

2025 TRIBAL TRANSPORTATION PROGRAM
LONG RANGE TRANSPORTATION PLAN
& NATIONAL TRIBAL TRANSPORTATION FACILITY
INVENTORY UPDATE
DRAFT FINAL

Cowlitz Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:



2025

TABLE OF CONTENTS

INTRODUCTION	1
I-1 ORGANIZATION OF THE STUDY	1
I-2 TRANSPORTATION PLANNING.....	2
I-3 TRIBAL TRANSPORTATION PLANNING.....	2
I-4 GOVERNING REGULATIONS AND FUNDING SOURCE	2
I-5 PROJECT SCOPE OF WORK	3
I-6 THE COWLITZ INDIAN TRIBE.....	4
I-6.1 REGIONAL CHARACTERISTICS	7
I-6.2 SOCIOECONOMIC DATA.....	11
I-7 GOVERNMENT AND COMMUNITY SERVICES.....	12
I-8 REGIONAL TRANSPORTATION.....	14
PART ONE - EXISTING NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY	16
1-1 OFFICIAL TTP INVENTORY SUMMARY	16
PART TWO - RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (NTTFI) AND TRANSPORTATION NETWORK	21
2-1 RECOMMENDED NTTFI INVENTORY SUMMARY	21
2-2 FUNCTIONAL CLASSIFICATION.....	26
2-3 DEFINITIONS	26
2-4 STATE FUNCTIONAL CLASSIFICATIONS.....	27
2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM	27
2-6 ROADWAY OWNERSHIP.....	30
2-7 ROADWAY SURFACE TYPES	31
PART THREE - TRIBAL TRANSPORT IMPROVEMENT PROGRAM (TTIP).....	31
3-1 GENERAL TTP PROJECT LIST	33
3-2 TRIBAL PRIORITIZED PROJECT LIST	35
3-3 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT	47
3-4 RELATED REGIONAL TRANSPORTATION PROJECTS	53
3-5 EXISTING TTP FUNDING.....	57
3-6 FUNDING OPPORTUNITIES.....	58
3-7 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE	58

TABLE OF CONTENTS (CONT.)

APPENDICES (DIGITAL ONLY)

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX G – PUBLIC PARTICIPATION

APPENDIX H – MAPS

MAP A – OFFICIAL TTP ROUTES

Map A1 – 2024 Existing NTTFI Inventory – All

Map A2 – 2024 Existing NTTFI Inventory – Toledo

Map A3 – 2024 Existing NTTFI Inventory – Longview

Map A4 – 2024 Existing NTTFI Inventory – Reservation

MAP B – RECOMMENDED 2025 NTTFI INVENTORY

Map B1 – 2025 Recommended NTTFI Inventory – All

Map B2 – 2025 Recommended NTTFI Inventory – Toledo

Map B3 – 2025 Recommended NTTFI Inventory – Longview

Map B4 – 2025 Recommended NTTFI Inventory – Reservation

MAP C – 2025 PRIORITIZED PROJECT MAP

Map C1 – 2025 Prioritized Projects Map – All

Map C2 – 2025 Prioritized Projects Map – Toledo

Map C3 – 2025 Prioritized Projects Map – Longview

Map C4 – 2025 Prioritized Projects Map – Reservation

VOLUME 2

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

INTRODUCTION

I-1 ORGANIZATION OF THE STUDY

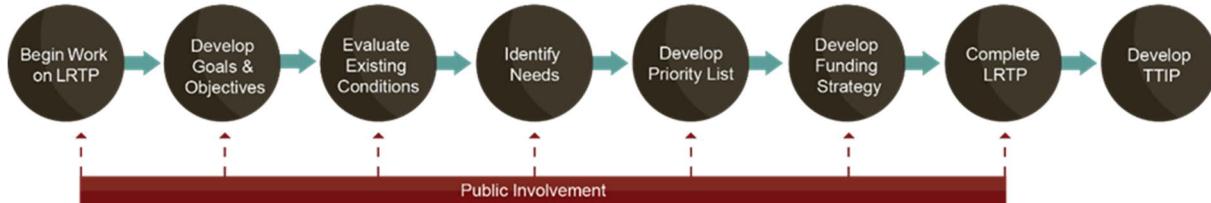
The Long Range Transportation Plan (LRTP) is presented in four parts designed to communicate concise information pertaining to the Tribal Transportation Program's National Tribal Transportation Facilities Inventory (TTP-NTTFI) and planning process. The parts are:

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

INTRODUCTION (CONT.)

Several appendices may be in the form of additional report volumes depending on the size and nature of the data within.

I-2 TRANSPORTATION PLANNING



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

I-3 TRIBAL TRANSPORTATION PLANNING

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

I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

This section provides an overview of the TTP governing regulations and the funding source utilized to fund this LRTP update. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed the Tribal Transportation Program (TTP) and was governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation

INTRODUCTION (CONT.)

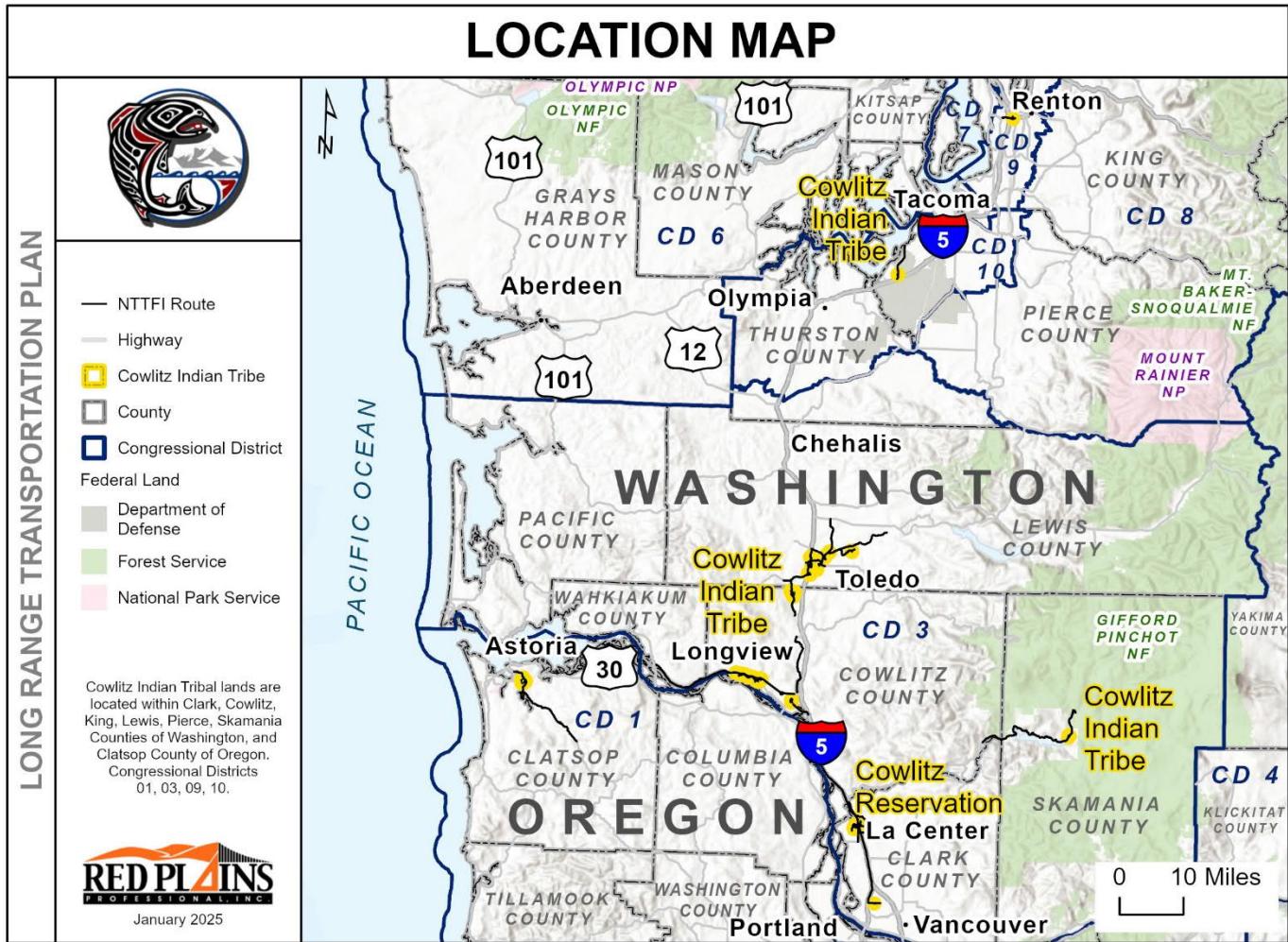
Programs. MAP-21 revised the tribal transportation funding allocation methodology percentages and specified a six-year transition between the old funding formula and the new one. MAP-21 was established as a twenty-seven-month bill, which expired on September 30, 2014. After working through several continuing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

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

I-5 PROJECT SCOPE OF WORK

The Cowlitz Tribe is characterized as a progressive Indian community, continually pursuing ways to enhance their tribal communities, increase educational opportunities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their TTP funds to accomplish as much as possible. Planning for both future development requiring new construction and improvements to existing transportation facilities has been a main goal of the Tribe. This specific LRTP project was initiated to meet the requirements of the TTP as detailed in the FAST Act and ultimately support the update to the TTP- NTTFI. The Tribe selected Red Plains as the most qualified candidate to work with to complete the project. The project scope of work includes three main components of a comprehensive tribal planning project: TTP inventory update, LRTP, and Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25 CFR Part 170 are to be found in APPENDIX B.

INTRODUCTION (CONT.)



I-6 THE COWLITZ INDIAN TRIBE

The territory in Southwest Washington State was once occupied by numerous Cowlitz villages and thousands of indigenous residents. Today, the Cowlitz Indian Tribe is establishing a reservation that will provide a critically-needed center for indigenous identity, along with Tribal programs providing services across the entire ancestral landscape.

Cowlitz Indian Tribal history extends to time before memory. In the pre-contact era, before Euro-American colonization and settlement, people lived in small villages distributed across the landscape. Most villages, consisting of several hundred individuals living in plank house structures, were located next to a significant food resource, such as a bedrock falls fishery, or adjacent to a river confluence (fisheries resources) or prairie (game/roots/seeds resources). Villages were politically independent and led by a headman who did not govern or command, instead, he accumulated wisdom and knowledge and was sought out by village members for guidance and advice. Villages were related in a complex network of economic trade and intermarriage, in a manner that sometimes readily crossed boundaries of language or material cultural identity.

INTRODUCTION (CONT.)

After the initial Euro-American contact from the late 1700s through 1850, most of these villages' populations were killed in waves of foreign diseases for which the indigenous people only had limited resistance. In 1853, the Washington Territory was separated out from the northern portion of the Oregon Territory. By 1854-55, territorial governor I. I. Stevens undertook a systematic sequence of treating with sovereigns in an effort to acquire title to lands and rights through cessions and reservations. The surviving populations of Cowlitz Villages had coalesced in groups, and numbered, in total, only a few hundred. Stevens invited these groups to a treaty council, however, no treaty was ever consummated. Dissatisfaction among the many Tribes with the treaty terms, lack of implementation of promises and with Stevens himself, led to an outbreak of violence in September 1855. The Cowlitz People did not join in the violence and many peaceable Indians were rounded up in camps and put under guard, reportedly for their own protection from the violent acts of settlers.

In August of 1856, Stevens came to meet with the Indians interned at Fort Vancouver, offering them a chance to try the temporary reserve at White Salmon, stating that he would return to treat with them if they found it to their satisfaction. Nearly 250 Indians departed up the Columbia River, and Stevens, again, did not keep his word for a treaty. Despite the continuation of Cowlitz People residing on their traditional landscape, Cowlitz lands were opened to settlement for United States' citizens through President Lincoln's application of the Homestead Act in 1863.

Throughout the late 1800s, agencies, offices and departments of both the US federal government and Washington State dealt with the Indians remaining on this landscape consistently identifying them as Cowlitz Indians. Even the Bureau of Indian Affairs (BIA) administratively consolidated all the unenrolled Indians remaining along these Cowlitz, Kalama and Lewis Rivers as Cowlitz Indians, and identified those Indians enrolled at other reservations as Indians based on their Cowlitz heritage and ancestry. The loss of lands stung deeply, however, the Cowlitz continued to seek redress and in 1910 Special Indian Agent Charles McChesney assessed the facts, concluded the Cowlitz claim was valid, and advocated they receive compensation.

In 1912, shortly after the passing of the last Cowlitz hereditary chief Atwin Stockum, the Cowlitz reorganized and elected their first chairman, Baptiste Kiona. Several meetings of the entire Cowlitz Tribal group were held to elect committees, conduct business, and pursue a land claim against the United States government. Between 1912 and 1930, Cowlitz were successful in getting seventeen bills before Congress that would allow the Cowlitz to pursue their case in the US Court of Claims. In 1928 a bill passed both the House and Senate, only to be vetoed by President Coolidge.

In 1946 the Indian Claims Commission (ICC) was established to hear Indian Claims against the US Federal government. The ICC was established after Indian men fought bravely in WWII, and the USA began to recognize its responsibility to address its history of indigenous colonization.

Despite a focus on land claims activity, the Cowlitz Tribe was not simply a claims-seeking organization; meeting minutes of the Cowlitz Indian Tribe throughout the 20s, 30s and 40s show the organization and its leaders conducted business and signed contracts on behalf of the Tribe, was concerned with maintaining fishing and hunting rights, intervened in Cowlitz heirship issues, addressed the attendance of Cowlitz

INTRODUCTION (CONT.)

children at Indian schools, and maintained group membership lists. In 1950, the Cowlitz Tribe adopted a constitution and reorganized how tribal governance was conducted.

After nearly three decades of prosecuting their case through the ICC, it was determined the Cowlitz Indian Tribe originally held exclusive use and occupancy of 1.716 million acres of land. This land was taken by the US Government without compensation after the 1863 opening of lands by President Lincoln for settlement. In 1974, a compromise settlement was brokered and the Cowlitz accepted roughly 90 cents an acre, or 1.55 million dollars as compensation. The Cowlitz were recognized by the federal government for purposes of prosecuting the claim, but the Cowlitz was administratively organized as a non-incorporated volunteer organization, and therefore without status as a federally-recognized Tribe, the award was withheld. Additionally, there was controversy within the Cowlitz Tribe as to how the award should be used and distributed.

