



The Confederated Tribes of Grand Ronde Transportation Improvement Program (TIP)



March 2024



Confederated Tribes of Grand Ronde

Transportation Improvement Program 2024-2029

FINAL

March 2024



Table of Contents

INTRODUCTION.....1

1.1 Purpose..... 1

1.2 Scope and Schedule 2

1.3 BIA Funding Allocation 2

2. TTP ROAD SYSTEM.....3

3 TRIBAL TRANSPORTATION NEEDS 15

3.1 Traffic/Public Safety..... 15

3.2 New Development..... 16

3.3 Access 17

3.4 Transit..... 18

3.5 Ongoing Maintenance 19

4 IDENTIFIED IMPROVEMENT PROJECTS 20

4.1 Improvements 20

4.2 Project Descriptions 32

5 TRIBAL TRANSPORTATION IMPROVEMENT PRIORITIES..... 38

5.1 Tribal Priorities..... 38



5.2 Need and Justification	39
6 TTP TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	43
6.1 Annual TIP Updating	46
7 CONSULTATION AND PUBLIC INPUT	47
7.1 List of Preparers	47
7.2 Consultation.....	47

Appendices

Appendix A: Cost Estimating Data

Appendix B: Estimated Construction Costs

Appendix C: Resolution Adopting the TIP

List of Tables

<u>1 TTP System Inventory Summary</u>	<u>4</u>
<u>2 Proposed Short-Term Transportation Improvement Projects</u>	<u>15</u>
<u>3 Grand Ronde Transportation Improvement Program, 2024-2029</u>	<u>28</u>

List of Figures



1	Study Area.....	1
2	Improvement Projects, Near Term (2024-2029)	17
3	Improvement Projects, Near Term (2024-2029))	18



INTRODUCTION

1.1 Purpose

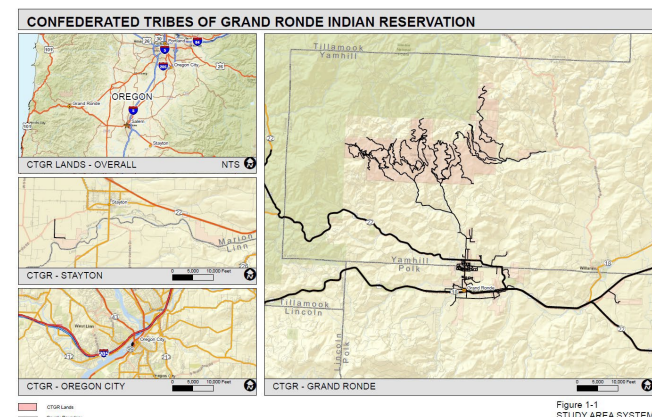
Title 23 USC Highways includes requirements that projects shall be selected by Indian tribal governments for their transportation improvement program and are subject to the approval of the Secretaries of the Interior (Bureau of Indian Affairs) and Transportation (Federal Highway Administration). For projects to qualify for Highway Trust Fund monies, projects must be open to the public, except for Indian secondary school bus routes, and included in a Statewide Transportation Improvement Program (STIP). The Bureau of Indian Affairs (BIA) has been charged with the responsibility of preparing Tribal Transportation Program (TTP) System Transportation Improvement Programs (TIPs) for the Federal Lands Highway Program (TTP Funds and/or Discretionary Funds) and submitting the program to the Federal Lands Highway Office. The Federal Lands Highway Office (FLH) forwards the TIPs through the FHWA Division Offices to the respective states for inclusion in the STIP. Federal funds are only distributed for those projects contained in the STIP.

Figure 1 Study Area System

This TIP is based on the Grand Ronde Reservation Long-Range Transportation Plan Draft (February 2024), Tribal priorities, and direct input by Tribal officials, tribal members, and members of the Grand Ronde community at large. Although the Grand Ronde Reservation Transportation Plan provides an inventory of the TTP System and identifies improvement projects, this TIP establishes the implementation list of reservation road improvements by Tribal priority and expected availability of funds.

The TIP is a capital improvements program, which identifies transportation improvement projects within the reservation or on those roads providing direct access to the reservation, regardless of whether the public roads are under the jurisdiction of the BIA, Oregon Department of Transportation (ODOT), counties, cities, the Tribe, or other ownership. The TIP evaluates reservation transportation needs and develops a priority list of improvement projects based on the objectives and priorities of the Tribe and the commitment of funds and/or anticipated funding source(s). The TIP focuses on a detailed description of projects to be implemented in the next 6 years and is intended to reflect a realistic implementation schedule.

This TIP is also intended to be a comprehensive document that can be disseminated to local, state, and federal agencies; and, as such, it contains an overview of the TTP System that serves the Grand Ronde Reservation, Tribal transportation needs, Tribal transportation priorities, funding sources, agency consultation, and TIP updating process.



1.2 Scope and Schedule

The general scope of services for this TIP involves:

- + Review of existing transportation plans and a determination of their relevance with respect to the Tribe's known transportation needs.
- + Identification of those Indian reservation roads and bridges that are the responsibility of local highway agencies (non-BIA).
- + Preparation of a priority list of projects to be carried out within the next 6-year period.
- + A justification plan that demonstrates how the TIP can be implemented, indicates resources that could be reasonably expected to be made available to carry out the plan, and recommends any innovative financing techniques to finance needed projects and programs.

The Grand Ronde Tribal Council adopted the TIP by resolution in February 2024 and submitted it to the BIA (BIA Northwest Regional Office, Branch of Roads); Oregon Department of Transportation; and Polk and Yamhill Counties.

1.3 BIA Funding Allocation

Funding for construction and maintenance of the TTP System comes from two separate federal sources. The funds for maintenance of the BIA portion of the Indian Reservation Roads Program come from annual appropriations included in the Department of the Interior budget for the Bureau of Indian Affairs. These maintenance funds are part of the allocation to each Agency and are apportioned for use based on priorities determined by the tribes. Historically, this funding, which is 30%-40% of what other jurisdictions spend per mile, has been inadequate to effectively maintain the BIA Road System. In addition, restored tribes have not been allocated any of these funds.

While the funds allocated for maintenance may be reduced in the budgetary process, the FLH funds are dedicated for road construction or reconstruction. There is, however, an exception for TTP System roads. The Moving Ahead for Progress in the 21st Century (MAP—21) transportation legislation provided that Tribes could spend up to 25% or up to \$500,000, (whichever is greater) of their construction funds for maintenance functions and up to 100% for chip seals if these maintenance functions are included in the Tribe's TIP as projects. This exception was designed to provide more flexibility for maintenance of BIA roads, because of inadequate funding through the Department of the Interior budgeting process.

Under MAP—21, funds were allocated according to a new distribution formula, and that formula remains in place with the new Fixing America's Surface Transportation Act (FAST Act, December 2015) and the Infrastructure Investment and Jobs Act (IIJA, November 2021). Although the new distribution formula has several new provisions, the major change is that non-BIA TTP system roads counted less and less in the distribution formula as the formula was phased in over several years.

2 TTP ROAD SYSTEM

The proposed TTP System, as shown in Figures 3-1 and 3-2 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	33.1 miles
County	7.1 miles
Other	4.6 miles

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
BIA Routes																							
BIA	0051	510 Road																					
		10	2.1			2.1					2.1								2.1				
BIA	0100	Agency Creek Rd																					
		10 off Res.	3.9		3.9						3.9								3.9				
		12 on Res.	0.1		0.1						0.1								0.1				
		15 Bridge																					
		20 on Res.	1.4		1.4						1.4								1.4				
		30 Bridge																					
		40 on Res.	0.8		0.8						0.8								0.8				
		50 on Res.	2.4			2.4					2.4								2.4				
BIA	0200	Wind River Rd. on Res.																					
		10	1.5			1.5					1.5								1.5				
		20	1.5			1.5					1.5								1.5				
BIA	0201	Wind River Crossover																					
		20	3.2			3.2						3.2							3.2				
		40	0.7			0.7						0.7							0.7				
BIA	0212	212 Rd.																					
		10	3.5			3.5					3.5								3.5				
BIA	0213	212E Rd.																					
		10	1.1			1.1					1.1								1.1				
BIA	0226	226 Rd.																					
		10	1.7			1.7					1.7								1.7				
BIA	0300	Yoncalla Creek Rd.																					
		10 on Res.	2.1		2.1							2.1							2.1				
		20 on Res.	1.4			1.4						1.4							1.4				
BIA	0304	304 Rd.																					
		10	3.5			3.5					3.5								3.5				
BIA	0312	312 Rd.																					
		10	2.1			2.1					2.1								2.1				
BIA	0400	Coast Creek Tr. Acc. Rd. off																					
		10	0.5			0.5					0.5								0.5				
BIA	0401	400 Rd.																					
		10	0.4			0.4					0.4								0.4				
BIA	0500	Salmon Way																					
		5	0.1		0.1						0.1								0.1				
		10	0.3		0.3						0.3								0.3				
BIA	0501	Ackerson Rd.																					
		10 - off Res	0.1		0.1						0.1								0.1				
		20	0.2		0.2						0.2								0.2				
BIA	0502	Blacktail Dr.																					
		10	0.3		0.3							0.3							0.3				
BIA	0503	Forestry Way																					
		10	0.2		0.2							0.2							0.2				
		20	0.1			0.1						0.1							0.1				

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
BIA	0504	Thompson Rd.																					
		10	0.1			0.1						0.1								0.1			
		20 Bridge P701																					
		30	0.1			0.1						0.1								0.1			
BIA	0505	Grand Meadows Rd.																					
		10	0.2		0.2								0.2							0.2			
BIA	0507	Casino Entrance Roads																					
		10 Rt. On Rt. Off Lane	0.1		0.1							0.1								0.1			
		20 2-lane underpass	0.2		0.2							0.2								0.2			
		30 3-lanes	0.1		0.1							0.1								0.1			
BIA	0508	Old Cemetery Loop																					
		10	0.1		0.1							0.1								0.1			
		20	0.1		0.1							0.1								0.1			
BIA	0509	Road "B"																					
		10		0.5	0.5							0.5										0.5	
BIA	0511	Creekside Dr.																					
		10	0.2		0.2							0.2								0.2			
BIA	0512	North Street																					
		10	0.3			0.3						0.3								0.3			
BIA	0514	Road "A"																					
		10 <i>proposed</i>		0.2		0.2						0.2								0.2			
BIA	0516	Agency Ct																					
		10	0.1		0.1							0.1								0.1			
BIA	0520	Tyee Rd.																					
		10	0.3		0.3						0.3									0.3			
		20 <i>proposed, on Res.</i>		0.2	0.2							0.2										0.2	
		30 <i>proposed, off Res.</i>		0.2	0.2							0.2										0.2	
BIA	0524	Forestry Loop																					
		10	0.1		0.1								0.1							0.1			
BIA	0525	Forestry Ct.																					
		10	0.1		0.1								0.1							0.1			
BIA	0526	Forestry Place																					
		10	0.1		0.1								0.1							0.1			
		20	0.1		0.1								0.1							0.1			
		30		0.1	0.1								0.1									0.1	
BIA	0530	Ft. Yamhill																					
		10	0.1		0.1								0.1							0.1			
		20 Bridge P706																					
		30	0.6		0.6								0.6							0.6			
		40	0.1		0.1								0.1							0.1			
BIA	0690	690 Rd.																					
		40	2.7		2.7								2.7							2.7			
BIA	0700	700 Rd.																					
		10	1.8			1.8							1.8							1.8			
		30	1.9			1.9							1.9							1.9			
BIA	0756	756 Rd.																					

