0	70.1
County	7.1	2.1	0.0	9.2
Other	0.0	4.5	0.0	4.5
Total TTP Miles	108.0	58.7	20.3	187.0

TABLE 3-3 Traffic Volumes						
Highway/Road	Location	2021 AADT	2020 AADT	2019 AADT	2018 AADT	2017 AADT
OR 18 (Hwy. 39)	MP14.90: Tillamook-Polk Co Line	8305	7415	8200	8300	6900
	MP20.65: 0.02 mi W of Fire Hall Rd	8890	7853	8900	8900	7600
	MP21.16: 0.02 mi W of Grand Ronde Rd	9553	8439	9600	9600	8200
	MP21.20: 0.02 mi E of Grand Ronde Rd	11772	10399	11800	11800	11100
	MP22.96: 0.02 mi E of Grand Ronde Rd	14496	12806	14500	14500	15800
	MP23.23: 0.19 mi E of OR22	18527	15741	18200	18200	17800
	MP23.97: 0.70 mi W of Ft Hill Frontage Rd Overxing	16901	14930	16900	17000	17500
	MP26.67: 0.10 mi W of OR18 Bus	16958	14981	17000	17000	15100
	MP27.91: 0.03 mi E of connection to OR22	6804	6011	6800	6700	7200
	MP29.76: Polk-Yamhill Co Line	6902	6097	6900	6800	7300
OR 22 (Hwy. 32)	MP10.96: Tillamook-Yamhill Co Line	1790	2358	2600	2600	1700
	MP17.79: 0.02 mi W of Arch Cedar Cr Bridge	1969	2414	2700	2700	1700
	MP21.99: 0.02 mi W of Grand Ronde Rd	2309	2782	3200	3100	2100
	MP 22.03: 0.01 mi E of Grand Ronde Rd	2008	2168	2500	2400	2100
	MP23.84: Yamhill-Polk Co Line	2089	1960	2200	2200	2100
	MP24.87: 0.10 mi N of OR18	2231	2336	2600	2600	2500
*Grand Ronde Rd	MP0.05: S. of OR 18	318				239
	MP0.14: N. of OR 18	2809				2542
	MP0.17: N. of OR 18	3643				3548
	MP 1.09: @ Tribal Center Rd	3378				3201
*Fire Hall Rd	MP0.14	302	290			
	MP 0.34	196	184			
*McPherson	MP 0.05	406	309			

Source: Oregon Department of Transportation, 2021
Bureau of Indian Affairs, 2019 RIFDS Inventory

*Estimated AADT using ITE Trip Generation Manual, 11th Edition (TripGen11)

TABLE 3-4
Crash Data – State Roads

Start MP	Location by Mile Post	2020 Accidents	2019 Accidents	2018 Accidents	3-Year Average
OR 18					
-0.22	US 101 to Alvord Rd/Otis Jct	5	5	4	4.66
1.26	Alvord Rd to Tillamook Co Line	41	24	43	36
10.26	Tillamook Co Line to Polk Co Line	6	10	6	7.33
14.90	Polk Co Line to Fire Hall Rd	16	13	12	13.66
20.67	Fire Hall Rd to Grand Ronde Rd		1	5	2
21.18	Grand Ronde Rd to Hwy 22/Valley Jct	10	15	11	12
23.04	Hwy 32/Valley Jct to OR 22	18	11	17	15.33
27.17	OR 22 to Yamhill Co Line	4	3	2	3
29.76	Yamhill Co Line to Harmony Rd	2	1		1
30.63	Harmony Rd to Sheridan Conn #4	4	8	2	4.66
OR 22					
0.00	US 101-Jct Little Nestucca Hwy	10	10	11	10.33
10.3	Jct. Little Nestucca Hwy-Yamhill Co		1		.33
10.96	Yamhill Co to Old Toll Rd	5	6	5	5.33
15.28	Old Toll Rd to Polk Co Line	11	19	8	12.66
23.84	Polk Co Line to OR 18	5	6	6	5.66

TABLE 3-5
ODOT Crash Rates (per 1 million Vehicle Miles)

Location	Crash Rates				
	2020	2019	2018	2017	2016
Oregon: State Rural Areas	.69	.69	.68	.83	.79
Interstate	.33	.35	.31	.47	.43
All Other Roads	.92	.92	.93	1.07	1.04
Other Principal Arterials	.83	.80	.80	.94	.89
Minor Arterials	1.13	1.18	1.18	1.36	1.35
Rural Major Collectors	1.27	1.27	1.59	1.50	1.57
Rural Minor Collectors	2.98	2.78	.84	.92	1.91
Rural Roads	0	0	0	8.43	0
OR 18 (State Hwy)	.89	.90	.81	.84	1.06
OR 22 (State Hwy)	1.65	2.04	1.44	2.26	2.59

	595	3rd Street		0.025		\$ 10,463	\$ 17,205	\$ 17,342	\$ 95,753	\$ 321,746	\$ 208,833	\$ 462,508	\$ 115,627	\$ 115,627	\$ 693,763
														Total Long-Term Projects	\$ 51,565,867
														TOTAL ALL PROJECTS	\$ 168,936,840

*U: Urban Design Guideline No.; R: Rural Design Guideline No.

APPENDIX A
COST ESTIMATING DATA

(12 Pages)

APPENDIX A

Cost Estimating Data

Purpose

This appendix is intended as a planning aid for tribal staff to quickly estimate the cost of a proposed road or reconstruction of an existing road. The tables included in this Appendix are set up to (1) quickly identify the width and general configuration of road required, based on traffic volumes and functional classifications; and (2) to determine costs associated with constructing the road. It should be noted that these costs should only be used for planning purposes and initial project budgeting, not as substitutes for engineering estimates.

The costs are presented in 2022 dollars and have been used to estimate costs of road improvements recommended in the Plan. Costs have been updated utilizing several indexes including actual ODOT costs for 2022 and Construction Cost Index provided by *Engineering News Records (2021)*.

Design Standards

The BIA is required to design to AASHTO Standards (American Association of State Highway and Transportation Officials) as are all other Federal, State, and local agencies. Tables A-1 and A-2 provide roadway width and lane configurations based on functional use and on traffic volumes. Table A-1 is for rural roads with shoulders and drainage ditches, and Table A-2 is for urban roads with curbs and gutters. (Note: All tables are located at the end of this appendix.)

The various configurations are identified by Design Guideline Numbers. For rural roads, terrain impacts cost, so the Design Guidelines are identified by flat, rolling, and mountainous terrain. The terrain for urban roads is assumed to be relatively level, since the vast majority of development generally does not occur on hilly or mountainous topography.

In some instances, the Rural Design Guidelines exceed AASHTO Standards by a few feet. In many situations, there are pedestrians and bicyclists using rural roads on a frequent basis. For Minor Collectors and Local Roads, the AASHTO minimum of 2-foot shoulders is not adequate for pedestrian use, particularly when pushing strollers, or for bicycles. Also, for Rural Collectors it is desirable to have enough shoulder width to park a vehicle without interfering with the travel way. Recommended travel ways are also sometimes a little wider. In rural areas, many roads experience high truck usage, particularly log trucks and farm vehicles. In these instances, wider travel ways and/or shoulders are very important, particularly on winding roads and for making turn movements at intersections.

Overall, these two tables represent recommended guidelines for roadway widths. Since AASHTO Standards are sensitive to a number of variables, a specific minimum width is not always apparent. As a result, when the road is engineered, the width may vary by several feet based on the design parameters. However, for purposes of planning and establishing budgets, these guidelines represent a desirable average.

Construction Cost Estimates

Tables A-3 and A-4 present costs for each of the Roadway Design Guidelines presented in Tables A-1 and A-2. Table A-3 represents per mile costs for rural roads and Table A-4 is for urban roads. All costs are represented in 2022 dollars; however, as projects begin the implementation process and are shown in the Tribe's Transportation Improvement Program (TIP), the costs should be adjusted by use of the ENR Construction Cost Index (*Engineering News Record*) for this region. It should be noted that inflation rates rose sharply in the later part of 2021 and during the first few months of 2022, particularly with material costs, as a result of a number of national and international factors. Therefore, adjusting the cost estimates for inflation in the Tribal Transportation Improvement Program (TIP) on an annual basis may be essential in maintaining realistic budgeting for implementing projects.

Table A-5 illustrates the cost for miscellaneous items not generally included under the cost categories in Tables A-3 and A-4. These costs are either represented on a unit cost or by lineal distance (per foot and per mile costs). When any proposed projects require these items, they should be listed separately as other or incidental costs.

Not included in the roadway construction costs (Tables A-3 and A-4) nor in the miscellaneous costs (Tables A-5) are right-of-way acquisition costs or utility costs other than normal roadway drainage. Right-of-way costs are not included, because land values and easement costs differ greatly as a result of localized market conditions or whether tribal trust lands or allotments are involved or whether right-of-way already exists. Also, utility costs were not included, since the type and size can vary considerably due to the type and density of proposed developments. If water, sanitary sewer, power, or communication lines are required, a separate budget item(s) needs to be included under other costs. To a degree, the contingency that has been added to the cost estimates is intended to take into account some of these unknowns.

In instances where reconstruction of a roadway occurs (widening and/or general upgrading of an existing road), a percentage of a construction cost is used in the Plan in recognition that some type of roadway exists, and therefore, some costs will be less. Cost reductions usually are represented in the categories of Site Preparation, Drainage, and Aggregate, since there is no clearing for the roadway, there is less width to grade, and some type of roadbed already exists. In these instances, generally 25, 50, or 75 percent of the category cost is used. Where minimal reconstruction or widening is required, 25 percent of the respective category is used, 50 percent for moderate reconstruction, and 75 percent for extensive reconstruction.

In Tables A-3 and A-4, the costs per mile are divided into a number of categories:

- + Site Preparation
- + Drainage
- + Aggregate
- + Asphalt Paving
- + Traffic Control
- + Subtotal
- + Contingency, Engineering, Environmental, and Legal
- + Total Cost Per Mile

These categories cover all costs associated with developing and constructing a typical road project—everything from initial investigations through design and construction. The following is a summary of the activities that are included in each of the cost categories.

Site Preparation:

- + Mobilization
- + Clearing and Grubbing
- + Removal of Existing Pavement

Drainage

- + Grading and Earth Work
- + Establishing Roadway Drainage Ditches and/or Underground Drainage System
- + Drainage Pipe and Catch Basins
- + Dust Control During Construction
- + Environmental Drainage Control During Construction

Aggregate

- + Roadway Base
- + Side Slopes
- + Travel way and Shoulder Surfaces (if road is not paved)

Asphalt Paving

Paving cost is for an asphalt-concrete road surface and includes both travel way and shoulders.

Traffic Control

- + Signing
- + Striping
- + Pavement Markings
- + Guardrail (minimal distances only)
- + Temporary Traffic Control

Subtotal

The subtotal is the sum of the above five categories (Site Preparation, Grading, Aggregate, Asphalt Paving, and Traffic Control). It should be noted that in some instances an additional percentage will be added to the construction costs to take into account that construction is occurring in remote locations where materials and workers have to be transported extensive distances. Normally, this will be a 10%-20% addition.

Contingency, Engineering, Environmental, and Legal

For BIA constructed roads, these costs typically run 40 percent of the subtotal cost (if more than \$100,000) and include the following:

- + Project Administration and added costs of “638” contracting by tribes
- + Engineering Design
- + Construction Inspection

- + Surveying
- + Soils Investigation
- + Environmental Reports and Clearances
- + Materials Testing
- + Permits
- + Construction Contingency

The contingency allows for unknown situations that would add cost to the project. These could include:

- + Unknown Soils and Geologic Conditions
- + Mitigation of Environmental Impacts
- + Need to Purchase Right-of-Way or Easements
- + Fluctuations in Bidding
- + Cost escalations for constructions materials

BIA officials have indicated that non-construction costs have also risen to a great degree for smaller, lower cost projects, since the level of effort for some of these activities is relatively the same no matter what the cost of the construction. As a result, the following percentages have been assigned for Contingency, Engineering, Environmental, and Legal, based on estimated construction costs:

- + For construction of \$50,000 or less—100%
- + For construction from \$50,000 to \$75,000—80%
- + For construction from \$75,000 to \$100,000—60%
- + For construction over \$100,000—40%

In addition, recent construction costs for BIA funded projects show that smaller projects are now costing significantly more, based on per mile unit costs, than do larger projects as there is no “economy of scale” savings to the contractor. As a result, wherever possible projects should be grouped, particularly by geographic area, in order to maximize the amount of construction for dollars spent. When this is not possible, the following estimating assumptions were made when using the per mile construction cost estimates shown in Appendix A for projects that are less than a mile in length. For projects that are 0.75 mile to 1.0 mile in length, the cost of 1.0 mile of road is used. For projects between 0.5 mile and 0.75 mile, 75% of the cost of a mile of road is used. For projects between 0.25 mile and 0.5 mile, 50% of the cost of a mile of road is used. For projects less than 0.25 mile, 25% of the cost of a mile of road is used.

Total Cost Per Mile

Total cost is the sum of the subtotal and contingency and represents a total per mile cost of roadway. Again, these are planning level costs, and the intent is that they should represent the "high" end cost, so as a project is developed adequate funding is initially programmed to ensure that the project can be constructed.

When a project is programmed in the tribal TIP document, estimated costs should be updated, and if the project is programmed for several years out, an additional factor may be needed to account for future inflation in construction costs.

Other Costs

Other miscellaneous items should be itemized and estimated separately under incidentals when appropriate. These types of costs are not normally included in most BIA Roads; therefore, they have not been included in the general incidental costs in Tables A-3 and A-4. These include items such as:

- + Traffic Control Signals
- + Bridges
- + Overpasses and Other Major Structures
- + Shared-use Facilities (accommodate bike and pedestrians)
- + Sidewalks
- + Left-turn Lanes
- + Right-turn Deceleration Lanes
- + Fencing
- + Sound Walls
- + Landscaping
- + Irrigation Systems
- + Utilities
- + Guardrail (used in instances where extensive distances are involved)
- + Intersection Illumination

Estimating Asphalt-Concrete Overlays

For estimating asphaltic-concrete overlays, the same methodology is use for estimating construction cost as described above for construction estimates of less than \$100,000. However, non-construction cost percentage is different as there are usually no environmental studies or assessments needed for overlays of existing roads if the road configuration remains the same. For overlays, the following non-construction percentages are used:

- + For construction of \$25,000 or less—100%
- + For construction from \$25,000 to \$50,000—80%
- + For construction from \$50,000 to \$75,000—60%
- + For construction from \$75,000 to \$100,000—40%
- + For construction over \$100,000—30%

The cost per mile for overlays as shown in Table A-5 is based on a 1-1/2-inch lift, which is typical for many BIA roads and other local roads. However, for state routes and high-volume county and city roads, 3-4 inches of overlay (sometimes two lifts) is a more typical application. As a result, when estimating these projects, per mile costs need to be doubled at a minimum.

Maintenance Estimating

Since many reservation roads have either earth or aggregate surfaces, regrading, maintaining drainage ditches, and replacing aggregate are ongoing necessities. Grading and draining as well as aggregate costs are prorated as the road already exists. Also, 5% is generally utilized for administrative costs as there are usually no environmental, geotechnical, survey, testing, design, or legal costs involved in this type of maintenance work.