In 1974, on the heels of the ICC decision, the Cowlitz Tribe undertook a concentrated effort to pursue federal recognition through the Branch of Acknowledgement and Research (BAR; now Office of Federal Acknowledgement, OFA) in the Bureau of Indian Affairs. It took three petitions, the first in 1975, the second in 1987, and the final, and ultimately successful, petition in 1997 for the Tribe to gain recognition through the BIA. In 1997 a proposed finding for recognition was published in the Federal Register, followed by a final determination of recognition, signed on February 14, 2000, and published in the Federal Register on February 18, 2000. This finding was appealed by the Cowlitz Indian Tribe, but the finding was upheld and a reconsidered final determination was published in the Federal Register on January 2, 2002.

In the 24 years since federal recognition has been realized for the Cowlitz People, the Tribal organization has gone through a period of growth and development of opportunity. In 2000 the administration of the Cowlitz Tribe was a non-profit 501(c)3 organization with a single employee, now they are a federally-recognized Indian Tribe with a citizenship of 3700 that employs 135 in many departments and professions. The modern Cowlitz Tribe uses its deep heritage within its ancestral landscape to serve, educate, and provide for all residents within the region, and acts as a community-building force, bringing people together and strengthening bonds between all.

Traditional Culture

Historically, the Cowlitz people lived in cedar planked longhouses near fishing streams during the winter. Here they spent much of their daytime hours carving, making baskets and mats, weaving blankets and dressing skins, while evenings were often spent story telling or having ceremonials. During the warmer weather of springtime, families moved to the prairies, which brought the women outside to pick blackberries, blueberries and huckleberries, as well as digging up camas bulbs and wapato, while the men would set out to hunt.

The Cowlitz women were very well known for their water-tight baskets which, to some specialists, adorned the most beautiful designs anywhere. One of the best known basket makers was Mary Kiona, who lived to be well over 100 years old.

INTRODUCTION (CONT.)

Some of the “footprints” of the Cowlitz ancestral lands that are fundamental to the Tribe’s culture, season, and identity are: the rivers, which provided many varieties of fish; the estuaries, which provided wapato, tule, and cattails; freshwater wetlands and lakes, which provided ducks, geese, swans, and turtles; and prairies, which provided camas and bracken fern roots, as well as the attraction the prairies had to bringing elk into the area. When traveling or fishing on a river, the Cowlitz people relied on a unique style of shallow-draft, shovel-nosed canoe and were renowned for their expertise maneuvering these crafts through rapids and shoals, using both paddles and poles.

Today’s Tribal Administration assists Cowlitz citizens as they engage in the rich cultural practices of old Cowlitz lifeways, such as the Smelt Celebration, First Salmon Ceremony, and River Blessing Ceremonies. Cowlitz people join with many other tribes and partake in the annual Canoe Journeys across and along major waterways. Cowlitz people drum and sing at ceremonies throughout the year and as called upon for funerals, naming ceremonies, healings, and other celebrations. The annual Cowlitz Pow-Wow is the largest in southwest Washington State.

I-6.1 REGIONAL CHARACTERISTICS

Physical Description

The Cowlitz Reservation is a 152-acre site, located in southwest Washington State, in Clark County, near the city of La Center, and lying west of federal Interstate highway I-5 at Exit 16. Eight parcels composing the reservation have been accepted into trust and the entire site has been declared as an initial reservation for the Cowlitz by the US Dept. of the Interior (DOI).

Climate

The varying climate in and around La Center, WA, trends towards warm, sunny summers and cool, damp winters. The notoriously wet climate of the Northwest holds true as December is the wettest month with an average rainfall of 7.2 inches, while July averages only 0.7 inches of rain. The hottest month is typically August with an average high temperature of 79 degrees and the coolest month is usually December with an average low temperature of 32 degrees.

Air Quality

The Clean Air Act, which was last amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS, 40 CFR part 50) for pollutants considered harmful to public health and the environment. The Clean Air Act identifies two types of national ambient air quality standards. Primary standards provide public health protection, including protecting the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

INTRODUCTION (CONT.)

The EPA has set National Ambient Air Quality Standards for six principal pollutants, which are called "criteria" air pollutants. Periodically, the standards are reviewed and may be revised. The current standards are listed below⁽²⁾:

Pollutant [links to historical tables of NAAQS reviews]	Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)	primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead (Pb)	primary and secondary	Rolling 3 month average	0.15 µg/m ³ ⁽¹⁾	Not to be exceeded
Nitrogen Dioxide (NO₂)	primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	1 year	53 ppb ⁽²⁾	Annual Mean
Ozone (O₃)	primary and secondary	8 hours	0.070 ppm ⁽³⁾	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	PM _{2.5}	primary	1 year	12.0 µg/m ³
		secondary	1 year	15.0 µg/m ³
		primary and secondary	24 hours	35 µg/m ³
	PM ₁₀	primary and secondary	24 hours	150 µg/m ³
Sulfur Dioxide (SO₂)	primary	1 hour	75 ppb ⁽⁴⁾	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m³ as a calendar quarter average) also remain in effect.

(2) The level of the annual NO₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.

(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O₃ standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) O₃ standards.

(4) The previous SO₂ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2) any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO₂ standards or is not meeting the requirements of a SIP call under the previous SO₂ standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

INTRODUCTION (CONT.)

Geographic areas that do not meet one or more of the NAAQS air quality standards for the six principal pollutants are considered to be "Non-Attainment Areas".

The greater Portland, OR/Vancouver, WA Metropolitan area IS designated as a Non-Attainment area for 1-Hour Ozone and Carbon Monoxide, and is in Maintenance Status for those pollutants. Maintenance Status indicates that an area that previously failed to meet the standards has consistently met the standards, but has not yet qualified to remove the Non-Attainment designation.

County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or/ Part County	Population (2010)	State/ County FIPS Codes
WASHINGTON								
Clark County	1-Hour Ozone (1979)-NAAQS revoked	Portland-Vancouver AQMA, OR-WA	92 93 94 95 96		06/18/1997	Marginal	Part	410,990 53/011
Clark County	Carbon Monoxide (1971)	Vancouver, WA	92 93 94 95		10/21/1996	Moderate <= 12.7ppm	Part	400,271 53/011

The Cowlitz Reservation is NOT designated a Non-Attainment Area, therefore is meeting the EPA's NAAQS clean air standards.

Water Resources

At the most basic level, the health of our rivers depends on the health of upstream waters. If a waterway is polluted, filled in, or otherwise compromised the stream network will be adversely affected. That is why the Clean Water Act (CWA) protects our rivers as well as their tributaries and wetlands. Using the Environmental Protection Agency's (EPA) My Waterway Mapping Tool to view the Lockwood Creek-East Fork Lewis River Watershed (Watershed #170800020507), a total of 14 water monitoring stations are shown to be in the watershed. There are 16 Permitted Dischargers in the watershed, 6 have a Compliance Status of Significant Category 1 Noncompliance, 2 have a Compliance Status of Violation Identified, and the remaining 8 have a Compliance Status of No Violation.

FEMA Flood Hazard Assessment

Analysis of the floodplain for the Cowlitz Reservation was done by using the Federal Emergency Management Agency (FEMA) Flood Map Tool. Searches revealed the Cowlitz Reservation lies in an area of minimal flood hazard. Detailed information can be found on Flood Insurance Rate Map (FIRM) Number #53011C0202D.

Biological Resources

Investigation into the Tribe's biological resources was done through the U.S. Fish & Wildlife Service (FWS) IPaC online resource.

The USFWS-IPaC (Information for Planning and Consultation) Project Planning Tool revealed *there are five (5) threatened/endangered species expected to occur on or near The Cowlitz Reservation.*

The table below details the Threatened, Endangered, Proposed, and Candidate for Listing species expected to occur in or near the Reservation.

INTRODUCTION (CONT.)

Mammals	
NAME	STATUS
Columbian White-tailed Deer <i>Odocoileus virginianus leucurus</i>	Threatened
Birds	
NAME	STATUS
Yellow-billed Cuckoo  <i>Coccyzus americanus</i>	Threatened
Reptiles	
NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> Wherever found	Proposed Threatened
Fishes	
NAME	STATUS
Bull Trout  <i>Salvelinus confluentus</i>	Threatened
Insects	
NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found	Candidate
Critical habitats	
Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.	
There are no critical habitats at this location.	

There are no critical habitats, no National Wildlife Refuges, and no fish hatcheries within the Reservation.

Certain birds are protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The Tribe should conduct specific environmental studies during a transportation improvement project to follow appropriate regulations regarding Bald and Golden eagles and migratory birds.

Cultural Resources

Cultural resources reflect the heritage of local communities, states, and nations. As transportation projects are developed, care must be taken to assure that cultural resources on Tribal lands are protected. Legal requirements from the Native American Graves Protection and Repatriation Act (NAGPRA), Archaeological Resources Protection Act (ARPA), and the National Historic Preservation Act (NHPA) must be adhered to and the appropriate consultation process used.

Due to the sensitive nature of Native American cultural resources and artifacts, no details of known or suspected resources are described in this public document.

INTRODUCTION (CONT.)

I-6.2 SOCIOECONOMIC DATA

Planning and Economic Development

Although the Tribe wants to remember, respect, and honor their past, they believe in encouraging the growth and economic development of their Reservation so they can work to expand elder housing, increase healthcare options for tribal members, and offer more college scholarships, all to improve the quality of life for its tribal members. Development plans on the Reservation include a center of commercial activity including: a casino, a 289-room hotel, 20,000 sq. ft. of tribal government offices, 16 elder housing units, and a 12,000 sq. ft. cultural center.

The Ilani Casino Resort opened in the spring of 2017 and was developed by Salishan-Mohegan LLC in collaboration with the Cowlitz Indian Tribe. The casino has been managed by Mohegan since its opening, but the Cowlitz Tribe assumed the management role in July 2024. The Resort is a Las Vegas style complex with 134,150 sq. ft. gaming, entertaining, and meeting destination that is open 24 hours a day, seven days a week. The resort includes 2,500 slot machines and 75 gaming tables, many restaurants varying from casual to gourmet dining, and shopping. There are approximately 80 Cowlitz Tribal members who are employed by the Resort.

A six-story, 2,700-space garage opened in February 2021, located next to the Ilani building with a covered walkway to the main entrance.

In April 2023, the long planned Ilani Hotel opened, a 14 story, 289 room expansion of the existing casino adding 2 restaurants and additional gaming space.

Slated to be completed in 2024, a 10,000 Sq. Ft Entertainment Center expansion at the casino will allow the tribe to host larger entertainment acts and various business and trade shows.

The Cowlitz Tobacco Outlet opened in early 2018 and offers extensive tobacco products as well as drinks and snacks. Initially housed in a temporary location, it became part of the larger Cowlitz Crossing development which opened April 23, 2019, two years to the day after the casino opened.

Also located in the greater Cowlitz Crossing development, the Q'anápsu Cannabis Shop opened in April 2023.

Cowlitz Crossing currently consists of the Tobacco Outlet, Cowlitz Crossing Fuel and Convenience Store - a 24 hour convenience store and gas station, and the cannabis dispensary, with future plans for a Truck Stop and other retail economic developments for the Reservation property.

The plans for the Tribe's economic develop are constantly evolving and expanding given the success of their current ventures.

INTRODUCTION (CONT.)

I-7 GOVERNMENT AND COMMUNITY SERVICES

Tribal Government

The Tribal Council is a governing body made up of democratically elected Cowlitz Indian Tribe members. It governs matters related to economic development, land management, service delivery, judicial matters and the Tribe's cultural integrity, weighing future needs against current ones and making balanced decisions about issues that impact the Tribe's members and the broader community. The Tribal Council also exercises legislative powers regarding Tribal membership and enrollment, and negotiates with federal, state and local governments, and with the councils or governments of other tribes. Voting in the Tribal elections is open to all enrolled Cowlitz Indian Tribe members 18 and older.

Health Services

It is the *vision* of the Cowlitz Indian Tribe, Health and Human Services Department to become the service provider of choice of all Cowlitz Indian Tribal members and other American Indians and Alaska Natives residing in Southwest Washington and beyond.

It is the *mission* of the Cowlitz Indian Tribe, Health and Human Services Department to promote an optimal level of health and well-being for American Indians and Alaska Natives by utilizing traditional, modern, and culturally sensitive medical and social service practices which create balance in the physical, mental, spiritual, and social components of life.

The Tribe offers the following programs in support of the health and wellness for their Tribal members and other American Indian and Alaska Natives in the region:

The Vocational Rehabilitation Program – offers services to prepare the individual for sustainable and meaningful employment by providing guidance and counseling, education and/or vocational training, job readiness and job placement services, transitions services for students with disabilities, occupational licenses, tools, equipment and supplies, among many other support services.

Pathways to Healing Program – promotes safety and well-being for families by providing a holistic approach to inform, educate and heal those affected by violence. Some of the services provided are: information and referrals, cultural and legal advocacy, emergency services and safety planning, support to secondary survivors/victims, and positive youth development.

Cowlitz Tribal Treatment – is a Washington State Certified Chemical Dependency treatment service provider with earned National Accreditation from CARF. There are no fees to federally recognized Native Americans and Alaska Natives. The treatment approach blends Native traditions and teachings with current modern and effective treatment practices through assessments, intensive outpatient treatment, DUI/deferred prosecution, inpatient referral and placement, and youth treatment services.

INTRODUCTION (CONT.)

Contract Health Services – this federal funding source is designed to provide specialty care services to eligible Native Americans when services are unavailable at a tribal clinic and all other resources have been exhausted. This service operates within 4 levels of priority, ranging from 1 being “Threat to Life” or Limb to 4 being Rehabilitation.

Cowlitz Tribal Health Services, Cowlitz Indian Tribe Health Clinic – these clinics provide a holistic approach to health care that promotes disease prevention, treatment, and education. The medical clinic (Longview only) provides a wide-range of general services some of which include family planning, well child exams, immunizations, limited lab services, women’s health, and nutritional counseling. The mental health clinics (Longview and Vancouver locations) provides psychological evaluations, various forms for counseling, referrals, medication management, youth services and positive Indian parenting classes.

Public Services

In 2017 a director for the newly established Cowlitz Indian Tribal Public Safety Department was hired and is now working in full force to get the department modernized with a National Crime Information Computer system. The department is working in collaboration with Clark County and Washington State Patrol as well as Cowlitz Tribal Gaming Agency and Ilani Security and Surveillance Department to ensure the safety and well-being of the Cowlitz Reservation, its properties and the Casino.

Clark County Fire and Rescue entered into an agreement with the Cowlitz Indian Tribe in 2016 to provide fire and emergency management services to the Tribe’s reservation near La Center. During this agreement the fire district will help train tribal members to become firefighters/paramedics and to provide casino employees basic emergency training.

The Office of Emergency Management prepares for emergencies, provides assistance to Cowlitz Tribal Members and surrounding Tribal community programs for disaster recovery, mitigates the effects of these events, and, whenever possible, prevents emergencies and disasters from occurring or worsening.