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
		10	1.4			1.4						1.4							1.4				
BIA	1011	Agency Creek Trail on Res.																					
		10	0.8			0.8								0.8							0.8		
BIA	3011	Yoncalla Creek Trail on Res.																					
		10	1.0			1.0									1.0						1.0		
BIA	4001	Coast Creek Trail on Res.																					
		10	0.9				0.9								0.9					0.9			
		20		1.4			1.4								1.4						1.4		
		30		0.8			0.8								0.8						0.8		
		40		1.5			1.5								1.5						1.5		
		50	1.0				1.0								1.0					1.0			
BIA	5001	Powwow Loop																					
		10	0.3		0.3							0.3							0.3				
BIA	5021	Coyote Ct.																					
		10	0.1		0.1					0.1									0.1				
BIA	5022	Eagle Loop																					
		10	0.1		0.1					0.1									0.1				
BIA	5023	Blue Jay Ct.																					
		10	0.1		0.1					0.1									0.1				
BIA	5025	Beaver Ct.																					
		10	0.1		0.1					0.1									0.1				
BIA	5027	Otter Way																					
		10	0.1		0.1					0.1									0.1				
BIA	5050	Grand Meadows Ct.																					
		10	0.1		0.1						0.1								0.1				
BIA	5070	Casino Perimeter Rd.																					
		10		1.0	1.0					1.0											1.0		
BIA	5072	Casino Access (new)																					
		10 proposed		0.1	0.1						0.1										0.1		
		20 proposed		0.3	0.3						0.3										0.3		
BIA	5080	New Cemetery Way																					
		10	0.1		0.1						0.1								0.1				
		Total BIA	50.8	6.3	18.2	33.3	5.6	0.0	0.0	1.8	30.3	17.6	0.0	0.0	7.4	0.0	0.0	0.0	47.3	1.9	1.8	6.1	
Tribal Routes																							
Tribal	0011	Diekman Ln. SE																					
		10	0.2			0.2					0.2									0.2			
		20 - Bridge																					
		30	0.5			0.5					0.5									0.5			
Tribal	0150	Willamina Pedestrian Path																					
		10		0.5	0.5									0.5							0.5		
Tribal	0510	South Street																					
		10 proposed		0.5	0.5									0.5							0.5		
		15 proposed		0.3	0.3									0.3							0.3		
Tribal	0515	Yoncalla Ct.																					
		10	0.1		0.1					0.1										0.1			

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

[illegible]

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
		20	0.1		0.1					0.1										0.1			
Tribal	0558	Governance Center																					
		10	0.1		0.1					0.1										0.1			
		20	0.1		0.1					0.1										0.1			
		30	0.1		0.1					0.1										0.1			
		40	0.1		0.1					0.1										0.1			
Tribal	0559	Police and Food Bank Access																					
		10	0.1		0.1					0.1										0.1			
		20	0.1		0.1					0.1										0.1			
		30	0.1		0.1					0.1										0.1			
		40	0.1		0.1					0.1										0.1			
Tribal	0560	Wellness Center Lot																					
		10	0.1		0.1					0.1										0.1			
		20	0.2		0.2					0.2										0.2			
		30		0.1						0.1												0.1	
		40	0.1		0.1					0.1										0.1			
		50	0.1		0.1					0.1										0.1			
		60		0.1	0.1					0.1												0.1	
		70	0.1			0.1				0.1										0.1			
Tribal	0561	Community Center Lot																					
		10	0.1		0.1					0.1										0.1			
		20	0.1		0.1					0.1										0.1			
		30	0.1		0.1					0.1										0.1			
Tribal	0562	Employee Service Center Lot																					
		10	0.1		0.1					0.1										0.1			
		20	0.1		0.1					0.1										0.1			
		30	0.1		0.1					0.1										0.1			
Tribal	0563	Procurement Storage																					
		10	0.1		0.1					0.1										0.1			
		20	0.1			0.1				0.1										0.1			
Tribal	0566	Arrowwood Dr.																					
		10	0.4		0.4					0.4										0.4			
		20		0.1	0.1					0.1												0.1	
		30		0.1	0.1					0.1												0.1	
Tribal	0570	Fire Station Rd.																					
		10	0.1		0.1					0.1										0.1			
		20	0.1		0.1					0.1										0.1			
Tribal	0575	Forest View Rd.																					
		10	0.4		0.4						0.4									0.4			
		20	0.4		0.4						0.4											0.4	
Tribal	0581	Old Church Rd.																					
		10	0.2			0.2					0.2									0.2			
Tribal	0584	Water St.																					
		10		0.1	0.1					0.1												0.1	
Tribal	0586	Pedestrian Path																					
		10		0.3	0.1									0.1								0.1	

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
Tribal	0588	Main St.																					
		10		0.1	0.1					0.1											0.1		
Tribal	0590	Railroad Ave.																					
		10		0.2	0.2					0.2											0.2		
Tribal	0593	4th St.																					
		10		0.1	0.1					0.1											0.1		
Tribal	0595	3rd St.																					
		10		0.1	0.1					0.1											0.1		
Tribal	0600	Coast Creek Rd.																					
		10	3.1			3.1					3.1								3.1				
Tribal	0601	Hanchett Rd.																					
		10	0.3			0.3					0.3								0.3				
Tribal	0605	Shadow Lane																					
		10 Bridge																					
		20	0.3			0.3													0.3				
Tribal	0607	Spirit Mountain																					
		10	0.2			0.2													0.2				
Tribal	0611	Steel Bridge Rd.																					
		10	0.5			0.5					0.5								0.5				
		20	0.3			0.3					0.3								0.3				
Tribal	0612	Bateman Rd.																					
		10	0.3			0.3					0.3								0.3				
		20	0.1			0.1					0.1								0.1				
Tribal	0616	Waterline Path																					
		10		0.4	0.4									0.4							0.4		
		20 - Bridge																					
		30		1.5	1.5									1.5							1.5		
Tribal	0620	Yamhill Ln.																					
		10	0.2			0.2					0.2								0.2				
Tribal	1013	Tillamook Trail																					
		10	1.0			1.0					1.0									1.0			
		20	0.9				0.9							0.9						0.9			
		30	1.7			1.7					1.7									1.7			
		40	0.6				0.6							0.6						0.6			
		50	0.3				0.3				0.3									0.3			
		60	1.0				1.0							1.0						1.0			
		70	0.2			0.2					0.2									0.2			
		80	1.9				1.9				1.9									1.9			
		90	0.5			0.5					0.5									0.5			
		100	3.7				3.7							3.7						3.7			
		110	0.2				0.2				0.2									0.2			
		120		0.7			0.7							0.7							0.7		
		130	0.1			0.1					0.1									0.1			
		140		3.5			3.5							3.5							3.5		
Tribal	2011	Equestrian Loop																					
		10	1.7			1.7					1.7									1.7			

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

[illegible]

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
		30 Bridge Proposed Off Res.																					
		40 Proposed Off Res.		0.3	0.3						0.3											0.3	
		50 on Res.		1.0	1.0						1.0											1.0	
Polk Co.	6807	Fire Hall Rd.																					
		10	0.1		0.1							0.1								0.1			
Polk Co.	6620	Yamhill Ln.																					
		10	0.2			0.2						0.2								0.2			
		Total Polk Co.	3.6	2.1	5.3	0.4	0.0	0.0	0.0	0.5	2.9	1.1	0.0	1.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	2.1	
Yamhill County Routes																							
Yamhill Co.	0402	Grand Ronde Rd.																					
		840	0.6		0.6									0.6						0.6			
		850	1.2		1.2						1.2									1.2			
Yamhill Co.	6605	Shadow Lane																					
		10	0.7			0.7						0.7								0.7			
Yamhill Co.	6607	Spirit Mountain																					
		10	0.3			0.3						0.3								0.3			
		Total Yamhill Co.	2.8	0.0	1.8	1.0	0.0	0.0	0.0	0.0	1.2	1.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	
ODOT Routes																							
ODOT	9018	SR 18 - Salmon River Hwy																					
		830	1.0		0.9				0.9											0.9			
		835 - 0419203900623																					
		840	3.5		3.5				3.5											3.5			
		845	0.5		0.5				0.5											0.5			
		850	1.1		1.1				1.1											1.1			
		855	3.5		3.5				3.5											3.5			
		860	1.3		1.3				1.3											1.3			
		865	1.5		1.5				1.5											1.5			
		870	0.9		0.9				0.9											0.9			
		875 - 0457303901878																					
		880	0.3		0.3				0.3											0.3			
		885 - 19271																					
		890	1.4		0.9				0.9											0.9			
		894	0.2		0.2				0.2											0.2			
		895	0.8		0.8				0.8											0.8			
		900 - 01612A03902155																					
		901	0.2		0.2				0.2											0.2			
		902	0.2		0.2				0.2											0.2			
		903	0.3		0.3				0.3											0.3			
		904	0.6		0.6				0.6											0.6			
		905	0.3		0.3				0.3											0.3			
		910 - 01344C03902310																					
		915	0.7		0.7				0.7											0.7			
		920 - 0074503902377																					
		925	3.3		3.3				3.3											3.3			

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

Road Owner	BIA Rt. I.D. No.	Road Name	Length (miles)		Surface Type			BIA Road Classification											BIA Construction Need				
			Existing	Proposed	Paved	Gravel	Earth	1	2	3	4	5	6	7	8	9	11	0	1	2	3	4	
		930 - 0832003902717																					
		932	0.1		0.1				0.1										0.1				
		935 - 0832103902728																					
		940	0.6		0.6				0.6										0.6				
		945	0.3		1.3				1.3										1.3				
		947	0.1		0.1				0.1										0.1				
		950	0.3		0.3				0.3										0.3				
		955	0.6		0.6				0.6										0.6				
		960 - 0806003903038																					
		965	3.1		3.1				3.1										3.1				
		970 - 0806303903364																					
		975	0.1		0.1				0.1										0.1				
		980 - 0806403903382																					
		985	2.2		2.2				2.2										2.2				
		990 - 0311403903606																					
		995	1.8		1.8				1.8										1.8				
		997 - 02404A03903798																					
ODOT	9022	999 SR 22 - Hebo Three Rivers Hwy	6.4		6.4				6.4										6.4				
		845 Bridge																					
		850	0.1		0.1				0.1										0.1				
		855 Bridge																					
		860	3.3		3.3				3.3										3.3				
		865 Bridge																					
		870	0.3		0.3				0.3										0.3				
		875	7.6		7.6				7.6										7.6				
		880 Bridge																					
		885	3.1		3.1				3.2										3.1				
		888	0.2		0.2				0.2										0.2				
		890 Bridge																					
		892	0.4		0.4				0.4										0.4				
		893	0.2		0.2				0.2										0.2				
		894	0.2		0.2				0.2										0.2				
		895	0.8		0.8				0.8										0.8				
		896	0.1		0.1				0.1										0.1				
		897	0.1		0.1				0.1										0.1				
		898	0.1		0.1				0.1										0.1				
		899	0.4		0.4				0.4										0.4				
		900	0.6		0.6				0.6										0.6				
		902	0.1		0.1				0.1										0.1				
		904	0.1		0.1				0.1										0.1				
		905 Overlap Rt. With 9018	3.9		3.9											3.9			3.9				
		910	0.2		0.2				0.2										0.2				
		915 Bridge S. Fork Yamhill																					
		920	3.9		3.9				3.9										3.9				
		925 Bridge																					

Table 3-1
TTP System Inventory Summary
Grand Ronde Reservation and Trust Lands
2024

[illegible]

3 TRIBAL TRANSPORTATION NEEDS

3.1 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 are summarized from the Tribe's *Local Road Safety Plan*, March 2019, which was completed prior to the adoption of this TIP.

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.
- + At the OR 18/Grand Ronde Road intersection, ODOT made an improvement for the pedestrian crossing by adding pedestrian activated crossing warning lighting, some intersection lighting and enhanced pavement markings. These improvements are essentially a “band aid” to this intersection which still does not meet ODOT and AASHTO standards.
- + 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 OR 22 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.

3.2 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.

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 newly 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, Blue Heron 23 acres of urban riverfront land located adjacent to the Willamette River

Residential Development

New housing developments on the reservation include housing in the Eade Creek Subdivision off Tyee Road, and new subdivisions on the Williams, Miller, and McPherson properties. 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.

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.

3.3 Access

Improved Casino Access – Whether entering or exiting the Spirit Mountain Casino site, all internal traffic must utilize one of two intersections on the northeast 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 around the facility to the west and through the parking lots. When the ODOT

improvement to OR 18 is implemented, it will benefit traffic flow to have a right-in, right-out access to and from the highway (with deceleration/acceleration lanes) added on the west end of the site.

At the 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.

3.4 Transit

The Tribes contracted with Kittleson & Associates, Inc. to prepare a transit report¹ 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, analysis of existing data, and input from the community and advisory committee, the following needs were identified:

+ ***Transportation Service*** – At the time Kittelson prepared the transit report for the Grand Ronde there was existing transit service that link the Grand Ronde community area to many key destinations, including Salem, Willamina, Sheridan, McMinnville, and Lincoln City; however, it did not link Grand Ronde to Dallas or Monmouth. At present, the fix-route provider, Tillamook Transit, has discontinued all services to the reservation. The Tribe is in negotiation with Chariots to reestablish the prior service between Lincoln City, Grand Ronde, and Salem.

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 include 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 on call service for seniors and people with disabilities.

¹ Kittleson & Associates, April 24, 2023 – Technical Memorandum – Grand Ronde Long Term Transportation Plan, Update Transit Plan

- + *Infrastructure Needs* – Infrastructure needs include bus stop improvements to provide ADA compliant accessibility, improved lighting, benches, shelters, and potential need for transit vehicles for the provision of local circulator service or for service to Dallas, possibly using 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.

3.5 Ongoing Maintenance

The existing public road system on the Reservation represents a major public and Tribal infrastructure investment. As a result, 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 IDENTIFIED IMPROVEMENT PROJECTS

4.1 Improvements

The 2023 *Confederated Tribes of Grand Ronde Long-Range Transportation Plan Draft* identified 22 short-term (0-6 years) projects as shown in Table 2 and Figures 2 and 3.