When estimating chip seal projects there is little more administrative work as there is a need for specifications, inspection, and contingency, so the following percentages are utilized:

- + For construction up to \$50,000—20%
- + For construction from \$50,000 to \$75,000—15%
- + For construction from \$75,000 to \$100,000—10%
- + For construction over \$100,000—5%

		Non-Construction Costs			
	Reconstruction %	Cost from:	Cost to:	%	Project Length (mi.) Cost of Mile (%)
Minimal	25	50000		100	0.75 to 1.0 100%
Moderate	50	50000	75000	80	0.5 to 0.75 75%
Extensive	75	75000	100000	60	0.25 to 0.5 50%
		100000		40	<0.25 25%

Maintenance admin costs 5%

Remote Location: add 10 to 20 percent

Overlay Non-Construction Cost Percentatage (1.5" lift)

Cost from:	Cost to:	%
25000		100
25000	50000	80
50000	75000	60
75000	100000	40
100000		30

**TABLE A-1
Roadway Design Guidelines: Rural Roads**

Design Guideline Number	Design Volume (ADT)	BIA Class & Functional Classification	Terrain	Design Speed (MPH)	Surface Type	Travel Surface Width (Feet)	Shoulder Type	Shoulder Width (Feet)	Total Roadway Width (Feet)
Rural		Rural							
1	DHV > 400	1: Rural Maj. Arterial	Flat	60	Paved	24	Paved	10	44
2	DHV > 400	1: Rural Maj. Arterial	Rolling	60	Paved	24	Paved	10	44
3	DHV > 400	1: Rural Maj. Arterial	Mountain	60	Paved	24	Paved	10	44
4	DHV 200-400	2: Rural Min. Arterial	Flat	60	Paved	24	Paved	8	40
5	DHV 200-400	2: Rural Min. Arterial	Rolling	60	Paved	24	Paved	8	40
6	DHV 200-400	2: Rural Min. Arterial	Mountain	60	Paved	24	Paved	8	40
7	DHV 100-200	4: Rural Maj. Coll.	Flat	60	Paved	22	Paved	6	34
8	DHV 100-200	4: Rural Maj. Coll.	Rolling	60	Paved	22	Paved	6	34
9	DHV 100-200	4: Rural Maj. Coll.	Mountain	60	Paved	22	Paved	6	34
10	ADT > 400	5: Rural Min. Coll.	Flat	50	Paved	22	Paved	4	30
11	ADT > 400	5: Rural Min. Coll.	Rolling	50	Paved	22	Paved	4	30
12	ADT > 400	5: Rural Min. Coll.	Mountain	50	Paved	20	Paved	4	28
13	ADT 250-400	3 or 5: Rural Local	Flat	40	Paved	22	Paved	3	28
14	ADT 250-400	3 or 5: Rural Local	Rolling	40	Paved	22	Paved	3	28
15	ADT 250-400	5: Rural Local	Mountain	40	Paved	20	Paved	3	26
16	ADT 50-250	3 or 5: Rural Local	Flat	40	Paved/LBIT	20	Paved/LBIT	3	26
17	ADT 50-250	3 or 5: Rural Local	Rolling	40	Paved/LBIT	20	Paved/LBIT	3	26
18	ADT 50-250	5: Rural Local	Mountain	40	Paved/LBIT	20	Paved/LBIT	2	24
19	ADT < 50	3 or 5: Rural Local	Flat	40	LBIT	20	LBIT	2	24
19	ADT < 50	3 or 5: Rural Local	Flat	40	Gravel	20	Gravel	2	24
20	ADT < 50	3 or 5: Rural Local	Rolling	40	LBIT	20	LBIT	2	24
20	ADT < 50	3 or 5: Rural Local	Rolling	30	Gravel	20	Gravel	2	24
21	ADT < 50	5: Rural Local	Mountain	30	LBIT	18	LBIT	2	22
21	ADT < 50	5: Rural Local	Mountain	30	Gravel	18	Gravel	2	22

**TABLE A-2
Roadway Design Guidelines: Urban Roads**

Design Guideline Number	BIA Class & Functional Classification	Design Volume (ADT)	Total Roadway Width*	Lane Configuration: Shoulder/Parking Travel Lanes Width (Feet)	On Street Parking	Design Speed	Travel Surface Width (Feet)	Shoulder Width (Feet)	Parking Surface Width (Feet)	Terrain	Surface Type
Urban	Urban										
1	3: Local	<50	18	0-9-9-0	No	20	18	None	None	Flat/Rolling	Paved
2		50-250	20	0-10-10-0	No	20	20	None	None	Flat/Rolling	Paved
3		250-400	22	0-11-11-0	No	25	22	None	None	Flat/Rolling	Paved
4		<100	24	7-10-7	Yes	20	10	None	7	Flat/Rolling	Paved
5		100-250	26	7-12-7	Yes	25	12	None	7	Flat/Rolling	Paved
6		250-500	30	0-11-11-8	One Side Only	30	22	None	8	Flat/Rolling	Paved
7		<250	32	7-9-9-7	Yes	25	18	None	7	Flat/Rolling	Paved
8		250-400	34	7-10-10-7	Yes	25	20	None	7	Flat/Rolling	Paved
9		>400	36	7-11-11-7	Yes	30	22	None	7	Flat/Rolling	Paved
10	7: Min. Collector	ADT>400	26	2-11-11-2	No	45	22	2	None	Flat/Rolling	Paved
11		ADT>400	36	7-11-11-7	Yes	35	22	None	7	Flat/Rolling	Paved
12	7: Maj. Collector	DHV 100-200	32	2-12-12-2	No	50	24	2	None	Flat/Rolling	Paved
13		DHV 100-200	38	7-12-12-7	Yes	40	24	None	7	Flat/Rolling	Paved
14	6: Min. Arterial	DHV 200-400	36	6-12-12-6	No	60	24	6	None	Flat/Rolling	Paved
15		DHV 200-400	38	12-14-12 (Median)	No	50	24	None	None	Flat/Rolling	Paved
16		DHV 200-400	40	8-12-12-8	Yes	45	24	None	8	Flat/Rolling	Paved
17	1: Maj. Arterial	DHV > 400	40	8-12-12-8	No	60	24	8	None	Flat/Rolling	Paved
18		DHV > 400	42	2-12-14-12-2 (Median)	No	60	24	2	None	Flat/Rolling	Paved
19		DHV > 400	44	10-12-12-10	Yes	45	24	None	10	Flat/Rolling	Paved
20		DHV > 400	54	2-12-12-12-12-2	No	45	48	2	None	Flat/Rolling	Paved

* Measured face of curb to face of curb

TABLE A-3

Rural Road Costs

Estimated 2023 Construction Costs (\$ per mile)

Confederated Tribes of the Grand Ronde Community of Oregon

Design Guideline Number	Total Roadway Width (feet)*	Terrain	Mobilization & Site Preparation	Grading & Drainage	Aggregate	Asphalt Paving	Traffic Control	Misc.	Subtotal	Cont. Eng. Legal, Env. @ 40%	Total Cost
Rural											
1	44	Flat	165,000	157,000	818,000	1,094,000	120,000		2,354,000	942,000	\$ 3,296,000
2	44	Rolling	230,000	157,000	818,000	1,094,000	120,000		2,419,000	968,000	\$ 3,387,000
3	44	Mountain	276,000	173,000	818,000	1,094,000	120,000		2,481,000	993,000	\$ 3,474,000
4	40	Flat	150,000	142,000	744,000	994,000	109,000		2,139,000	856,000	\$ 2,995,000
5	40	Rolling	209,000	142,000	744,000	994,000	109,000		2,198,000	880,000	\$ 3,078,000
6	40	Mountain	251,000	157,000	744,000	994,000	109,000		2,255,000	902,000	\$ 3,157,000
7	34	Flat	128,000	122,000	632,000	845,000	92,000		1,819,000	728,000	\$ 2,547,000
8	34	Rolling	178,000	122,000	632,000	845,000	92,000		1,869,000	748,000	\$ 2,617,000
9	34	Mountain	213,000	134,000	632,000	845,000	92,000		1,916,000	767,000	\$ 2,683,000
10	30	Flat	113,000	107,000	558,000	746,000	82,000		1,606,000	643,000	\$ 2,249,000
11	30	Rolling	157,000	107,000	558,000	746,000	82,000		1,650,000	660,000	\$ 2,310,000
12	28	Mountain	176,000	110,000	520,000	696,000	77,000		1,579,000	632,000	\$ 2,211,000
13	28	Flat	105,000	100,000	520,000	696,000	77,000		1,498,000	600,000	\$ 2,098,000
14	28	Rolling	147,000	100,000	520,000	696,000	77,000		1,540,000	616,000	\$ 2,156,000
15	26	Mountain	163,000	102,000	484,000	647,000	71,000		1,467,000	587,000	\$ 2,054,000
16	26	Flat	98,000	92,000	484,000	647,000	71,000		1,392,000	557,000	\$ 1,949,000
17	26	Rolling	136,000	92,000	484,000	647,000	71,000		1,430,000	572,000	\$ 2,002,000
18	24	Mountain	151,000	96,000	446,000	597,000	65,000		1,355,000	542,000	\$ 1,897,000
19	24	Flat	91,000	86,000	446,000	597,000	65,000		1,285,000	514,000	\$ 1,799,000
19	24	Flat	91,000	86,000	446,000	0	61,000		684,000	274,000	\$ 958,000
20	24	Rolling	126,000	86,000	446,000	597,000	65,000		1,320,000	528,000	\$ 1,848,000
20	24	Rolling	126,000	86,000	446,000	0	61,000		719,000	288,000	\$ 1,007,000
21	22	Mountain	138,000	87,000	410,000	548,000	60,000		1,243,000	498,000	\$ 1,741,000
21	22	Mountain	138,000	87,000	410,000	0	56,000		691,000	277,000	\$ 968,000

**TABLE A-4
Urban Roads
Estimated 2023 Construction Costs (\$ per mile)
Confederated Tribes of the Grand Ronde Community of Oregon**

Design Guideline Number	BIA Class & Functional Classification	Total Roadway Width (feet)*	Terrain	Site Preparation	Drainage	Aggregate	Asphalt Paving	Traffic Control	misc	Subtotal	Cont. Eng. Legal, Env. @ 40%	Total Cost
Urban	Urban											
1	3: Local	18	Flat/Roll.	83,000	158,000	318,000	448,000	50,000		1,057,000	423,000	\$ 1,480,000
2	3: Local	20	Flat/Roll.	92,000	176,000	353,000	497,000	55,000		1,173,000	470,000	\$ 1,643,000
3	3: Local	22	Flat/Roll.	102,000	194,000	389,000	548,000	60,000		1,293,000	518,000	\$ 1,811,000
4	3: Local	24	Flat/Roll.	111,000	211,000	424,000	597,000	65,000		1,408,000	564,000	\$ 1,972,000
5	3: Local	26	Flat/Roll.	120,000	228,000	459,000	647,000	71,000		1,525,000	610,000	\$ 2,135,000
6	3: Local	30	Flat/Roll.	138,000	264,000	530,000	746,000	82,000		1,760,000	704,000	\$ 2,464,000
7	3: Local	32	Flat/Roll.	148,000	281,000	565,000	796,000	87,000		1,877,000	751,000	\$ 2,628,000
8	3: Local	34	Flat/Roll.	157,000	299,000	601,000	845,000	92,000		1,994,000	798,000	\$ 2,792,000
9	3: Local	36	Flat/Roll.	165,000	316,000	635,000	895,000	99,000		2,110,000	844,000	\$ 2,954,000
10	7: Minor Collector	26	Flat/Roll.	120,000	228,000	459,000	647,000	71,000		1,525,000	610,000	\$ 2,135,000
11	7: Minor Collector	36	Flat/Roll.	166,000	316,000	635,000	895,000	99,000		2,111,000	845,000	\$ 2,956,000
12	7: Major Collector	32	Flat/Roll.	148,000	281,000	565,000	796,000	87,000		1,877,000	751,000	\$ 2,628,000
13	7: Major Collector	38	Flat/Roll.	175,000	334,000	671,000	944,000	104,000		2,228,000	892,000	\$ 3,120,000
14	6: Minor Arterial	36	Flat/Roll.	165,000	316,000	635,000	895,000	99,000		2,110,000	844,000	\$ 2,954,000
15	6: Minor Arterial	38	Flat/Roll.	175,000	334,000	671,000	944,000	104,000		2,228,000	892,000	\$ 3,120,000
16	6: Minor Arterial	40	Flat/Roll.	184,000	351,000	706,000	994,000	109,000		2,344,000	938,000	\$ 3,282,000
17	1: Major Arterial	40	Flat/Roll.	184,000	351,000	706,000	994,000	109,000		2,344,000	938,000	\$ 3,282,000
18	1: Major Arterial	42	Flat/Roll.	194,000	369,000	742,000	1,044,000	114,000		2,463,000	986,000	\$ 3,449,000
19	1: Major Arterial	44	Flat/Roll.	203,000	387,000	777,000	1,094,000	120,000		2,581,000	1,033,000	\$ 3,614,000
20	1: Major Arterial	54	Flat/Roll.	249,000	474,000	954,000	1,342,000	147,000		3,166,000	1,267,000	\$ 4,433,000

* Measured from face of curb to face of curb

**TABLE A-5
Miscellaneous Costs (2023 \$)**

Construction Item	Cost Each Installation	Cost Per Lineal Foot	Cost Per Mile
Paving			
Asphalt Concrete Overlay (1 1/2") includes aggregate for edge of pavement and pavement striping/markings		\$0.92 x pavement width + \$2.68	\$4,900 x pavement width + \$14,200
Chip Seal		\$0.46 x pavement width	\$2,900 x pavement width
Asphalt Grinding		\$0.53 x pavement width	\$3,300 x pavement width
Signs	\$700 each installation		
Pavement Markings	\$600 per Marking (Symbol or Word)		
Raised Pavement Markers (reflectors)	\$8.90 each		
Striping			
Continuous or Broken		\$0.41	\$2,150
Two-Line Centerline		\$0.57	\$3,005
Flashing Signal (warning or stop)	\$45,000 each intersection		
Intersection Signal			
Minimal Installation	\$122,000 each intersection		
Moderate Installation	\$232,000 each intersection		
Complex Installation	\$335,000 each intersection		
Intersection Illumination	\$50,600 (per installation; 3 luminaires)		
Sidewalk (5-foot, one side only)		\$21.20	\$111,500
Bike Path (8-foot asphalt-concrete; separate from roadway)		\$23.20	\$122,500
Left-Turn Refuge Lane			
One at Intersection			
New Construction	\$73,500		
Reconfiguration (retro fit)	\$174,000		
Two at Intersection			
New Construction	\$145,000		
Reconfiguration (retro fit)	\$351,000		
Right-Turn Deceleration Lane			
New Construction	\$72,500		
Reconfiguration (retro fit)	\$116,900		
Guardrail		\$49.00	\$257,300
Fencing			
Barbed Wire (four strand, metal post)		\$10.00	\$50,300
Chain Link (6-feet high)		\$34.00	\$177,600
8-inch Water Line		\$63.00	
8-inch Sewer Line		\$76.00	
Storm Sewer Piping (24")		\$103.00	
Culvert Extension (24")		\$108.00	
Cattle Guard	\$12,000		

**APPENDIX B
DATA SOURCES**

(2 Pages)

APPENDIX B DATA SOURCES

Crash Data, 2017-2021, Oregon Department of Transportation

Confederated Tribes of Grand Ronde 2023 RIFDS Inventory, Bureau of Indian Affairs

Confederated Tribes of Grand Ronde 2019 Long-Range Transportation Plan, prepared by Akana, May 2019

Grand Ronde Long Range Transportation Plan, Draft Task 7 Technical Memorandum: Update Transit Plan, Prepared by Kittleson & Associates, April 24, 2023

Statewide Transportation Improvement Program (STIP), Oregon Department of Transportation, 2021-2024

Statewide Transportation Improvement Program (STIP), Oregon Department of Transportation, 2024-2027

Traffic Volume Data, 2017-2021, Oregon Department of Transportation Region 2

Transportation Funding Opportunities for Tribal Nations, U.S. Department of Transportation, Federal Highway Administration. June 1, 2023

Project Cost Estimating Resources:

[Oregon Department of Transportation : Bid and Award Information : Procurement : State of Oregon](#)

[Flashing LED Custom Rectangle Sign | Dornbos Sign & Safety, Inc.](#)

[Pedestrian Safety Guide and Countermeasure Selection System \(pedbikesafe.org\)](#)

[28 in x 28 in Nominal Sign Size, Aluminum, Polycarbonate, LED Radar Speed Display Sign - 48HP22|126026 - Grainger](#)

[Comparative Bridge Costs \(ca.gov\)](#)

RMP – EIS – Volume 4 – Appendix 4 – Tribal

[Tribal Transportation Program | Indian Affairs \(bia.gov\)](#)

Confederated Tribes of Grand Ronde 2013-2022 Natural Resource Management Plan, July 2013

Confederated Tribes of Grand Ronde Social and Economic Survey, prepared by Portland State University, survey Research Lab, 2018

Confederated Tribes of Grand Ronde Transit Development Plan and Coordinated Human Services Transportation Plan (Draft), Prepared by Kittleson & Associates, November 2018

Polk County Transportation Systems Plan, Polk County Board of Commissioners, December 2009

Socioeconomic, Land Use, and Planning Data, Confederated Tribes of Grand Ronde, 2018

Yamhill County Transportation System Plan, Prepared by DKS, November 2015

Oregon 18 Fort Hill Road to AR Ford Road Project

APPENDIX C
PUBLIC INVOLVEMENT

(61 Pages)



CONFEDERATED TRIBES OF GRAND RONDE

Open House

AKANA
Plan + Design + Engineer + Manage



KITTELSON
& ASSOCIATES

WHAT & WHY

What are we doing?

- A Long-Range Transportation Plan (LRTP) – A Process that identifies and prioritizes regional transportation projects on a local and reservation-wide level over the next 20 years that will address community transportation needs and improve our quality of life.

What is identified in an LRTP?

- Goals
- Needs
- Strategy
- Site Plans

Why are we doing it?

