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2022 TRIBAL TRANSPORTATION PROGRAM  
LONG RANGE TRANSPORTATION PLAN  
& ROADWAY INVENTORY ADDENDUM

KARUK TRIBE

Pacific Regional Office - Bureau of Indian Affairs



Prepared by:



2022

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## INTRODUCTION

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### I-1 PURPOSE FOR ADDENDUM

The purpose of this Addendum is to update the Tribe's existing LRTP on record with the Bureau of Indian Affairs (BIA). In 2019 the Tribe completed a comprehensive Long Range Transportation Plan (LRTP), a full National Tribal Transportation Facility Inventory (NTTFI) update, and Tribal Transportation Improvement Program (TTIP). The Tribe worked with a consultant, Red Plains Professional, Inc., to complete the project.

### I-2 ADDENDUM PROCESS

This Addendum has been developed to support the Tribe's TTP program and update the LRTP on record with the BIA. The Tribe is providing additional documentation and statements acknowledging that proper planning and procedures were followed through the LRTP planning process to adequately support the NTTFI additions and prioritized project identified in our plan. The Tribe continues to navigate our ongoing planning process with our tribal and non-tribal communities, Council, Caltrans, and the BIA-PRO staff. These projects are a result of that ongoing effort and need to be accepted into the RIFDS system allowing for TTP funding expenditure. The Tribal Resolution has been passed supporting these inventory additions and projects and their inclusion into the existing LRTP. This LRTP addendum has been approved by the Tribe and should be the final step in making the records "official" in the NTTFI.

## PART ONE – NTTFI INVENTORY ADDITIONS

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### 1-1 2022 NTTFI INVENTORY ADDITIONS

Through our continued planning effort, the Karuk Tribe has identified specific routes that we would like to add to the NTTFI through RIFDS submittal. These routes are new additions to the Tribe’s existing inventory. The Table below identifies those Routes and Sections as they have been added to RIFDS.

<b>Route Name</b>	<b>Route Number</b>	<b>Section Number</b>	<b>Length (mi)</b>	<b>Area (sq ft)</b>	<b>Ownership</b>
Karuk Infant/Toddler Center Parking Lot	P017	010	0.1	3,710	2-Tribe