TABLE 2 Proposed Short-Term Transportation Improvement Projects				
Project No.	Route Designation	Improvement	Responsible Funding Agency	Cost (\$)
1	N/A	Ongoing Trans. Planning	BIA	\$312,000
2	Various	Ongoing Maintenance	BIA	\$696,000
3	Various	Transit Program	BIA/Fed/State	\$2,340,000
4	9018	ODOT 18/22 Interchange — Design Acceptance Package	Fed/State/Co/Tribe	\$840,000
9	5030	Railroad Station Access Road	BIA	\$1,629,962
10	Various	Traffic Safety Improvements	BIA	\$5,172,149
		- Grand Ronde Road		(\$543,386)
		- OR 18/Grand Ronde Road Intersection		(\$1,925,534)
		- OR 22/Grand Ronde Road Intersection		(\$1,025,387)
		- OR 18/OR 22 Intersection		(\$1,677,842)
12	526	Forestry Place Sec. 30	BIA	\$408,604

TABLE 2 Proposed Short-Term Transportation Improvement Projects				
Project No.	Route Designation	Improvement	Responsible Funding Agency	Cost (\$)
13	312	Rt. 312 Culvert Replacement	BIA	\$244,755
14	532	Wetlands Trail	BIA	\$486,992
15	523	Eade Creek Sub., Eade Cr. Loop,	BIA	\$1,981,321
17	5073	Casino West Access Road	Tribal/BIA	\$1,509,590
18	528	Hubert Road Upgrade/Extension	BIA	\$1,412,662
19	534	Williams Property Subdivision Roads	BIA	\$3,308,705
20	9018	ODOT Highway 18 Construction	BIA	\$500,000
21	Various	Forest Trails	BIA	\$1,139,203
22	9022	OR 22 (Three Rivers Road) Realignment at Kissing Rock	ODOT	\$854,000
New Projects				
S1	9022	Rte. 9022, OR 22/ Grand Ronde Road Drainage	BIA	\$428,863
S2	556	Child Development Center Access	BIA	\$463,079
S3	570	New Fire Station Access	BIA	\$610,888
S4	616	Waterline Trail	BIA	\$3,138,000
S5	6802	McPherson Road, East Extension	BIA	\$2,963,144
S6	563	Procurement Facility Storage Access West Extension	BIA	\$374,869

TABLE 2 Proposed Short-Term Transportation Improvement Projects				
Project No.	Route Designation	Improvement	Responsible Funding Agency	Cost (\$)
S7	Various	Community Pavement Restoration	BIA	\$250,000
S8	Various	Grand Ronde EV and EV Chargers	ODOT to BIA	\$778,544
S9	Various	Grand Ronde Multiuse Path Corridor Study	ODOT to BIA	\$231,255
L2	Various	tumwata Village Complete Streets	ODOT/BIA	\$9,544,944
TOTAL				\$41,619,529