- Tribal Self-Determination and Sovereignty
- Road Safety
- Transportation Equity
- Fair Funding



CURRENT PLANNING STATUS UPDATE

Milestones

Step 1. Establish Policy Goals and Objectives

Step 2. Analyze Transportation System Conditions

Step 3. Perform Needs Analysis

Step 4. Set Priorities

Step 5. Establish Funding Plan

Step 6. Develop the Plan

Step 7. Develop the Program

Step 8. Implement and Monitor the Plan

Key Dates

May 2022

On-going

On-going

Inventory Complete

TIP In-progress

Draft mid-May 2023

July 2023

August 2023, On-going



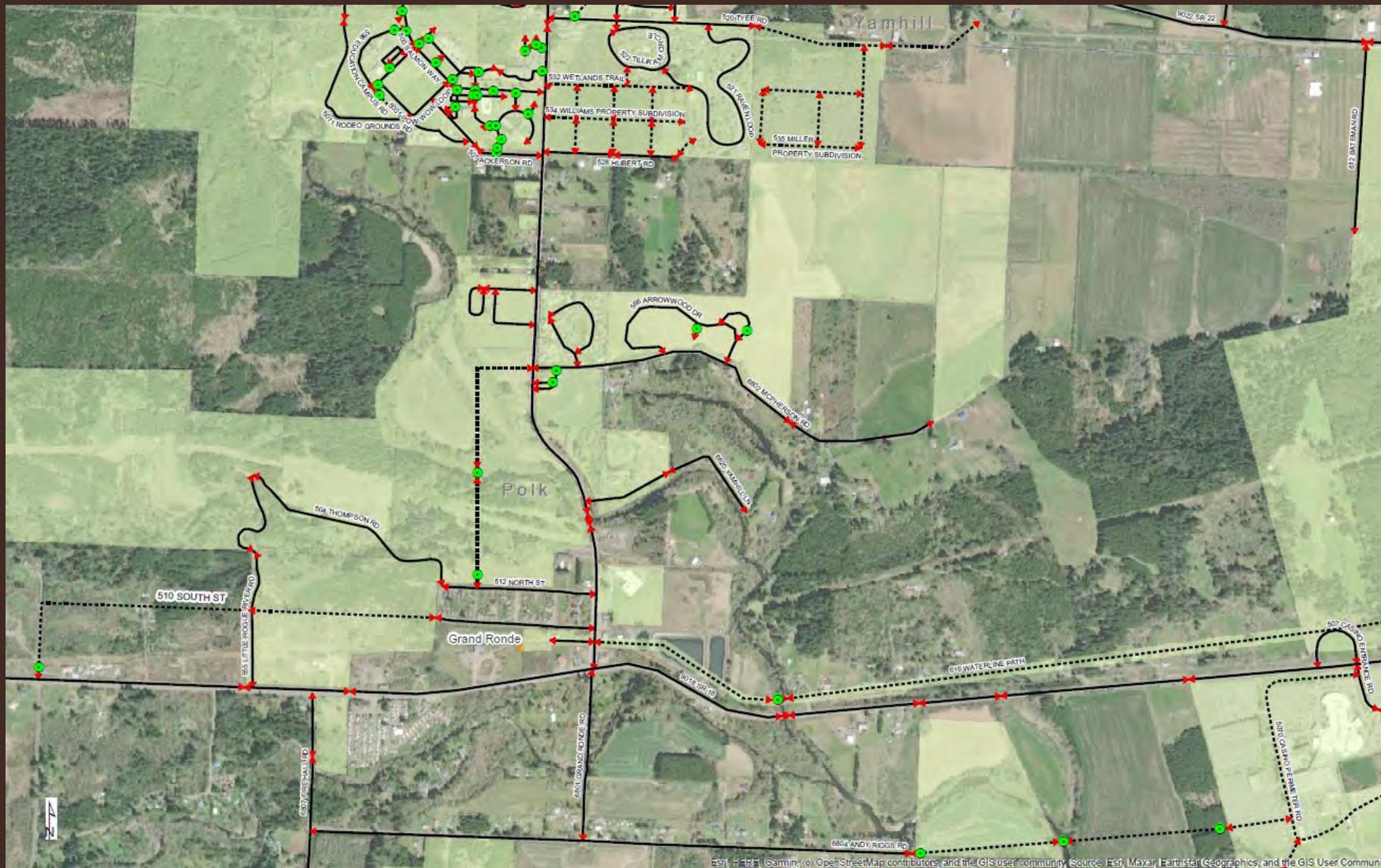
WHAT'S NEW

33 New Routes have been added that include:

- Rehabilitation of parking lot sites
- New roads for housing
- New trails for connectivity and circulation



LAY OF THE LAND Our project study areas





Confederated Tribes
of **Grand Ronde**

Let's Talk About
Our Future!

EDUCATION & TRANSPORTATION

OPEN HOUSE
APRIL 12, 2023



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& ASSOCIATES



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& Development



Confederated Tribes
of *Grand Ronde*

Let's Talk About
Our Future!

EDUCATION



- Tribal School Feasibility Study -

The Confederated Tribes of Grand Ronde



Jesse Grant, Principal
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Confederated Tribes
of ***Grand Ronde***

Let's Talk About
Our Future!

TRANSPORTATION

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& Development

WHAT & WHY



What is a Long-Range Transportation Plan?

A process that **identifies and prioritizes regional transportation projects** on a local and reservation-wide level over the next 20 years to address community transportation needs and improve our quality of life.



What is included?

- Goals
- Needs
- Strategy
- Site Plans

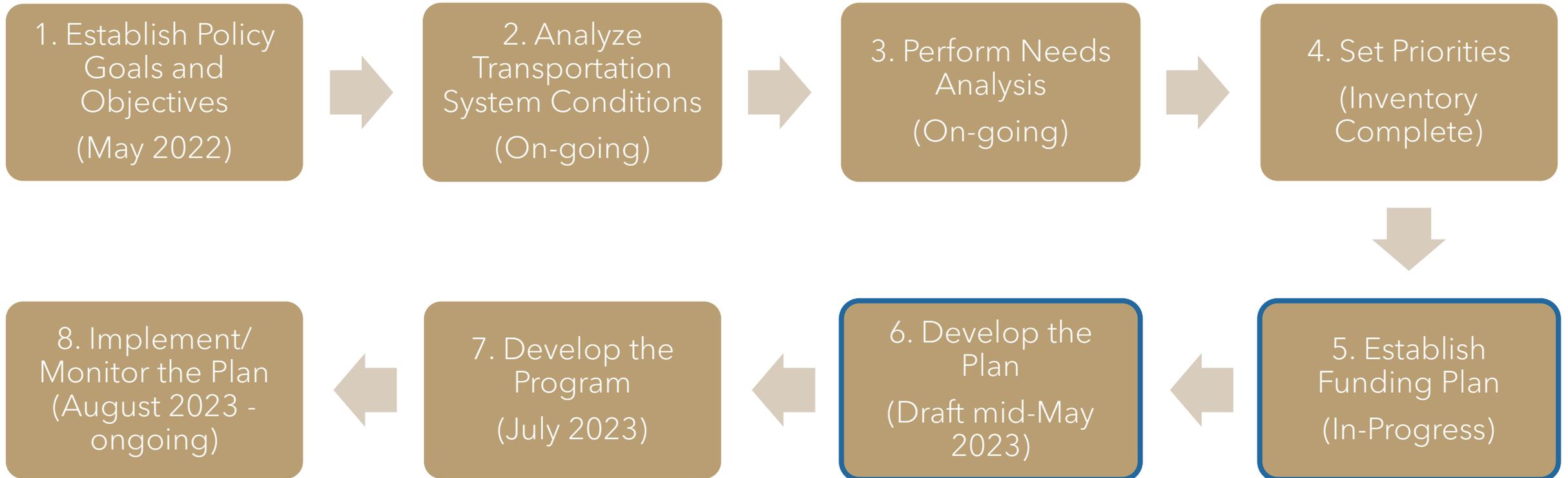


Why are we doing it?

- Tribal Self-Determination and Sovereignty
- Road Safety
- Transportation Equity
- Fair Funding



CURRENT PLANNING & STATUS UPDATE



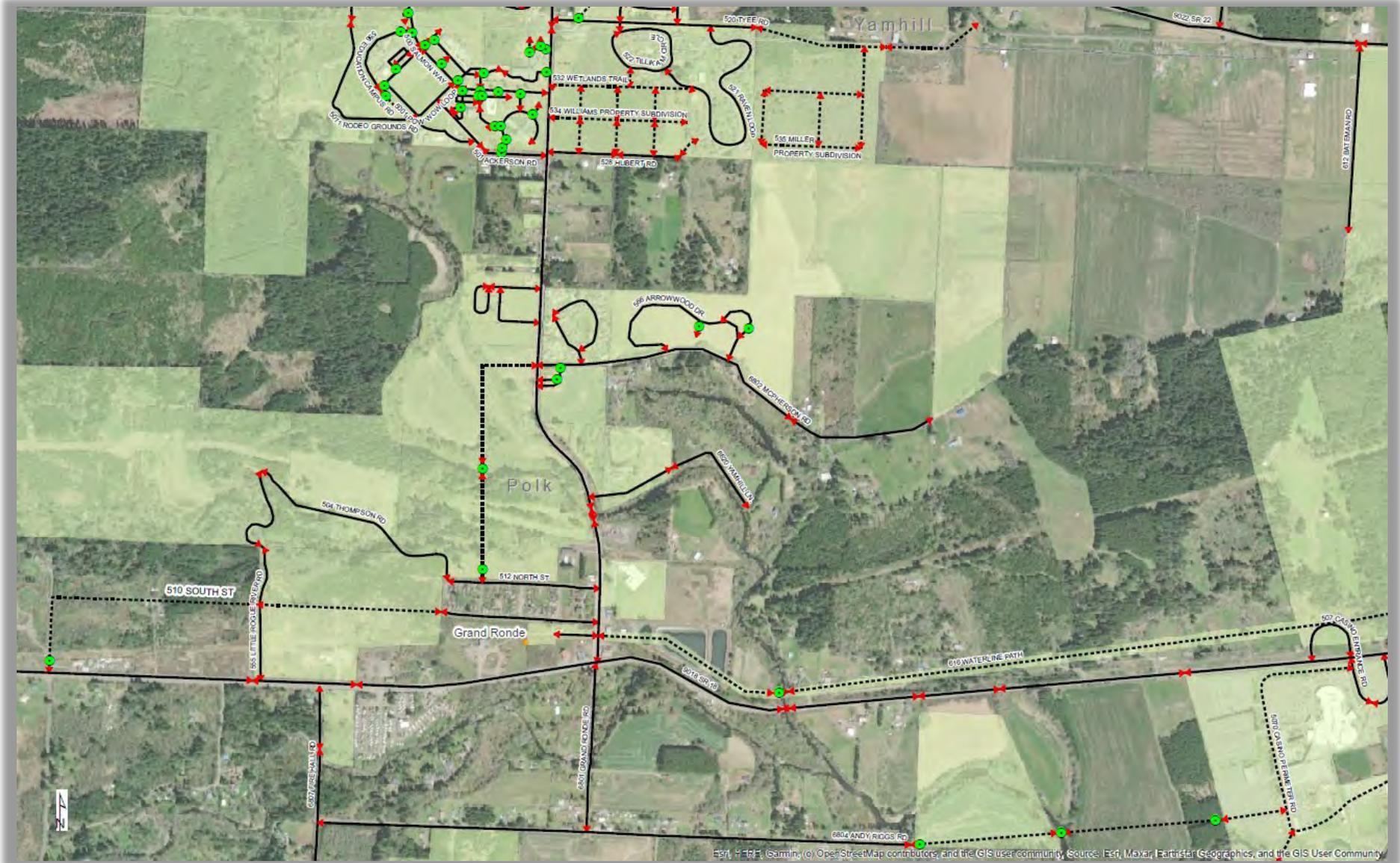
WHAT'S NEW

33 New Routes Have Been Added

- Rehabilitation of parking lot sites
- New roads for housing
- New trails for connectivity and circulation



LAY OF THE LAND – OUR STUDY AREA





Confederated Tribes
of ***Grand Ronde***

Let's Talk About
Our Future!

TRANSPORTATION CONNECTIONS

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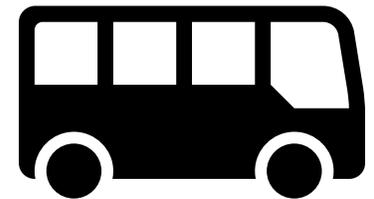


OREGON

Department of
Land Conservation
& Development

RURAL TRANSPORTATION EQUITY PROGRAM

- Focus on **Multi-Modal Connectivity**
- Identify bike, walk, carpool, and public **transportation opportunities** to include in the Long-Range Transportation Plan
- Goal: **Safer, more connected routes** to link schools, trails, residential communities, employment opportunities, and services



OPEN HOUSE DETAILS

1. Visit the stations, talk to staff, ask questions
2. Give us your input
 - **Fill out the survey - bit.ly/OurFutureGR**
 - Write comments on flip charts
 - Note the origins/destinations of your trips



Thank you for attending our open house!



Confederated Tribes
of *Grand Ronde*

Let's Talk About Our Future!

Education & Transportation

OPEN HOUSE

APRIL 12, 2023
AT THE TRIBAL GYM

AFTERNOON

12:00
-
1:00

EVENING

5:30
-
7:00

EDUCATION:

What do you think about a Tribally Operated School in Grand Ronde?

TRANSPORTATION:

What improvements would make it easier to get around Grand Ronde?

TAKE OUR
SURVEY!



Learn More: bit.ly/_____

Survey: bit.ly/OurFutureGR



DESTINATIONS:
Show us where you travel to



ORIGINS:
Show us where you travel from

Grand Ronde Transportation Planning – Three Minute Survey



The Confederated Tribes of the Grand Ronde would like your help to identify and understand the need for more transportation options, such as walking, biking and taking a bus/shuttle. The information will be used to update the Long Range Transportation Plan. Thank you for your input!

1. How did you get here today? _____

2. What challenges did you face getting here?

- There are no sidewalks or dedicated bike lanes along my route
- The route is not ADA accessible
- I don't feel safe to walk/bike here
- Bus service is limited
- I rely on other people
- Other _____

3. What neighborhood/community did you come from? _____

4. How do you typically get different places? (i.e., walk, bike, drive, ride with a friend, etc.)

5. What places would you like to see better/safer connections, either to walk, bike or take a bus/shuttle?

6. Rank the following connections with 1 being most important and 5 being least important.

	Ranking
Bike and pedestrian connections – on Grand Ronde Rd. and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Rd., between OR Hwy 22 and McPherson Rd.	
Multi-use trail – along the former railroad tracks to connect Grand Ronde Rd. to Spirit Mountain Casino.	
Bike and pedestrian path – from Grand Ronde Rd. to the Uyxat Powwow Grounds and/or other destinations.	
Bike and pedestrian connections – throughout the existing Tribal Transportation network in Grand Ronde.	
Bike, walk, carpool, and transit connections – to employment centers, medical facilities, cultural sites and other areas (in and outside of Grand Ronde).	

Thank you for providing feedback for the Confederated Tribes of the Grand Ronde Connectivity Project.

Grand Ronde Check in – Notes

April 26, 2023

Survey –

- Survey will close tonight.
- Data was compromised. We will categorize the responses as: valid, use with caution and invalid, using a set of rules.
- We analyze transportation and demographic responses only. Education will be given all responses, and how we categorized them for their use.
- Proposed rules:

Rule	Valid	Caution	Invalid	# surveys
1. Survey completed 4.12-4.21 at 9:06 am (when Devin sent out reminder email) and surveys completed 4.25-4.26	X			139
2. Only first three questions complete (regardless of when completed)			X	128
3. For surveys between 4.21 at 9:07 am and 4.24 at 11:59 pm, the following rules will be run:				
<ul style="list-style-type: none"> • Kimi's input: IP = 73.157.255.204 • (open house responses hand entered on 4.23) 	X			11
<ul style="list-style-type: none"> • @grandronde.org email addresses 	X			15
<ul style="list-style-type: none"> • Response was completed in under 3 minutes 		X		22
<ul style="list-style-type: none"> • Response was completed in over 1 hour 		X		6
<ul style="list-style-type: none"> • Open ended response to Q21 (Please list any other destinations in or around Grand Ronde you travel to frequently) is not within a couple hour drive of Grand Ronde 			X	53
<ul style="list-style-type: none"> • Response indicates they live outside Oregon (Q2), AND they travel to or around the Grand Ronde campus at least once a week (YES to Q17) 		X		53
<ul style="list-style-type: none"> • Response indicates they live outside Oregon (Q2), AND someone in their household is employed by Confederated Tribes of the Grand Ronde OR Spirit Mountain Casino (Q32) 		X		8
<ul style="list-style-type: none"> • Surveys taken at illogical times (12am – 4 am) on 4.22-4.24 		X		130
<ul style="list-style-type: none"> • Emails/names/phone numbers that don't track - subjective 			X	?
<ul style="list-style-type: none"> • Responses that anyone in their household is employed by the Confederated Tribes of the Grand Ronde (Q32) but are not listed an employee 		X		550

<ul style="list-style-type: none"> Repeat IP addresses during an illogical time/compared to a time sequence, compared to number of family members - subjective 		X	X	?
---	--	---	---	---

- We will send the list of destination responses to Question 21 to John for review/confirmation of location near Grand Ronde.
- We will send the list of people who said they/household members are Grand Ronde employees to John for review.
- After looking at this, John will let us know if we want to:
 - Include all results as they are
 - Scrub the results using rules – keep only the valid, do not include caution and invalid responses
 - Scrub the results using rules – keep only the valid and caution, do not include responses that are invalid
- The survey summary report will explain the results, the rules and how we analyzed the data.