The Emergency Manager is responsible for managing the Cowlitz program in all phases of emergency management including:

- Acting as the main contact center during disasters and emergencies
- Coordinating with local, regional, state, and federal jurisdictions and agencies
- Developing and maintaining the response, recovery, preparedness, and education / training of Tribal Members, Staff and Communities
- Establishing procedures to staff and maintaining the Tribe’s Emergency Operations Plans
- Tribal education and training

INTRODUCTION (CONT.)

I-8 REGIONAL TRANSPORTATION

Airports

The nearest full service airport to the Reservation is the Portland International Airport (PDX) located 24 miles south of La Center on I-5/I-205 in Portland, OR.

Rail Services

Amtrak has stations in Vancouver, WA (17 miles south of the reservation) and Kelso, WA (25 miles north) providing access to regional and national rail services.

Ferry Services

Ferry service near the reservation is the Wahkiakum County Ferry, the only ferry service on the Lower Columbia River. The Ferry operates year round providing access from Cathlamet, WA to Westport, OR roughly mid-way between the Astoria-Megler Bridge closer to the mouth of the Columbia River on the coast and the Lewis and Clark Bridge in Longview, WA.

Transit

Cowlitz Tribe Transit Service is a public transit service available to rural residents in South Lewis (Centralia Amtrak Station) and Cowlitz Counties who live up to 20 miles from the Interstate 5 corridor. Rides include access to life-sustaining and non-life-sustaining medical appointments, shopping, and cultural or quality-of-life activities.

Expanded Medical Transport Program is a public transport program available to rural residents in Clark, Cowlitz, and Lewis Counties who are over the age of 50 and/or individuals with disabilities. The Expanded Medical Transport Program provides rides north to Olympia and South to Vancouver to increase access to medical appointments such as; specialty medicine, diagnostic facilities, cancer treatment centers, and hospitals.

Tribal Medicaid Transport is for Indian Health Services (IHS) beneficiaries and their descendants who hold a current ProviderOne card and need transportation to medically necessary appointments. Individuals must live within a 60-mile radius of the Cowlitz Indian Tribe Health Clinic, meet the Medicaid criteria, and have exhausted all other transportation options.

All of the above services include door-to-door assistance to and from the vehicle when needed. Vehicles are equipped with lifts to make boarding easier for passengers who use wheelchairs, or mobility devices, or have difficulty negotiating steps. Rides should be scheduled a few days in advance to assure availability. The dispatcher will make every effort to accommodate your requested trip schedule.

The Cowlitz Tribe Transit Service and Transport Programs comply with all federal requirements under the Title VI law, which prohibits discrimination on the basis of race, color, or national origin

C-TRAN provides the citizens of Clark County with safe, reliable and convenient public transportation throughout the Clark County service area, including Express commuter service to downtown Portland and Marquam Hill; connections to the nearest light rail station; and five Current service areas for on-demand rideshare service within the city limits of Camas, Washougal, La Center, Ridgefield and Vancouver.

INTRODUCTION (CONT.)

Other Transportation Options

Greyhound Bus Lines has numerous stations in Portland, Oregon, but the closest station in Washington State is in Olympia, 1.5 hours north of the reservation.

Multiple Taxi companies provide ride services to residents of the area and Uber and Lyft provide Rideshare opportunities as well.

REFERENCES

- <https://cowlitz.org/>
- <https://cowlitz.org/council-members>
- <https://ilaniresort.com/>
- <https://www.thereflector.com/stories/hotel-at-ilani-opens-its-doors,318500>
- <https://www.500nations.com/casinos/wa-ilani.asp>
- <https://www.kark.com/business/press-releases/globenewswire/8812563/cowlitz-indian-tribe-celebrates-grand-opening-of-ganapsu-cannabis-dispensary/>
- https://www3.epa.gov/airquality/greenbook/anayo_wa.html
- <https://www.epa.gov/criteria-air-pollutants/naqs-table>
- https://www.arcgis.com/home/webmap/viewer.html?url=https://gispub.epa.gov/arcgis/rest/services/OAR_OAQPS/NonattainmentAreas/MapServer
- <https://c-tran.com/>
- <https://wsdot.wa.gov/construction-planning/search-projects>
- https://www.google.com/maps/@45.8611408,-122.7043091,14z?entry=ttu&q_ep=EgoyMDI0MDkxMC4wIKXMDSoASAFOAw%3D%3D
- <https://msc.fema.gov/portal/search>
- <https://ipac.ecosphere.fws.gov/location/index>

PART ONE – EXISTING NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY

1-1 OFFICIAL TTP INVENTORY SUMMARY

The Tribe's Official TTP inventory was last comprehensively updated in 2020. Small updates and additions have been processed since the 2020 update in an attempt to add roads and facilities to the inventory. While most have been successful to date, there are still some past inventory routes and sections that are currently under the review process of the BIA-NRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS database is maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access to the database, the government requires a background check and security clearance. Red Plains currently has five (5) users authorized to access the Tribe's inventory records.

This section will identify only the facilities that are listed as "Official" in the Tribe's existing TTP inventory. In APPENDIX C of the report, you will find the inventory summary tables that were printed directly out of the RIFDS database on August 2, 2024. The following table summarizes the Existing Official 57 Routes, 149 Sections, and total of 65.6 miles of TTP facilities in the Tribe's inventory.



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



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge			Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)						
0001	5				2 - TRIBE		10	0.3	0.3
0004	3				2 - TRIBE		10	0.1	0.1
0005	3				2 - TRIBE		10	0.1	0.1
0006	3				2 - TRIBE		10	0.1	0.1
0007	3				2 - TRIBE		10	0.1	0.1
0223	5				2 - TRIBE		10	0.1	0.6
0223	2				2 - TRIBE		20	0.3	
0223	2				2 - TRIBE		30	0.1	
0223	2				2 - TRIBE		40	0.1	
0224	5				4 - URBAN		1	0.3	2.4
0224	5				4 - URBAN		2	0.1	
0224	5				4 - URBAN		3	0.1	
0224	5				4 - URBAN		4	0.3	
0224	5			5 - COUNTY AND TOWNSHIP			5	0.1	
0224	5			4 - URBAN			6	0.1	
0224	5			5 - COUNTY AND TOWNSHIP			8	1.1	
0224	5			2 - TRIBE			10	0.1	
0224	5			2 - TRIBE			20	0.2	
0225	5			2 - TRIBE			10	0.3	0.3
0226	5			2 - TRIBE			10	0.2	0.2
0227	5			2 - TRIBE			10	0.1	0.3
0227	5			2 - TRIBE			20	0.2	
0228	5			2 - TRIBE			10	0.2	0.3
0228	5			2 - TRIBE			20	0.1	
0229	5			2 - TRIBE			10	0.1	0.1
0230	5			2 - TRIBE			10	0.1	0.1
0231	5			2 - TRIBE			10	0.1	0.8
0231	5			2 - TRIBE			20	0.1	
0231	5			2 - TRIBE			30	0.1	
0231	5			2 - TRIBE			35	0.1	
0231	5			2 - TRIBE			40	0.1	
0231	5			2 - TRIBE			50	0.1	
0231	5			2 - TRIBE			60	0.1	
0231	5			2 - TRIBE			70	0.1	
0232	5			2 - TRIBE			10	0.1	0.1
0233	5			2 - TRIBE			10	0.1	0.1
0234	5			2 - TRIBE			10	0.1	0.1
0238	8			2 - TRIBE			10	0.3	0.3

Aug. 2, 2024

Page 1 of 4

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



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge			Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)						
0240	8				2 - TRIBE		10	0.2	0.2
0241	5				2 - TRIBE		10	0.1	0.2
0241	5				2 - TRIBE		20	0.1	
0242	5				2 - TRIBE		10	0.2	0.2
0250	5				2 - TRIBE		10	0.1	0.1
0251	5				2 - TRIBE		10	0.1	0.1
0252	8				2 - TRIBE		10	0.1	0.1
0260	3				2 - TRIBE		10	0.1	0.1
0261	9				2 - TRIBE		10	0.1	0.1
0270	3				2 - TRIBE		10	0.1	0.1
0271	9				2 - TRIBE		10	0.1	0.1
0272	3				2 - TRIBE		10	0.1	0.1
0273	9				2 - TRIBE		10	0.1	0.1
0301	5				2 - TRIBE		10	0.2	0.2
0303	3				2 - TRIBE		10	0.2	0.7
0303	3				2 - TRIBE		20	0.1	
0303	3				2 - TRIBE		30	0.1	
0303	3				2 - TRIBE		40	0.1	
0303	3				2 - TRIBE		50	0.1	
0303	3				2 - TRIBE		60	0.1	
0505	4				3 - STATE		10	0.3	4.1
0505	4	0014229A0000000	738		3 - STATE		20		
0505	4				3 - STATE		30	0.1	
0505	4				3 - STATE		40	0.3	
0505	4				3 - STATE		50	0.1	
0505	4				3 - STATE		60	0.9	
0505	4				3 - STATE		70	1.2	
0505	4	080476000000000	55		3 - STATE		80		
0505	4				3 - STATE		90	0.7	
0505	4	079725000000000	178		3 - STATE		100		
0505	4				3 - STATE		110	0.5	
0506	4				3 - STATE		10	0.3	8.7
0506	4	0011913A0000000	120		3 - STATE		20		
0506	4				3 - STATE		30	0.6	
0506	4				3 - STATE		40	1.5	
0506	4	0003928A0000000	173		3 - STATE		50		
0506	4				3 - STATE		60	2.0	
0506	4				3 - STATE		70	1.7	

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



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge			Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)						
0506	4	0005679A0000000	175		3 - STATE		80		
0506	4				3 - STATE		90	2.6	
0510	1				3 - STATE		10	0.9	27.3
0510	1	0014329A0000000	330		3 - STATE		20		
0510	1				3 - STATE		30	0.9	
0510	1	0016610A0000000	427		3 - STATE		40		
0510	1				3 - STATE		50	0.6	
0510	1				3 - STATE		60	0.3	
0510	1				3 - STATE		70	0.3	
0510	1	0005818B0000000	243		3 - STATE		80		
0510	1				3 - STATE		90	2.0	
0510	1	0006510A0000000	124		3 - STATE		100		
0510	1				3 - STATE		110	8.7	
0510	1	0002473A0000000	848		3 - STATE		120		
0510	1				3 - STATE		130	1.1	
0510	1				3 - STATE		140	0.4	
0510	1	0002559A0000000	1081		3 - STATE		150		
0510	1				3 - STATE		160	0.2	
0510	1				3 - STATE		170	0.5	
0510	1				3 - STATE		180	0.3	
0510	1	0007064B0000000	166		3 - STATE		190		
0510	1				3 - STATE		200	1.6	
0510	1	0004885A0000000	105		3 - STATE		210		
0510	1				3 - STATE		220	5.0	
0510	1	0008759A0000000	168		3 - STATE		230		
0510	1				3 - STATE		240	2.1	
0510	1	0008287A0000000	75		3 - STATE		250		
0510	1				3 - STATE		260	2.0	
0510	1	0008759C0000000	470		3 - STATE		270		
0510	1				3 - STATE		280	0.4	
1262	5				2 - TRIBE	01262	10	0.2	0.2
1264	7				1 - BIA	1264	10	0.2	0.3
1264	5				1 - BIA		20	0.1	
1265	3				2 - TRIBE		10	0.1	0.4
1265	9				2 - TRIBE		20	0.1	
1265	9				2 - TRIBE		30	0.1	
1265	9				2 - TRIBE		40	0.1	
4111	4				3 - STATE		10	9.3	10.1
4111	4	0011968A0000000	168		3 - STATE		20		

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



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2024 Inventory

Region - P - Northwest

Agency - 06 - Olympic Peninsula

Inventory Location - 132 - Cowlitz Indian Tribe

Route No.	Class	Bridge			Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)						
4111	4				3 - STATE		30	0.8	
4321	2				3 - STATE		10	1.9	2.7
4321	2	0006321A0000000	1685		3 - STATE		20		
4321	2				3 - STATE		30	0.8	
P001	9				2 - TRIBE		10	0.1	0.1
P002	9				2 - TRIBE		10	0.1	0.4
P002	9				2 - TRIBE		20	0.1	
P002	9				2 - TRIBE		30	0.1	
P002	9				2 - TRIBE		40	0.1	
P003	9				2 - TRIBE		10	0.1	0.1
P004	9				2 - TRIBE		10	0.1	0.2
P004	9				2 - TRIBE		20	0.1	
P005	9				2 - TRIBE		10	0.1	0.1
P006	9				2 - TRIBE		10	0.1	0.1
P007	9				2 - TRIBE		10	0.1	0.1
P010	9				2 - TRIBE		10	0.1	0.1
P011	9				2 - TRIBE		10	0.1	0.1
P012	9				2 - TRIBE		10	0.1	0.1
P013	9				2 - TRIBE		10	0.1	0.1
P015	9				2 - TRIBE		10	0.1	0.8
P015	9				2 - TRIBE		20	0.1	
P015	9				2 - TRIBE		30	0.1	
P015	9				2 - TRIBE		40	0.1	
P015	9				2 - TRIBE		50	0.1	
P015	9				2 - TRIBE		60	0.1	
P015	9				2 - TRIBE		70	0.1	
P015	9				2 - TRIBE		80	0.1	
P016	9				2 - TRIBE		10	0.1	0.1
P017	9				2 - TRIBE		10	0.1	0.1
P018	9				2 - TRIBE		10	0.1	0.1
P019	9				2 - TRIBE		10	0.1	0.3
P019	9				2 - TRIBE		20	0.1	
P019	9				2 - TRIBE		30	0.1	
P020	9				2 - TRIBE		10	0.1	0.1

Region Subtotals	Number routes:	57	Number sections:	149	Total length:	65.6
-------------------------	-----------------------	----	-------------------------	-----	----------------------	------

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK

2-1 RECOMMENDED NTTFI INVENTORY SUMMARY

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

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

As part of the 2025 LRTP project, Red Plains worked with the Tribe to update their existing inventory, collect eligible additions to the NTTFI, and add new proposed transportation facilities to the system. These transportation facilities are being recommended for addition as a result of tribal department meetings, as well as the additional findings of the LRTP analysis. In August 2024, RPP's inventory crew collected the desired new inventory additions, updated existing facilities, and began the process of reconciling and correcting any old inventory records that were out of date or inaccurate. This section of the report reflects the newly collected, and GIS verified, roadway inventory for the Tribe.

As mentioned above, proposed transportation facilities were identified by the Tribe for future development and are eligible for inclusion in the NTTFI. This LRTP provides a comprehensive description of how the Tribe intends to use these future roads and transportation facilities. In order for the Tribe to be able to include these facilities and expend TTP funding towards the pre-planning and construction of the prioritized projects, it is crucial that the roads and transportation facilities are entered into the Tribe's NTTFI following the 25 CFR Part 170.443 guidelines and requirements. It is important to note that the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated in 2016. The updated regulation has additional documentation requirements for Proposed facilities (facilities that currently do not exist that the Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. All "proposed roads and parking lots" will require a Proposed Facility Justification Report (PFJR) submittal package describing the feasibility and details of the project. The Cowlitz Tribe's PFJR supporting the inclusion of proposed facilities is found in Appendix F.