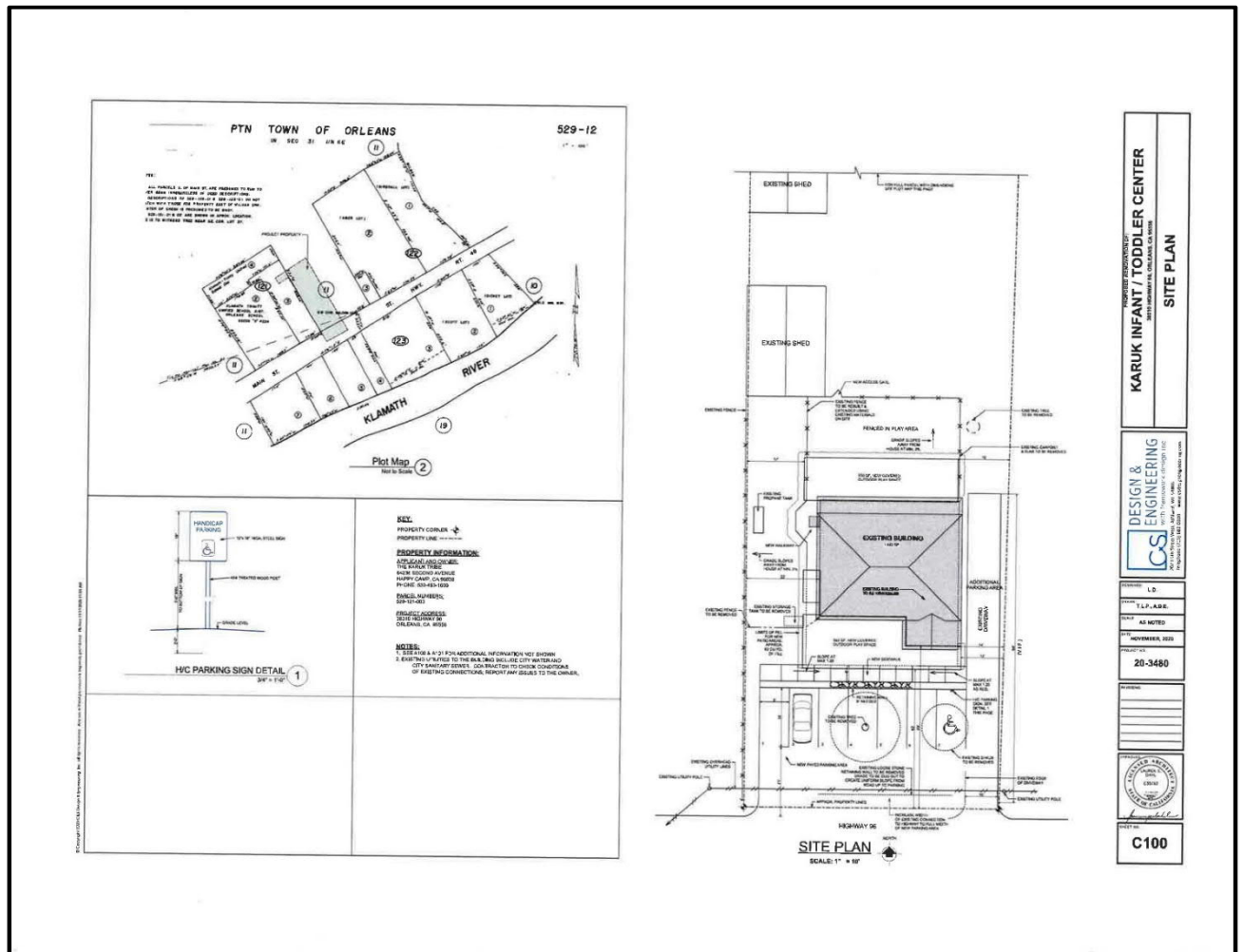
# PART TWO – PRIORITIZED PROJECT ADDITIONS

## 2-1 2022 PRIORITIZED PROJECT ADDITIONS

Through our continued planning effort, the Karuk Tribe has identified a project to be added to the Prioritized Project List (PPL) and TTIP for 2022. The information below identifies and provides details of the project.

### 1. Karuk Infant/Toddler Center Parking Lot Construction Project (TTP Route P017 Section 010 (3,710 Sq Ft)):

This project is identified to program funding for the construction of a new paved parking lot to accommodate the construction of the Karuk Infant-Toddler Center in Orleans, CA. Primary construction, lighting, signage, and striping will be a part of this project. TTP funds will be used for planning, design, engineering, construction management, and construction of this parking lot construction project.



PART TWO – PRIORITIZED PROJECT ADDITIONS (CONT.)

PREPARED BY:



PREPARED FOR:

KARUK TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

01/05/2023

2-2 ENGINEER'S ESTIMATES

TOTAL LUMP SUM SCHEDULE SUMMARY			
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE	
1	Karuk Infant-Toddler Childcare Facility Parking Lot Construction Project	\$	93,750
<b>TOTAL LUMP SUM AMOUNT</b>		<b>\$</b>	<b>93,750</b>

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

KARUK TRIBE					
Karuk Infant-Toddler Childcare Facility Parking Lot Construction Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	Planning	1	LS	\$1,948	\$1,948
1B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$10,015	\$10,015
1C	Design	1	LS	\$17,804	\$17,804
1D	Construction	1	LS	\$55,637	\$55,637
1E	Construction Management	1	LS	\$8,346	\$8,346
<i>Project Estimate</i>				\$93,750	

# APPENDIX

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## APPENDIX A

### PROPOSED FACILITY JUSTIFICATION REPORT

2022 TRIBAL TRANSPORTATION PROGRAM  
PROPOSED FACILITY JUSTIFICATION REPORT

KARUK TRIBE



Prepared by:



2022



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## INTRODUCTION

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### I-1 PURPOSE FOR ADDENDUM

In 2019, the Karuk Tribe completed a comprehensive Long Range Transportation Plan (LRTP), Tribal Transportation Improvement Program (TTIP), and a full National Tribal Transportation Facility Inventory (NTTFI). The Tribe worked with a consultant, Red Plains Professional, Inc., to complete the project which started with the Inventory Update in 2018. On November 7, 2016, the BIA, FHWA, and other Federal Agencies published new 25 CFR Part 170, rules and regulations which govern the implementation of the Tribal Transportation Program (TTP) and NTTFI. This PFJR addresses new the requirement which pertains specifically to Part 170.443 which impacts proposed transportation facilities currently on our NTTFI. The Regulation reads:

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

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

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

## INTRODUCTION (CONT.)

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

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

### I-2 ADDENDUM PROCESS

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

PART ONE – EXISTING NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS

This section of the LRTP Addendum will identify all proposed roads presently on, or submitted in prior years, to the existing NTTFI Inventory. The list was developed by querying a direct RIFDS export to identify all facilities with the Construction Need coded as a “4 – Proposed Facility”. Then based on the numbered requirements established in the Federal Register 25 CFR Part 170.443, we developed the enclosed the reports “Proposed Road Justification Reports” for each proposed facility listed in the 2016 Proposed Facility Table.