Figure 1

CONFEDERATED TRIBES OF GRAND RONDE

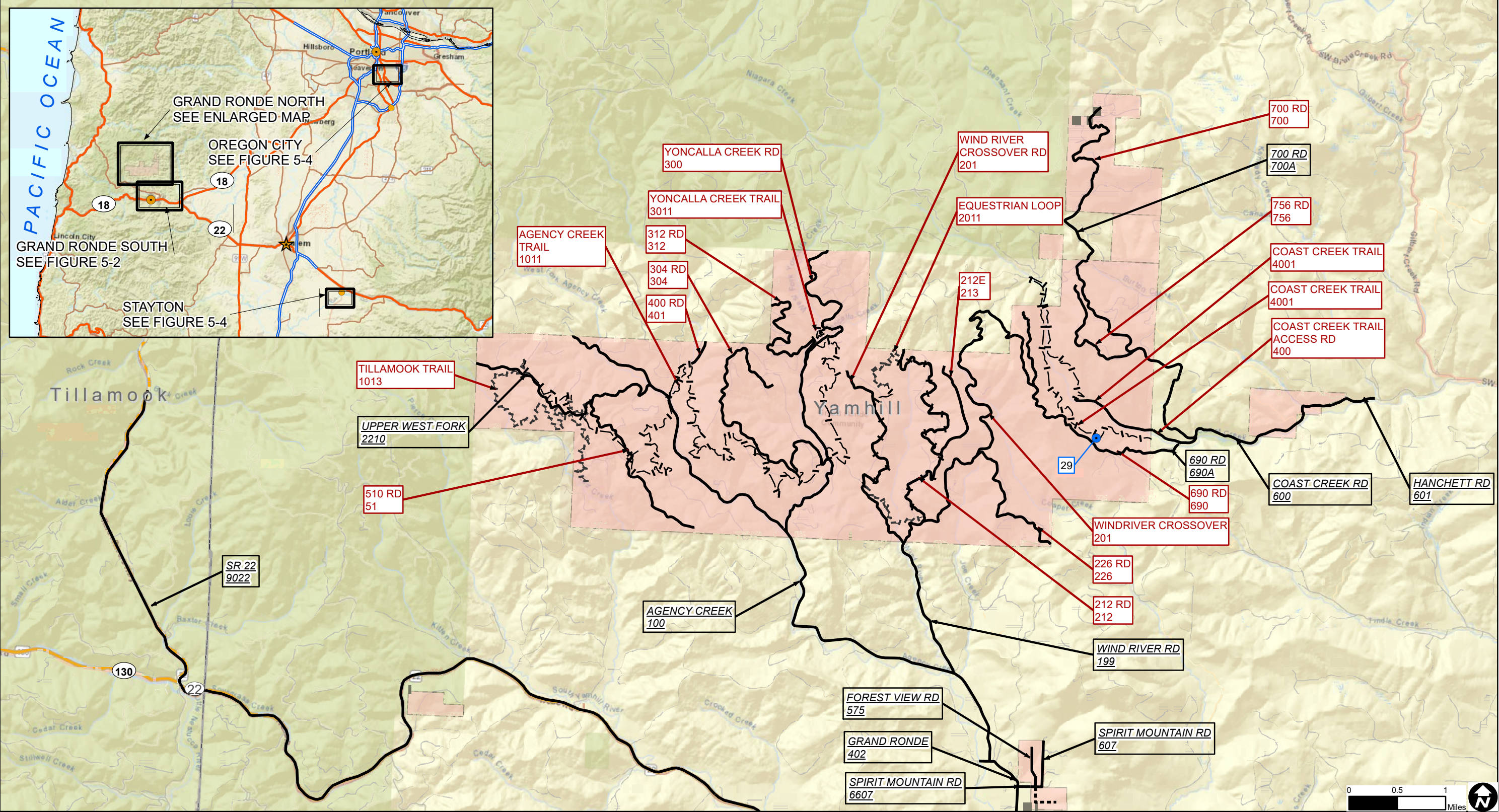


Figure 5 -1
TTP SYSTEM - GRAND RONDE NORTH

Figure 2

CONFEDERATED TRIBES OF GRAND RONDE

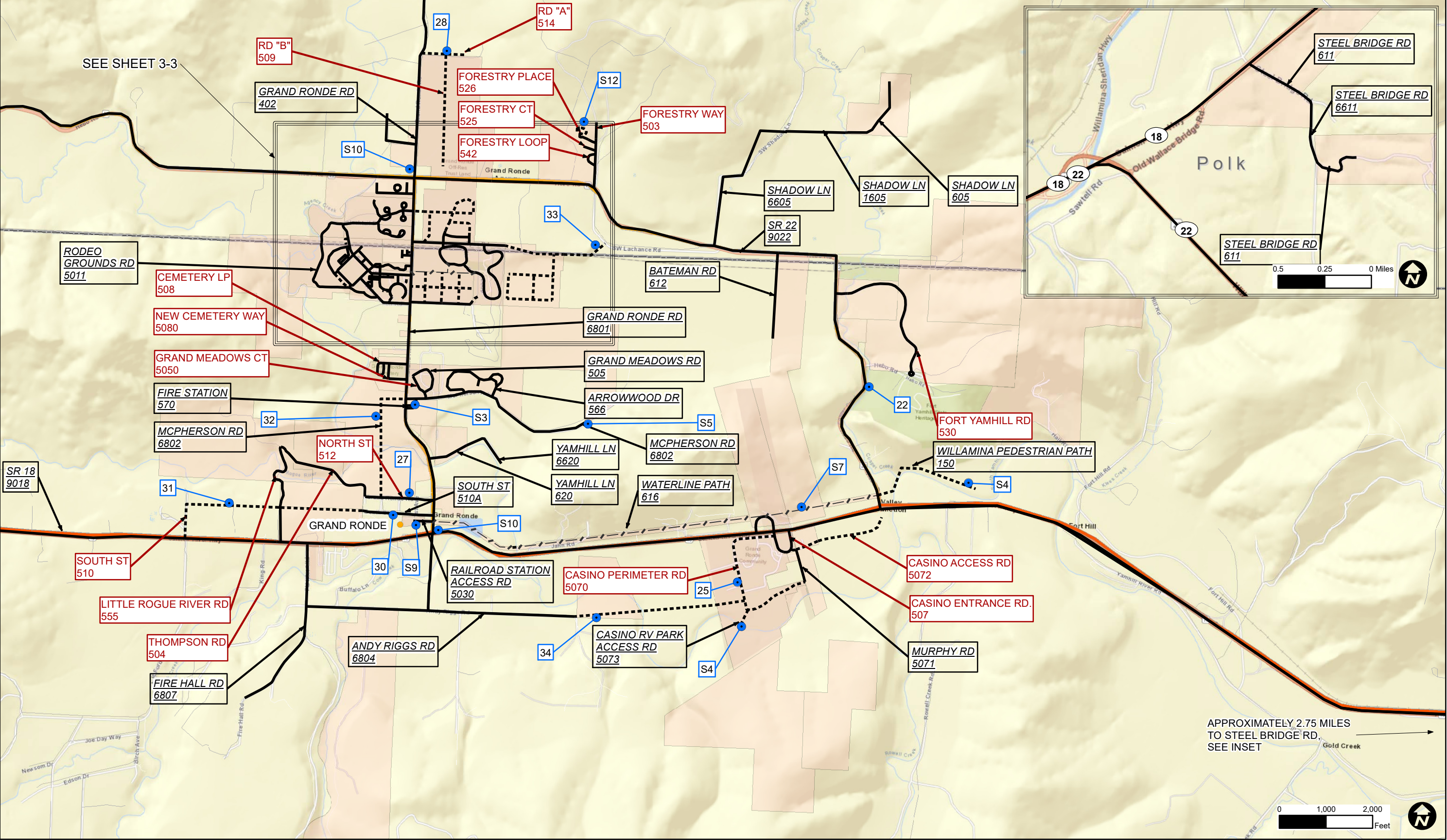


Figure 5-2
TTP SYSTEM - GRAND RONDE SOUTH

Figure 3

CONFEDERATED TRIBES OF GRAND RONDE

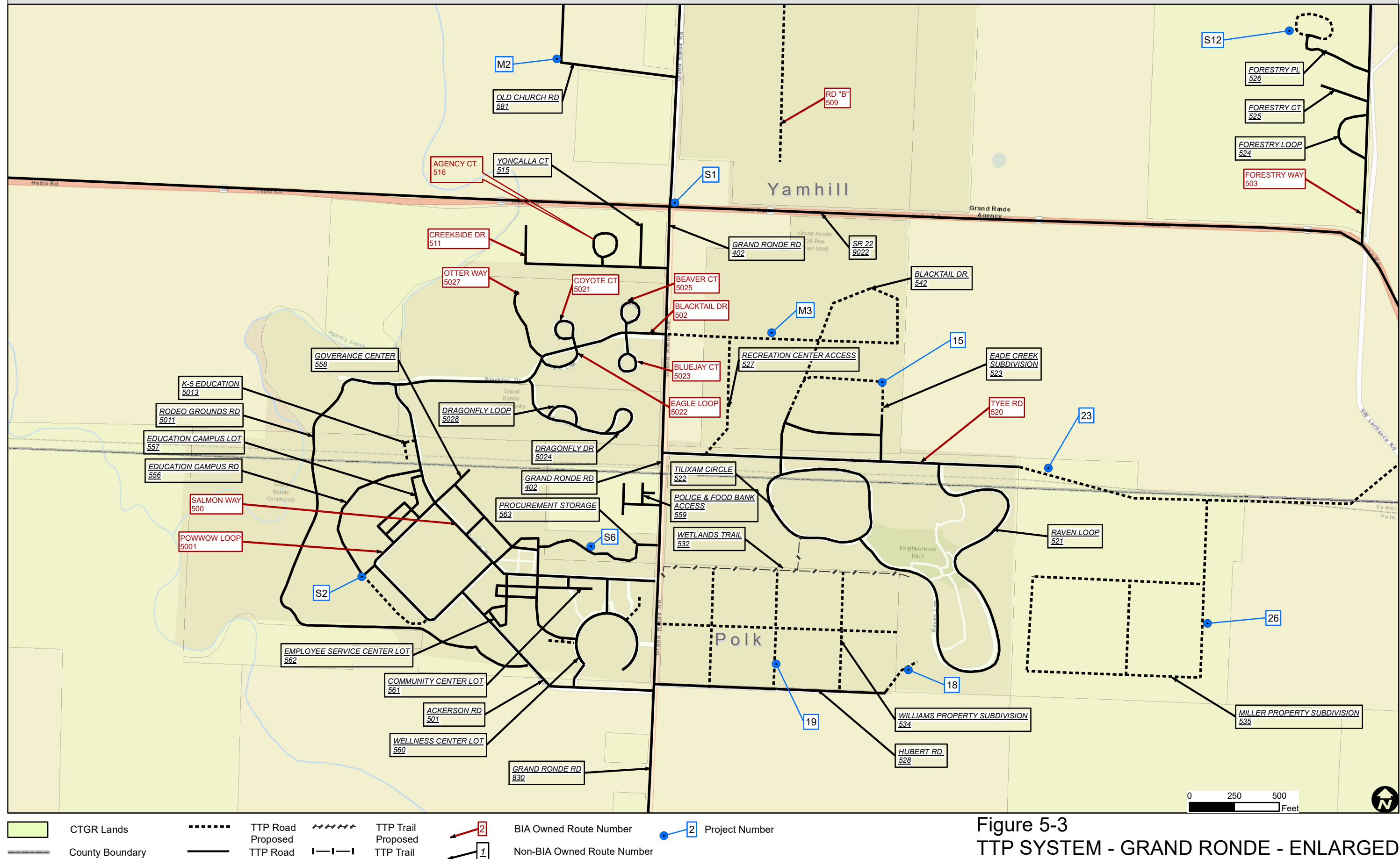


Figure 5-3
TTP SYSTEM - GRAND RONDE - ENLARGED

Figure 4

CONFEDERATED TRIBES OF GRAND RONDE

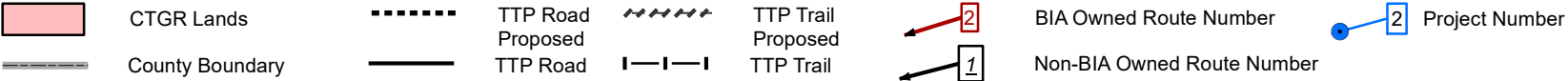
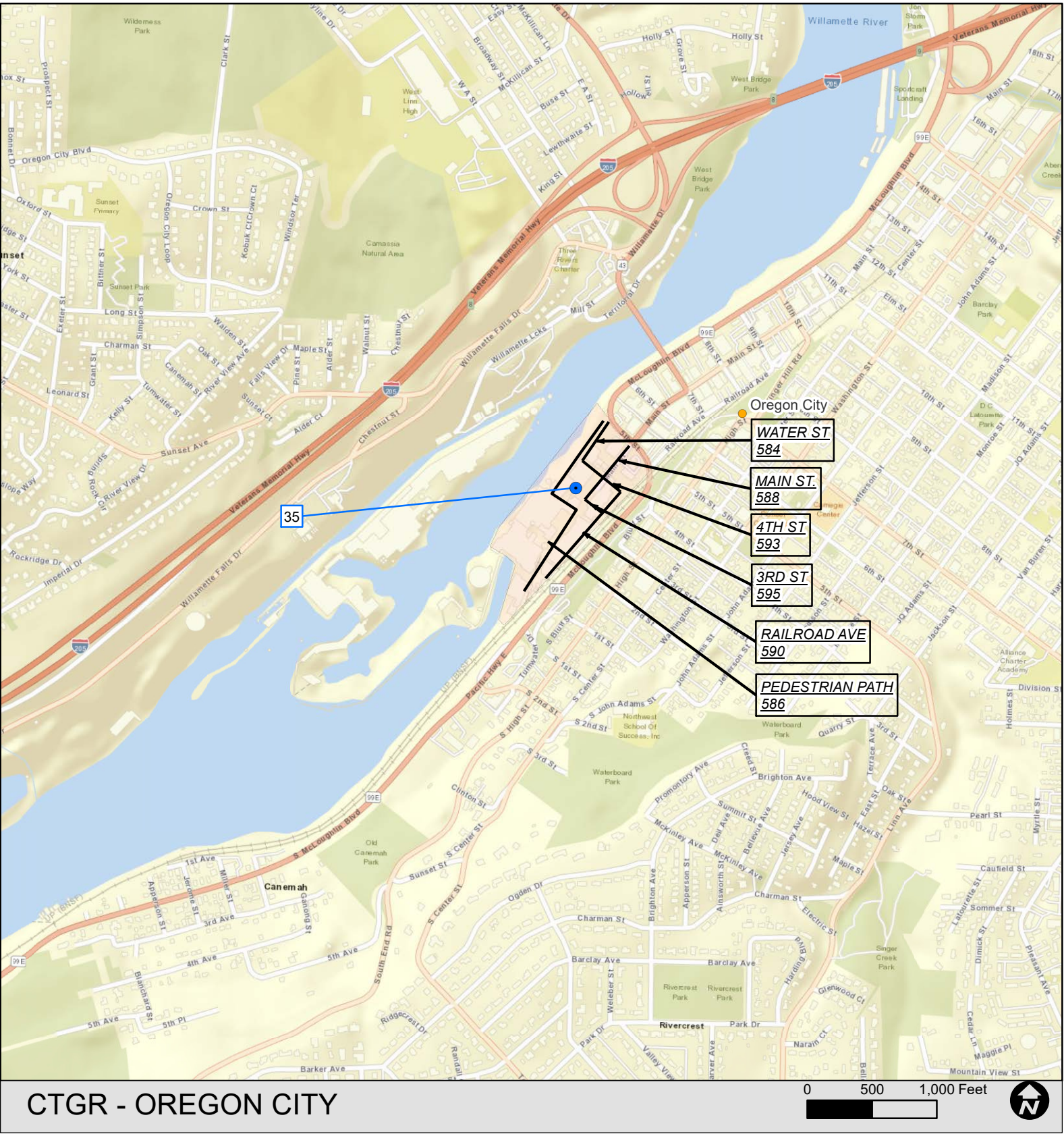
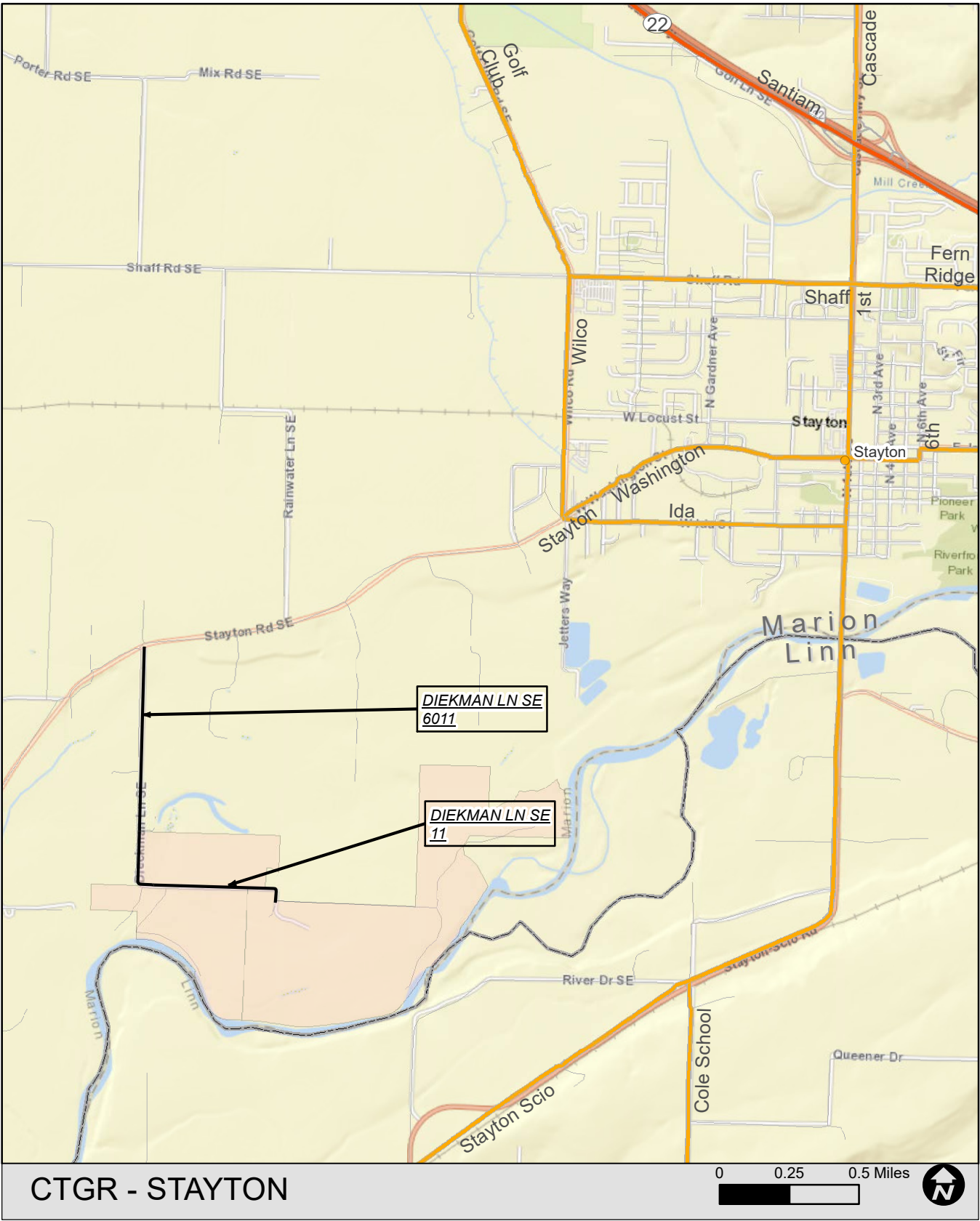


Figure 5-4
TTP SYSTEM - STAYTON AND OREGON CITY

4.2 Project Descriptions

The following short-term transportation improvement project descriptions are from the *2023 Confederated Tribes of Grand Ronde Long-Range Transportation Plan Draft*. It should be noted that at the time of Project Development, projects may vary somewhat from the following descriptions. For example, road widths may be different due to changes in land uses that can influence traffic volumes or the need for wider shoulders or sidewalks for pedestrian use. These aspects need to be assessed during preliminary design. Also, the suggested amounts of funding participation by various agencies will in many cases change as funding becomes committed prior to project implementation.

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 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 years to 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 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. Maintenance 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 \$65,000² a year from the roads program as 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 will contribute \$115,000, for a total of \$230,000 for this phase which has been prefunded \$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 Cosper 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 Cosper 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 functions, but it is currently not used. However, the Tribe has received a grant to rehab the

² Technical Memorandum, Kittleson & Associates April 24, 2023, Page 11

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 Tribe’s 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.
- + Install speed feedback signs in both directions on OR 18.
- + Improve right turn deceleration lane on to northbound Grand Ronde Road.
- + 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 \$3,448,099.

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 back out, which is currently difficult. The road would be paved and would be 20 feet in width (Rural Design). This 0.1-mile project is estimated to cost \$408,604.

Project No. 13: Route 312, 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: Tribal 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 \$486,992.

Project No. 15: Tribal Route 523, Eade Creek Subdivision, Section 40 Eade Creek Loop – This proposed 0.3-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 (Urban Design). 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 facilities, including a 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 assuming that ODOT will proceed with the project in a timely manner, the Tribe is budgeting \$500,000³ 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 the 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, OR 22/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 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.

³ Technical Memorandum, Kittleson & Associates April 12, 2023, Page 12

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 West Extension – 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 (ODOT KN23544) - 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 (ODOT KN23516)- This 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.

Project No. L2: tumwata Village Complete Streets (Oregon City) - **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 0.4 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 TRIBAL TRANSPORTATION IMPROVEMENT PRIORITIES

5.1 Tribal Priorities

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 #	Project Name
1	Ongoing Trans. Planning
2	Ongoing Maintenance
3	Transit Program
4	OR18/22 Interchange - Design Acceptance Package
22	Project No. 22: OR 22 (Three Rivers Road) Realignment at Kissing Rock
9	Railroad Station Access Road
10	Traffic Safety Improvements
	Grand Ronde Road
	OR 18/Grand Ronde Rd Inx
	OR 22/Grand Ronde Rd 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
S7	New Fire Station Access, and Parking
S8	Grand Ronde Tribe Electric Vehicles and Charges
S9	Grand Ronde Multiuse Path Corridor Study
L2	tumwata Village Complete Streets

5.2 Need and Justification

To comply with the requirement of Title 23, projects must be listed on State TIPs (STIP) to receive federal highway funds. Documentation of project need, and justification is necessary for all projects utilizing federal highway construction funds. Transportation projects proposed for construction using funds from the BIA Roads Program administered by the BIA must meet BIA requirements, including preparation of a project justification check list before funds can be expended. Inclusion in the BIA TIP is based on Tribal priorities.

Projects involving other federal highway funds, including federal discretionary funds, are obtained through the State Highway Department and will need additional or different justification. The justification should include local agency support, to compete with other state, county, and city projects for federal funds. Projects requiring funding from both BIA and the State need to be submitted to the BIA and to ODOT to assure consideration for funding of federal highway dollars through state programs.

Projects funded with non-federal funds from state and county programs may require different justifications. These projects may not need to be listed on the STIP, if only state and local discretionary funds are used. However, if BIA funds are also included (a jointly funded project), the project will need to be listed on the STIP.

Transportation project needs and justifications are discussed below by project type.

Safety Projects

Safety issues identified by the Tribe focus on intersection safety, corridor safety, recreational traffic on forestry roads, and pedestrian safety.