Future meetings

- Likely no focus group with the Casino, although John will continue to reach out.
- Move all meetings to the May 17 – food bank tabling, Elders Committee, Stakeholder Committee. Note – we didn’t talk about it but we should talk about meeting with education/childcare staff
- May 17 engagement will ask follow up questions from the survey, rather than focus on the same questions from the survey.

Transportation planning

- Kittelsohn finished the safety and transit plans. Steve will get that to John later today. He said it could be used for the next round of engagement.
- They will work on the connectivity routing next.
- May 15 – outline of multi-modal chapter drafted
- End of May – multi-modal chapter draft
- June – refine language, update plan, etc.

Grand Ronde iskam mək^hmək-haws Food Pantry Tabling

On June 2, the project visited the iskam mək^hmək-haws Food Pantry to seek input on transportation options in Grand Ronde. We spoke with 73 people, including volunteers and people seeking services. Each was asked to complete a three-minute survey about the need for more transportation options in Grand Ronde. The highlights from the tabling event are below. Raw data is provided in the appendix.

- **Most people drove to the food pantry, either alone or in a carpool.** When asked to identify any challenges with getting to the food pantry, the most frequent responses were: relying on others for a ride or to borrow a vehicle, limited bus service, personal automobile issues (car not starting, not having gas) and personal safety.
- Approximately **80% of those surveyed indicated that they typically drive when going places.** Walking or getting a ride each were mentioned by approximately 15% of those responding.
- **The vast majority (approximately 80%) came from the local area (Grand Ronde, Hideout, Hebo Road, Sheridan, Willamina, Yamhill River Road).** Approximately 15% came from within the region (Yamhill, Monmouth, Hebo, Cloverdale, Dallas, McMinnville). The remaining few came from a distance greater than an hour away from Grand Ronde. Self-reported locations are provided in the appendix.
- **The concept of a shuttle peaked the interest of many.** Conversations with individuals indicated that walking or biking were not options. When asked where they would like connections, **47 responses were provided with a shuttle or improved bus service connecting locations outside of Grand Ronde being the most desired connection.** The locations identified to connect Grand Ronde to included:
 - McMinnville
 - Highway 18 (Grand Ronde Road to Casino)
 - Dallas
 - Willamina
 - Sheridan
 - Coast
 - Hebo
 - Country Roads
- **Connections to improve the existing transportation system included:**
 - Sidewalks (ADA improvements, along highway, safer walking paths)
 - Lighting (light at Grand Ronde Road/Hwy 18, all along Grand Ronde Road)
 - Bus Improvements (more bus routes)
 - Bikes (sweep the bike path, along highway, bike lanes)
 - Traffic control (radar, better flashing lights, at Grand Ronde Road/Hwy 22 intersection)
 - Road conditions (generally)
- People were asked to identify their top priorities, from a list of five options. The responses were consistent with the other answers: more connections from Grand Ronde to areas outside Grand Ronde, and improvements/connections at Highway 22 and Grand Ronde Road. The ranking of a of all responses is provided in the appendix. The top two priorities identified were:
 - Bike, walk, carpool, and transit connections – to employment centers, medical facilities, cultural sites and other areas (in and outside of Grand Ronde).

- Bike and pedestrian connections – on Grand Ronde Rd. and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Rd., between OR Hwy 22 and McPherson Rd.
- Demographic questions were not asked for privacy purposes. Based on a visual survey of the participants, most people who attended or volunteered appeared to be over 55, and several had physical limitations. Likely between 10-20 families and younger individuals attended.

Appendix – data results

Responses: How people got to the food pantry

- Drive – 76%
- Carpool – 15%
- Walk – 4%
- Bike – 3%
- Bus – 1%

Responses: Challenges people faced getting here

This was a multiple-choice question with the option for a write in response. The summary of responses for each multiple-choice answer are below, along with the other specific responses that were written in.

- There are no sidewalks or dedicated bike lanes along my route – 6
- The route is not ADA accessible – 5
- I don't feel safe to walk/bike here – 8
- Bus service is limited – 11
- I rely on other people – 12
- Other responses
 - Borrow car
 - Dead battery in car
 - Enough gas
 - Gas
 - Gas prices
 - Live on 1 mile, one-way country road
 - My car or truck
 - No sidewalks/bike lanes on hwy 18 by casino, too many potholes on grand ronde road
 - Other drivers
 - Out of gas
 - Out of gas
 - Police try to take my vehicles
 - Borrow car
 - Gas
 - Safety, homeless people invading public spaces
 - Struggling with gas

Responses: Where people came from

Local

- Grand Ronde – 25
- Willamina – 10
- Sheridan – 7
- Hebo Road – 5
- Hideout – 3
- Yamhill River Road – 3

- Sheridan/Willamina – 1
- Local – 1

Regional

- McMinnville – 2
- Monmouth – 2
- Dallas – 2
- Hebo – 2
- Cloverdale – 1
- Yamill – 1

Out of the area

- Hermiston – 1
- Portland – 1

Responses: How people typically go places

- Drive – 80%
- Get a ride – 26%
- Walk – 19%
- Bike – 6%
- Bus – 6%
- Skateboard – 1%

Responses: Places better connected

Locations

- Almost everywhere
- Bus service to McMinnville on Saturdays, wider shoulder on highway 18, between casino and Grand Ronde Road
- Bus to McMinnville, more connections and times back and forth
- Country roads
- Dallas and McMinnville
- Dallas to grand ronde, coast to grand ronde
- Easier for ada, light at grand ronde road/hwy 18 intersection
- Everywhere that has that luxury
- Food bank - 2
- Grand Ronde to neighboring communities (Willamina, Sheridan, Salem, etc), safer walking paths
- Grand Ronde to Willamina
- McMinnville shuttle
- McMinnville, Dallas
- More bus routes, wider spread bus routes
- More shuttles. Be able to go lots of places while out
- Neighborhoods to public places
- Shuttle to Hebo

- To Dallas
- To stores and places where people would go to often
- Virginia Garcia in Willamina
- Walking and biking on hwy 18
- I don't think bike route would be very good with the highway. In the housing, maybe

Types of Transportation

- Bike lanes
- Bike, shuttle
- Bring shuttles back to community
- Bus, sidewalks
- Bus/shuttle for elders, sidewalks
- Shuttle - 3
- Shuttles would help others, especially those with disabilities or those who don't have a car
- Take Tribe shuttle. Tribal shuttle taken away, serve the elderly

Improvements

- Add radar/speed limits signs
- All along Grand Ronde - better lighting, better flashing lights
- Better lighting at night
- Better sidewalks along highway
- Can't catch bus on highway
- Grand Ronde Road to Hwy 22 intersection with a flashing yellow warning light
- Lights at Grand Ronde Road and Hwy 18 intersection
- More sidewalk lights
- Road conditions
- Roads
- Sweep the bike path

Responses: Rank the connections as being most important

People were asked to rank five types of improvement from 1 to 5, with 1 being most important and 5 being least important. Some people provided an actual ranking of 1 to 5 for the five improvements. Others prioritized the improvements on a scale of 1 to 5 – giving multiple improvements the same ranking. The results of both are summarized below.

Ranking of 1- 5	Number of responses				
	1 (most important)	2	3	4	5 (least important)
Bike and pedestrian connections – on Grand Ronde Rd. and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Rd., between OR Hwy 22 and McPherson Rd.	5	5	0	1	5
Multi-use trail – along the former railroad tracks to connect Grand Ronde Rd. to Spirit Mountain Casino.	2	2	5	5	2
Bike & pedestrian path – from Grand Ronde Rd. to the Uyxat Powwow Grounds and/or other destinations.	0	4	4	6	2
Bike & pedestrian connections – throughout existing Tribal Transportation network in Grand Ronde.	3	2	4	3	4
Bike, walk, carpool, and transit connections – to employment centers, medical facilities, cultural sites and other areas (in and outside of Grand Ronde).	7	3	3	2	1

Prioritization, based on a 5 point scale	Number of responses				
	1 (most important)	2	3	4	5 (least important)
Bike and pedestrian connections – on Grand Ronde Rd. and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Rd., between OR Hwy 22 and McPherson Rd.	15	5	7	1	4
Multi-use trail – along the former railroad tracks to connect Grand Ronde Rd. to Spirit Mountain Casino.	14	4	9	2	3
Bike & pedestrian path – from Grand Ronde Rd. to the Uyxat Powwow Grounds and/or other destinations.	18	8	4	2	2
Bike & pedestrian connections – throughout existing Tribal Transportation network in Grand Ronde.	13	10	5	3	2
Bike, walk, carpool, and transit connections – to employment centers, medical facilities, cultural sites and other areas (in and outside of Grand Ronde).	16	5	4	0	7

Grand Ronde

Public Outreach Plan – 3/13/23 **DRAFT**

Project Overview

The Grand Ronde Rural Transportation Equity project will create a multimodal connectivity plan that identifies strategic transportation investments based on the community's highest priorities and can be accomplished with reasonably near-term funding opportunities.

Public Outreach Plan Purpose

This Public Outreach Plan provides the framework to engage the Grand Ronde community during the creation of the multimodal connectivity plan, with a particular focus on seeking input from the underserved and transportation-disadvantaged. This document identifies the communications goals, audiences, outreach tools, activities and strategies, messaging, schedule, and roles and responsibilities. As a work-in-progress document, adjustments and updates will be made as needed during the course of the project.

Communications Goals

- Create both in-person and virtual opportunities for as wide a reach of engagement as possible given the schedule and budget limitations.
- Develop outreach strategies appropriate for and based on the needs of the community.
- Make a concerted effort to engage underserved and transportation-disadvantaged members of the community. Equity-based and community partners will be used as appropriate and available.
- Communicate information in a way that is accessible, inclusive and easy for people to understand: the use of jargon will be limited. Visual images and examples will be used as much as possible to illustrate different concepts.
- Be transparent and inclusive: clearly identify how the input will be used as part of the decision-making process.
- Seek to both educate about the benefits of a multi-modal connected transportation network and provide opportunities for input.
- Coordinate the results of the public engagement with the multimodal concept chapter and project list for the LRTP 2023 update.
- Communicate project news and opportunities for engagement for the public at each milestone.
- Document public input and responding to individual comments. Provide timely response to neighbor and property owner concerns and be proactive with respect to potential negative feedback.

Audiences

The communications strategy calls for proactive outreach to the Grand Ronde community, including those who live on and off Tribal Land with a specific emphasis placed on “transportation disadvantaged populations” including:

- Tribal Elders populations (55 and older)
- Youth populations (under 18)
- Native American and non-white populations
- Low-income population (households earning less than 200% of the poverty level as determined by the census)
- Households without access to a vehicle
- People with a disability (severe or non-severe disability)
- Crowded Households

Public Outreach and Communications Activities

Targeted communications, outreach activities and tools are listed below.

Activity	Description	Timing/Duration	Responsibilities
Website/project page	Project page, general project information and overview, survey, work products	Ongoing	Conсор – provide text CTGR –host
Social media posts	Fun facts to get attention around transportation. Encourage people to take the survey/participate	As needed	Conсор – provide text CTGR –host
Stakeholder Committee (Mtg #1)	Agenda <ul style="list-style-type: none"> • Review project purpose and timeline • Review proposed connectivity concept, • Review proposed engagement strategy 	Prepare agenda – March 15 Send out agenda – March 27 Meeting - Week of April 3	Conсор – agenda, facilitate meeting CTGR – create committee, send out agenda
Smoke Signals article	Purpose: Share your opinion, take the survey	Article deadline – April 7 Issue date – April 15	Conсор – write article CTGR – arrange for publication
Open House	Purpose – seek input on proposed connectivity concept Joint open house with Tribal School Open house information available on Website Input via survey	April 12	Conсор – open house plan, prepare boards and PowerPoint Akana – provide maps and graphics CTGR – review materials
Survey	Questions related to multimodal connectivity plan	Opens April 12, Closes May 1	Conсор – create survey, summarize results

Activity	Description	Timing/Duration	Responsibilities
			CTGR – review survey questions, post on website
Focus Group – Youth Council	Youth Council (9 high schoolers) Group discussion of survey questions After school, provide food		Conсор – facilitate meeting CTGR – set up meeting
Focus Group – Elder Committee	Group discussion of survey questions d	10 am Third Wednesday of the month, Elders Activity Center.	Conсор – staff table CTGR – set up meeting
Focus Group – Spirit Mountain	Group discussion of survey questions		Conсор – facilitate meeting CTGR – set up meeting
Tabling Event – Elders	Seek input during Elder Lunch – one on one conversations. Have survey available for participation	Monday – Friday,	
Tabling Event – Low Income	Seek input during Food Bank distribution – one on one conversations while people wait in line. Have survey available for participation	Wednesdays and Fridays, 10 am to 2 pm	Conсор – staff table CTGR – arrange for access
Information sharing	Unstaffed information signs/tables at locations where people gather: <ul style="list-style-type: none"> • Education Center • Employment Center • Community Center • Language Center • Health and Wellness Center • Housing office 	During period when survey is open	Conсор – create display CTGR – set up/distribute information. Collect surveys
Stakeholder Committee (Mtg #2)	Agenda <ul style="list-style-type: none"> • Review survey materials • Review digital products • Review materials for LRTP 2023 update (multi-modal concept chapter and project list) 	Prepare agenda – April 26 Send out agenda – May 3 Meeting – May 10	Conсор – agenda, facilitate meeting CTGR – create committee, send out agenda
General Council meetings	Share information	As needed – 1 st Sunday of month	CTGR - provide update

DRAFT Public Outreach Plan

Confederated Tribes of the Grand Ronde: Rural Transportation Equity project

Activity	Description	Timing/Duration	Responsibilities
Tribal Council	Share information	As needed – Wednesdays, 4 pm	CTGR - provide update

Messaging

Messaging Framework

The Confederated Tribes of the Grand Ronde are in the process of updating the Long-Range Transportation Plan (LRTP). The plan will include a chapter on opportunities for people to be able to walk, bike, and access transit within the Grand Ronde community. The work will help to position the Tribe to obtain funding for design and construction.

Supporting Messages

Multimodal Connectivity

- The projects within the plan will help ensure the safety of pedestrians and bicyclists, as well as transit users who need safe and reliable access to stops and routes.
- The projects will create a safer, more connected routes to link schools, trails, residential communities, industrial and commercial services.
- The projects could benefit those who have fewer financial resources, providing an alternative to driving and improving the quality of life.
- Potential projects include:
 - Bike and pedestrian connectivity focused on Grand Ronde Road and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Road, between OR Hwy 22 and McPherson Road.
 - Trail along the former railroad tracks to ultimately connect Grand Ronde Road to the Spirit Mountain Casino.
 - Bike and pedestrian path from Grand Ronde Road to the Uyxat Powwow Grounds and/or other destinations.
 - Add bike and pedestrian connections and facilities to the Tribal Transportation network throughout Grand Ronde.
 - Opportunities for biking, walking, carpooling or taking transit by employees, residents and visitors to employment centers, medical facilities, cultural sites and other areas.

Inclusive public outreach

- The Tribe is committed to providing timely and accurate information about the project to neighbors, the traveling public, businesses, and others.
- The public will have opportunities, both in person and virtually, to provide their input as to the options for increasing walking and biking, and other multimodal options, in Grand Ronde.

Project Schedule

- March 15 – Draft LRTP 2023 update inventory of origin and destination analysis due to Bureau of Indian Affairs
- March 15 – May 30 – identify multi-modal alignment opportunities

- April 12 – Open House
- April 12 – May 1 – Community Survey, focus groups, interviews
- Mid-May – results of public feedback incorporated into Final LRTP 2023 update inventory of origin and destination
- June 15 - Final LRTP 2023 update inventory of origin and destination analysis due to Bureau of Indian Affairs

DRAFT

Grand Ronde Survey Responses

A community survey asking about Grand Ronde education and transportation questions was conducted between April 12 and April 26, 2023. There were 185 valid responses: additional responses were received but determined to not be complete or verifiable.

Demographics

- Most responses were from people who are Grand Ronde Tribal member or descendants.
- Almost half the people responding live in Grand Ronde, approximately 25% live in Willamina or Sheridan and approximately 25% live within 30 miles of Grand Ronde (i.e., Salem McMinnville, or Pacific City).
- Approximately 17% consider themselves to be disabled.
- Household incomes were primarily in two groups: 30% identified as making under \$60,000 a year, and 50% identified as making between \$60,000 and \$100,000 a year.