The following table, 2025 Recommended TTP Inventory, summarizes the records of data entered into RIFDS. APPENDIX C – TTP Inventory RIFDS Reports also includes the records of RIFDS data entry.

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

Page 1 of 4

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	Toledo Housing Collector	0001	010	0.3		2-Tribe	5-Rural Local	4-Proposed	
3-Update	Tribal Campus Rd	0004	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Clinic Access Rd	0005	005	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Clinic Access Rd	0005	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	010	0.1		2-Tribe	3-City Local	3-Maintenance Only	
3-Update	Admin Access Rd	0006	020	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
3-Update	Tribal Campus Rd	0007	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Fir St	0008	005	0.1		4-Urban	3-City Local	2-Construction Need-Other	
3-Update	Cowlitz Tribal Treatment Access Rd	0008	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
1-Add	Florida St	0009	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	11th Ave	0010	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	9th Ave	0011	010	0.4		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Douglas St	0012	010	0.3		4-Urban	3-City Local	2-Construction Need-Other	
1-Add	Lewis River Rd (SR503)	0025	010	3.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	020	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	030	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000116
1-Add	NFS Rd 90	0025	040	3.4		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	050	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000117
1-Add	NFS Rd 90	0025	060	3.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 90	0025	070	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000003004
1-Add	NFS Rd 90	0025	080	7.1		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	085	0.8		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	090	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000028
1-Add	NFS Rd 25	0025	100	3.6		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NFS Rd 25	0025	110	0.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	060301000000027
1-Add	NFS Rd 25	0025	120	1.0		7-Other Federal	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	010	0.9		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	020	0.9		4-Urban	5-Rural Local	2-Construction Need-Other	
1-Add	NW Paradise Park Rd	0200	030	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NW 299th St	0200	040	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0201	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 324th St/NW 26th Ave/NW 329th St/NW 24th Ave	0202	010	0.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add		0203	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	030	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	040	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	050	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add		0203	060	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	NW 31st Ave	0204	010	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	NE 26th Ave	0205	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	NE 78th St	0206	010	1.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Cowlitz Way Bypass Road	0215	010	0.6		2-Tribe	5-Rural Local	4-Proposed	
1-Add	Public Safety Entrance	0216	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Public Safey Secondary Access Road	0216	020	0.4		2-Tribe	5-Rural Local	4-Proposed	
1-Add	NW 51st Ave/NW Allen Canyon Rd/NW 324th St/NW 41st Av	0220	010	1.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	NW Cowlitz Way	0222	010	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	La Center IS Bridge	0222	020	0.0		3-State	6-City Minor Arterial	2-Construction Need-Other	00200513000000
1-Add	NW La Center Rd	0222	030	0.1		3-State	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	040	1.7		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW La Center Rd	0222	050	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	0868420000000000
1-Add	NW Pacific Hwy	0222	060	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	070	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	080	0.8		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	090	0.5		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	NW Pacific Hwy	0222	100	3.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	NW Cowlitz Way	0223	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	020	0.3		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	030	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	NW Cowlitz Way	0223	040	0.1		2-Tribe	2-Rural Minor Arterial	0-Completed Project	
2-Leave As-Is	N Royle Rd	0224	001	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	002	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	003	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	004	0.3		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	005	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	N Royle Rd	0224	006	0.1		4-Urban	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	008	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	NW 31st Ave	0224	020	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Road 1	0225	010	0.3		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 2	0226	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 3	0227	020	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 4	0228	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 5	0229	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 6	0230	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	015	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	030	0.1		2-Tribe	5-Rural Local	0-Completed Project	

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

Page 2 of 4

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	Ilani Casino Resort Road 7	0231	035	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	040	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	Ilani Casino Resort Road 7	0231	050	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 7	0231	060	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 8	0232	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 9	0233	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 10	0234	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
3-Update	NW 41st Ave	0235	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 319th St	0236	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	NW 44th Ave	0237	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Ilani Walking Path	0238	010	0.3		2-Tribe	8-Trail	0-Completed Project	
3-Update	Seattle Health and Human Services Walking Path	0239	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
3-Update	Seattle Health and Human Services Walking Path	0239	020	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Ilani South Lot Walking Path	0240	010	0.2		2-Tribe	8-Trail	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani South Lot Access Rd	0241	020	0.1		2-Tribe	5-Rural Local	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Road 11	0242	010	0.2		2-Tribe	5-Rural Local	0-Completed Project	
1-Add		0243	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add		0244	010	0.1		2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Swift School Loop	0250	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Road	0251	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	Swift School Trails	0252	010	0.1		2-Tribe	8-Trail	4-Proposed	
2-Leave As-Is	Heath Center Loop	0260	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	Health & Human Services	0261	010	0.1	30,773	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0270	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 1 (Health and Human Services)	0271	010	0.1	17,177	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Seattle HHS Road	0272	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	HHS Seattle Parking Lot 2 (Health and Human Services)	0273	010	0.1	7,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Metal Sculpture Rd	0301	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Lozier Property Access	0303	010	0.2		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	020	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	030	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	040	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	050	0.1		2-Tribe	3-City Local	4-Proposed	
2-Leave As-Is		0303	060	0.1		2-Tribe	3-City Local	4-Proposed	
1-Add	Westside Hwy	0310	010	4.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Westside Hwy	0310	020	1.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Mulford Rd	0311	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Bill Creek Rd	0312	010	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Drews Prairie Rd	0313	010	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Camus Rd	0313	020	1.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	McNulty Rd	0314	010	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Roberts Ln	0315	010	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	010	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	0845240000000000
1-Add	Jackson Hwy	0316	030	1.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	040	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	0828650000000000
1-Add	Jackson Hwy	0316	050	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	060	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	0828620000000000
1-Add	Jackson Hwy	0316	070	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Jackson Hwy	0316	080	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	0828700000000000
1-Add	Jackson Hwy	0316	090	2.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Old Olequa Xing	0317	010	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	W Mieklar Rd	0317	020	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	Spencer Rd	0318	010	5.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Spencer Rd	0318	020	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	0841190000000000
1-Add	Spencer Rd	0318	030	5.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Howe Rd	0319	010	2.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	E Howe Rd	0319	020	0.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	010	3.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	02320A102 00460
1-Add	OR Highway 202	0320	030	2.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	040	4.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	03104A102 01185
1-Add	OR Highway 202	0320	060	3.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	OR Highway 202	0320	070	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	01964 102 01576
1-Add	OR Highway 202	0320	080	3.4		3-State	4-Rural Major Collector	2-Construction Need-Other	
1-Add	Farm Ln	0321	010	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	010	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	020	0.2		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	030	1.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	040	0.0		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	0000P06132C0001
1-Add	Dupont Stellacoom Rd	0325	050	0.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	060	1.9		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	070	1.3		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Dupont Stellacoom Rd	0325	080	0.8		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Davis Pl	0326	010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
1-Add	Office Trail	0327	010	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	Office Trail Spur	0327	020	0.1		2-Tribe	8-Trail	2-Construction Need-Other	
1-Add	SR 4	0400	010	2.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

Page 3 of 4

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
1-Add	SR 4	0400	020	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	030	1.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	040	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	050	2.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	060	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007004A0000000
1-Add	SR 4	0400	070	0.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	080	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0001334A0000000
1-Add	SR 4	0400	090	0.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	100	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	110	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	120	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0011701A0000000
1-Add	SR 4	0400	130	4.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	SR 4	0400	140	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0007399A0000000
1-Add	SR 4	0400	150	5.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
1-Add	Willow Grove Rd	0401	010	3.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
1-Add	65th Ave S	0402	010	0.4		4-Urban	7-City Collector	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	005	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	010	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	020	0.9		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
1-Add	Southcenter Blvd	0403	030	0.0		4-Urban	6-City Minor Arterial	2-Construction Need-Other	0014269D0000000
1-Add	Southcenter Blvd	0403	040	0.1		4-Urban	6-City Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0014229A0000000
2-Leave As-Is	Cowlitz St	0505	030	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Kellogg St	0505	040	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	050	0.1		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Fifth St	0505	060	0.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	070	1.2		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0804760000000000
2-Leave As-Is	SR 505	0505	090	0.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 505	0505	100	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	7972500000000000
2-Leave As-Is	SR 505	0505	110	0.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	010	0.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011913A00000000
2-Leave As-Is	SR 506	0506	030	0.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	040	1.5		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	050	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0003928A0000000
2-Leave As-Is	SR 506	0506	060	2.0		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	070	1.7		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 506	0506	080	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0005679A00000000
2-Leave As-Is	SR 506	0506	090	2.6		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	010	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	020	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0014329A00000000
2-Leave As-Is	I-5	0510	030	0.9		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	040	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0016610A00000000
2-Leave As-Is	I-5	0510	050	0.6		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	060	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	070	0.3		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	080	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0005818B00000000
2-Leave As-Is	I-5	0510	090	2.0		3-State	1-Major Arterial	2-Construction Need-Other	
2-Leave As-Is	I-5	0510	100	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0006510A00000000
2-Leave As-Is	I-5	0510	110	8.7		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	120	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002473A00000000
2-Leave As-Is	I-5	0510	130	1.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	140	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	150	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0002559A00000000
2-Leave As-Is	I-5	0510	160	0.2		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	170	0.5		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	180	0.3		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	190	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0007064B00000000
2-Leave As-Is	I-5	0510	200	1.6		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	210	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0004885A00000000
2-Leave As-Is	I-5	0510	220	5.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	230	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759A00000000
2-Leave As-Is	I-5	0510	240	2.1		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	250	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008287A00000000
2-Leave As-Is	I-5	0510	260	2.0		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	I-5	0510	270	0.0		3-State	1-Major Arterial	2-Construction Need-Other	0008759C00000000
2-Leave As-Is	I-5	0510	280	0.4		3-State	1-Major Arterial	3-Maintenance Only	
2-Leave As-Is	Sweatlodge Rd	1262	010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
3-Update	St Mary's Access	1264	010	0.1		1-BIA	9-Other Trans Fac	2-Construction Need-Other	
1-Add	St. Marys School Parking Lot	1264	015	0.1	27,428	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St Mary's Access Extension	1264	020	0.1		1-BIA	5-Rural Local	4-Proposed	
2-Leave As-Is	St. Mary's South Entrance	1265	010	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	020	0.1	1,676	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	030	0.1	12,451	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	St. Mary's South Parking	1265	040	0.1	7,113	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	010	9.3		3-State	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	SR 411	4111	020	0.0		3-State	4-Rural Major Collector	2-Construction Need-Other	0011968A00000000
2-Leave As-Is	SR 411	4111	030	0.8		3-State	4-Rural Major Collector	2-Construction Need-Other	

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

2/12/2025

Cowlitz Indian Tribe - 2025 Recommended Inventory Table

Page 4 of 4

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	SR 432	4321	010	1.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 432	4321	020	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	0006321A0000000
2-Leave As-Is	SR 432	4321	030	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	Ilani Casino Resort Parking Lot 1	P001	010	0.1	156,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Structure	P002	010	0.1	833,000	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	020	0.1	73,006	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Parking Lot 2	P002	025	0.1	23,940	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	030	0.1	77,303	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Bus Drop Off Lot	P002	035	0.1	5,975	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 2	P002	040	0.1	70,099	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 3	P003	010	0.1	67,539	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	010	0.1	117,158	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 4	P004	020	0.1	89,834	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Ilani Casino Resort Parking Lot 5	P005	010	0.1	2,023	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani South Parking Lot	P006	010	0.1	454,682	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	010	0.1	135,436	2-Tribe	9-Other Trans Fac	0-Completed Project	
3-Update	Ilani Casino Resort Overflow Parking Lot	P007	020	0.1	11,232	2-Tribe	9-Other Trans Fac	0-Completed Project	
1-Add	Ilani Casino Hotel Parking Lot	P008	010	0.1	50,559	2-Tribe	9-Other Trans Fac	0-Completed Project	
2-Leave As-Is	Tribal Water Treatment Parking Lot	P010	010	0.1	36,986	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tukwila Property Parking Lot	P011	010	0.1	19,885	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Crossing Parking Lot	P012	010	0.1	127,802	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tobacco Outlet Parking Lot	P013	010	0.1	20,091	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
3-Update	Proposed Public Safety Parking Lot	P014	010	0.1	36,073	2-Tribe	9-Other Trans Fac	4-Proposed	
2-Leave As-Is	Tribal Admin Parking Lot	P015	010	0.1	23,574	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	020	0.1	1,712	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	030	0.1	6,100	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	040	0.1	13,237	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Visitor Parking Lot	P015	050	0.1	1,800	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	060	0.1	6,624	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	070	0.1	14,738	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P015	080	0.1	1,756	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Tribal Admin Parking Lot	P016	010	0.1	2,319	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Smiles Dental Parking Lot	P017	010	0.1	13,686	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Parking Lot	P018	010	0.1	28,688	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	010	0.1	2,759	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	020	0.1	1,843	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cascade Eye Care Parking Lot	P019	030	0.1	5,186	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Tribal Treatment Center Parking Lot	P020	010	0.1	13,023	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Cowlitz Public Safety Parking Lot	P021	010	0.1	13,284	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Country House Restaurant Parking Lot	P022	010	0.1	18,289	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Cowlitz HHS Parking Lot	P023	010	0.1	32,952	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	CIT DOT Parking Lot	P024	010	0.1	12,810	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add		P025	010	0.1	26,084	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Public Safety Parking Lot	P026	010	0.1	7,495	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
					196.0	2,761,344			

The 2025 Recommended Inventory Table (RIT) details a total of 109 Routes, 384 Sections and 196.0 miles of roads, including 48 parking or other transportation facilities, which have been entered into RIFDS for review and acceptance into the Official TTP inventory. A route inventory book provides all of the TTP Inventory attachments including individual strip maps per section. The individual strip maps identify the location of each section of the route in relation to the reservation, congressional district, county, and state boundaries, as well as the entire transportation network. The complete transportation system is illustrated on Map B – 2025 Recommended TTP Inventory, which is included in APPENDIX H.

The 2025 Recommended Deletion Table details facilities (routes and/or sections) of Proposed or Existing inventory that are no longer desired by the Tribe, are inaccurate or do not actually exist, or when evaluated and updated no longer meet the current requirements of the 25 CFR 170 for inclusion. The table below details recommended deletions to the existing “Official” inventory to improve the accuracy and effectiveness of the Tribe’s NTTFI.