- + *OR 18 Improvements (Project/Priority No. 4)/ Construction (Project/Priority No. 20)* – ODOT has just initiated a pre-engineering contract for Highway 18 improvements that will modernize and greatly improve traffic safety from Ft. Hill to the Grand Ronde community. Improvements to OR 18 will also provide safer access to and from the Spirit Mountain Casino and Lodge.
- + *Traffic Safety Improvements (Project/Priority No. 10)* – A number of traffic and pedestrian safety issues were identified at various locations on the reservation, including along Grand Ronde Road; at the intersections of Grand Ronde Rd. and OR 18 and OR 22. A reevaluation of safety issues in the area will follow ODOT improvements at OR 18 from Ft. Hill to AR Ford Rd. with the expectation of mitigating many of the safety issues along the highway and at the intersection with OR 22 at Valley Junction. Improvements include traffic control signing, intersection street illumination, pavement markings, and shoulder improvements.

Preservation Projects

Preservation projects center on preserving and maintaining the current road system to protect the initial public investment.

- + *Ongoing Annual Maintenance (Project/Priority No. 2)* – Road grading, pothole repair, drainage maintenance, sign replacement, street sweeping, striping, slurry sealing, snow removal, and emergency repairs.
- + *Forest Trails (Project/Priority No. 21)* – The Tribe has been developing a system of forest trails for recreational use and for gathering. Building and maintaining trails will be an ongoing project over the planning period.

Reconstruction/Replacement/Improvement

Reconstruction, replacement and improvement projects center on existing roads and transportation facilities that need to be modernized to meet design criteria and functional needs or have deteriorated to the point where reconstruction is necessary.

- + *Railroad Station Access Road (Project/Priority No. 9)* – This 0.1-mile street provides access to the Tribally-owned, historic train depot, but it is currently not used. Upgrading it to a paved surface with cul-de-sac would increase its functions, including as a transit rest stop for bus drivers as has been suggested.

- + *Route 312 Culvert Replacement (Project/Priority No. 13)* – There is a need to replace these culverts which are used by log trucks for timber harvesting in the area as well as for recreational activities by Tribal members and the public. Route 304 culvert also inhibits fish passage which is a major concern of the Tribe.
- + *Route 9022, OR 22/Grand Ronde Rd., Drainage Improvement (Project/Priority No. S1)* – 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, and may require new grading, a culvert replacement, and a catch basin to capture stormwater.

New Construction

New construction projects focus on providing new roads and pedestrian facilities to provide access to new residential, commercial, recreational, and public facilities.

- + *Forestry Place, Sec. 30 (Project/Priority No. 12)* – Forestry Place needs to be extended to allow a loop, so large vehicles can access storage facilities on the site without having to back out, which is currently difficult.
- + *BIA, Wetlands Trail (Project/Priority No. 14)* – This proposed new 0.3-mile route would allow direct pedestrian and bicycle access from tribal facilities along Grand Ronde Road and the Tillixam Circle and Raven Loop housing developments.
- + *Eade Creek Subdivision, Eade Creek Loop (Project/Priority No. 15)* – This proposed 0.3-mile section will complete the roads in this subdivision and allow access for all housing units in the subdivision.
- + *Casino West Access Road (Project/Priority No. 17)* – Currently, the Sprit Mountain Casino/Resort does not have a full-service RV park. Casino managers are looking to develop an RV park south of the hotel on the south side of the S. Fork Yamhill River and this will require a new 0.1-mile access road and a bridge.
- + *Hubert Road Upgrade and Extension (Project/Priority No. 18)* – Road improvements that include paving, widening, extending, and sidewalks on both sides would provide improved and increased access to current and future housing areas.
- + *Williams Property Subdivision Road (Project/Priority No. 19)* – Because of its location and proximity to existing infrastructure the Williams property 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.
- + *Child Development Center Access (Project/Priority No. S2)* – This project will provide a paved surface access road of 0.1 mile to the new Child Development Center.

- + *New Fire Station Access (Project/Priority No. S3)* – A paved parking lot with sidewalks covering approximately 22,000 SF will be constructed to provide access to the new fire station.
- + *Waterline Trail (Project/Priority No. S4)* – The construction of an asphalt path parallel to the north side of OR 18 and between Grand Ronde Road on the west and SR 22 on the east.
- + *McPherson Road, East Extension (Project/Priority No. S5)* – Construction of this road will provide access to the next phase of an existing tribal residential development, including 0.3 mile of road and sidewalks on both sides.
- + *Procurement Facility Storage Access, Section 20 (Project/Priority No. S6)* – This project will provide a gravel surfaced access road to storage areas on the west side of the Procurement Facility.
- + *New Fire Station Access and Parking (Project/Priority No. S7)* – This project will provide .12 mile of paved heavy-duty road to access the proposed new fire station.
- + *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).

Other

- + *Ongoing Transportation Planning (Project/Priority No. 1)* – Ongoing transportation planning affects the overall development of the reservation and needs to be kept current, but also has a direct impact on the level of funding the Tribes will receive through the BIA roads program. This project includes updating the TTP Road Inventory to ensure the Tribes receive their fair share of the Federal Highway Funds, and planning document updates.
- + *Transit Program (Project/Priority No. 3)* - The Tribe is participating in a transit program funded by state and federal programs as well as funds from the BIA roads program for the transit program primarily for local match for other state and federal transit program and for *facilities*, such as bus shelters and a bus barn to improve transit service in the Grand Ronde community.

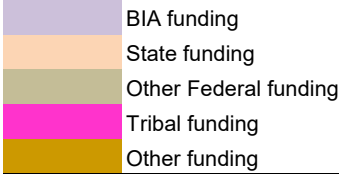
6 TTP TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

While Table 2 summarizes those projects that the Tribe expects to be implemented during the next 6-year period, Tables 3 details project implementation activities for each year of the 6-year period. All costs shown in these tables are in 2022 dollars as presented in the Tribe's *Long-Range Transportation Plan*.

Normally in a capital improvement program, the first two to three years should mostly represent scheduled projects with committed funding from identified sources. Subsequent years usually represent projects with uncommitted funding but have identified realistic funding sources. As a result, this TIP must be updated annually, and projects adjusted for implementation timing (based on funding) and the estimated costs inflated to represent current year construction costs.

The BIA requires that the TIP be fiscally constrained. For Fiscal Year 2023, the Tribe's allocation from the Federal Highway Trust fund for construction was approximately \$1,478,000 and is expected to be the same for Fiscal Year 2024. The Tribe also has \$2,150,000 in carryover funds (unused funds from previous years). This proposed 6-year TIP allocates all the current carryover funds and the annual BIA allocation over the 6-year period (2024-2029), a total of \$9,350,000. The total 6-year expenditure, from all funding sources, is projected to be \$34,163,119. Activities and expenditures by project are shown on Table 3 for the 6-year period 2024-2029.

TABLE 3
TRANSPORTATION IMPROVEMENT PROGRAM
2024-2029



FY 2024											
PROJECT NO. 1											
Name	Ongoing Trans. Planning	Route #	NA	Activity							Total
Project Type	Planning	Start Section	NA	Safe. Plan Update			20,000			20,000	40,000
Work Type		End Section	NA	TIP Update	17,000	17,000	17,000	17,000	17,000	12,000	97,000
State; County	OR; Polk, Yamhill	Termini From	NA	LRTP/Inv. Update	25,000					150,000	175,000
Cong. District	5,6	Termini To	NA								0
Description	Update plans & TIP	Project Length	NA	Project Total	42,000	17,000	37,000	17,000	17,000	182,000	312,000
PROJECT NO. 2											
Name	Ongoing Annual Maintenance	Route #	Various	Activity							
Project Type	Various	Start Section	NA	Ongoing Maint.	116,000	116,000	116,000	116,000	116,000	116,000	696,000
Work Type	Repair, Grading, Signs, etc.	End Section	NA								0
State; County	OR; Polk, Yamhill	Termini From	NA								0
Cong. District	5,6	Termini To	NA								0
Description	Maintenance	Project Length	NA	Project Total	116,000	116,000	116,000	116,000	116,000	116,000	696,000
PROJECT NO. 3											
Name	Transit Program	Route #	NA	Activity							
Project Type	Transit	Start Section	NA	BIA Funding	65,000	65,000	65,000	65,000	65,000	65,000	390,000
Work Type		End Section	NA	Fed. Transit Trbcs	33,000	33,000	33,000	33,000	33,000	33,000	198,000
State; County	OR; Polk, Yamhill	Termini From	NA	OR Transit Fund.	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000
Cong. District	5,6	Termini To	NA	OR Transit Improv.	125,000	125,000	125,000	125,000	125,000	125,000	750,000
Description	Transit Prog. Mgmt. & Mainten.	Project Length	NA	Project Total	390,000	390,000	390,000	390,000	390,000	390,000	2,340,000
PROJECT NO. 4											
Name	ODOT 18/22 Interchange Design Acceptan	Route #	9018	Activity							
Project Type	Mordernization	Start Section	895	Pre-Engineering							0
Work Type	Pre-Eng. & Design	End Section	925	Design	840000						840,000
State; County	OR; Polk	Termini From	MP 20.18	Construction							0
Cong. District	5	Termini To	MP 23.77	Contingency							0
Description	Local Match	Project Length	3.6 mi.	Project Total	840,000	0	0	0	0	0	840,000
PROJECT NO. 22											
Name	OR 22 Three Rivers Highway Realignment	Route #	9022	Activity							
Project Type	Reconstruction	Start Section	900	Construction	854000						854,000
Work Type	Construction	End Section	900								0
State; County	Oregon, Polk	Termini From	23.9								0

Cong. District	6	Termini To	24.9								0
Description	Local Match	Project Length	0.5 mi.	Project Total	854,000	0	0	0	0	0	854,000
PROJECT NO. 9											
Name	Railroad Station Access Rd.	Route #	5030	Activity							
Project Type	Reconstruction	Start Section	10	Pre-Engineering	71,000						71,000
Work Type	Design & Construction	End Section	10	Design	71,000						71,000
State; County	OR; Polk	Termini From	G.R. Rd.	Construction		1,150,370					1,150,370
Cong. District	4	Termini To	RR Station	Contingency		337,592					337,592
Description	Access improvement.	Project Length	0.1 mi.	Project Total	142,000	1,487,962	0	0	0	0	1,629,962
PROJECT NO. S2											
Name	Child Development Center Access	Route #	556	Activity							
Project Type	New Conststruction	Start Section	30	Pre-Engineering	38,590						38,590
Work Type	Design & Construction	End Section	30	Design	38,590						38,590
State; County	OR; Polk	Termini From	Pow Wow	Construction	308,719						308,719
Cong. District	5	Termini To	ocation Carr	Contingency	77,180						77,180
Description	Access improvement.	Project Length	0.1 mi.	Project Total	463,079	0	0	0	0	0	463,079
PROJECT NO. S3											
Name	Fire Station Access and Parking	Route #	0570	Activity							
Project Type	New Construction	Start Section	10	Pre-Engineering							0
Work Type	Design & Construction	End Section	10	Design							0
State; County	OR; Polk	Termini From	McPherso	Construction	610,888						610,888
Cong. District	5	Termini To	McPherso	Contingency							0
Description	Expands parking and access	Project Length	0.1 mi.	Project Total	610,888	0	0	0	0	0	610,888
FY 2025											
PROJECT NO. 10											
Name	Traffic Safety Projects	Route #	Various	Activity							
Project Type	Safety	Start Section	NA	Pre-Engineering		431,013					431,013
Work Type	Instal. Signig, Warning Lights, etc.	End Section	NA	Design		431,013					431,013
State; County	OR; Polk, Yamhill	Termini From	NA	Construction			3,448,099				3,448,099
Cong. District	5,6	Termini To	NA	Contingency			862,025				862,025
Description	Xwalk lights, speed reader signs	Project Length	NA	Project Total	0	862,025	4,310,124	0	0	0	5,172,149
PROJECT NO. S8											
Name	Grand Ronde Tribe Electric Vehicles and C	Route #	Various	Activity							
Project Type	New Construction	Start Section	NA	Pre-Engineering							0
Work Type	EV Charging Stations; Vehicles	End Section	NA	Design							0
State; County	OR; Polk, Yamhill	Termini From	NA	Construction		778,544					778,544
Cong. District	5, 6	Termini To	NA	Contingency							0
Description	Carbon reduction program	Project Length	NA	Project Total	0	778,544	0	0	0	0	778,544
PROJECT NO. S9											
Name	Grand Ronde Multiuse Path Corridor Study	Route #	Various	Activity							
Project Type	Planning	Start Section	NA	Pre-Engineering		231,255					231,255
Work Type	Conceptual Planning	End Section	NA	Design							0

State; County	OR; Polk	Termini From	NA	Construction						0
Cong. District	5	Termini To	NA	Contingency						0
Description	Multi-modal path	Project Length	NA	Project Total	0	231,255	0	0	0	231,255

PROJECT NO. L2

Name	tumwata Village Complete Streets	Route #	Various	Activity							
Project Type	Planning	Start Section	NA	Pre-Engineering		954,495					954,495
Work Type	Conceptual Planning	End Section	NA	Design		954495					954,495
State; County	OR; Clackamas	Termini From	NA	Construction		6108763					6,108,763
Cong. District	5	Termini To	NA	Contingency		1527191					1,527,191
Description	Multi-modal path	Project Length	NA	Project Total	0	9,544,944	0	0	0	0	9,544,944