Tribal Affiliation	Responses	Percentage
Grand Ronde Tribal Member	142	57%
Grand Ronde Descendent	25	10%
Member of Other Native Tribe(s)	33	13%
Community Member (Non-Native)	49	20%
total	249	100%

Where do you live?	Responses	Percentage
In Grand Ronde	72	39%
In a Neighboring Community (Willamina, Sheridan)	48	26%
Regionally (Salem, McMinnville, Pacific City)	48	26%
Elsewhere in Oregon	12	7%
Outside Oregon	3	2%
total	183	100%

Disabled	Responses	Percentage
Yes	31	17%
No	134	72%
Blank	15	8%
Prefer not to disclose	5	3%
total	185	100%

Income Level	Valid only	
	Responses	Percentage
Under \$30,000 a year	20	11%
\$30,000 to \$60,000 a year	35	19%
\$60,000 to \$100,000 a year	48	26%
Over \$100,000 a year	49	26%
Prefer not to disclose/blank	33	18%
total	185	100%

How You Travel

- Overwhelmingly, people believe that the reasons to walking or biking include health benefits and recreation. Using walking or biking as a form of transportation was not identified as a benefit by most.
- Most people drive to work (72% of responses) or for non-work trips (66% of responses). Walking was identified as the next popular mode of transportation (10% for work trips, 14% for non-work trips).

Benefits of Walking		
	Responses	Ranking
Health benefits	138	1
Recreation	133	2
Dog walking	76	3
Getting to/from work	49	4
Getting to/from locations of daily needs (grocery store, bank, etc)	43	5
Getting to/from medical or social service appointments	42	6
Getting to/from school	20	7
Other (please specify)	0	8

Types of transportation by trip	Work Trips		Non-Work Trips	
	To Work	Percentage	Non-work trips	Percentage
Walk	19	10%	31	14%
Bike	13	7%	14	6%
Mobility device (walkers, wheelchairs, or other power-driven devices)	5	3%	8	4%
Drive	143	72%	143	66%
Public transportation	14	7%	12	6%
Taxi/Uber/shuttle	2	1%	7	3%
Other	4	2%	1	0%
total	200	100%	216	100%

Frequency of Travel and Connections

- In an average week, most people traveled to Grand Ronde, Willamina and Sheridan. Within Grande Ronde, their primary destinations included the Governance Center and Education Center.

How often do you visit the following destinations?											
	Governance Center	Education Center	Health & Wellness Center	Community Service Center	Elder's Activity Center	Housing Authority	iskam mak ^h mak-haws - Grand Ronde Food Pantry	Uyxat Powwow Grounds	Spirit Mountain Casino	Willamina	Sheridan
Multiple times a week	41	62	27	21	16	11	7	5	16	75	44
Once a week	19	11	15	12	16	2	7	5	24	12	16
Multiple times a month	17	25	33	22	14	13	11	13	28	22	23
Once a month	35	19	40	39	12	20	12	22	20	11	16
Less than once a month	41	31	42	46	58	55	45	99	60	23	28
I do not visit this place	7	11	3	19	39	56	77	16	13	17	30
blank	25	26	25	26	30	28	26	25	24	25	28
total (non-blank)	160	159	160	159	155	157	159	160	161	160	157

Travel to Grand Ronde once a week		Responses	Percentage
Yes		168	91%
No		13	7%
Blank		4	2%
total		185	100%

Other destinations mentioned included:

- American Market Convenience Store | 12 mentions
- Tribal Park | 9 mentions
- Chachalu Museum & Cultural Center | 6 mentions
- Tribal Housing | 5 mentions
- Plank House | 4 mentions
- Natural Reservation lands | 3 mentions
- Natural Resource Department | 3 mentions

Walking and Biking Improvements

- Most people felt that they could walk or bike places safely. Places identified as destinations they would like to travel but do not feel safe doing so included:
 - Spirit Mountain Casino
 - Pow Wow Grounds/Plank House
 - Grand Ronde Campus Area
 - Across and along Hwy. 18
 - Willamina
 - Highway 22: Valley Junction or Hebo to Grand Ronde
 - Sheridan
- The top two reasons identified as why people do not walk or bike include:
 - There are no sidewalks/dedicated bike lanes along my route
 - Cars drive too fast
- Sidewalks and bike lanes not being fully connected or being well lit and a general feeling of safety were identified as top responses as well.
- Approximately 75% of those who responded believe that making improvements to increase walking and biking in Grand Ronde is “very important” or “important.”
 - Sidewalks were identified as the most important improvement to make (identified by 147 people as “very important” or “important”), followed closely by multi-use trails (identified by 144 people as “very important” or “important”).

Where would you like to safely walk and/or bike but currently cannot?	Valid only <i>Responses</i>
I'm able to walk safely	75
Total responses	137

What is preventing you from walking/biking?	<i>Responses</i>	<i>Ranking</i>
There are no sidewalks/dedicated bike lanes along my route	67	1
Cars drive too fast	54	2
Sidewalks/dedicated bike lanes are not fully connected	41	3
Sidewalks, paths and trails are not well lit	40	4
I don't feel safe	40	5
Paths/trails are not well marked	32	6
Other (please specify)	31	7

How important is it to you to increase walking and biking options in Grand Ronde?		
	Responses	Percentage
Very Important	85	46%
Important	49	26%
Slightly important	30	16%
Not Important	4	2%
No response/Don't Know/No opinion	17	9%
total	185	100%

	How important are the following transportation improvements to you?				
	Sidewalks	Bike lanes	Multi use trails to connect parks or destinations	Access to transit	Other
Very Important	100	66	79	79	18
Important	47	46	65	44	7
Slightly important	15	42	18	21	2
Not Important	5	9	5	14	2
No response/Don't Know/No opinion	18	22	18	27	156
total	185	185	185	185	185

Future Connections

- The top five locations people would like to see better connected include: Spirit Mountain Casino, Education Center, Health and Wellness Center, Willamina, and other neighborhoods (Sheridan ranked 8).
- Of all transportation improvements offered, respondents overwhelmingly said that they “strongly support” all (in order of most votes):
 1. Generally more opportunities for biking, walking, carpooling or taking transit by employees, residents & visitors to employment centers, medical facilities, cultural sites & other areas.
 2. Bike and pedestrian connections from residential neighborhoods to the Grand Ronde Administrative Services campus.
 3. A new multi-use trail from Grand Ronde Road from Uyxat Powwow Grounds to nearby destinations.
 4. A new multi-use trail to connect Grand Ronde Road to Spirit Mountain Casino.
 5. Protected or separated bike & pedestrian connections to community centers, activity centers, parks & other youth resources.

“We would definitely use these opportunities if they were developed. It would also make moving to Grand Ronde more desirable and support many families.”

“Getting to places safely, is very important.”

“I would probably walk/ride bikes more with my children to and from the Tribe if we had a safe way to do so.”

Top three destinations better connected		
	Responses	Ranking
Spirit Mountain Casino	56	1
Education Center	50	2
Health and Wellness Center	50	3
Willamina	50	4
Other neighborhoods	48	5
Uyxat Powwow Grounds	34	6
Community Service Center	30	7
Sheridan	29	8
Other	19	9
Elder's Activity Center	18	10
Governance Center	17	11
iskam mək ^h mək-haws - Grand Ronde Food Pantry	17	12
Housing Authority	15	13

How strongly do you support the following transportation improvements?						
	<i>Bike and pedestrian connections from residential neighborhoods to the Grand Ronde Administrative Services campus.</i>	<i>A new multi-use trail to connect Grand Ronde Road to Spirit Mountain Casino.</i>	<i>A new multi-use trail from Grand Ronde Road from Uyxat Powwow Grounds to nearby destinations.</i>	<i>Protected or separated bike & pedestrian connections to community centers, parks & other youth resources.</i>	<i>Generally more opportunities for biking, walking, carpooling or taking transit by employees, residents & visitors to employment centers, medical facilities, cultural sites & other areas.</i>	<i>Other</i>
Strongly Support	104	99	100	98	105	11
Somewhat Support	38	40	39	42	37	6
Unsure	15	14	16	16	14	4
Somewhat Unlikely to support	3	1	5	4	4	3
Extremely Unlikely to Support	1	9	1	3	1	0
Not enough information	5	5	7	3	3	7
Blank	19	17	17	19	21	154
total	185	185	185	185	185	185

Responses to open ended questions are attached as Appendix A..

Appendix A: Grand Ronde Transportation Survey Open-Ended Responses

Please list any OTHER destinations in or around Grand Ronde you travel to frequently.

Grand Ronde

- **American Market Convenience Store | 12 mentions**
- **Tribal Park | 9 mentions**
- **Chachalu Museum & Cultural Center | 6 mentions**
- **Tribal Housing | 5 mentions**
- **Plank House | 5 mentions**
- **Natural Reservation lands | 3 mentions**
- **Natural Resource Department | 3 mentions**
- Tribal Gym | 2 mentions
- Employment Service Center | 1 mention
- Community Health Center | 1 mention
- Post Office | 1 mention
- Powwow Grounds | 1 mention
- Procurement | 1 mention
- Gas station | 1 mention
- Fort Yamhill State Heritage Area | 2 mention

Other Cities & Nearby Areas

- **McMinnville | 11 mentions**
- **Dallas | 8 mentions**
- **Salem | 5 mentions**
- **Lincoln City | 3 mentions**
- Willamina | 2 mentions
- Portland | 2 mentions
- Klamath Falls | 1 mention
- Otis | 1 mention
- Nearby Forest Lands | 1 mention
- Connie Hansen Gardens | 1 mention
- South Yamhill River Access Points | 1 mention
- Fort Hill Restaurant | 1 mention
- Cascade | 1 mention
- Local Schools | 1 mention
- Hebo Road | 1 mention

What three destinations would you like to see better connected to the neighborhoods in Grand Ronde? Other
(please specify)

Grand Ronde

- **Chachalu Museum & Cultural Center | 3 mentions**
- **Tribal Gym | 2 mentions**
- Grand Meadows connected by walking path to Tribal Housing | 1 mention
- Weekly Sweat Lodge Ceremonies | 1 mention
- Community/Public Health Services | 1 mention
- Mobile Home Parks | 1 mention

Other Cities & Nearby Areas

- **McMinnville | 6 mentions**
- **Dallas | 3 mentions**
- **Youth recreation/enrichment activities | 2 mention**
- Salem | 1 mention
- Lincoln City | 1 mention

Where would you like to safely walk and/or bike but currently cannot? (Identify Locations)

Grand Ronde

- **Casino | 30 mentions**
- **Powwow Grounds | 15 mentions**
- **Campus Area | 6 mentions**
- **Plank House | 3 mentions**
- **Museum | 3 mentions**
- South Grand Ronde Road across Hwy. 18/ The Hideout to Grand Ronde Road | 2 mentions
- SW Hebo Road from MP 22 to MP 24 | 2 mentions
- American Market | 2 mention
- Rodeo Grounds area | 2 mentions
- Longhouse | 2 mentions
- Natural/resource areas | 2 mentions
- Tribal Housing: cars blocking sidewalks | 1 mention
- Willamina Creek Road | 1 mention
- Intersection of Grand Ronde Road | 1 mention
- Natural Resources Department | 1 mention
- CTGR Agency | 1 mention

Other Cities & Nearby Areas

- **Highway 18: across and along; Grand Ronde to MP 23 | 5 mentions**
- **Grand Ronde to Willamina | 6 mentions**
- **Sheridan | 5 mentions**

- **Highway 22: Valley Junction to Grand Ronde; Hebo to Grand Ronde | 3 mentions**

What is preventing you from walking or biking to get to and from your destination? (Other)

- **Distance | 6 mentions**
- **Safety concerns (notably on the highway) | 6 mentions**
- **No sidewalks, bike lanes or trails to destination | 3 mentions**
- **Don't feel like it | 3 mentions**
- **Weather | 2 mentions**
- Cars parking on sidewalks in housing areas impede accessibility | 1 mention
- Travel surfaces are not smooth/graded | 1 mention
- Easier to drive | 1 mention
- Need places to rest along paths due to health | 1 mention
- Takes too long | 1 mention
- Lack of financial resources to purchase a bike | 1 mention
- Loud vehicles | 1 mention

How important are the following transportation improvements to you? (Other)

Pedestrian Safety & Infrastructure

- Grading the ground so it's smooth | 1 mention
- Bike paths from the Community Center to the Casino | 1 mention
- Recreational walking trails | 1 mention
- Trails to access natural areas: Agency Creek, Thompson Property, and Reservation | 1 mention
- Paths that are away from the highway: well lit, paved and accessible | 1 mention
- Multi-use path with lighting | 1 mention
- Multi-use path from Grand Ronde to Sheridan through Willamina | 1 mention
- Maintaining existing roads | 1 mention
- Safety improvements to cross highways | 1 mention -- Hwy 18 safety improvements at intersections | 1 mention
- Improve Grand Ronde Road north of Highway 22 | 1 mention
- Streetlights | 1 mention
- Appropriate speed limits on the main road | 1 mention

Public Transportation, Ridesharing, & Electric Vehicles

- Shuttle buses | 1 mention
- Ride sharing | 1 mention
- Bus stops on Highway 22 (between Church of the Wildwood and Grand Ronde Road) | 1 mention
- Several options to get to and from town | 1 mention
- Electric vehicle chargers | 1 mention

Please share any additional comments you would like to provide regarding transportation in Grand Ronde.

Pedestrian Safety & Infrastructure

- Walkway to Agency
- Safe walking to Yoncalla
- Sidewalk to Agency Creek Road so tribal members can bike or walk to Reservation lands
- Additional connections from: Tribal Housing to Grand Ronde Road, through the William's property, and to Lachance Road/NRD and the Powwow Grounds.
- Add bike lanes and bike racks on campus
- Improve pedestrian infrastructure over car infrastructure
- Make signs stand out
- Increase multi-use path options
- Provide walking paths for individuals that work on the CTGR grounds
- Add sidewalks along Andy Riggs Road
- Add safer crosswalks in Grand Ronde
- Lower speed limit through Grand Ronde
- Provide bike or scooter rental options (e.g., Portland)
- Bike lanes would not be successful because there is very little bikers
- Add covered bus stops for public transportation stops and school bus stops in housing areas

Public Transportation, Ridesharing, & Electric Vehicles

- Shuttle:
 - Local shuttle
 - From Tribal Housing to Powwow Ground and Plank House for events
 - From the Tribal Campus to the Casino | 2 mentions
 - Special request: Monday from 5:00-8:00 p.m. to take Elders to get dinner at the Casino
 - Provide shuttle services to Salem
 - Provide youth shuttle services: after-school activities/sports, medical appointments from school, and other school-related events.
- Provide much needed local transportation for Elders
- Increase public transportation options
- Currently unable to travel to different cities due to circumstances – would like to know what transportation methods are available
- Add bus stops on Highway 22 for residents that live 1-2 miles away from the Tribal campus
- Add more times to the current bus schedules to McMinnville, Salem and Lincoln City
- Build healthier and more environmentally-safe ways to get from town to town
- Electric vehicle charging stations:
 - Opportunity to add Tesla electric vehicle charging stations in front of the Casino—may drive additional traffic to the Casino (30-45 minute charge time; currently no charging stations from Lincoln City to Salem)
 - A space for employees to plug in/charge electric vehicles on campus
- Carpooling/ridesharing options to and from Salem

“We would definitely use these opportunities if they were developed. It would also make moving to Grand Ronde more desirable and support many families.”

“Getting to places safely, is very important.”

“I would probably walk/ride bikes more with my children to and from the Tribe if we had a safe way to do so.”

Grand Ronde Transportation Equity Focus Group Summary

In May and June 2023, several focus groups and individual interviews were conducted to get a better understanding of the transportation and connectivity challenges for the Grand Ronde community. The key takeaways are summarized below. The summaries for each focus group are included on the following pages.

General

- Improvements should be made for safety, convenience, and access to daily needs, including groceries.
- Add community sharing transportation options (shared golf carts, bikes, eBikes, eScooters)
- Create a more formal/strategic approach for employee carpooling from outlying communities, or for Grand Ronde residents to neighboring cities for shopping.

Destinations to Connect

- Connect lower income areas (Water's Edge, Wandering Spirit, Kurleyville, and The Hideout) with the Government Center.
- Add options to get outside of campus, such as a shuttle for weekly shopping to McMinnville, Salem or Lincoln City. Could include shuttles or an improved/more frequent bus service.
- Strengthen residential to Government campus connections.
- Add a shuttle between: Sheridan, Willamina, Casino, RV parks, Pow Wow grounds, and Plank house. Ideally, on-call or three times a day, and more frequently for special events. (Monday night shuttles to the Casino for elders specifically mentioned. Concern mentioned that a shuttle stop at the Casino would not be a benefit for those in transitional housing).
- Add a bike lane/pathway to the Plank House and Pow Wow grounds.
- Add a trail from Natural Resources Department from Government Campus.

Bus/Shuttle Service

- Add a shelter at the bus shelter located at Grand Ronde Road/Hwy 18 (at American Market).
- Add shuttle service to locations outside of Grande Ronde. (Shuttle services may or may not work, depending on the group using the shuttle. Many trips outside of Grand Ronde are appointment based and need to be on-call based or have frequent enough service that it makes sense to take a shuttle rather than drive.)
- Provide shuttle bus service for youth coming from school to the Education Center.

Multi-use paths, sidewalks

- Need better family-friendly paths throughout Grand Ronde.
- Need safe access to Grand Meadows and new housing (add sidewalk between Fire Station to Grand Meadows).
- Sidewalks should be well lit.

Bikes

- Need bike racks that lock at the food pantry.