Cowlitz Indian Tribe - 2025 Recommended Inventory Deletion Table

2/13/2025

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
4-Delete	Ilani Casino Resort Road 7	0231	070	0.1		2-Tribe	5-Rural Local	0-Completed Project	
				0.1	0				

2-2 FUNCTIONAL CLASSIFICATION

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

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

2-3 DEFINITIONS

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

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

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

Arterials

Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with population greater than 50,000 and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

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

Collectors

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

Local Roads

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

2-4 STATE FUNCTIONAL CLASSIFICATIONS

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

2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM

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

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

Class 1

These major arterial roads provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There 27.3 miles of Class 1 roads on the Tribe's TTP System.

Class 2

These roads are rural minor arterials, which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may link smaller towns and communities to major destination areas that attract travel over long distances. They are designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 28.1 miles of Class 2 roads on the Tribe's TTP System.

Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are 3.5 miles of Class 3 roads on the Tribe's TTP System.

Class 4

These roads are rural major collectors, which collect traffic from rural local roads. There are 94 miles of Class 4 roads on the Tribe's TTP System.

Class 5

These local rural roads may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are 19.9 miles of Class 5 roads on the Tribe's TTP System.

Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 16.7 miles of Class 6 roads on the Tribe's TTP System.

Class 7

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

Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 1.0 miles of Class 8 roads on the Tribe's TTP System.

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

Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferryboat terminals, and transit terminals. There are 5.0 miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

Class 10

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

Class 11

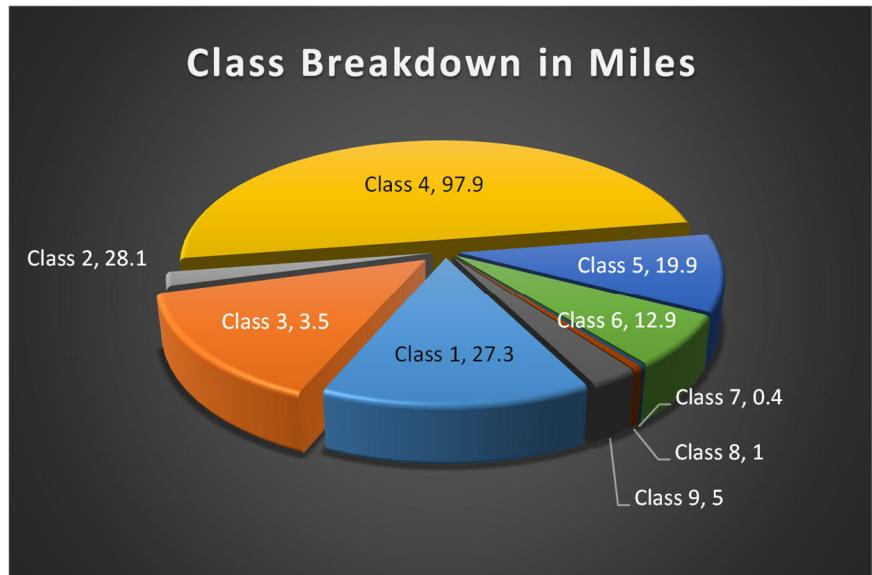
This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are 0.0 miles of Class 11 roads on the Tribe's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

Unclassified

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

Roadway Classifications as identified in the 2025 recommended inventory are broken out by mile as follows:

Class 1	27.3
Class 2	28.1
Class 3	3.5
Class 4	97.9
Class 5	19.9
Class 6	12.9
Class 7	0.4
Class 8	1
Class 9	5
Total:	196.0



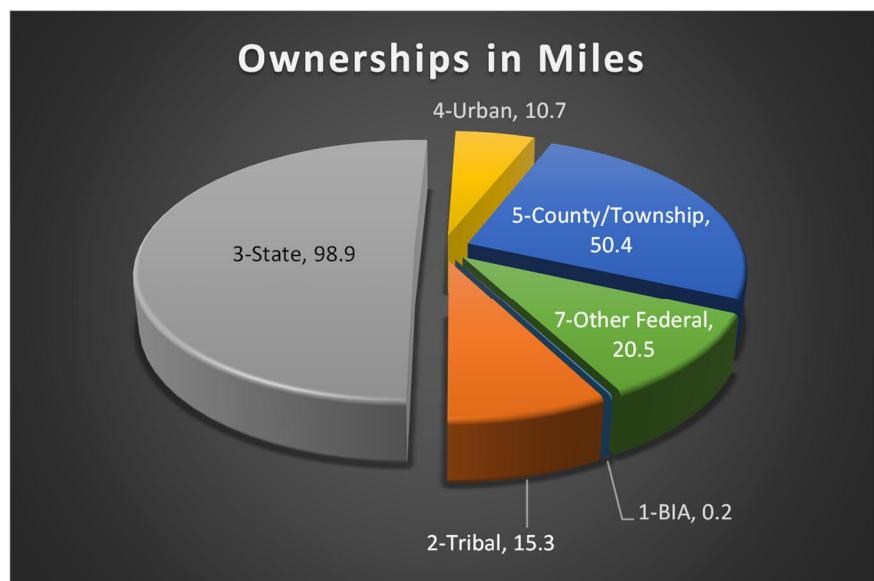
PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

2-6 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within tribal land boundaries, other jurisdictional roads are also eligible for inclusion in the TTP Inventory. As defined in the FAST Act and the Federal Register 25 CFR Part 170, the TTP Inventory is comprehensive of all transportation facilities, including State, County, City, and Federal roads, that are within reservation boundaries and tribal properties and those roads/facilities that provide primary access to those properties. The Tribe maintains a beneficial relationship with the surrounding cities, counties, and the WSDOT, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2025 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe has entered into Letters of Acknowledgment (LOAs) with the entities listed for those particular routes and sections not owned by the Tribe or BIA. Agreements have been finalized and uploaded in the Tribes RIFDS records when appropriate.

Roadway Ownerships as identified in the 2025 recommended inventory are broken out by mile as follows:

1-BIA	0.2
2-Tribal	15.3
3-State	98.9
4-Urban	10.7
5-County/Township	50.4
7-Other Federal	20.5
Total:	196.0



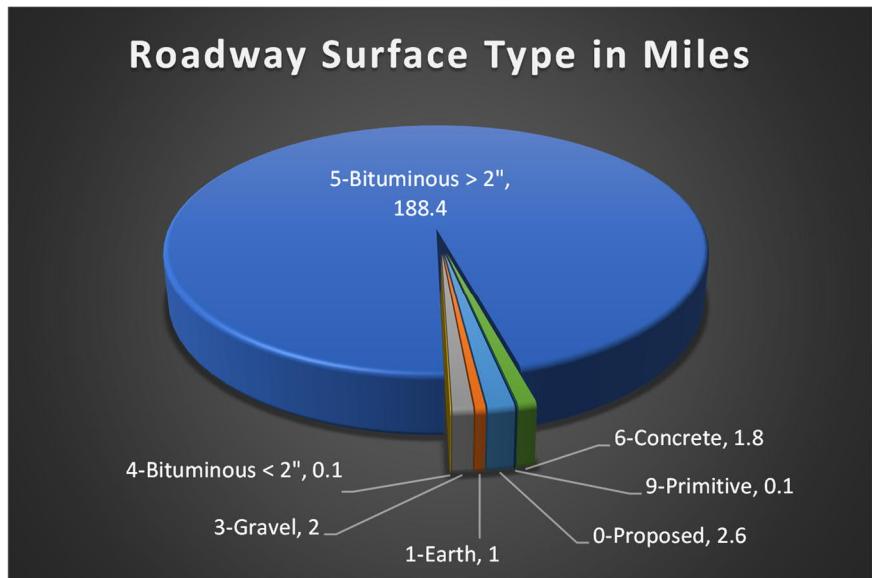
PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

2-7 ROADWAY SURFACE TYPES

The 2025 TTP inventory update identified the surface types for the Tribe's transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to project future maintenance expenses given the unique character of each transportation facility.

Roadway Surface Types as identified in the 2025 recommended inventory are broken out by mile as follows:

0-Proposed	2.6
1-Earth	1
3-Gravel	2
4-Bituminous < 2"	0.1
5-Bituminous > 2"	188.4
6-Concrete	1.8
9-Primitive	0.1
Total:	196.0



PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

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

The LRTP identifies 21 future projects which the Tribe plans to expend their TTP funding on in the future. All of the Prioritized Projects are illustrated on Map C – 2025 Prioritized Project Map provided for you in APPENDIX H.

It is important to note that the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated in 2016. The updated regulation has additional documentation requirements for proposed facilities (facilities that currently do not exist that the Tribe would like to construct), 25 CFR 170.443. All "proposed roads" will require a Proposed Facility Justification Report submittal package describing the feasibility and details of the project.

The 25 CFR 170 also specifies project activities that can be funded using TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the desired activity is eligible as an approved TTP expenditure.

3-1 GENERAL TTP PROJECT LIST

The following list includes typical generalized transportation related administration, planning, and "System-Wide" efforts eligible for TTP funding that the Tribe can utilize to program funding when developing their annual TTIP.

1. Transportation Program Administration (System Wide):

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

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

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

3. Master Plan (System Wide):

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

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

4. Strategic Transportation Safety Plan (System Wide):

MAP-21 established a safety program set aside within the TTP. The Tribe completed their initial Strategic Transportation Safety Plan in 2015 and updated it in 2021. They are also applying for a Safe Streets for All (SS4A) grant in 2024. The SS4A program supports the development of a comprehensive safety action plan (referred to as an "Action Plan") that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. The Safety Plan project list is incorporated into the LRTP Prioritized Project List and TTIP to program funding towards those projects. The Strategic Transportation Safety Plan from the TTPSF set aside will utilize several findings in this report to identify safety emphasis areas classified within the 4-E's of FHWA transportation safety planning (Engineering, Education, Enforcement, and Emergency Response). This LRTP, combined with the collection and analysis of traffic crash and citation data, will provide good baseline information required to identify emphasis areas of concern. Establishing a tribal safety team responsible for safety plan implementation will be critical to this project's success. With the limited funding available for these plans in the TTPSF program, the Tribe may look to supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplemental projects may include Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM), Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.

5. Transportation Safety Improvements (System Wide):

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

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

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

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

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

During the NTTFI field data collection, several maintenance needs were identified and recorded in the Tribe's GIS database. The Tribe's DOT currently does not have the capacity required to perform routine and heavy maintenance of their transportation network. Maintenance work is contracted out as the need for such work arises. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 8 below.

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

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

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

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

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

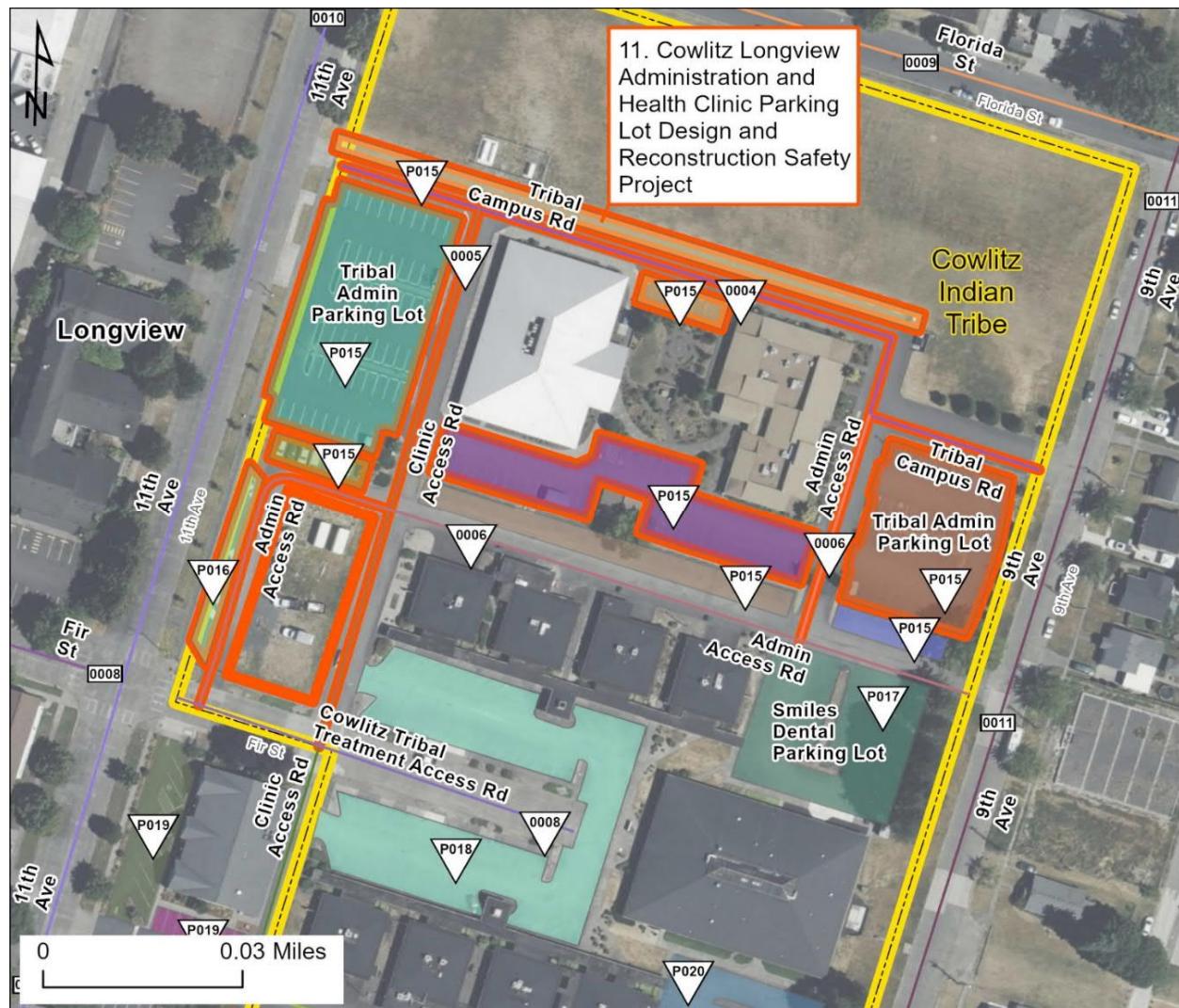
This project is included to program funding for the research, planning, and strategic deployment of publically accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in tribal communities. TTP funding may be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