FY 2026

PROJECT NO. 12

Name	Forestry Place (Sec. 30)	Route #	526	Activity						
Project Type	New Construction	Start Section	30	Pre-Engineering			34,051			34,051
Work Type	Design & Construction	End Section	30	Design			34,051			34,051
State; County	OR; Yamhill	Termini From	Sec. 20	Construction			272,403			272,403
Cong. District	6	Termini To	Sec. 20	Contingency			68,100			68,100
Description	New loop section	Project Length	0.2 mi.	Project Total	0	0	408,604	0	0	408,604

FY 2027

PROJECT NO. 13

Name	Rt. 312 Culvert Replacement	Route #	312	Activity						
Project Type	Culvert Replacement	Start Section	10	Pre. Engineering				20,396		20,396
Work Type	Design & Construction	End Section	10	Design				20,396		20,396
State; County	OR; Yamhill	Termini From	NA	Construction				163,170		163,170
Cong. District	6	Termini To	NA	Contingency				40,793		40,793
Description	Replace exist. Culvert	Project Length	NA	Project Total	0	0	0	244,755	0	0

PROJECT NO. 14

Name	Wetlands Trail	Route #	532	Activity							
Project Type	New Construction	Start Section	10	Pre. Engineering			40,583			40,583	
Work Type	Design & Construction	End Section	20	Design			40,583			40,583	
State; County	OR; Polk	Termini From	G.R. Rd.	Construction			324,661			324,661	
Cong. District	5	Termini To	Raven Lp.	Contingency			81,166			81,166	
Description	Trail from housing to Tribal HQ	Project Length	0.3 mi.	Project Total		0	0	486,992	0	0	486,992

PROJECT NO. 15

Name	Eade Creek Sub., Eade Cr. Loop	Route #	523	Activity							
Project Type	New Construction	Start Section	40	Pre-Engineering				73,380		73,380	
Work Type	Design & Construction	End Section	40	Design				73,380		73,380	
State; County	OR; Yamhill	Termini From	Eade C. Lp	Construction				1,467,590		1,467,590	
Cong. District	6	Termini To	Eade C. Lp	Contingency				366,972		366,972	
Description	Access road for new housing	Project Length	0.3 mi.	Project Total	0	0	0	146,759	1,834,562	0	1,981,321

FY 2028

PROJECT NO. 17

Name	Casino Proposed RV Park Road	Route #	5073	Activity							
Project Type	New Construction	Start Section	10	Pre. Engineering					125,799		125,799
Work Type	Design & Construction	End Section	20	Design					125,799		125,799
State; County	OR; Polk	Termini From	Rt. 5070	Construction						1,006,394	1,006,394
Cong. District	5	Termini To	S. of river	Contingency						251,598	251,598
Description	New Road & Bridge	Project Length	0.2 mi.	Project Total		0	0	0	251,598	1,257,992	1,509,590
PROJECT NO. 18											
Name	Hubert Rd. Upgrade & Exten.	Route #	528	Activity							
Project Type	Upgrade & New Constructio	Start Section	10	Pre. Engineering					117,722		117,722
Work Type	Design & Construction	End Section	30	Design					117,722		117,722
State; County	OR; Polk	Termini From	Rt. 6801	Construction					941,775		941,775
Cong. District	5	Termini To	Rt. 521	Contingency					235,443		235,443
Description	Widen, upgrade surface, extend.	Project Length	0.3 mi.	Project Total		0	0	0	1,412,662	0	1,412,662
PROJECT NO. 19											
Name	Williams Property Subdivision Roads	Route #	534	Activity							
Project Type	New Construction	Start Section	10	Pre. Engineering					275,726		275,726
Work Type	Design & Construction	End Section	20	Design					275,726		275,726
State; County	OR; Polk	Termini From	G.R. Rd.	Construction					2,205,803		2,205,803
Cong. District	5	Termini To	Hubert Rd.	Contingency					551,451		551,451
Description	New housing roads	Project Length	0.8 mi.	Project Total	0	0	0	0	3,308,705	0	3,308,705
FY 2029											
PROJECT NO. 20											
Name	Highway 18 Construction	Route #	9018	Activity							
Project Type	Modernization	Start Section	895	Pre. Engineering							0
Work Type	Design & Construction	End Section	925	Design							0
State; County	OR; Polk	Termini From	MP 20.18	Construction						500,000	500,000
Cong. District	5	Termini To	MP 23.77	Contingency							0
Description	Reconstruction, widening	Project Length	3.6	Project Total	0	0	0	0	0	500,000	500,000
PROJECT NO. 21											
Name	Forest Trails	Route #	Various	Activity							
Project Type	Improvement	Start Section	NA	Pre. Engineering						94,934	94,934
Work Type	Construction	End Section	NA	Design						94,934	94,934
State; County	OR; Yamhill	Termini From	NA	Construction						759,469	759,469
Cong. District	6	Termini To	NA	Contingency						189,867	189,867
Description	Improve existing trails, new trails	Project Length	1.0 mi.	Project Total	0	0	0	0	0	1,139,203	1,139,203
PROJECT NO. S1											
Name	OR 22/Grand Ronde Rd., Drainage Improve	Route #	9022	Activity							
Project Type	Reconstruction	Start Section	892	Pre. Engineering						35,739	35,739
Work Type	Design & Construction	End Section	892	Design						35,739	35,739
State; County	OR; Yamhill	Termini From	MP 22	Construction						285,909	285,909
Cong. District	5	Termini To	MP 22.05	Contingency						71,477	71,477
Description	To prevent area flooding.	Project Length	0.1 mi.	Project Total	0	0	0	0	0	428,863	428,863

PROJECT NO. S4											
Name	Waterline Path	Route #	0616	Activity							
Project Type	New Construction	Start Section	10	Pre. Engineering						261,500	261,500
Work Type	Design & Construction	End Section	20	Design						261,500	261,500
State; County	OR; Polk	Termini From	Grand Road	Construction						2,092,000	2,092,000
Cong. District	5	Termini To	9022 SR22	Contingency						523,000	523,000
Description	New Construction	Project Length	3.6 mi.	Project Total	0	0	0	0	0	3,138,000	3,138,000
PROJECT NO. S5											
Name	McPherson Rd., East Extension	Route #	6802	Activity							
Project Type	Modernization	Start Section	40	Pre. Engineering						174,303	174,303
Work Type	Design & Construction	End Section	40	Design						174,303	174,303
State; County	OR; Polk	Termini From	Grand Road	Construction						2,091,630	2,091,630
Cong. District	5	Termini To	load Subdiv	Contingency						522,909	522,909
Description		Project Length	0.3 mi.	Project Total	0	0	0	0	0	2,963,144	2,963,144
PROJECT NO. S6											
Name	Procurement Facility Storage Access	Route #	0563	Activity							
Project Type	New Construction	Start Section	20	Pre. Engineering						31,239	31,239
Work Type	Design & Construction	End Section	20	Design						31,239	31,239
State; County	OR; Polk	Termini From	563 Sec. 1	Construction						249,913	249,913
Cong. District	5	Termini To	overnance	Contingency						62,478	62,478
Description	Improves area access.	Project Length	0.1 mi.	Project Total	0	0	0	0	0	374,869	374,869
PROJECT NO. S7											
Name	Community Pavement Restoration	Route #	Various	Activity							
Project Type	New Construction	Start Section		Pre. Engineering							0
Work Type	Design & Construction	End Section		Design							0
State; County	OR; Polk	Termini From		Construction						250,000	250,000
Cong. District	5	Termini To		Contingency							0
Description	Expands parking, improves access	Project Length	0.02	Project Total	0	0	0	0	0	250,000	250,000

Total Cost All Projects	\$ 3,457,967	\$ 13,427,730	\$ 5,261,728	\$ 1,401,506	\$ 7,330,527	\$ 10,740,071	\$ 41,619,529
Total BIA Funded	\$ 2,292,967	\$ 13,102,730	\$ 4,936,728	\$ 1,076,506	\$ 6,879,728	\$ 10,415,071	\$ 38,703,730
Total State Funded	\$ 292,000	\$ 292,000	\$ 292,000	\$ 292,000	\$ 292,000	\$ 292,000	\$ 1,752,000
Total Other Federal Funded	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 198,000
Total Tribal Funded				\$ 125,799			\$ 125,799
Total Other Funded	\$ 840,000						\$ 840,000

Total BIA Funding Available (Carryover)	\$ 2,150,000						
Annual BIA Tribal Allocation	\$ 1,478,000	\$ 1,478,000	\$ 1,478,000	\$ 1,478,000	\$ 1,478,000	\$ 1,478,000	
Total BIA Funding Available at Start of FY	\$ 3,628,000	\$ 2,813,033	\$ (8,811,697)	\$ (12,270,425)	\$ (11,868,931)	\$ (17,270,659)	\$ (27,685,730)

Program Funding

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 Moving Ahead for Progress in the 21st Century (MAP—21) Act in July of 2012, the funding distribution formula was changed by statute. Under the current FAST Act (December 2016) and Infrastructure Investment and Jobs Act (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 Native American Housing Assistance and Self Determination Act of 1996 (NAHASDA) population for each tribe and will count for 39% of the distribution formula.

Road Mileage: Road mileage is based on the FY 23 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.

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 FY 11 funding to attempt to keep tribes at their FY 11 funding level.

There was also a 4-year transition period of 20% each year. In essence, for FY 13, 80% of the tribal share was based on the amount allocated to each tribe for FY 11 and 20% was based on the new formula. For FY 14, the ratio was 60% on the old formula and 40% on the new formula. FY 15 was a 40% and 60% ratio, and FY 16 the ratio was 20% and 80%. MAP—21 did not propose any change for subsequent fiscal years nor does the FAST Act or the current Infrastructure Investment and Jobs Act.

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.

6.1 Annual TIP Updating

Capital improvements programming is an annual activity that should coincide with the Tribe's annual budgeting process. The TIP may need to be revised based on several factors. First, the Tribe should review its transportation priorities. Changing Tribal needs and unforeseen opportunities can change the priority order.

Second, the implementation schedule needs to be modified based on any changes in priorities and the ability to secure funding. It should be noted that availability of funding from various programs can change from year to year. As a result, projects cannot always be implemented in the order of tribal priority. This is particularly true now that Indian tribes can access other state and federal transportation programs, thus augmenting BIA funding that comes via the Federal Lands Highway Program.

Third, the cost estimates for these projects need to be updated to represent the current year's construction costs. Costs were updated utilizing the Engineering News-Record cost index. Engineering News-Record (ENR) is a monthly publication that gives continual data on costs for various regions of the country. Costs shown in this TIP are current 2022 construction costs as shown in the tables in Appendix A of the Grand Ronde Long-Range Transportation Plan Draft (March 2024). Other resources include consultation with the County Road Engineer, ODOT, and the cities to determine what inflation factor they are experiencing for local projects.

Fourth, ongoing coordination and consultation with the state, county, and cities is necessary to determine what changes are occurring in their implementation programs. Also, where joint funding is desirable, the Tribe and BIA need to work with the appropriate agencies to secure funding commitments and to coordinate the timing for project implementation. A list of agencies and contacts is shown in Section 7 Consultation and Public Input.

The last activity is to revise this TIP document as appropriate and submit it to the BIA Road Engineer at the BIA Northwest Regional Office, Branch of Roads. The revised TIP also should be submitted to ODOT and Polk and Yamhill Counties. It also will be necessary to coordinate timing, so the Bureau receives the update information prior to the Northwest Regional Office updating its TIP.

7 CONSULTATION AND PUBLIC INPUT

7.1 List of Preparers

Akana

6400 SE Lake Road, Suite 200

Portland, OR 97222

Tel: 503-652-9090

Steven L Matthews, AICP, PMP, Principal, Principal Planner, steven.matthews@akana.us

Jeffery Villnow, Vice President, Principal in Charge, jeffery.villnow@akana.us

David Luneke, PE, Engineering Manager, David.luneke@akana.us

Jessica Knappek, Project Coordinator, jessica.knappek@akana.us

Jade McDaniel, Senior Project Manager, jade.mcdaniel@akana.us

Lonny Macy, Senior Planner, lonny.macy@akana.us

Tia LaFrambois, Associate Planner, tia.laframbois@akana.us

7.2 Consultation

This TIP was prepared in consultation with Tribal Officials of the Confederated Tribes of Grand Ronde. Other agencies that have an interest in the proposed projects outlined in the Long-Range Transportation Plan were also provided the opportunity to review and comment on proposed improvements during the development of the Transportation Plan.

Confederated Tribes of Grand Ronde

9615 Grand Ronde Road

Grand Ronde, OR 97347

John Mercier, CTGR Transportation Public Works, 503-879-2400, john.mercier@grandronde.org

Ryan Webb, PE, CTGR Manager of Public Works, ryan.webb@grandronde.org

ODOT
455 Airport Rd SE
Salem, OR 97301

Bill Ness, 503-986-2764, william.ness@odot.state.or.us S

Polk County Public Works
820 SW Ash Street
Dallas, OR 97338

Todd Whitaker, 503-623-9287, whitaker.todd@co.polk.or.us S

Yamhill County Public Works
2060 NE Lafayette Ave.
McMinnville, OR 97128

Mark Lago, Public Works Director, 503-434-7515

APPENDICES

A

Cost Estimating Data

APPENDIX A

Cost Estimating: Grand Ronde Reservation

Purpose

This appendix is intended to describe the cost estimating approach used.