- Provide bike sharing programs, bike repair stations and locking bike stands.

Grand Ronde Road

- Add street lighting on Grand Ronde Road to neighborhoods.
- Improve blinking beacons at Grand Ronde Road crosswalk – they are hard to see during the day.
- Safety improvements for biking on Grand Ronde Road.

Hwy 18, Hwy 22, Hebo Road

- Add streetlights near Hebo Road.
- Highway 18 is hard to cross.
- Highway 22 is hard to cross and has line of sight issues for people to see pedestrians when they cross.

Community Transitions Program, Health & Wellness Department

David Fullerton, Manager

Community Transitions Program provides shelters and transitional housing.

- Transitional housing will have four houses, open in early August. 40+ people are on the waiting list. The transitional housing is for people coming out of rehab.
- The transitional housing locations are within the community and Willamina. Each houses approximately five residents.
- There is also a domestic violence shelter that is case managed with low barriers to entry.
- There are two pods of tiny shelters, serving 50 people. The shelters are available to tribal members only and are full.

Shared e-bikes/e-scooters seem like the most useful mode given where connections are needed and behavioral patterns of those using shelters/transitional housing.

- A few people in the shelters have cars. Most get rides from their peer mentors.
- Generally, people with behavioral health issues will not ask for rides, find their own rides, or take the bus. This is a barrier to them getting services.
- A shuttle is a good idea, but ridership may not be great.
- A shuttle/trail to the Casino is problematic for those with addiction issues – it creates a temptation that currently is not there.
- Medical transportation is needed – possibly hire additional drivers.
- Non-tribal members have more transportation issues than tribal members due to services provided by the Tribe.
- Community bike sharing – including e-bikes and e-scooters – would be useful. Ideally, a grid system for e-bikes so people can avoid Grand Ronde Road.

Connections and improvements needed to Willamina and along Grand Ronde Road.

- Better connections are needed to Willamina. There are two bridges that separate Grand Ronde from Willamina. In case of an emergency (earthquake, accident on the freeway, etc.), children at school may be separated from their families.
- Within Grand Ronde, improved connections between housing, American Market, and the government campus are the most important.
- Grand Ronde Road improvements would be helpful – it is currently used as a highway and the road can be dangerous. Sidewalks along the entire route would be good.
- Priorities are:
 - Improvements for safety, convenience, and access to daily needs, including groceries.
 - Bus shelter at Grand Ronde Road (at American Market) for school bus.
 - Street lighting on Grand Ronde Road to neighborhoods.

Iskam Mək^hMək-Haws

Francene Ambrose, Coordinator

The Food Bank provides onsite services on Wednesdays and Fridays, and mobile services on Wednesdays. Friday is the biggest day onsite.

- They serve 400-450 families, twice a week, each month.
- They serve 100-150 people on Fridays.
- The Food Bank client criteria are USDA income requirements = 185% poverty level monthly or annually. But you can sign up for services anonymously.
- They don't only serve Tribal community – they serve the needful community.
- They provide service from Otis to Sheridan, and Hebo to Sheridan
- People will walk from tribal housing.
- Elders will walk from residences.
- People will take extra boxes to share with others in need.
- People come from further away when they also have an appointment at the Government Center.

Many people come from four places: Water's Edge, Wandering Spirit, Kurleyville, and The Hideout.

- Water's Edge has no bus service, and no safe way to bike or walk, so people carpool.
- Wandering Spirit has bus service to McMinnville and Lincoln City, but no local shuttle.
- The Hideout is almost impossible to access, and they discourage visitors. Tribal Police homeless liaison office will drive by to camps and drop food boxes sometimes.
- People often need to go to Polk County for services (SNAP, WIC, community resources) on the bus, and it is not a quick trip. They have to go from Salem to Dallas.

There are not good options for those who do not drive and cannot walk or bike.

- The paths and sidewalks to get there are cracked and uneven for those with mobility issues (using canes, walkers, wheelchairs or with balance issues)– people have gotten flat tires in their motorized scooters.
- People who take the bus are limited to two bags – so they can't take all of the food they need.
- They need a lot more grocery carts.
- People used to use the casino shuttle, but it has not been replaced.

Ideas for improvement:

- Need bike racks that lock.
- Need way to interconnect RV Parks to each other to help provide community.
- Well-Ride can provide some trips – 2x/month.
- Need better family-friendly paths.
- Shared golf carts, like eBikes
- Shared bike program
- Visit Polk Academy in Dalles and see great examples of how to improve: SNAP benefits, WIC, etc.
- Crossing Grand Ronde Road is scary – crosswalk blinking beacons are hard to see during the day.

Community Health

Alisha Parks Shell, Manager

Community Health serves all Grand Ronde tribal members and descendants in a six-county area: Yamhill, Polk, Marion, Washington, Multnomah and Tillamook.

- They serve between 350-450 clients, with very few under the age of 18.
- Some clients are within walking distance – when/if they are able.
- Some of the clients arrive on campus when family drive them.
- Some few clients can ride a bike within campus.
- About 50% of clients live outside Grand Ronde
- About 50% of assistance is transportation only – most outside of Grand Ronde
- About 50% of transportation include some element of care-based assistance

Their services cover Medical and Behavioral assistance, including transporting to appointments. The vehicle fleet includes: one wheelchair van, six vehicles, three drivers (plus a staff assist).

- Grocery/errand trips, home health calls, classes, mother/baby, transportation to appointments
- Community Health triages all kinds of questions relating to mind, body and spirit.
- They receive Federal and Tribal funding.
- If more support is needed, they can borrow additional vehicles from procurement.
- Destinations include:
 - Door-to-door transportation within Grand Ronde
 - Grocery, haircuts, errands between Grand Ronde, Willamina, McMinnville
 - Several times a day to McMinnville Hospital (closest)
 - Medical appointment transportation to and from/within Albany, Salem, Portland, Seaside, McMinnville, Willamina

Community Health transportation needs tend to be appointment based, making on-call service more practical and transportation by bus or shuttles a challenge.

- Biggest issue - County bus has inconsistent schedules (2-hour intervals)
- County bus does not run on weekends.
- Lack of buses and drivers since COVID
- Shuttle approach would not be as helpful because their client needs are appointment based, and not a set schedule. Also, over 50% include some aspect of health care so need trained staff to be part of the transportation.
- In the week before Pow Wow, community health trips outside Grand Ronde dwindle. During Pow Wow, tribal members who live outside Grand Ronde, book medical, dental, vision and access services in Grand Ronde.

Walking within Grand Ronde is a challenge because of the conditions. General connectivity is fine.

- It is hard to get people to sign up for the walking group.
- Paths between housing areas are cracking and unstable.
- Elders trip on uneven sidewalks – need ADA compliance.

- Gym is not used by older people.
- Good news: the playgrounds, basketball courts and day use park are well used – good gravel paths.

Shuttle service could be beneficial during large community events, including Pow Wow.

- Could use a large bus in the fleet for larger events: Pow wow, other events – maybe share with other campus services?
- Need door-to-door shuttle service for Pow Wow grounds. Parking at the Pow Wow grounds is limited, there are only a few handicapped spots, and the distances are too far and surfaces uneven for elderly or disabled access.
- Big event weekends, holidays, traffic gets so terrible that it is hard for locals to get anywhere when traffic comes from outside.

Ideas for improvement:

- Top concern - Need safe access to Grand Meadows and new housing. Add sidewalk between Fire Station to Grand Meadows – no shoulders now.
- Add options to get outside of campus. More youth would take the bus – but it is only at 2-hour intervals. How can people be encouraged to get a job if there is no way to get there?
- Unsafe for people to use bikes in the streets.
- People are willing to carpool – but there could be a more formal/strategic approach.
- Charriot Bus service brings people to casino from other places – it should also come into Grand Ronde.
- Well-Ride is a company that could become a partner – they can work with Medicaid.
- Connect Grand Ronde to the Casino and the Pow Wow grounds. Make it a triangle route.
- Strengthen residential to Government campus connections.

Elders Committee

Tammy Cook, Kimberly Contreras, Daniel Ham, Linda Brandon, Claudia Leno, Laura Gleason, Shannon Stanton

Elders would like options to allow them not to have to drive.

- Shuttle to the Casino. Elders do not drive at night. Monday night is free meal for Elders at the Casino.
- Informal network of carpooling occurs. There is no ride-sharing service in Grand Ronde.
- Walk or bike off the main road.
- Shuttles to events in Willamina and Sheridan would be good – including school events at night.

General comments about Grand Ronde, and transportation conditions.

- Many people live in Dallas, Independence or Monmouth because the cost of living is better.
- During holidays and summer, Hwy 18 can experience significant back up from Dairy Queen to the Casino. Makes it impossible for local residents to come and go from Grand Ronde.
- Spirit Mountain Casino had a customer shuttle that picked up people in Grand Ronde. Employees wanted to use it, but were told they couldn't. Politics of who could ride the shuttle resulted in reallocation of funds for the service so now the shuttle does not exist.

Grand Ronde Road traffic is a challenge.

- Truck drivers cut through on Grand Ronde Road because of safety concerns and congestion.
- Add a light at each end of Grand Ronde Road, build a roundabout, and reduce speed limits on Grand Ronde Road.
- Safety concerns on Grand Ronde Road – big trucks spin gravel, speed, road width, lighting, no shoulders, potholes.

Ideas for improvement:

- Add streetlights near Hebo Road.
- Flashing beacons on Grand Ronde Road sidewalk are not bright enough during the day.
- Improve Highway 18 – it's one of the top 10 unsafe corridors in the state.
- Add a shuttle between: Sheridan, Willamina, Casino, RV parks, Pow Wow grounds, and Plank house. Ideally, on-call or three times a day, and more frequently for special events.
- Add a bike lane/pathway to the Plank House and Pow Wow grounds. There could be a 3K walk from Grand Ronde campus to the Pow Wow grounds.
- Add a shuttle for weekly shopping to McMinnville, Salem or Lincoln City.

Youth Focus Group #1 (Open House)

Ana Smith, Lyliana Rideout, Benjamin Pawley Jr., Reamona Pawley, Angey Rideout

Youth would like more places connected to enable them to bike and walk places. Because connections are limited, their opportunities to take part in activities and recreation are limited.

- Places they would like to have connected to Grand Ronde: Lincoln City, Willamina HS, Store, Casino, Willamina, Powwow grounds, Day Park by the river, connected walk around the campus (a loop to walk dogs).
- Youth bike tours during the summer are limited to places with sidewalks. Kids have to get to the Agency safely, and then go from there. The road to the Agency is not safe. There are no sidewalks. Creek Road has trails in the area, but it is difficult to get there. The area is Tribal land, but access is the issue – to get to the area, you have to pass through private property. More signage/way finding is needed.
- Destinations youth want to go: recreation building, youth center, places to hang out, movie theater, athletic fields, skatepark, recreation center at the housing.
- Need a trail to NRD – youth work there during the summer.

Youth are limited by their reliance on others to get to and from their homes, school, and Grand Ronde Education Center.

- Parents work in Grand Ronde and can't get kids from school back to Grand Ronde for activities. It is too time consuming to go back and forth.
- The Willamina School District changed the bus routes, and increased the length of the bus ride, due to a lack of drivers. It can take kids an hour to get to the Grand Ronde education center.
- A Tribe van that picks up students in Sheridan has an expanded range, but no staff to drive. The Sheridan bus goes to the education center – and won't pick up students at Willamina HS – because the Willamina SD bus goes to the education center.
- Even if youth get to the Education Center via van/bus, it is an issue getting them home after youth enrichment programming. Youth enrichment programming is weekdays, Saturdays and evenings. There isn't enough room on the bus for everyone – multiple trips are needed to locations off reservation.

Other issues mentioned:

- It would be good if DMV was closer. They would like a driver's education class as well.
- Tribal school needs to provide transportation.

Youth Focus Group #2 (Education Center)

Landon, Kiah Runningbird, Satara Blanchard, Michael Smith, Ekias Sabin, Tidus Sabin, Jordon Houck, Nathaniel Butler

Youth who attend the Education Center come from school, but live in many different locations. Very few drive.

- Response to where youth live: tribal housing, country, Grand Meadows, McMinnville, Grand Ronde, Willamina.
- A few youth drive, a few walk or bike.
- When they need to go somewhere, most rely on their parents/family members or carpools to get places. Most walk to their neighbors houses.

All the youth rode the school bus to the Education Center. The lack of transportation, and how long it takes to get from school to the Education Center on the bus, is a challenge to participate in activities.

- It takes an hour on the bus to get to the Education Center from Willamina – driving, it is a 15–20-minute drive.
- There is bullying on the bus which makes it an unpleasant trip in addition to the length of time it takes.
- Very few youth participated in after-school activities. Lack of transportation is a key factor. They do not have a ride after the activity is over. Activity/sport schedules are dependent on facility availability which can mean that the practices are not right after school.
- Youth would prefer a shuttle bus between school and the Education Center rather than the school bus.

Youth would like better connections between places and had thoughts on different modes of transportation.

- Destinations youth would like to go to by walking or biking include: school, store, day park, three stumps.
- Destinations to connect with a shuttle service include: school, Education Center, store, Willamina stores, day park, fishing ponds, Dallas aquatic center.
- When asked if there were more bike paths, would they use them, almost everyone was resoundingly positive. However, very few had working bikes. Bike repair and shared bikes are needed.
- Safety issues mentioned included: crosswalk (blinking beacon not bright enough), crossing Hwy 18, line of sight on Hebo, too dark to walk at night, and sidewalk to museum is not complete.

Grand Ronde Tribal School and Transportation Survey Questions

All Questions Combined
Draft – March 29, 2023

Thank you for providing feedback for future Confederated Tribes of the Grand Ronde planning projects:

- Feasibility Study for the Establishment of a Tribally Operated School in Grand Ronde.
- Confederated Tribes of the Grand Ronde Connectivity Project.

Information gathered will be used to inform decisions regarding the possible formation of a Tribal School operated by the Confederated Tribes of Grand Ronde (CTGR) and future transportation improvement projects. The survey will take approximately 15 minutes to complete. All responses are confidential.

Commented [KS1]: If we incentivize participation in the survey, we cannot have it be confidential. This statement will need to be removed if we create an incentive.

Demographic Questions

Help us get to know you better.

1. What are the Tribal Affiliations in your household? (Check all that apply)
 - Grand Ronde Tribal Member
 - Grand Ronde Descendent
 - Member of Other Native Tribe(s)
 - Community Member (Non-Native)

2. Where do you live?
 - In Grand Ronde
 - In a Neighboring Community (Willamina, Sheridan)
 - Regionally (Salem, McMinnville, Pacific City – please refer to the map)
 - Elsewhere in Oregon
 - Outside Oregon



3. What age groups are in your home?

Please select **one age group for each family member in your home**. It is okay to leave columns empty if you have fewer than 8 family members in your home.

Age Group	Family member 1	Family member 2	Family member 3	Family member 4	Family member 5	Family member 6	Family member 7	Family member 8
0-4 Years Old								
5-10 Years Old								
11-13 Years Old								
14-18 Years Old								
19-25 Years Old								

26-35 Years Old								
36-45 Years Old								
46-55 Years Old								
56-65 Years Old								
Over 65 Years Old								

Tribal School Questions

The Confederated Tribes of the Grand Ronde is studying the feasibility of establishing a Tribally operated school in Grand Ronde. Your feedback will help us determine the level of interest in forming a school.

1. What schools do children in your household currently attend? (List all that apply)
 - [open ended response] _____
 - Not applicable

2. Are any of the children in your household currently enrolled in a **before-school care program**?
 - Yes
 - No
 - Not applicable

3. Are any of the children in your household currently enrolled in an **after-school care program**?
 - Yes
 - No
 - Not applicable

4. Does your household income qualify your children for free or reduced lunch?
 - Yes
 - No
 - Do not know
 - Not applicable

5. Do any of the children in your household participate or plan to participate in school sports programs? If yes, please list each sport below.
 - Yes (prompts to list sports) What sports? _____
 - No (skips to next question)
 - Not applicable (skips to next question)

6. Do any of the children in your household participate or plan to participate in extracurricular school programs or clubs? If yes, please list each program and/or club below.
 - Yes (prompts to list activities/programs) What activities/programs? _____
 - No (skips to next question)
 - Not applicable (skips to next question)

7. At your child's school to what degree is native culture taught?
 - High

Commented [KS2]: The Tribal Schools project wants to have everyone answer questions 1-10, even if the questions are not applicable. Consor recommends an if/then function to allow people to skip questions 1-10 if there are not school age children in the household.