1-1 NTTFI PROPOSED FACILITY TABLE AND JUSTIFICATION REPORTS

KARUK TRIBE												
PROPOSED FACILITIES - 2022												
Fiscal Year	Status Code	Route #	Section #	Owner	Class	Terrain Type	Const. Need	Surface Type	Sec. Length	Bridge #	Bridge Name	Route Name
2022	Proposed	P017	010	2	9		4		0.1			Karuk Infant-Toddler Center Parking Lot
Total Miles									0.1			
Number of Routes									1			
Number of Records									1			

1-2 ACTION INTENDED TO BE TAKEN PER ROUTE

SUMMARY TABLE					
ACTION INTENDED TO BE TAKEN PER ROUTE					
Fiscal Year	Status Code	Route #	Section #	Mileage	Intended Action to be Taken in the NTTFI and RIFDS
2022	Proposed	P017	010	0.1	Route to be added to the NTTFI. Justification Report attached.
Total Miles				0.1	
Number of Routes				1	
Number of Records				1	

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

1-3 NTTFI PROPOSED FACILITY JUSTIFICATION REPORTS PER ROUTE

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Karuk Tribe				
Route Number	P017				
Section Number(s)	010 Through				
Total Route Length	0.1	Miles	OR	3,710	Sq Ft
Route Name	Karuk Infant-Toddler Center Parking Lot				

Action intended by developing this report

This facility has been identified by the Tribe as an essential addition to the current inventory to provide access for the Tribe and general public.

1	Tribal Resolution	YES	Date Passed:	2022 W/LRTP Addendum
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**Cover Map**  
0 10 Miles

**Strip Map**  
0 0.02 Miles

Route Number: <b>P017</b>	Section Number: <b>010</b>
Route Name: <b>Karuk Infant/Toddler Center Parking Lot</b>	
Parking Lot Section Area (sq ft): 3,710 Parking Lot Route Area (sq ft): 3,710 Route Section Length (mi): 0.1 Route Length (mi): 0.1	
Center Lat: 41.301193 Center Long: -123.541427	

- NTTFI Strip Map Route
- NTTFI Bridge
- NTTFI Route (color varies by section)
- Proposed NTFI Route
- NTTFI Trail Route
- NTTFI Parking Lot (color varies by section)
- NTTFI Bridge
- NTTFI Trail Route
- NTTFI Parking Lot
- NTTFI Bridge
- NTTFI Trail Route
- NTTFI Parking Lot

The Karuk Tribe is located in California within Humboldt and Siskiyou Counties, Congressional Districts 1 and 2.

2i Description of Current Land Use

The property is unoccupied and is currently not in use. This is Tribal Trust Property so easements and ROW will be established during the pre-construction planning activities of the project.

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

NTTFI PROPOSED FACILITY JUSTIFICATION REPORT					
Tribe	Karuk Tribe				
Route Number	P017				
Section Number(s)	010	Through			
Total Route Length	0.1	Miles	OR	3,710	Sq Ft
Route Name	Karuk Infant-Toddler Center Parking Lot				
<b>2ii</b>	Description of the Needs Outcomes and Termini				
<p>The Needs and Outcomes for the project are very straightforward. The Tribe has a need and right to provide adequate facilities to allow for safe and easy passage of tribal members and the general public throughout the community. The project area is identified in the graphic above.</p>					
<b>2iii</b>	Sources of Funding to be Used for Construction				
<p>The Tribe will utilize whatever funding they can apply for and obtain in support of this project. The Tribe may decide to utilize Tribal Funding obtained through their Tribal enterprises and businesses to assist in the development of the project. TTP allocations may provide some of the required funding to support the transportation infrastructure development portion of the project.</p>					
<b>3</b>	Who is the <u>Land Owner</u> and has the project been identified in the LRTP				
<p>The Property is owned by The Karuk Tribe. It is vacant and will be redeveloped. Yes, the route was identified in the LRTP and NTTFI Inventory Update in various tables throughout the published plan.</p>					
<b>4</b>	Identified Easement or ROW or Stated Intent to Provide				
<p>Yes, the Tribe intends to identify and establish the easement or ROW in support of this project.</p>					
<b>5</b>	Certification of Public Involvement				
<p>The Tribe certifies that the public involvement has been carried out as part of the LRTP Update as documented in their LRTP.</p>					
<b>6</b>	Synopsis of Environmental Impacts and Engineering/Construction Challenges				
<p>The project will be completed with little to no impact on the environment. There will be little to no design or construction challenges for this project.</p>					
<b>7</b>	Financial or Fiscal Reasonability for Construction and Maintenance				
<p>When this project is prioritized, the Tribe will utilize various funding sources to secure adequate funding to construct and maintain this project. It is a feasible development and improvement.</p>					
<b>8</b>	Maintenance Responsibility				
<p>The Tribe will utilize various funding sources to adequately fund the continued maintenance of this facility once opened.</p>					