3-2 TRIBAL PRIORITIZED PROJECT LIST

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

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

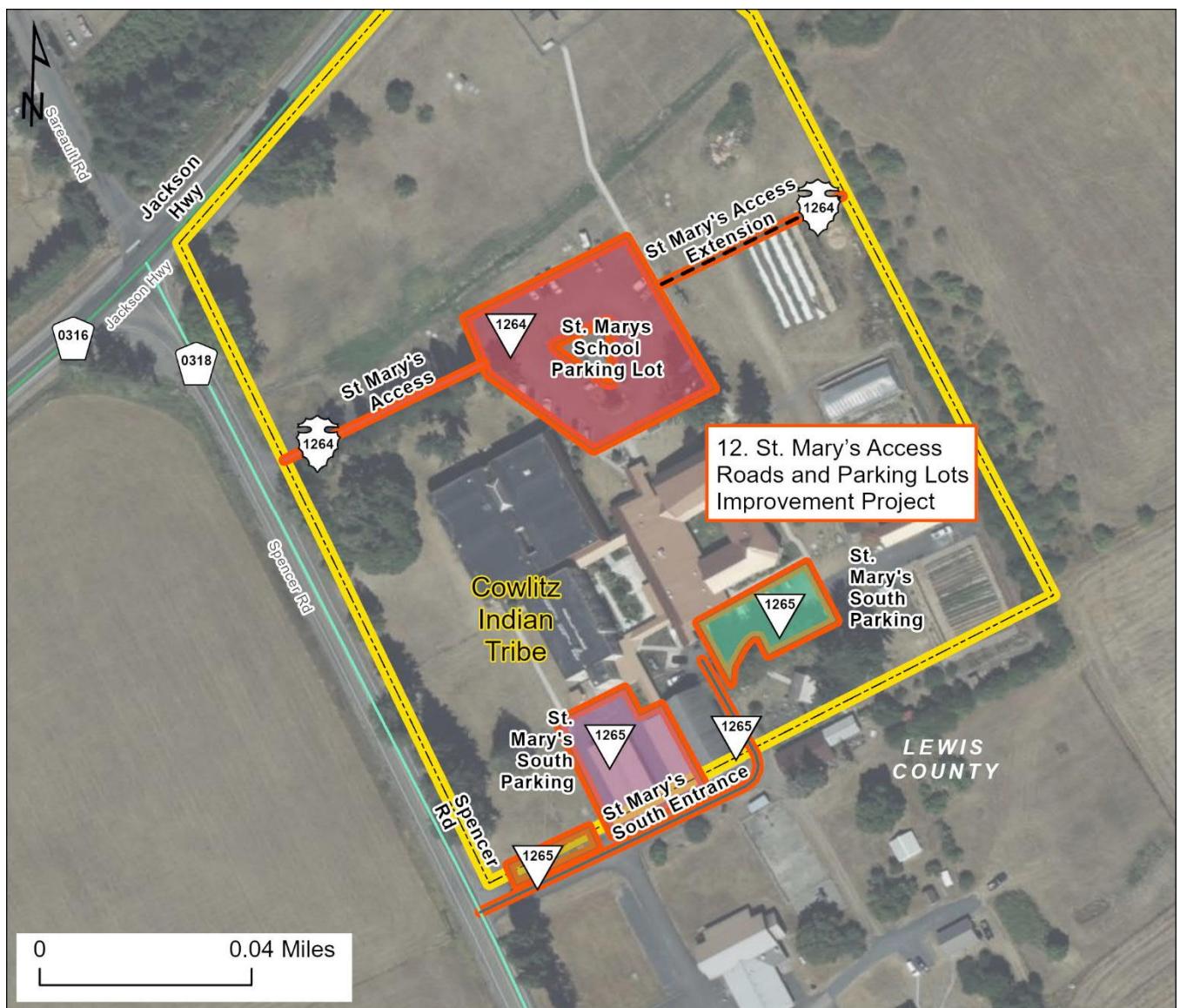
11. Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project (TTP Route 0004, Section 010 (0.1 Miles)), (TTP Route 0005, Section 010 (0.1 Miles)), (TTP Route 0006, Sections 010 (0.1 Miles), Portion of 020 (0.1 Miles)); (TTP Route P015, Sections 010 (23,574 Sq. Ft.); 020 (1,712 Sq. Ft.); 040 (13,237 Sq. Ft.); 050 (1,800 Sq. Ft.); 060 (6,624 Sq. Ft.); 070 (14,738 Sq. Ft.), (TTP Route P016, Section 010 (2,319 Sq. Ft.)); (Non TTP Area in SW project area (11,084 Sq. Ft): The Tribe is currently working with Red Plains to redesign and construct parking facility and roadway improvements to improve the safety of pedestrians throughout the area and improve ingress and egress to the tribal facilities at the location. The project includes a specified project from the Tribe's Tribal Transportation Program Safety Fund (TTPSF) Safety Plan Update completed in 2021. The project in the study determined that improved and properly installed street lighting would significantly improve the safety for early morning and evening access to the facility. The engineers on the design project are also looking to implement ADA and pedestrian safety improvements to existing pedestrian facilities and sidewalks to reduce the potential for vehicle pedestrian conflicts which were documented as a concern and issue at this facility. Curb stops, lighting, striping, and traffic control signage are also included with this project. TTP funds would be used for the planning, design, construction and construction management of this parking lot design and reconstruction Safety project.



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

12. St. Mary's Access Roads and Parking Lots Improvement Project (TTP Route 1264, Sections 010 (0.1 Miles); 015 (27,428 Sq. Ft.); 020 (0.1 Miles), (TTP Route 1265, Sections 010 (0.1 Miles); 020 (1,676 Sq. Ft.); 030 (12,451 Sq. Ft.); 040 (7,113 Sq. Ft.)):

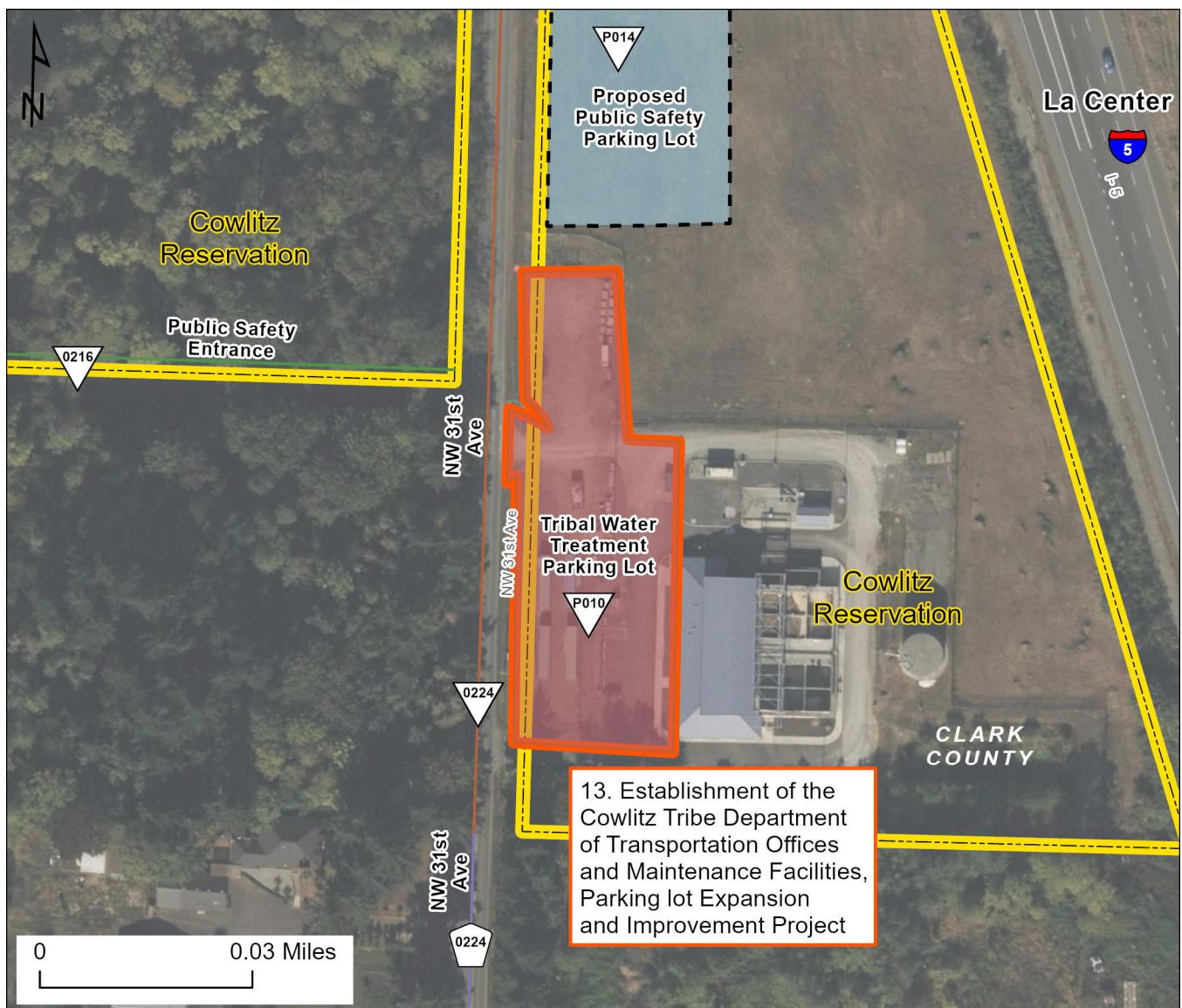
The Tribe has identified the St. Mary's Parking Lot as a priority project for redesign, repair, drainage improvements, reconfiguration, and resurfacing. The project will improve the exiting access roads and paved parking areas for the facility that support tribal housing, elder's care and programs, and other Tribal services. The existing access roads and parking lots are degrading and have inadequate drainage and pedestrian facilities. This project will involve the demo of some of the existing parking lots, installation of adequate drainage facilities, reconstruction of the base where needed and A/C paving of the lots. Curb stops, ADA compliant pedestrian facilities, lighting, striping and traffic control signage are also included in this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this Safety focused access road and parking lot improvement project.



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

13. Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot Expansion and Improvement Project (TTP Route P010, Section 010 (36,986 Sq. Ft.)):

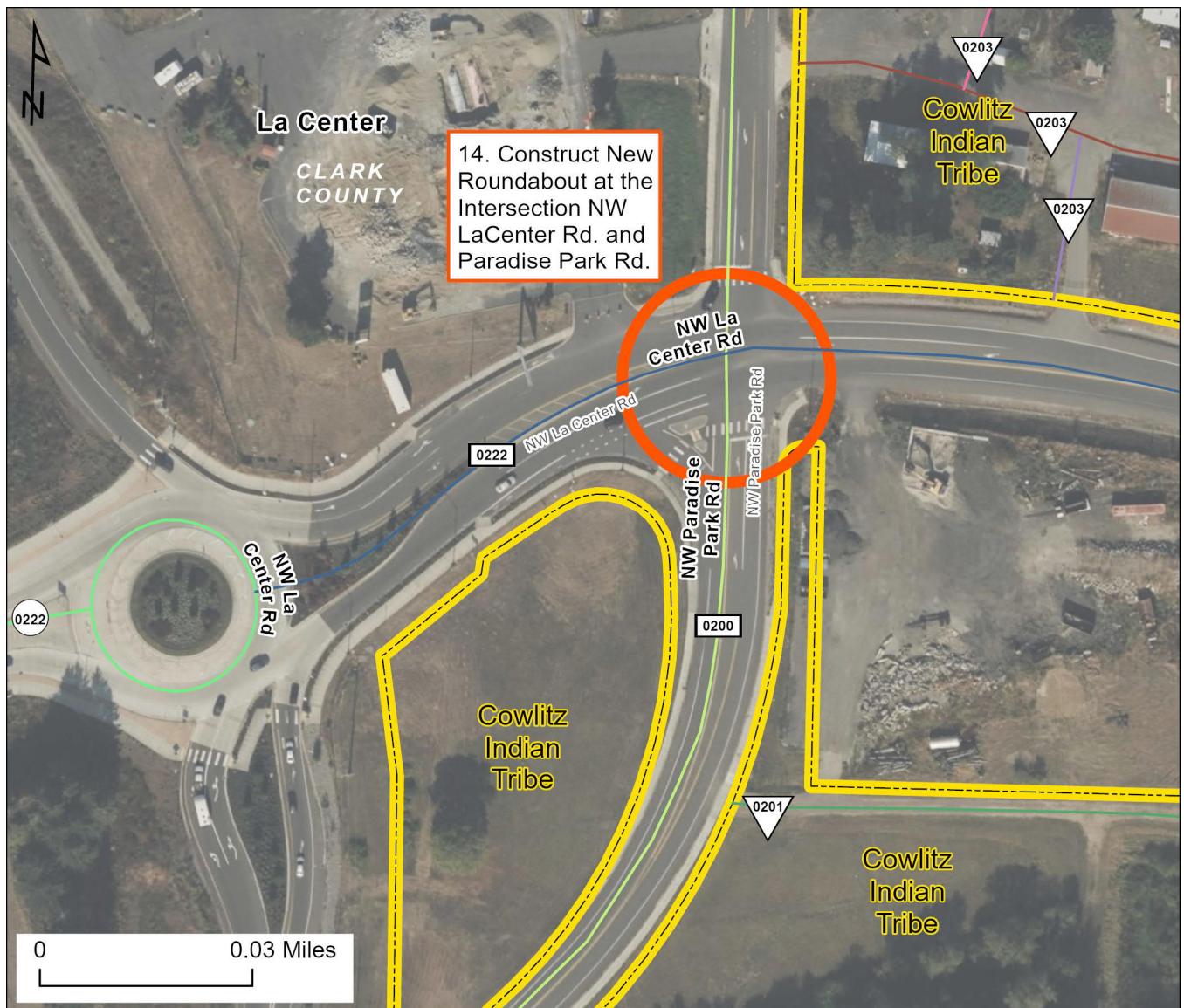
This project is being included to program funding for the establishment of the Cowlitz Tribe DOT offices and Maintenance Facility. Per the 25 CFR 170 Appendix A to subpart B, TTP funds can be used to establish Transportation Facilities. This facility will support the DOT offices that will encompass TTP management and oversite, Transit activities, Maintenance activities (including transit, maintenance, and construction fleet management), and a roadway construction and maintenance and storage yard. The below image illustrates the future location of the parking and facility expansion from the existing parking facility, TTP Route P010_010. In order to receive official approval to use TTP funding in support of the development of this facility it is recommended that the Tribe coordinate this project closely with their BIA Tribal Representative to justify the project's benefits compared to leasing a facility or other options. Many Tribes across the country have used TTP funding for similar projects so it should be a well-received project by the BIA.