Project Parameter Descriptions

The planned projects included descriptions of the overall parameters of urban versus rural, width and length. The descriptions also noted if there would be heavier traffic such as trucks versus primarily cars. If the road improvements were to existing roads, then traffic control would be required and that was budgeted for. The duration was based on the complexity of the work required which ultimately impacted the traffic control costs. The primary construction cost reference was from ODOT (Oregon DOT Weighted Average Prices – Calendar Year 2022 dated January 17, 2023). This reference provided unit prices for all aspects of costing and was used as the primary reference. For bridge costs we used a document titled “Comparative Bridge Costs” from January 2016 and published by the State of California Department of Transportation. Bridge pricing was adjusted to 2023 using ENR factors. There is a Unit Price tab included in the pricing spreadsheet and each of the unit prices used are referenced to the page of the ODOT cost reference above.

The projects were primarily associated with upgrades or extensions, so the clearing and grubbing price factors were used to address site preparation and minor grading in preparation for the placement of aggregate base and paving. In general, standard road sections were assumed to include 12” of aggregate and 8” of asphalt. Trails and paved paths were assumed to include 8” of aggregate base and 6” of asphalt. All the estimating calculations are included on each of the individual project sheet that are linked to the summary table that appears in the report. Sidewalks and curbs were estimated using standard ODOT pricing. If a road improvement included curb and gutter it was assumed that there would be a storm sewer system with catch basins every 500’. If a road did not have curb and gutter it was assumed that there would be a culvert under the embankment every 500’. All these costs are detailed on each project estimating sheet. There were several projects that were called out with additional details and those projects have added quantity estimates and added unit prices. In all cases, the unit prices are from the ODOT reference.

Costing from the individual site estimates were presented on the summary table in the following categories:

- + Site Preparation

- + Drainage
- + Aggregate
- + Asphalt Paving
- + Traffic Control
- + Subtotal
- + Engineering, and Legal (25%)
- + Contingency (25%)
- + 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 consider that construction is occurring in remote locations where materials and workers must be transported extensive distances. Normally, this will be a 10%-20% addition.

Engineering, Environmental, and Legal

For BIA constructed roads, these costs are estimated at 25 percent of the subtotal cost 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

The Construction contingency assumed at 25 percent 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.

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, to maximize the amount of construction for dollars spent.

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.

COMPARATIVE BRIDGE COSTS

JANUARY 2016

The following tabular data provides some **general guidelines** for structure type selection and its relative cost. These costs should be used only for **preliminary estimates** until more detailed information is developed. The following factors must be taken into account when determining a price within the cost range:






Factors for Lower End of Cost Range





Factors for Higher End of Cost Range

Short Spans, Low Structure Height, No Environmental Constraints, Large Project, No Aesthetic Issues, Dry Conditions, No Bridge Skew	Long Spans, High Structure Height, Environmental Constraints, Small Project, Aesthetic Issues, Wet Conditions (cofferdams required), Skewed Bridges
Urban Location	Remote Location
Seat Abutment	Cantilever Abutment
Spread Footing	Pile Footing (Large Diameter Piling)
No Stage Construction	2-Stage Construction

Factors that will increase the price from 25% - 150% over the high end of the cost range

Structures with more than 2 construction stages	Unique substructure construction
Widenings less than 15 Ft.	

STRUCTURAL SECTION	(STR. DEPTH / MAX SPAN)		COMMON SPAN RANGE (feet)	* COST RANGE (price/sqft)	REMARKS
	SIMPLE	CONTINUOUS			
 RC SLAB	0.06	0.045	16 - 44	120-400	CAST-IN -PLACE CONCRETE BRIDGES ACCOUNT FOR APPROXIMATELY 65% OF BRIDGES BUILT ON CALIFORNIA STATE HIGHWAYS
 RC T-BEAM	0.07	0.065	40 - 60	115-260	
RC BOX 	0.06	0.055	50 - 120	160-250	
 CIP/PS SLAB	0.03	0.03	40 - 65	120-250	
 CIP/PS BOX	0.045	0.04	100 - 250	110-350	

 PC/PS SLAB	0.03 (+3" AC)	0.03 (+3" AC)	20 - 50	270 - 500	NO FALSEWORK REQUIRED
T, TT, L PC/PS	0.06 (+3" AC)	0.055 (+3" AC)	30 - 120	No Current Cost Data	
BULB TEE GIRDER	0.05	0.045	90 - 145	120 - 300	
WIDE FLANGE GIRDER	0.045	0.04	90 - 180	140 -250	
PC/PS I 	0.055	0.05	50 - 120	150 - 400	
PC/PS BOX 	0.06	0.045	120 - 200	125 - 280	
 STRUCT STEEL I GIRDER	0.045	0.04	60 - 300	250 - 500	NO FALSEWORK REQUIRED

NOTE: Removal of a box girder structure costs from \$10 - \$20 per square foot.

* "Price/SQFT" is calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items, listed in Chapter 11 of the Bridge Design Aids Manual, multiplied by the bid item price. The "Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.

Unit Price Assumptions

Site Prep and Mobilization

Cost Description	Unit Cost	Unit	Cost Reference Number	Cost data Location
Clearing and Grubbing	\$ 28,552.19	\$/ft ²	0320-0100000R	ODOT Costs 2022 Page 27 of 149
Clearing and Grubbing	\$ 30,679.51	\$/ft ²	0320-0100000A	ODOT Costs 2022 Page 27 of 149
6" Subgrade Stabilization	\$ 104.33	\$/yd ³	0331-0104000J	ODOT Costs 2022 Page 28 of 149
12" Subgrade Stabilization	\$ 30.89	\$/yd ³	0331-0106000J	ODOT Costs 2022 Page 28 of 149
18" Subgrade Stabilization	\$ 45.95	\$/yd ³	0331-0109000J	ODOT Costs 2022 Page 28 of 149
Preparation of Shoulders	\$ 7,428.67	\$/Mile	0334-0100000L	ODOT Costs 2022 Page 29 of 149
Portland Cement	\$ 235.82	\$/ton	0334-0108000M	ODOT Costs 2022 Page 30 of 149
12" Storm Sewer Pipe	\$ 147.48	\$/ft	0445-035012AF	ODOT Costs 2022 Page 39 of 149
18" Culvert 5' Deep	\$ 182.56	\$/ft	0445-010018AF	ODOT Costs 2022 Page 36 of 149
18" Culvert 10' Deep	\$ 881.48	\$/ft	0445-010018BF	ODOT Costs 2022 Page 36 of 149
Sediment Fence	\$ 4.07	\$/ft	0280-0113000F	ODOT Costs 2022 Page 18 of 149
18" Sloped End Sections (2 Per)	\$ 2,023.92	Each	0445-0700180E	ODOT Costs 2022 Page 83 of 149
Aggregate Shoulders	\$ 25.27	\$/Ton	0640-0101000M	ODOT Costs 2022 Page 84 of 149
Commercial Asphalt Concrete Pavement	\$ 310.20	\$/Ton	0740-010000M	ODOT Costs 2022 Page 86 of 149
6" Commercial Asphalt Concrete Pavement	\$ 11.78	\$/ft ²		
8" Commercial Asphalt Concrete Pavement	\$ 16.01	\$/ft ²		
Concrete Curb & Gutter	\$ 75.59	\$/ft	0759-0103000F	ODOT Costs 2022 Page 95 of 149
Concrete Sidewalks	\$ 17.37	\$/ft ²	0759-0128000J	ODOT Costs 2022 Page 98 of 149
Guardrail Type 3	\$ 84.83	\$/ft	0810-0107000F	ODOT Costs 2022 Page 102 of 149
Lane Markers, Depressed (Spaced 10')	\$ 14.02	Each	0855-0107100E	ODOT Costs 2022 Page 111 of 149
Striping Thermopl, Extruded or Spray	\$ 1.35	ft	0865-0160000F	ODOT Costs 2022 Page 115 of 149
Traffic Control				
Job Trailer	\$ 208,833.00	Each	0205-0104000E	ODOT Costs 2022 Page 1 of 149

Temporary Signs	\$ 24.14	\$/ft²	0222-0102000J	ODOT Costs 2022 Page 1 of 149
Sequential Arrow Signs	\$ 3,710.81	Each	0222-0162000E	ODOT Costs 2022 Page 1 of 149
Portable Message Signs	\$ 9,541.65	Each	0222-0164000E	ODOT Costs 2022 Page 2 of 149
Flaggers/Hour	\$ 65.60	Each/Hour	0223-0168000T	ODOT Costs 2022 Page 2 of 149
Traffic Control Supervisor	\$ 741.68	Per day	0223-0169000E	ODOT Costs 2022 Page 3 of 149
Temporary Barricades	\$ 93.62	Each	0224-0104000E	ODOT Costs 2022 Page 4 of 149
Temporary Plastic Drums	\$ 56.04	Each	0224-0145000E	ODOT Costs 2022 Page 5 of 149
Temporary Striping	\$ 0.36	ft	0225-0153000F	ODOT Costs 2022 Page 7 of 149
Stripe Removal	\$ 0.70	ft	0225-0154000F	ODOT Costs 2022 Page 8 of 149
Hydromulch Temporary	\$ 4,333.33	Acre	0280-0104020R	ODOT Costs 2022 Page 14 of 149
Construction Entrance	\$ 3,302.15	Each	0280-0110010E	ODOT Costs 2022 Page 17 of 149
Wood Sign Post	\$ 18.17	Each	0910-01000000K	ODOT Costs 2022 Page 122 of 149
Sign Sheeting Aluminum	\$ 29.13	\$/ft²	0940-0202000J	ODOT Costs 2022 Page 126 of 149
Luminaries Street Light	\$ 77,329.28	Each	0970-0104000A	ODOT Costs 2022 Page 128 of 149
Light Pole	\$ 172,163.00	Each	0970-0200000A	ODOT Costs 2022 Page 128 of 149
Flashing Beacon Installation	\$ 58,619.39	Each	0990-0106000A	ODOT Costs 2022 Page 129 of 149
Ramp Meter installation	\$ 236,801.00	Each	0990-0104000A	ODOT Costs 2022 Page 129 of 149
Flashing Sign	\$ 5,019.00	Each		Flashing LED Custom Rectangle Sign Dornbos Sign & Safety, Inc.
8" Storm Sewer Pipe	\$ 31.71	LF	0445-035008AF	ODOT Costs 2022 Page 39 of 149
Conc CBMH	\$ 11,333.97	Each	0470-0103000E	ODOT Costs 2022 Page 48 of 149
Trench Resurfacing	\$ 166.02	yd²	0495-0100000J	ODOT Costs 2022 Page 56 of 149
Pavement Cold Plane removal 2"	\$ 3.87	yd²	0620-0120000J	ODOT Costs 2022 Page 81 of 149
Pavement Cold Plane removal 4"	\$ 5.83	yd²	0620-0123000J	ODOT Costs 2022 Page 81 of 149
Asphalt Pavement Saw cutting	\$ 2.98	ft	0310-0119000F	ODOT Costs 2022 Page 26 of 149
Monolithic curb & sidewalk	\$ 23.96	\$/ft²	0759-0134000J	ODOT Costs 2022 Page 98 of 149
Pedestrian hybrid signal	\$ 85,000.00	\$/2		Pedestrian Safety Guide and Countermeasure Selection System (pedbikesafe.org)

LED Radar Speed Display Sign: 28 in x 28 in Nominal Sign Size, Aluminum, Polycarbonate, White, Solar + install	\$ 20,115.69	Each	Grainger	28 in x 28 in Nominal Sign Size, Aluminum, Polycarbonate, LED Radar Speed Display Sign - 48HP22 126026 - Grainger
Pavement painted signs	\$ 1,069.98	Each	0867-017400E	ODOT Costs 2022 Page 120 of 149
General Excavation	\$ 58.55	yd ³	0330-0105000K	ODOT Costs 2022 Page 27 of 149
Rock Excavation = General x 3	\$ 117.10	yd ³	0330-0105000K	ODOT Costs 2022 Page 27 of 149
Precast bridge	\$ 496.00	ft ²		Comparative Bridge Costs (ca.gov)
CIP/PS Box bridge	\$ 434.00	ft ²		Comparative Bridge Costs (ca.gov)
Removal of Walks and driveway	79.53	yd ²	0310-0102000J	ODOT Costs 2022 Page 24 of 149