- Moderate
 - Low
 - Not taught
 - Not applicable
8. Are you satisfied with the amount of education about native culture at your child's school?
- Completely satisfied
 - Somewhat satisfied
 - Neutral
 - Somewhat dissatisfied
 - Completely dissatisfied
 - Not applicable
9. Do any of the children in your household currently participate in any of the education services provided by CTGR?
- Yes (skips next question)
 - No (prompts to next question)
 - Not sure/not aware of the programs (prompts to next question)
 - Not applicable (skips next question)
10. Are the children in your household interested in participating in any of the education services provided by CTGR?
- Yes
 - No
 - Not sure/not aware of the programs
 - Not applicable
11. How likely are you to support the Tribe's efforts in establishing a tribally operated school in Grand Ronde?
- Extremely likely
 - Somewhat likely
 - Unsure
 - Somewhat unlikely
 - Extremely unlikely
12. Which grade levels are you most interested in the tribally operated school providing?
- Kindergarten to 5th Grade (Elementary School)
 - 6th to 8th Grade (Middle School)
 - 9th to 12th Grade (High School)
 - No opinion
 - Not applicable
13. How important is it to you that the tribally operated school in Grand Ronde have school sports teams?
- Very important
 - Important

- Slightly important
 - Not important
 - No opinion
14. How important is it to you that the tribally operated school in Grand Ronde provide transportation to the school?
- Very important
 - Important
 - Slightly important
 - Not important
 - No opinion
15. How important is it to you that the tribally operated school in Grand Ronde provide distance learning?
- Very important
 - Important
 - Slightly important
 - Not important
 - No opinion
16. Families attending a tribally operated school may be required to fulfill parent participation requirements. How willing would you be to fulfill such a requirement?
- Willing
 - Neutral
 - Not willing
 - Not sure
 - Not applicable
17. If a tribally operated school were established in Grand Ronde how likely are you to enroll your children?
- Likely
 - Somewhat likely
 - Somewhat unlikely
 - Unlikely
 - Not sure
 - Not applicable
18. Are there any additional comments you would like to provide to the Tribe regarding the possibility of a tribal school?
- [open ended response] _____
 - No

Transportation Questions

The Confederated Tribes of the Grand Ronde needs your input to identify future transportation needs, specifically related to bicycling, walking, or public transit.

1. Do you live in, or travel to Grand Ronde at least once week?
 - Yes (continues to origin/destination questions)
 - No (skips origin/destination questions, continues to general transportation questions)

Commented [KS3]: If the answer to this question is no, the survey will automatically skip questions 1-8 and go to question 9.

Origin/Destination Questions

2. What type(s) of transportation do you typically use to go to work? (Check all that apply)
 - Walk
 - Bike
 - Drive
 - Public transportation
 - Taxi/uber/shuttle
 - Other: _____
3. What type(s) of transportation do you typically use for non-work trips? (Check all that apply)
 - Walk
 - Bike
 - Drive
 - Public transportation
 - Taxi/uber/shuttle
 - Other: _____

4. How often do you visit the following destinations?

Commented [KS4]: What are we missing? Parks? Grocery Stores? Churches? Library?

Destination	Multiple times a week	Once a week	Multiple times a month	Once a month	Less than once a month	I do not visit this place
Governance Center						
Education Center						
Health and Wellness Center						
Community Service Center						
Elder's Activity Center						
Housing Authority						
iskam mak ^m mak-haws - Grand Ronde Food Pantry						
Uyxtat Powwow Grounds						
Spirit Mountain Casino						
Willamina						
Sheridan						

5. Are there other destinations in or around Grand Ronde you travel to frequently?
 - Yes (prompt for location) What locations?
 - No (move to next question)
6. Where would you like to walk and/or bike but currently cannot?
 - [open ended response] _____
 - I'm able to walk/bike everywhere I want to.

7. What is preventing you from walking or biking to get to and from your destination? (Check all that apply)

- There are no sidewalks/dedicated bike lanes along my route
- Sidewalks/dedicated bike lanes are not fully connected
- Paths/trails are not well marked
- Sidewalks, paths and trails are not well lit
- Cars drive too fast
- I don't feel safe
- Other _____

8. What three destinations would you like to see better connected to the neighborhoods in Grand Ronde? (Identify three)

- Other neighborhoods
- Governance Center
- Education Center
- Health and Wellness Center
- Community Service Center
- Elder's Activity Center
- Housing Authority
- iskam mək^hmək-haws - Grand Ronde Food Pantry
- Uyxat Powwow Grounds
- Spirit Mountain Casino
- Willamina
- Sheridan
- Other (please list) – provide three lines

[Survey continues to the next section]

General Transportation Questions (people who don't live in the area jump to this section)

9. For what benefit would you most likely use bicycle and sidewalks, walking trails and pathways? (Check all that apply)

- Recreation
- Health benefits
- Dog walking
- Getting to/from destinations
- Other: _____

10. How important is it to you to increase walking and biking options in Grand Ronde?

- Very Important
- Important
- Slightly Important
- Not Important

- No Opinion

11. How important are the following transportation improvements to you?

	Very important	Important	Slightly Important	Not important	Do not know
Sidewalks					
Bike lanes					
Multi use trails to connect parks or destinations					
Access to transit					
Other: _____					

12. How strongly do you support the following transportation improvements?

	Strongly Support	Somewhat Support	Unsure	Somewhat Unlikely to Support	Extremely unlikely to support	Not enough information
Bike and pedestrian connections focused on Grand Ronde Road and the Administrative Services campus from the residential areas to the north and east of Grand Ronde Road, between OR Hwy 22 and McPherson Road.						
A new multi-use trail along the former railroad tracks to ultimately connect Grand Ronde Road to the Spirit Mountain Casino.						
A new multi-use trail from Grand Ronde Road to the Uyxat Powwow Grounds and/or other destinations.						
Additional bike and pedestrian connections and						

facilities throughout Grand Ronde.						
Generally more opportunities for biking, walking, carpooling or taking transit by employees, residents and visitors to employment centers, medical facilities, cultural sites and other areas.						

13. Are there any additional comments you would like to provide regarding transportation in Grand Ronde?
- [open ended response] _____
 - No

Demographic Questions

The following questions will help us better understand who is taking the survey. All responses are anonymous.

1. What gender do you identify with?
 - Female
 - Male
 - Non-binary
 - Prefer not to disclose

2. As of the 2020 census, 14% of Oregonians identify as living with a disability. Do you identify this way?
 - Yes
 - No
 - Prefer not to disclose

3. What is your annual household income?
 - Under \$30,000 a year
 - \$30,000 to \$60,000 a year
 - \$60,000 to \$100,000 a year
 - Over \$100,000 a year
 - Prefer not to disclose

4. Is anyone in your household employed by the following: (Check all that apply)
 - Confederated Tribes of the Grand Ronde
 - Spirit Mountain Casino

5. If you would like to be entered into the drawing for a gift card, please provide your contact information. (optional)

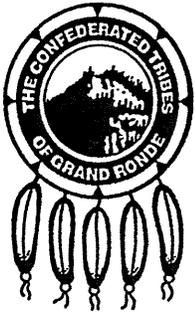
- Name
- Phone
- Email

APPENDIX D
TTP SYSTEM INVENTORY

(10 Pages)

APPENDIX E
TRIBAL RESOLUTION ADOPTING THE TRANSPORTATION PLAN

(2 Pages)



The Confederated Tribes of the Grand Ronde Community of Oregon
Umpqua Molalla Rogue River Kalapuya Chasta

Tribal Council
Phone (503) 879-2301
Fax (503) 879-5964

1-800-422-0232
9615 Grand Ronde Road
Grand Ronde, OR 97347

Resolution No. 017-24

WHEREAS, the Grand Ronde Tribal Council, pursuant to Article III, Section I of the Tribal Constitution approved November 30, 1984, by the Acting Deputy Assistant Secretary of the Interior, Indian Affairs, is empowered to exercise all legislative and executive authority not specifically vested in the General Council of the Confederated Tribes of the Grand Ronde Community of Oregon; and

WHEREAS, appropriate and effective transportation infrastructure is essential for public safety and for the social and economic viability of the Grand Ronde Community of Oregon; and

WHEREAS, the federal Fixing America's Surface Transportation (FAST) Act transportation regulations require the performance of long range transportation planning to access federal funding for new transportation projects; and

WHEREAS, changes in community transportation needs and priorities need to be addressed to provide public safety and community viability; and

WHEREAS, the Grand Ronde Tribe has worked with area counties and the state to collect and prepare information to draft Confederated Tribes of Grand Ronde Long Range Tribal Transportation Plan for the Grand Ronde community including an updated project priority list; and

WHEREAS, the Grand Ronde Tribe published public notices in the local newspapers informing the public that the draft Long Range Transportation Plan was available for public review and comment; and

WHEREAS, the Grand Ronde Tribe hosted an open house April 12, 2023, and a public meeting on January 24, 2024, and presented the draft Long Range Transportation Plan to the attendees of the open house and public meeting, making the attendees aware that the draft plan was available for public review and comment; and

WHEREAS, comments received on the draft Confederated Tribes of Grand Ronde Long Range Tribal Transportation plan have been addressed and incorporated.

NOW THEREFORE BE IT RESOLVED, that the Tribal Council hereby approves and adopts the March 2019 Confederated Tribes of Grand Ronde Long-Range Transportation Plan and the inventory of roads to be included in the National Tribal Transportation Facilities Inventory (NTTFI); and

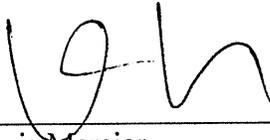
Treaties

*Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854
Willamette Valley 1855 ~ Molalla 1855*

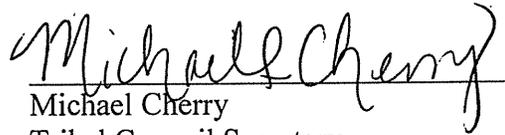
BE IT FURTHER RESOLVED, that Routes 150, 515, 527, 542, 556, 557, 558, 559, 560, 561, 562, 563, 566, 570, 575, 581, 584, 586, 588, 590, 593, 595, 605, 607, 611, 612, 616, 620, 6611, 6620, 6607, and 1605 are new routes to be added to the NTTFI; and

BE IT FURTHER RESOLVED that the Tribal Council authorizes the Tribal Council Chairperson or, in his absence, the Tribal Council Vice-Chair to execute documents required for the plan.

CERTIFICATION: the Tribal Council of the Confederated Tribes of the Grand Ronde Community of Oregon adopted this resolution at a regularly scheduled meeting, with a quorum present as required by the Grand Ronde Constitution, held on **February 21, 2024** by a vote of **6** yes, **0** no, and **0** abstentions.



Chris Mercier
Tribal Council Vice-Chair



Michael Cherry
Tribal Council Secretary

APPENDIX F
JUNE 2023 TRANSPORTATION FUNDING OPPORTUNITIES FOR TRIBAL
NATIONS GUIDANCE

(37 Pages)

FEDERAL HIGHWAY ADMINISTRATION



Transportation Funding Opportunities for Tribal Nations



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

Updated: June 1, 2023

Overview

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

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

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



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

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

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



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



Funding for Tribes

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

Federal Role and Assistance

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



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

Who to Contact

FHWA.

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

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

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

The FHWA Federal-aid Highway Division Offices are the face and voice of FHWA to the States. There is a Division Office located in every state, the district of Columbia and Puerto Rico. FHWA Division Offices provide stewardship, guidance, best practices, and technical assistance with contributions from FHWA's Headquarters and technical program staff, as needed. They also ensure that the overall objectives of the Federal-aid Highway Program are met and that Federal financial resources are distributed in accordance with applicable laws and regulations. Tribal facilities may be eligible for Federal-aid programs listed in this brochure.

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

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

BIA.

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

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

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

How to Access Funding

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

- **Formula Funding:**

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

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

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

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

N9402 Bridge.
Navajo Nation, Arizona.



How Can We Help You?

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

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

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

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

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

Technical Assistance/Local Support webpage: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm



HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Dedicated Tribal Programs				
Tribal Transportation Program (TTP)	\$3.01 B		F	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	\$825 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Other Programs				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Active Transportation Infrastructure Investment Program (ATIIP)	\$200 M	NEW!	C	Supports active transportation networks and spines such as safe bike paths and walking trails
Bridge Formula Program (BFP)	\$27.5 B		F	Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
Bridge Investment Program	\$12.5 B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	NEW!	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			F	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system.
Local and Regional Project Assistance (RAISE)	\$8.275 B		C	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	NEW!	C	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	NEW!	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.

* See additional details in the program description.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Other Programs (Cont.)				
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		C	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way	\$10 M	NEW!	C	Supports activities to benefit pollinators on roadsides and highway rights-of-way.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1.4 B	NEW!	C	Support resilience improvements.
Reconnecting Communities Pilot	\$1 B	NEW!	C	Restore community connectivity by removing highways that create barriers.
Reduction of Truck Emissions at Port Facilities	\$400 M	NEW!	C	Reduce truck idling and emissions at ports.
Rural Surface Transportation Grants	\$2 B	NEW!	C	Improve and expand surface transportation infrastructure in rural areas.
Safe Streets and Roads for All	\$5 B	NEW!	C	Support local safety initiatives to prevent transportation-related deaths and serious injuries.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500 M		C	Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	\$7.2 B		C	Fund a variety of generally smaller-scale transportation projects.
Wildlife Crossing Pilot Program	\$350 M	NEW!	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

*See program for additional details.

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

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

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

**TRIBES
ONLY**

Tribal Transportation Program (TTP)

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

- **Funding:** \$3.01 billion

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

- **Program Type:** Formula.
- **Federal Share:** 100 percent.
- **Eligible activities:** Tribes can use these funds for eligible transportation activities such as planning, design, construction, and road and bridge maintenance.
- **BIL Changes to TTP:**
 - ◇ Tribal bridges: Eliminates the current TTP set-aside of 3 percent for the Tribal Transportation Bridge Program, and instead funds Tribal bridges via set-asides from the Bridge Investment Program and Bridge Formula Program.
 - ◇ Sets aside \$9 million per year from the TTP to fund the Tribal High Priority Projects Program. (See below for additional detail on this program).
 - ◇ Increases set-aside for the TTP Safety Fund (TTPSF) from 2 percent to 4 percent. (See below for additional detail on the TTPSF.)
 - ◇ Updates bridge terminology, replacing language referring to “structurally deficient” or “functionally obsolete” bridges with terminology such as “in poor condition.”
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal>
 - ◇ FHWA Tribal Transportation Program Overview: <https://highways.dot.gov/federal-lands/programs-tribal/program-overview>

**TRIBES
ONLY**

Tribal High Priority Projects Program

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

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$9 million				

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent.
- **Eligible activities:** Highest priority project or disaster or emergency to an eligible NTTFI transportation facility.
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ BIL marks the first time in over ten years that a program focused on Tribal high priority projects has received funding.
 - ◇ \$9 million per year of program funds is a set-aside from the TTP.
 - ◇ In the event of an emergency or disaster, funding under the Tribal High Priority Projects Program can be used if the work is not otherwise eligible under the ERFO or Emergency Relief (ER) Programs. For more information on ERFO, please visit <https://highways.dot.gov/federal-lands/programs/erfo>. For more information on FHWA’s overall ER programs, please visit <https://www.fhwa.dot.gov/programadmin/erelief.cfm>.
 - ◇ Program Website and application information: <https://highways.dot.gov/federal-lands/programs-tribal/high-priority-projects>

TRIBES ONLY

Tribal Transportation Facility Bridge Program

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

Bridge Formula Program (BFP) Tribal Bridge Set-aside

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

- **Funding:**

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

- **Program Type:** Competitive. Projects will be programmed for funding after a completed application package is received and accepted by the FHWA.
- **Federal Share:** 100 percent.
- **Eligible activities:** Planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges; replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or implement any countermeasure for tribal transportation facility bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple-pipe culverts.
- **Additional Information and Assistance**
 - ◇ Of the BFP funds appropriated from the General Fund per FY for this program, 3 percent are set aside for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program.
 - ◇ Please refer to the Bridge Formula Program for details on an additional 15 percent BFP set-aside for “off-system” bridges.
 - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.
 - ◇ The set aside follows the criteria in 23 CFR 661 for ranking applications.
 - ◇ No Benefit Cost Analysis Requirement.