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

14. Construct New Roundabout at the Intersection NW La Center Rd. (TTP Route 0222, Section 040) and NW Paradise Park Rd. (TTP Route 0200, Section 020):

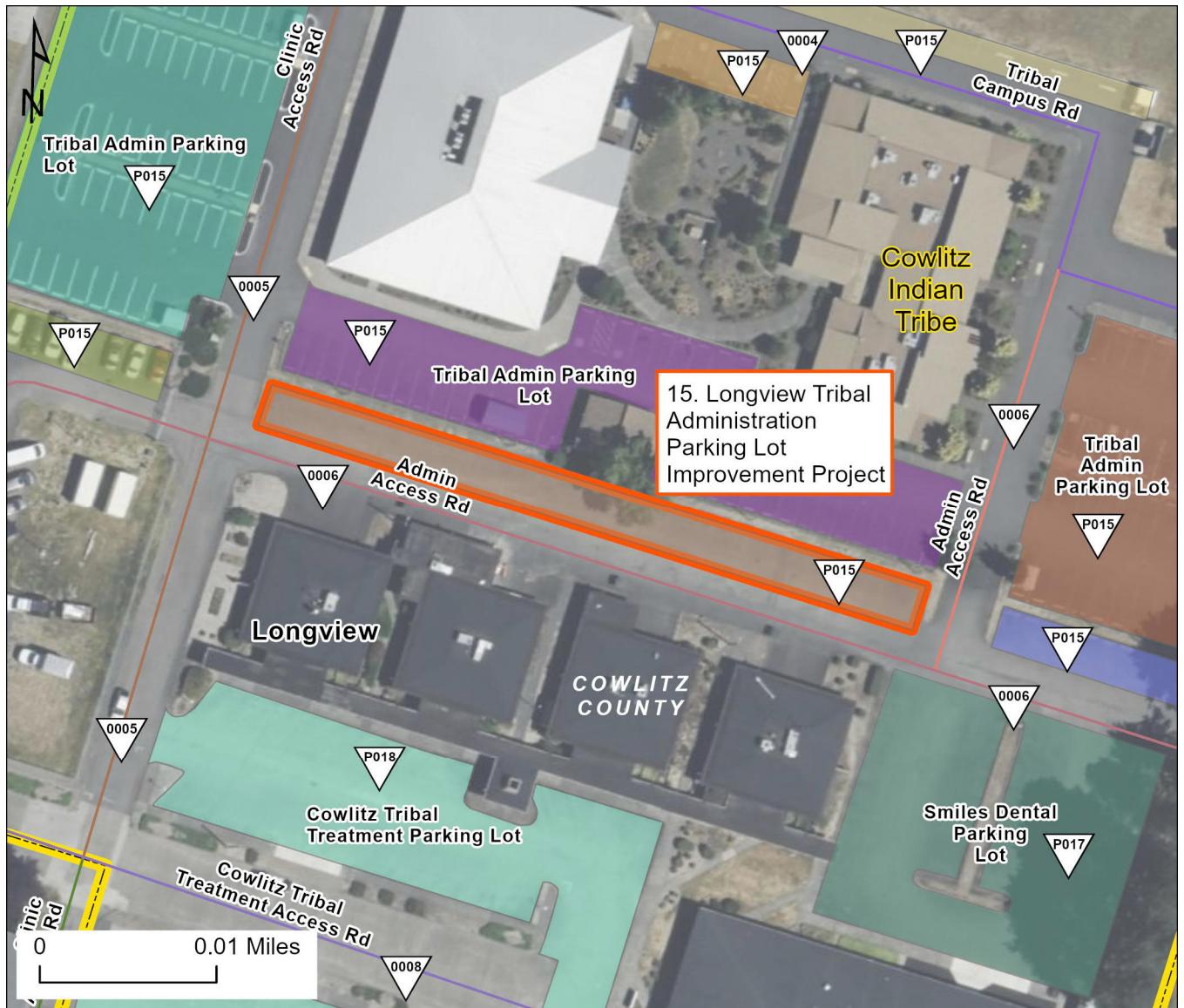
The City of La Center, WA is in the initial design phase of a roundabout at the above noted location, a map of the project area is below. While the project is on facilities not owned by the Tribe, the routes are Official in their NTTFI and the Tribe may wish to partner with the City on the project as it will directly benefit traffic flow and safety for the nearby Reservation lands, the origination location of much of the traffic that will utilize the roundabout. TTP funds may be used for planning, design, engineering, construction management, and construction of this roundabout construction project.



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

15. Longview Tribal Administration Parking Lot Improvement Project (TTP Route P015, Section 030 (6,100 Sq. Ft.)):

This project is included to program funding for improvements to this parking facility. The existing asphalt surface is badly degraded and in need of repair. The project will involve removal of the existing asphalt surface, any necessary base and drainage feature improvements and resurfacing with asphalt. Lighting, striping, and traffic control signage may also be components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this parking lot improvement project.



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

16. Fir St. Improvement Project (TTP Route 0008, Section 010 (0.1 Miles)):

This project is included to program funding for the replacement of the existing concrete roadway surface with asphalt. The existing concrete panels are shifting and sinking causing surface hazards and accelerated degradation of the roadway bed. This project involves the removal of the existing concrete, improvements to the roadway base, improvements to the drainage features, and resurfacing with asphalt. Speed control features, lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



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

17. Tukwila/Seattle HHS Parking Lot 1 Improvement Project (TTP Route 0271, Section 010 (17,177 Sq Ft.)):

This project is being included to program funding for the improvement of the existing parking lot. The existing parking lot surface is degraded due to age, improperly sealed utility cuts, and damage from tree roots. This project involves the removal of the existing asphalt, improvements to the parking lot base, mitigation of tree root issues, improvements to the drainage features, and resurfacing with asphalt. Lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this parking lot improvement project.



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

18. NW 31st Ave Traffic Calming Project (TTP Route 0224, Sections 010 (0.1 Miles); 020 (0.2 Miles)):

This roadway safety project was first identified in the Tribe's 2016 Safety Plan and again in the 2021 Safety Plan Update. An initial "NW 31st Ave. Temporary Traffic Calming Design" project was initiated in Spring 2021 to include improvements to the existing crosswalk to the Tribal gas station, rumble strips along the roadway, and the installation of additional traffic signs to alert drivers using the facility. This project will involve the design and construction of a permanent project to include road widening, road diet revisions, pedestrian facilities (sidewalks and additional crosswalks), and the potential inclusion of raised crosswalks (speed humps). Lighting, striping, and traffic control signage are other components of this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this traffic calming project.

This project may be done as a standalone project or may be combined with PPL item #19 below.



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

19. NW 31st Ave./N Royal Rd. Safety Improvement Project (TTP Route 0224, Sections 001 (0.3 Miles); 002 (0.1 Miles); 003 (0.1 Miles); 004 (0.3 Miles); 005 (0.1 Miles); 006 (0.1 Miles); 008 (1.1 Miles)):

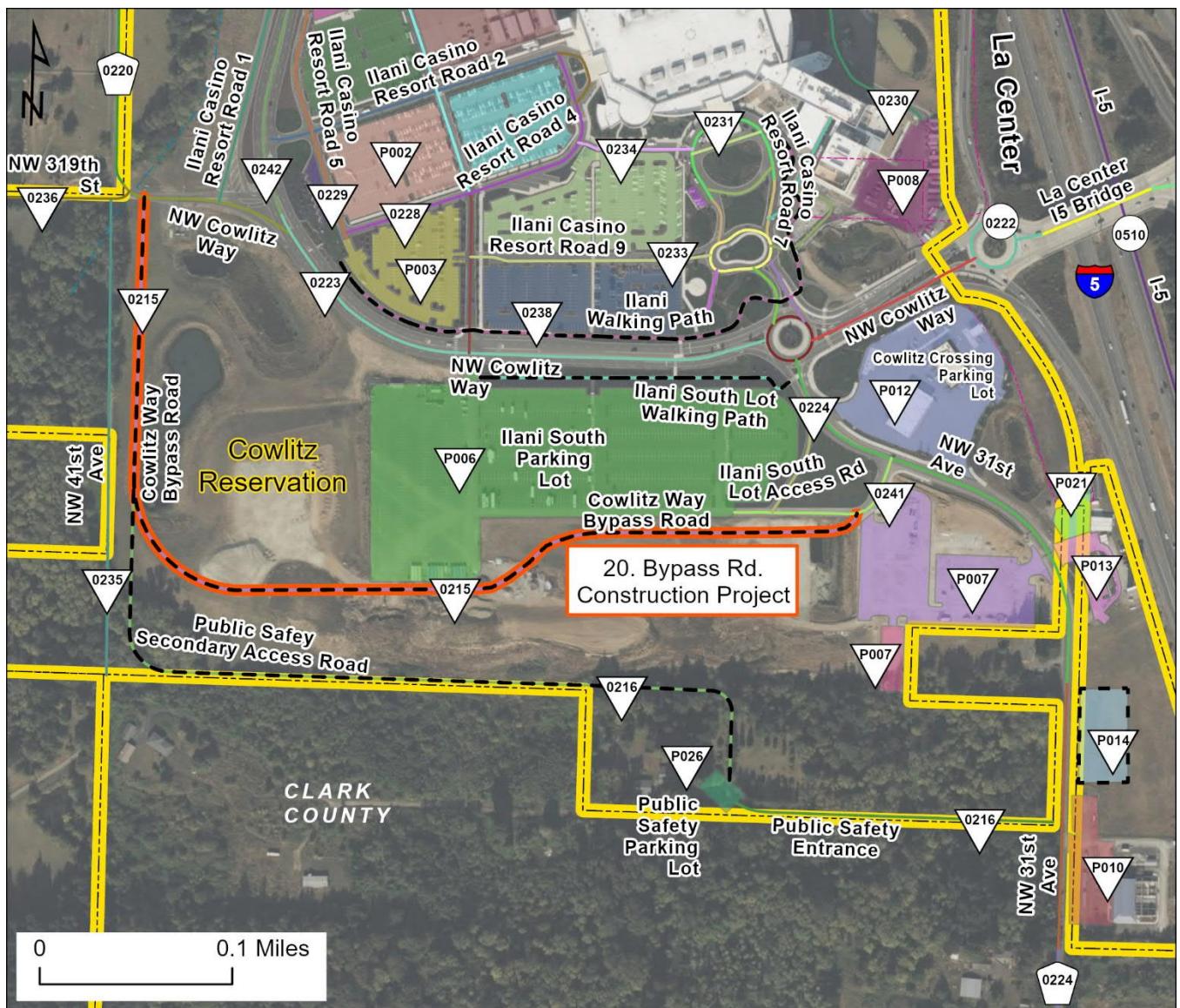
The existing roadway is a narrow 2 lane rural road with no shoulders that is not designed to handle current traffic flows, much less future demands. The road is a major transportation link between the Ilani Casino Complex and the community of Ridgefield to the south that often functions as a bypass route to I-5. Initially identified in the tribe's 2021 Safety Plan Update, this roadway improvement project is a priority for the tribe, the City of Ridgefield, and Clark County.

The project will involve the design and construction of roadway improvements including roadway widening, improved pedestrian facilities, lighting in strategic areas, striping and signage. While in the tribe's NTTFI, the roadway is owned by partner agencies (City of Ridgefield and Clark County). The tribe is working with the other agencies to determine the best course of action to design, develop, and complete this important safety improvement project.



20. Bypass Rd. Construction Project (TTP Route 0215, 010 (0.7 Miles)):

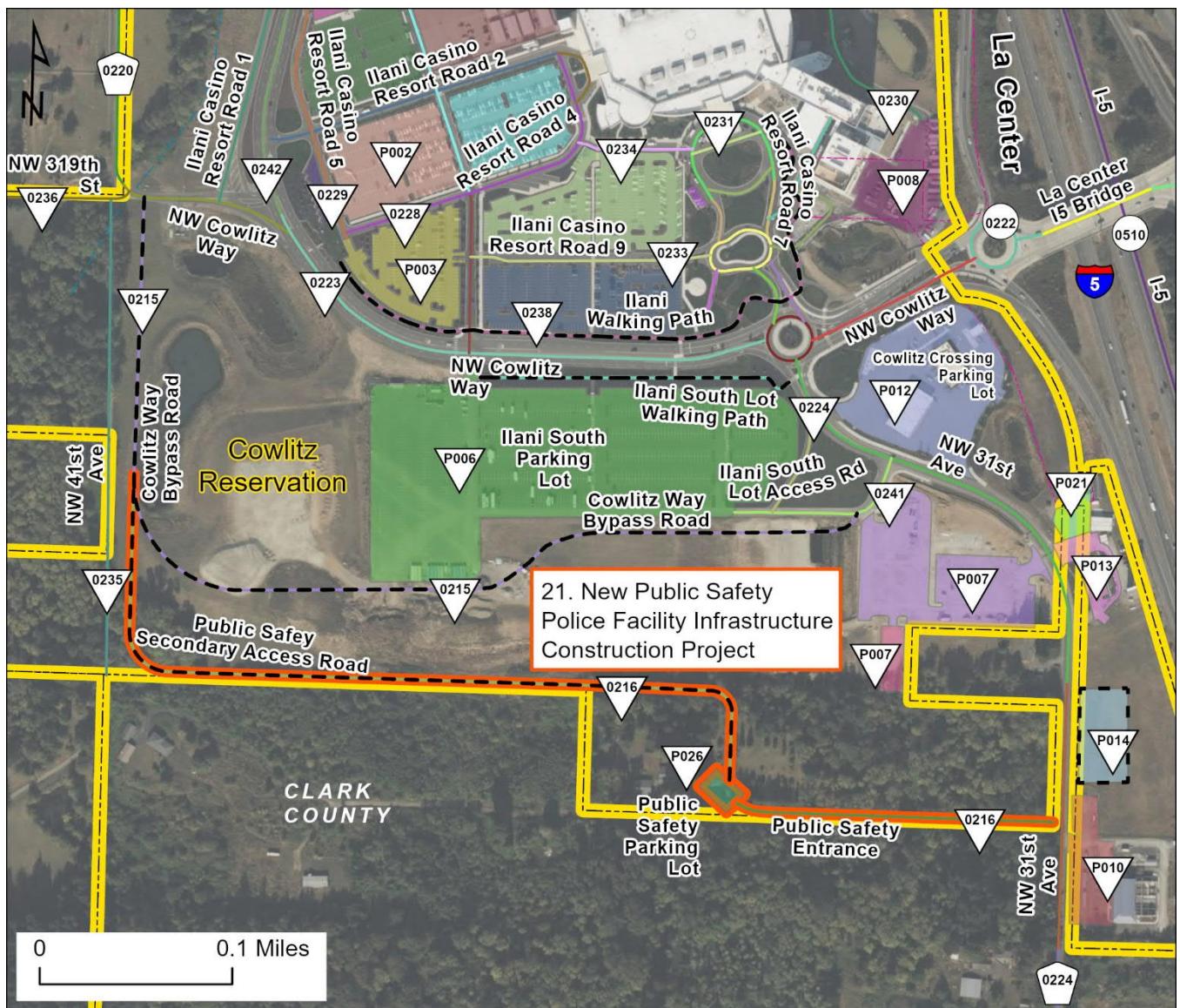
This project is included to program funding for the construction of a new multimodal roadway to bypass the often congested Cowlitz Way. This project will provide the local rural community improved access to Interstate 5 and other local and regional arterials, avoiding the fast-developing area on Cowlitz Reservation Land. Likewise, this project will aid in the safe reduction of traffic congestion on all impacted roadways near Exit 16 on I-5 during peak hours of operation and events providing more dedicated, direct, and efficient traffic movement for local residents. Local road users will benefit significantly from the project with secondary safety improvements from congestion reduction on I-5 at Exit 16. TTP funds may be used for planning, design, engineering, construction management, and construction of this roadway construction project.