B

Estimated Construction Costs

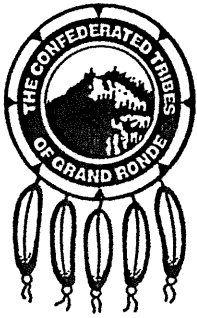
TABLE 5-1 Estimated Construction Costs (2023 \$) Transportation Improvement Projects (2023) Grand Ronde Reservation																	
Project No.	BIA ID Rte. No.	Section	Project	Design Guide.*	Length (mi.)	Width (ft)	Surface Type	ESTIMATED COST									
								Site Prep. Mobilization	Grading Drainage	Aggregate	Asphalt Paving	Traffic Control	Misc. Costs	Subtotal	Engineering, Env., Legal	Contingency	Total
Short-Term Projects (0-6 years)					17.7									25%	25%		
1	N/A		Ongoing Trans. Planning	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$ 312,000	\$ 312,000	\$ -		\$ 312,000
2	Various		Ongoing Maintenance	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$ 696,000	\$ 696,000	\$ -		\$ 696,000
3	Various		Transit Program	NA	NA	NA	NA										\$ 390,000
4	9018		OR18/22 Interchange - Design Acceptence Package		3.6		Paved						\$ 115,000	\$ 115,000			\$ 115,000
22	9022		OR 22 Three Rivers Hwy Realignment @	R: 9	0.5	34	Paved	\$ 111,562	\$ 76,868	\$ 19,980,856	\$ 1,437,058	\$ 1,080,317	\$ 208,833	\$ 22,686,661	\$ 5,671,665	\$ 5,671,665	\$ 854,000
9	5030		Railroad Station Access Road	U: 4	0.1	24	Paved	\$ 55,781	\$ 101,090	\$ 68,864	\$ 709,062	\$ 46,740	\$ 208,833	\$ 1,190,369	\$ 142,000	\$ 297,592	\$ 1,629,962
10			Traffic Safety Improvements	NA	NA	NA	NA										
	402/6801		Grand Ronde Road										\$ 351,824				
	402/9018		OR 18/Grand Ronde Rd Inx										\$ 1,350,851				
	6801/9022		OR 22/Grand Ronde Rd Inx										\$ 642,265				
	9018/9022		OR 18/OR 22 Inx										\$ 1,103,159				
Total													\$ 3,448,099	\$ 3,448,099	\$ 862,025	\$ 862,025	\$ 5,172,149
58	Various		Grand Ronde Tribe Electric Vehicles and Charges														\$ 778,544
59	Various		Grand Ronde Multiuse Path Corridor Study														\$ 231,255
12	526		Forestry Place Sec. 30	R: 20	0.1	20	Paved	\$ 11,900	\$ 14,402	\$ 108,733	\$ 124,397	\$ 12,972	\$ 208,833	\$ 272,403	\$ 68,101	\$ 68,101	\$ 408,604
13	312		Rt. 312 Culvert Replacement	NA			Gravel	\$ 2,641	\$ 55,262	\$ 850			\$ 104,417	\$ 163,170	\$ 40,792	\$ 40,792	\$ 244,755
14	532		Wetlands Trail	NA	0.3	8	Paved	\$ 17,850	\$ 28,636	\$ 24,483	\$ 149,276		\$ 104,417	\$ 324,661	\$ 81,165	\$ 81,165	\$ 486,992
15	523		Eade Creek Sub., Eade Cr. Loop	U: 5	0.1	26	Paved	\$ 18,594	\$ 32,987	\$ 146,897	\$ 161,716	\$ 18,010	\$ 208,833	\$ 587,036	\$ 146,759	\$ 146,759	\$ 880,554
17	5073		Casino Proposed RV Park Road	U: 4	0.1	24	Paved	\$ 55,781	\$ 109,075	\$ 146,897	\$ 447,828	\$ 37,979	\$ 208,833	\$ 1,006,393	\$ 251,598	\$ 251,598	\$ 1,509,598
18	528		Hubert Road Upgrade/Extension	U: 6	0.3	30	Paved	\$ 55,781	\$ 97,741	\$ 183,621	\$ 559,786	\$ 44,846	\$ 208,833	\$ 941,775	\$ 235,444	\$ 235,444	\$ 1,412,662
19	534		Williams Property Subdivision Roads	U: 5	0.8	26	Paved	\$ 148,749	\$ 270,960	\$ 424,368	\$ 1,293,727	\$ 68,000	\$ 208,833	\$ 2,205,803	\$ 551,451	\$ 551,451	\$ 3,308,705
20	9018		Highway 18 Construction														\$ 500,000
21	Various		Forest Trails	NA	10.0	Various	Various	\$ 185,936	\$ 331,904	\$ 241,628			\$ 104,417	\$ 759,469	\$ 189,867	\$ 189,867	\$ 1,139,203
New Projects																	
51			Route 9022, OR 22/Grand Ronde Rd., Drainage Improvement.					\$ 13,617	\$ 162,659	\$ 5,217			\$ 104,417	\$ 285,909	\$ 71,477	\$ 71,477	\$ 428,863
52	556		Child Development Center Access	R18	0.1			\$ 5,578	\$ 11,095	\$ 10,039	\$ 68,418	\$ 4,756	\$ 208,833	\$ 308,719	\$ 77,180	\$ 77,180	\$ 463,079
53	570		New Fire Station Access	U6	0.1			\$ 39,920	\$ 155,386	\$ 39,920	\$ 2,299,404	\$ 126,732	\$ 208,833	\$ 2,661,362	\$ 665,340	\$ 665,340	\$ 3,992,043
54	616		Waterline Trail		1.9			\$ 256,592	\$ 458,153	\$ 784,903	\$ 2,288,901	\$ 189,427	\$ 208,833	\$ 2,092,000	\$ 523,000	\$ 523,000	\$ 3,138,000
55			McPherson Rd., East Extension					\$ 33,469	\$ 97,741	\$ 122,414	\$ 1,074,396	\$ 66,401	\$ 208,833	\$ 1,394,420	\$ 348,605	\$ 348,605	\$ 2,091,630
56	563		Procurement Facility Storage Access	R19	0.1			\$ 4,057	\$ 161,639	\$ 22,594		\$ 9,414	\$ 52,208	\$ 249,913	\$ 62,478	\$ 62,478	\$ 374,869
57	670		New Fire Station Access and Parking		0.12			\$ 39,920	\$ 155,386	\$ 50,362	\$ 2,299,404	\$ 127,254	\$ 208,833	\$ 2,672,326	\$ 668,082	\$ 668,082	\$ 4,008,489
															\$ 10,657,030		
Total Short-Term Projects \$ 34,566,948																	
Mid-Term Projects (7-12 years)					2.8												
23	520		Tyee Road East Extension, Phase I	U: 6	0.1	30	Paved	\$ 18,594	\$ 32,987	\$ 61,207	\$ 312,275	\$ 21,253	\$ 208,833	\$ 446,316	\$ 111,579	\$ 111,579	\$ 669,474
24	5070		Casino Perimeter Rd	U: 4	0.2	24	Paved	\$ 37,187	\$ 54,030	\$ 97,931	\$ 549,912	\$ 36,953	\$ 208,833	\$ 776,014	\$ 194,003	\$ 194,003	\$ 1,164,021
25	5072		Casino Access (New)	U: 11	0.4	36	Paved	\$ 74,375	\$ 130,118	\$ 293,793	\$ 1,214,949	\$ 85,662	\$ 208,833	\$ 1,798,897	\$ 449,724	\$ 449,724	\$ 2,698,345
26	535		Miller Property Subdivision Roads	U: 5	0.8	26	Paved	\$ 148,749	\$ 214,290	\$ 125,647	\$ 2,299,165	\$ 139,393	\$ 208,833	\$ 2,927,244	\$ 731,811	\$ 731,811	\$ 4,390,865
21	Various		Forest Trails		10.0	Various	Various	\$ 185,936	\$ 331,904	\$ 241,628	-	\$ -	\$ 104,417	\$ 759,469	\$ 189,867	\$ 189,867	\$ 1,139,203
New Projects																	
M2	581		Old Church Road Upgrade	U4	0.3			\$ 15,172	\$ 48,530	\$ 83,241	\$ 384,975	\$ 26,596	\$ 208,833	\$ 767,348	\$ 191,837	\$ 191,837	\$ 1,151,022
M3	542		Blacktail Drive, East Extension	U4	0.5			\$ 96,687	\$ 128,493	\$ 306,035	\$ 1,790,659	\$ 116,094	\$ 208,833	\$ 2,646,800	\$ 661,700	\$ 661,700	\$ 3,970,201
Total Mid-Term Projects \$ 82,804,026																	
Long-Term Projects (13-20 years)					14.48												
27	512		North Street Upgrade (Bunnsville area)	U: 3	0.3	38	Paved	\$ 55,781	\$ 109,075	\$ 68,864	\$ 1,151,550	\$ 69,263	\$ 208,833	\$ 1,454,533	\$ 363,633	\$ 363,633	\$ 2,181,800
28	514/509		Agency Area Housing Rds (Phase 1)	U: 11	0.7	36	Paved	\$ 130,155	\$ 193,247	\$ 160,683	\$ 2,534,236	\$ 150,916	\$ 208,833	\$ 3,169,238	\$ 792,309	\$ 792,309	\$ 4,753,856
29	600		Coast Creek Rd Widening	R: 21	3.1	22	Paved	\$ 576,403	\$ 731,474	\$ 411,976	\$ -	\$ 85,993	\$ 1,304,033	\$ 1,805,847	\$ 451,462	\$ 451,462	\$ 2,708,770
30	510A		South St., Sec 20, Upgrade (Bunnsville area)	U: 13	0.3	38	Paved	\$ 55,781	\$ 109,075	\$ 68,864	\$ 1,086,101	\$ 65,991	\$ 208,833	\$ 1,385,813	\$ 346,453	\$ 346,453	\$ 2,078,719
31	510		South St., Sec. 10	U: 13	0.9	38	Paved	\$ 167,343	\$ 235,333	\$ 206,592	\$ 3,258,304	\$ 193,379	\$ 208,833	\$ 4,060,950	\$ 1,015,238	\$ 1,015,238	\$ 6,091,425
32	6802		McPherson Road West Extension	U: 8	0.5	34	Paved	\$ 92,968	\$ 7,483,825	\$ 102,692	\$ 1,915,056	\$ 479,727	\$ 208,833	\$ 10,074,268	\$ 2,518,567	\$ 2,518,567	\$ 15,111,403
33	520		Tyee Road East Extension, Phase II	U: 6	0.3	30	Paved	\$ 55,781	\$ 109,075	\$ 54,366	\$ 799,255	\$ 50,924	\$ 208,833	\$ 1,069,401	\$ 267,350	\$ 267,350	\$ 1,604,102
34	6804		Andy Riggs Road Extension	R: 7	0.7	34	Paved	\$ 130,155	\$ 192,634	\$ 143,769	\$ 2,039,083	\$ 125,282	\$ 208,833	\$ 2,630,924	\$ 657,731	\$ 657,731	\$ 3,946,385
New Projects																	
L1	150		Willamina to Casino Trail		6.9			\$ 256,592	\$ 458,153	\$ 784,903	\$ 750,805	\$ 112,523	\$ 208,833	\$ 2,362,976	\$ 590,744	\$ 590,744	\$ 3,544,464
L2	584	Water Street	Tumwater (Oregon City)	U6	0.07			\$ 227,741	\$ 37,068		\$ 383,418	\$ 332,986	\$ 208,833	\$ 981,213	\$ 245,303	\$ 245,303	\$ 1,471,819
	586	Ped Path			0.34			\$ 95,265	\$ 117,644	\$ 188,715	\$ 444,785		\$ 208,833	\$ 846,408	\$ 211,602	\$ 211,602	\$ 1,269,613
	588	Main Street			0.10			\$ 38,351	\$ 72,649	\$ 88,024	\$ 607,824	\$ 618,483	\$ 208,833	\$ 1,425,330	\$ 356,333	\$ 356,333	\$ 2,137,995
	590	Rail Road			0.17			\$ 71,623	\$ 103,487	\$ 121,718	\$ 658,884	\$ 692,700	\$ 208,833	\$ 1,648,411	\$ 412,103	\$ 412,103	\$ 2,472,617
	593	4th Street			0.08			\$ 33,529	\$ 62,805	\$ 55,573	\$ 306,844	\$ 540,674	\$ 208,833	\$ 999,424	\$ 249,856	\$ 249,856	\$ 1,499,137

	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.

C

Tribal Resolution Adopting the TIP



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. 018-24

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 management is essential for public safety, social and economic viability, natural resource and property management, and delivery of Tribal governmental service to the Grand Ronde Tribal community; and

WHEREAS, the Tribe supports continuing efforts to work closely with the Tribal Transportation Program (TTP) of the Bureau of Indian Affairs (BIA) to ensure sustained funding for the Tribe's transportation planning process; and

WHEREAS, pursuant to Resolution 82-19, the Tribe adopted the 2019-2024 Transportation Improvement Program (TIP) to identify and prioritize the Tribe's transportation projects to be funded by TTP BIA annual road construction fund allocations; and

WHEREAS, the Tribe's Engineering and Public Works Department staff have worked to revise the TIP that reflect changes in community transportation needs and priorities to be addressed to better provide for public safety, improve the service level of roads for transportation of goods and services, provide better access, and prevent deterioration of transportation infrastructure serving Grand Ronde Tribal Lands; and

WHEREAS, the Tribal Council has reviewed the proposed TIP and believes that its adoption would be in the best interest of the Tribe.

NOW THEREFORE BE IT RESOLVED, that the Tribal Council does hereby adopt the Confederated Tribes of Grand Ronde Transportation Improvement Program 2024-2029 which shall replace the 2019-2024 TIP previously adopted.

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

Treaties

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