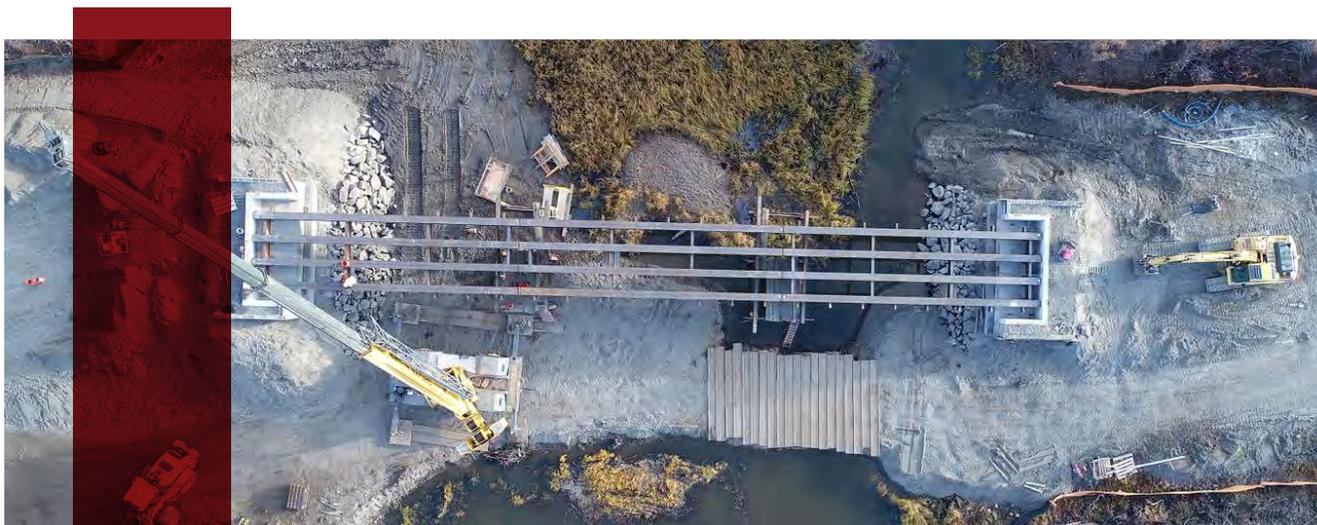
Bridge Investment Program (BIP) Tribal Bridge Set-aside

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

- **Funding:**

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

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



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

TRIBES ONLY

Tribal Transportation Program Safety Fund (TTPSF)

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

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

- **Program Type:** Competitive.
- **Federal Share:** 100 percent federal share. Applicants can propose a match.
- **Eligible projects/activities:**
 - ◇ Development and update of transportation safety plans
 - ◇ Crash data assessment, improvement, and analysis
 - ◇ Systemic roadway departure countermeasures
 - ◇ Infrastructure improvements and other eligible activities as listed in **23 U.S.C. 148(a)(4)**.
- **Additional Information and Assistance**
 - ◇ This program is a set-aside of the TTP. BIL increased the set-aside from 2 percent to 4 percent.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
 - ◇ In addition to dedicated Tribal safety funding, safety projects on Tribal lands are also eligible for funding under other Federal-aid highway programs, including the Highway Safety Improvement Program (HSIP) and the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant Program. (See below for additional information on HSIP and TA.).
 - ◇ No Benefit Cost Analysis Requirement.



Littlewater Chapter House Access Road.
Navajo Nation, New Mexico

Accelerated Innovation Deployment (AID) demonstration

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

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

Fiscal Year (FY)	2022
Amount	\$10 million

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



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

NEW!

Active Transportation Infrastructure Investment Program (ATIIP)

- **Purpose:** Enable communities to build from existing infrastructure for walking and biking to safely connect people to the destinations they travel to routinely, while also creating opportunities for sustainable transportation and recreation. Sec.11529.
- **Funding:** \$45 million for FY 2023, \$200 M FY22-26.

Fiscal Year (FY)	2023
Amount	\$45 million

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



Bridge Formula Program (BFP)

- **Purpose:** Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
- **Funding:** A minimum of 15 percent of each State’s BFP apportionment shall be for use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

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

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

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



Bridge Investment Program (BIP)

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

- **Funding:**

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

- **Program Type:** Competitive.
- **Federal Share:** Flexible and in some instances higher than 80 percent based on project specifications. TTP funds may also be used as part of the non-federal match. Further details to follow.
- **Eligible projects/activities:** Includes, but is not limited to, projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Also, projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.
- **Additional Information and Assistance:**
 - ◇ Bridge Investment Program Program Fact Sheets and Guidance: <https://www.fhwa.dot.gov/bridge/bip/index.cf>



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

NEW!

Charging and Fueling Infrastructure

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

- **Funding:**

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

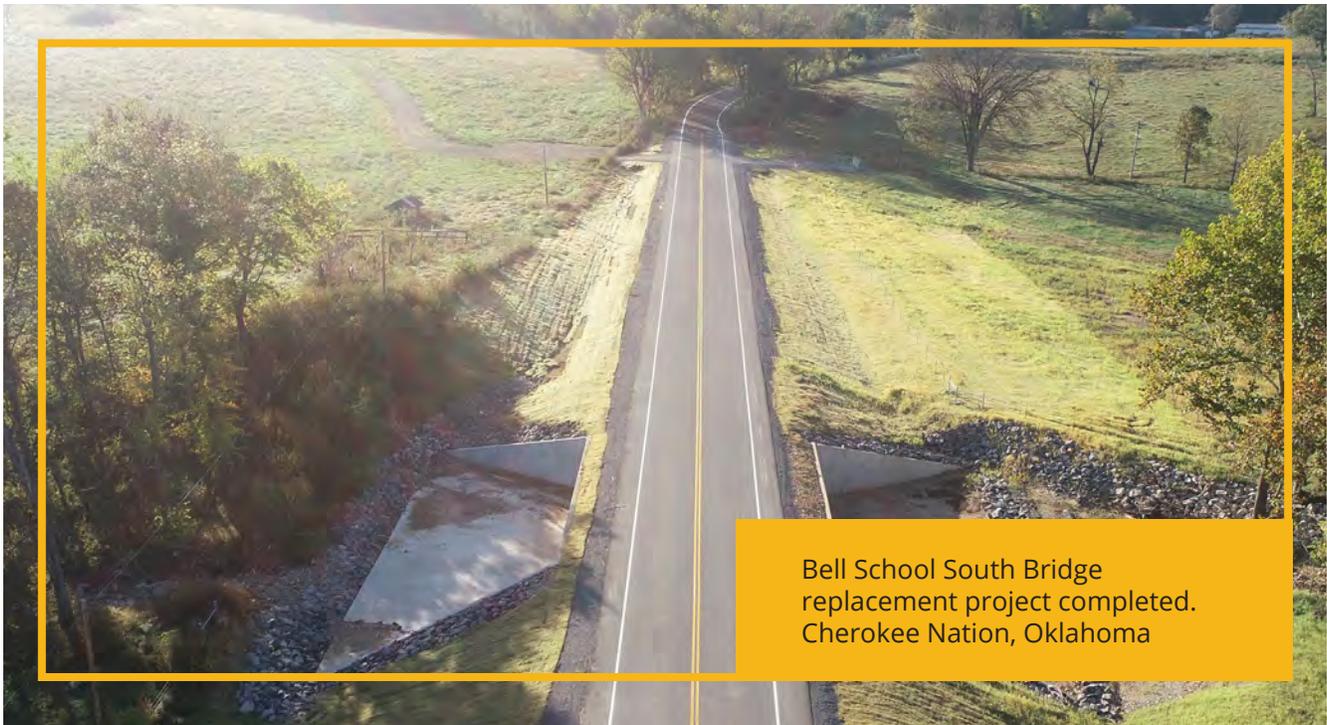
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation.
- **Additional Information and Assistance:**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ DOT is required to update and redesignate alternative fuel corridors and establish a recurring process to regularly update and redesignate such corridors.
 - ◇ The law reserves 50 percent of the amounts made available each FY for Community Grants that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible charging and fueling infrastructure including development phase activities and acquisition and installation of infrastructure.
 - ◇ Charging and Infrastructure Discretionary Grant Program NOFO, Fact Sheets and Guidance are available at <https://www.fhwa.dot.gov/environment/cfi/>.

Highway Safety Improvement Program (HSIP)

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

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

- **Program Type:** Formula.
- **Federal Share:** Flexible and in some instances higher than 80 percent based on project specifications. TTP funds may also be used as part of the non-federal match. Further details to follow.
- **Eligible projects/activities:**
 - ◇ HSIP Eligibility Guidance: https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf
- **Additional Information and Assistance:**
 - ◇ Program webpage: <https://safety.fhwa.dot.gov/hsip/>



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

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

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

- **Funding:**

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

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



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

Local and Regional Project Assistance Program (RAISE)

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

- **Funding:**

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

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications. Further information to follow.
- **Eligible projects/activities:** Includes, but is not limited to, capital projects to highway, bridge, or other road projects eligible under title 23, intermodal projects; a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program). Planning projects which include: planning, preparation, or design of eligible surface transportation capital projects. Further information available in the NOFO.
- **Additional Information and Assistance:**
 - ◇ The Local and Regional Project Assistance program codifies the RAISE program, which was previously established through appropriations acts and was formerly known as TIGER and BUILD.
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://www.transportation.gov/RAISEgrants/about>

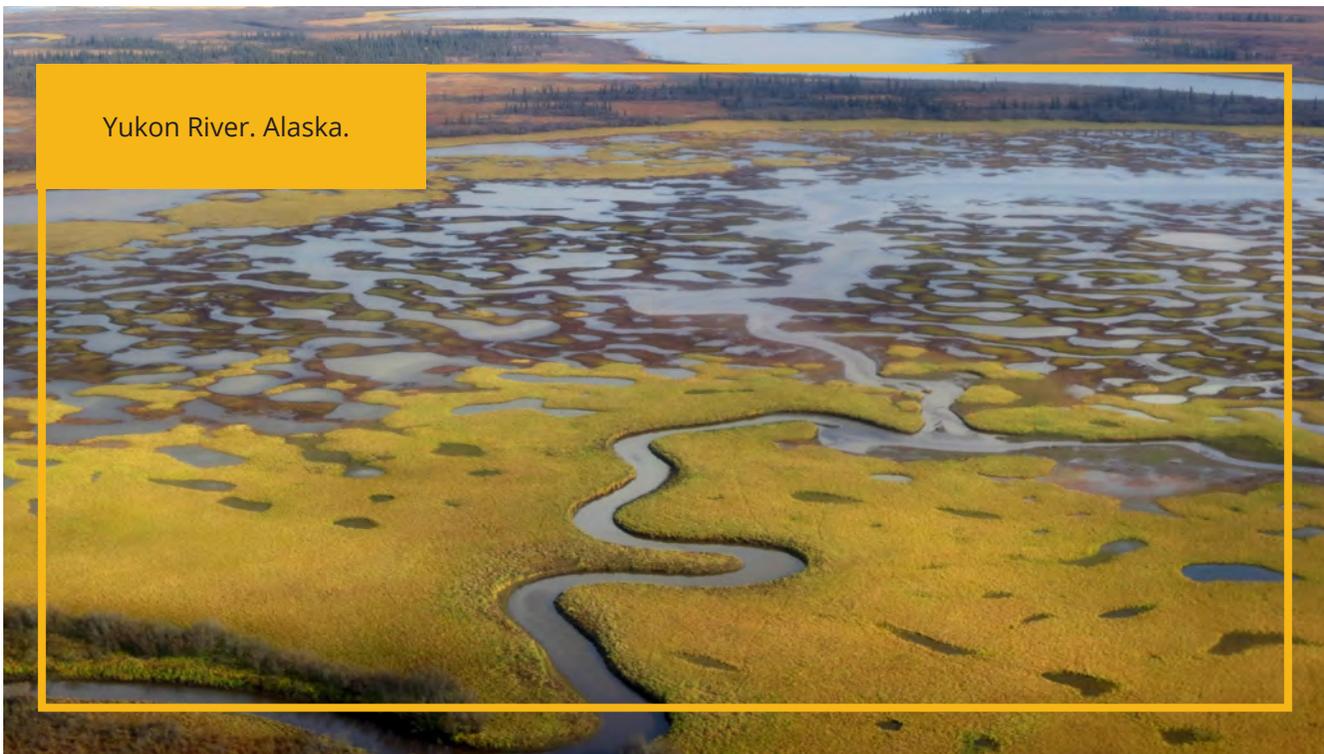
NEW! National Culvert Removal, Replacement, and Restoration Grants

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

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$200 million				

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



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				

- **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?opId=338855>

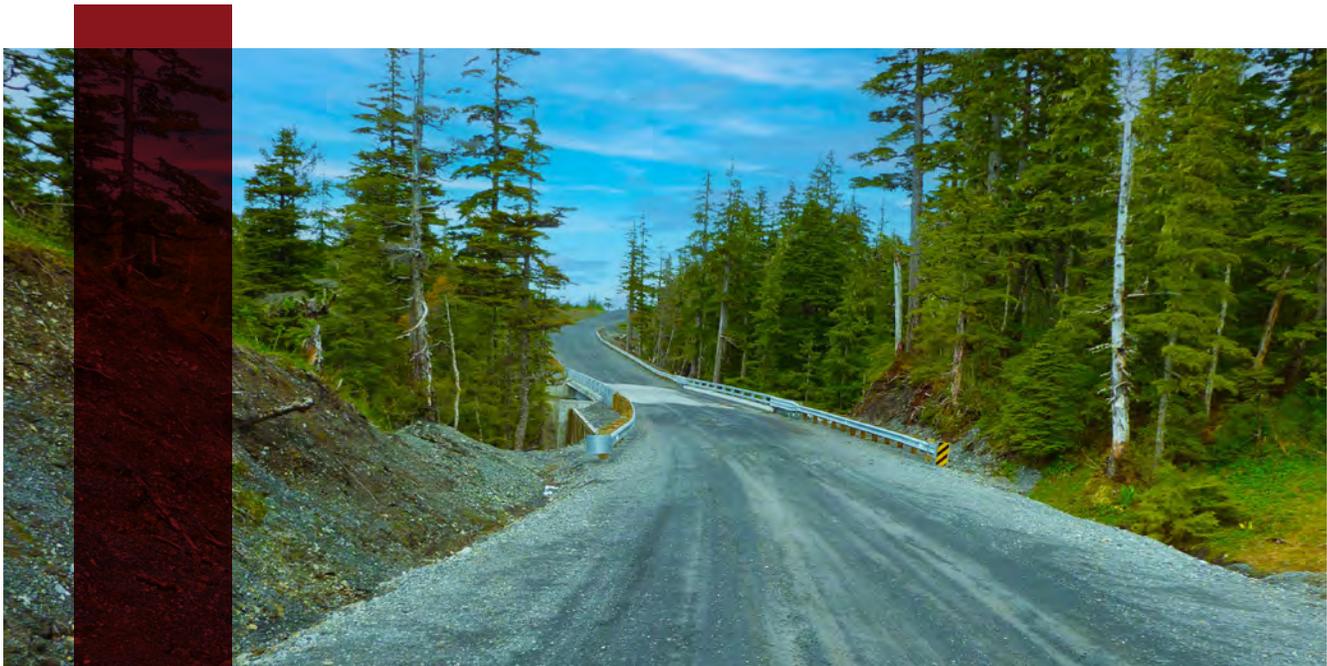
National Scenic Byways

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

- **Funding:**

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

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications.
- **Eligible projects/activities:**
- **Additional Information and Assistance:**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Program website: <https://fhwaapps.fhwa.dot.gov/bywaysp/>



Whitshed road bridge.
Cordova, Alaska.

Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

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

- **Funding:**

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

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



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

NEW! **Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way**

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

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

- **Funding:**

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

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



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

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

- **Funding:**

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

- **Program Type:** Competitive. Eligible entities must apply to DOT for grants.
- **Federal Share:** up to 80 percent, with flexibility for higher shares based on various project specifications.
- **Eligible projects/activities:** Projects may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement. Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.
- **Additional Information and Assistance:**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ PROTECT Formula Program Guidance: <https://www.fhwa.dot.gov/environment/protect/discretionary/>
 - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/promote.cfm>



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

NEW!

Reconnecting Communities Pilot

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

- **Funding:**

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

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

NEW! Reduction of Truck Emissions at Port Facilities

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

- **Funding:**

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

- **Program Type:** Competitive.
- **Federal Share:** 80 percent.
- **Eligible projects/activities:** The program includes competitive grants to test, evaluate, and deploy projects that reduce port-related emissions.
- **Additional Information and Assistance:**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ Any entity having authority over a port facility or inter modal port transfer facility is eligible (as well as entities that test or evaluate technologies that reduce emissions at port facilities)..
 - ◇ Study: The program also includes a study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute.
 - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm>

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



NEW! Rural Surface Transportation Grants

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

- **Funding:**

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

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

Safe Streets and Roads for All

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

- **Funding:**

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

- **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				

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent.
- **Eligible projects/activities:** May be used to carry out a project that demonstrate at least one of the following: coordinate automation, connected vehicles, intelligent sensor-based infrastructure, system integration, commerce delivery and logistics, leveraging use of innovative aviation technology, smart grid, and smart technology traffic signals.
- **Additional Information and Assistance:**
 - ◇ Cost sharing or matching is not required for Stage 1: Planning and Prototyping.
 - ◇ SMART Program website: <https://www.transportation.gov/grants/SMART>.
 - ◇ Fact Sheet: <https://www.transportation.gov/grants/smart/smart-grants-fact-sheet>.

Transportation Alternatives

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

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

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares. See Fact Sheet link below. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible activities:** Pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
- **Additional Information and Assistance:**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Funding for this program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on funding opportunities.
 - ◇ Program website: https://www.fhwa.dot.gov/environment/transportation_alternatives/
 - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

CMGC Project.
Pueblo of Acoma, New Mexico.



NEW! Wildlife Crossing Pilot Program

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

- **Funding:**

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

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Projects likely to protect motorists and wildlife by reducing the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.
- **Additional Information and Assistance:**
 - ◇ Program Website: <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>
 - ◇ Not less than 60 percent of grant funds each fiscal year are reserved for projects in rural areas.



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



U.S. Department of Transportation
Federal Highway Administration

Office of Tribal Transportation