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

21. New Public Safety/Police Facility Infrastructure Construction Project (TTP Route 0216, Sections 010 (0.2 Miles), 020 (0.4 Miles); TTP Route P026, Section 010 (8,000 Sq. Ft.)):

This project is included to program funding for the construction of the transportation related infrastructure for a new Public Safety/Police facility on Tribal land. The project will include improving the existing access road into the facility, redevelopment of the existing parking lot to suit the requirements for the new facility, construction of ADA compliant pedestrian access facilities, and the building of a new proposed secondary access road across tribal land to provide for multiple ingress/egress options for the facility. Lighting, signage, and striping may all be included in this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this infrastructure construction project.



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

PREPARED BY:



PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

PREPARED FOR:

COWLITZ INDIAN TRIBE

DATE:

FEBRUARY 07, 2025

3-3 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY		RED PLAINS
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE
1	Transportation Program Administration (System Wide)	\$115,000
2	Transportation Planning and NTFI Management (System Wide)	\$100,000
3	Master Plan (System Wide)	\$100,000
4	Strategic Transportation Safety Plan (System Wide)	\$10,000
5	Transportation Safety Improvements (System Wide)	\$75,000
6	Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)	\$85,000
7	Tribal Transportation Facilities Maintenance Plan (System Wide)	\$75,000
8	Tribal Transportation Program Maintenance Project (System Wide)	\$150,000
9	Tribal Transit Program Supplemental Funding (System Wide)	\$50,000
10	Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)	\$50,000
11	Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project	\$316,856
12	St. Mary's Access Roads and Parking Lots Improvement Project Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot	\$3,263,418
13	Expansion and Improvement Project	\$882,617
14	Construct New Roundabout at the Intersection NW La Center Rd.	\$2,207,284
15	Longview Tribal Administration Parking Lot Improvement Project	\$365,649
16	Fir St. Improvement Project	\$812,611
17	Tukwila/Seattle HHS Parking Lot 1 Improvement Project	\$688,071
18	NW 31st Ave Traffic Calming Project	\$1,104,682
19	NW 31st Ave./N Royal Rd. Safety Improvement Project	\$4,918,063
20	Bypass Rd. Construction Project	\$1,984,391
21	New Public Safety/Police Facility Infrastructure Construction Project	\$2,672,651
TOTAL LUMP SUM AMOUNT		\$20,026,293

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.

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

PREPARED BY:



PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME: L RTP Prioritized Project Improvements
SUBJECT: Cost Estimate

DATE: FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Transportation Program Administration (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.	1	LS	\$115,000	\$115,000
<i>Project Estimate</i>					\$115,000

COWLITZ INDIAN TRIBE					
Transportation Planning and NTTFI Management (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
2A	The Tribe will program funding to further develop and maintain the LRTP and NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program.	1	LS	\$100,000	\$100,000
<i>Project Estimate</i>					\$100,000

COWLITZ INDIAN TRIBE					
Master Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
3A	The Tribe intends to complete a Master Planning Project with a significant transportation analysis component. The Master Plan is critical for the future planning of the Tribal and regional transportation network.	1	LS	\$100,000	\$100,000
<i>Project Estimate</i>					\$100,000

COWLITZ INDIAN TRIBE					
Strategic Transportation Safety Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
4A	The Tribe has secured the initial planning funding for the TTSP and will be applying for additional funding to support its findings and additional projects which may include Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, Etc..	1	LS	\$10,000	\$10,000
<i>Project Estimate</i>					\$10,000

COWLITZ INDIAN TRIBE					
Transportation Safety Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
5A	The Tribe intends to develop a bicycle and pedestrian plan that identifies the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot, and identify the desired connections that currently do not exist, requiring additional study and community involvement efforts.	1	LS	\$75,000	\$75,000
<i>Project Estimate</i>					\$75,000

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



PREPARED BY: _____
 PROJECT NAME: L RTP Prioritized Project Improvements
 SUBJECT: Cost Estimate

PREPARED FOR: COWLITZ INDIAN TRIBE
 DATE: FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
6A	The Tribe intends to develop a bicycle and pedestrian plan that identifies the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot, and identify the desired connections that currently do not exist, requiring additional study and community involvement efforts.	1	LS	\$85,000	\$85,000
<i>Project Estimate</i>					\$85,000

COWLITZ INDIAN TRIBE					
Tribal Transportation Facilities Maintenance Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
7A	A Maintenance Plan was developed for the tribe in 2021 along with the L RTP Update. As the tribe acquires more lands and expands their roadway network, continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding.	1	LS	\$75,000	\$75,000
<i>Project Estimate</i>					\$75,000

COWLITZ INDIAN TRIBE					
Tribal Transportation Program Maintenance Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
8A	This project is identified to include in the TTIP annually a specific set aside amount to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this L RTP.	1	LS	\$150,000	\$150,000
<i>Project Estimate</i>					\$150,000

COWLITZ INDIAN TRIBE					
Tribal Transit Program Supplemental Funding (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
9A	This project is identified to provide potentially required TTP funding support to the Tribe's Transit Program. TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure.	1	LS	\$50,000	\$50,000
<i>Project Estimate</i>					\$50,000

COWLITZ INDIAN TRIBE					
Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
10A	This project is included to program funding for the research, planning, and strategic deployment of publically accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in tribal communities.	1	LS	\$50,000	\$50,000
<i>Project Estimate</i>					\$50,000

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

PREPARED BY:		PREPARED FOR:	COWLITZ INDIAN TRIBE
PROJECT NAME:	LRTP Prioritized Project Improvements	DATE:	FEBRUARY 07, 2025
SUBJECT:	Cost Estimate		

COWLITZ INDIAN TRIBE					
Cowlitz Longview Administration and Health Clinic Parking Lot Design and Reconstruction Safety Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
11A	Planning	1	LS	\$4,921	\$4,921
11B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$11,809	\$11,809
11C	Design	1	LS	\$24,601	\$24,601
11D	Construction	1	LS	\$246,004	\$246,004
11E	Construction Management	1	LS	\$29,521	\$29,521
<i>Project Estimate</i>		\$316,856			

COWLITZ INDIAN TRIBE					
St. Mary's Access Roads and Parking Lots Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
12A	Planning	1	LS	\$51,801	\$51,801
12B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$124,321	\$124,321
12C	Design	1	LS	\$186,481	\$186,481
12D	Construction	1	LS	\$2,590,013	\$2,590,013
12E	Construction Management	1	LS	\$310,802	\$310,802
<i>Project Estimate</i>		\$3,263,418			

COWLITZ INDIAN TRIBE					
Establishment of the Cowlitz Tribe Department of Transportation Offices and Maintenance Facilities, Parking lot Expansion and Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
13-A	Planning	1	LS	\$25,960	\$25,960
13-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$51,919	\$51,919
13-C	Design	1	LS	\$77,878	\$77,878
13-D	Construction	1	LS	\$648,982	\$648,982
13-E	Construction Management	1	LS	\$77,878	\$77,878
<i>Project Estimate</i>		\$882,617			

COWLITZ INDIAN TRIBE					
Construct New Roundabout at the Intersection NW La Center Rd.					
Project	Description	Qty.	Unit	Unit Price	Total Cost
14-A	Planning	1	LS	\$43,349	\$43,349
14-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$83,229	\$83,229
14-C	Design	1	LS	\$138,714	\$138,714
14-D	Construction	1	LS	\$1,733,921	\$1,733,921
14-E	Construction Management	1	LS	\$208,071	\$208,071
<i>Project Estimate</i>		\$2,207,284			

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



PREPARED BY:

PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
Longview Tribal Administration Parking Lot Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
15-A	Planning	1	LS	\$9,376	\$9,376
15-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$23,439	\$23,439
15-C	Design	1	LS	\$70,317	\$70,317
15-D	Construction	1	LS	\$234,390	\$234,390
15-E	Construction Management	1	LS	\$28,127	\$28,127
<i>Project Estimate</i>		\$365,649			

COWLITZ INDIAN TRIBE					
Fir St. Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
16-A	Planning	1	LS	\$12,899	\$12,899
16-B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$30,957	\$30,957
16-C	Design	1	LS	\$46,435	\$46,435
16-D	Construction	1	LS	\$644,928	\$644,928
16-E	Construction Management	1	LS	\$77,392	\$77,392
<i>Project Estimate</i>		\$812,611			

COWLITZ INDIAN TRIBE					
Tukwila/Seattle HHS Parking Lot 1 Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
17A	Planning	1	LS	\$10,922	\$10,922
17B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$26,213	\$26,213
17C	Design	1	LS	\$39,319	\$39,319
17D	Construction	1	LS	\$546,086	\$546,086
17E	Construction Management	1	LS	\$65,531	\$65,531
<i>Project Estimate</i>		\$688,071			

COWLITZ INDIAN TRIBE					
NW 31st Ave Traffic Calming Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
18A	Planning	1	LS	\$17,535	\$17,535
18B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$42,084	\$42,084
18C	Design	1	LS	\$63,125	\$63,125
18D	Construction	1	LS	\$876,730	\$876,730
18E	Construction Management	1	LS	\$105,208	\$105,208
<i>Project Estimate</i>		\$1,104,682			

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



PREPARED BY:

PREPARED
FOR:

COWLITZ INDIAN TRIBE

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

FEBRUARY 07, 2025

COWLITZ INDIAN TRIBE					
NW 31st Ave./N Royal Rd. Safety Improvement Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
19A	Planning	1	LS	\$55,761	\$55,761
19B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$66,913	\$66,913
19C	Design	1	LS	\$156,129	\$156,129
19D	Construction	1	LS	\$4,460,826	\$4,460,826
19E	Construction Management	1	LS	\$178,434	\$178,434
<i>Project Estimate</i>		\$4,918,063			

COWLITZ INDIAN TRIBE					
Bypass Rd. Construction Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
20A	Planning	1	LS	\$30,958	\$30,958
20B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$89,778	\$89,778
20C	Design	1	LS	\$130,023	\$130,023
20D	Construction	1	LS	\$1,547,885	\$1,547,885
20E	Construction Management	1	LS	\$185,747	\$185,747
<i>Project Estimate</i>		\$1,984,391			

COWLITZ INDIAN TRIBE					
New Public Safety/Police Facility Infrastructure Construction Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
21A	Planning	1	LS	\$42,156	\$42,156
21B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc.)	1	LS	\$101,173	\$101,173
21C	Design	1	LS	\$168,622	\$168,622
21D	Construction	1	LS	\$2,107,767	\$2,107,767
21E	Construction Management	1	LS	\$252,933	\$252,933
<i>Project Estimate</i>		\$2,672,651			

3-4 RELATED REGIONAL TRANSPORTATION PROJECTS

WSDOT

Regional Projects:

- Interstate Bridge Replacement Program (Interstate 5 over the Columbia River)

Project Overview: This project is designed to replace the existing Interstate Bridge over the Columbia River connecting Oregon and Washington and related interchange improvements within the 5 mile project corridor. While the final design has yet to be decided, potential options include 4 travel lanes in each direction (currently 3), accessory lanes, light rail, expanded shared use (non-motorized) path, and a height that allows for river traffic to pass under without impacting traffic (The current bridge requires a lift to allow watercraft over a certain height to pass under the structure safely).

Timeline: Early 2020 - 2035

Project status: Project is in consecutive Environmental, Design, and Funding and Grant Application phases with Construction targeted to begin in early 2026.

Funding: \$5-7.5 Billion, likely estimated cost \$6 billion

Projects in Clark County:

- I-5 – NE 179th St. Interchange Improvements

Project Overview: This project aims to improve mobility for travelers who use the I-5 - Northeast 179th Street interchange. Signalized intersections will be removed and replaced with roundabouts at the on- and off-ramps to and from I-5. Roundabouts help to relieve congestion by keeping people moving safely through the intersection. This will make it safer and more accessible for people who walk, bike or roll through this area. The project also includes replacing the I-5 bridges over Northeast 179th Street and addressing nearby fish barriers.

Timeline: Early 2024 - 2030

Project status: Not started

Funding: \$86 million

- I-5 East Fork Lewis River NB Bridge Replacement

Project Overview: The purpose of this project is to remove and replace the northbound span of the I-5 East Fork Lewis River located at milepost 18.21, approximately 3 miles south of Woodland near the Clark and Cowlitz County lines. The existing bridge also crosses over the Paradise Point State Park day use area and Northwest Toenjes Road.

Timeline: 2020 - 2028

Project status: Pre-construction

Funding: \$100 Million

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

CLARK COUNTY

All Clark County Capital Improvements projects that are near the Cowlitz Reservation relate to the WSDOT I-5 – NE 179th St. Interchange Improvements and are broken into 3 projects:

Project: A. I-5/NE 179th Street - NE Delfel Road to NE 15th Avenue

Timeline: PE Pre 2024-2029; ROW Pre 2024-2029; CN Post 2029

Project Description: This project is a joint project with the Washington State Department of Transportation (WSDOT). WSDOT will enhance or replace the I-5 Bridges and improve the roadway under the bridge and reconfigure the on-ramps/off-ramps. The county will improve gaps (if necessary) in the roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation). A future roundabout may be built by a developer at NE 12th Avenue.

Project: B. NE Delfel Road - NE 179th Street to NE 184th Street

Timeline: PE Pre 2024-2027; ROW Pre 2024-2025; CN 2028-Post 2029

Project Description: Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection.

Project: C. NE 15th Avenue - NE 179th Street to NE 10th Avenue

Timeline: PE Pre 2024-2028; ROW Pre 2024-2028; CN 2028-Post 2029

Project Description: Construct a 3-lane minor arterial including center turn lane/median, sidewalks and bicycle lanes.

CITY OF LA CENTER

La Center Rd. and Paradise Park Rd. Roundabout: (See PPL Item #14 above.)

A new two-lane roundabout to accommodate vehicles, including WB-67 trucks, to WSDOT standards. The design phase of the project will be completed using local funds as part of an agreement with the Cowlitz Indian Tribe. The funding source for construction is not identified at this time. For design the city will need to meet WSDOT Local Programs requirements for design and approval. Contract Plans, specifications, and estimates (PS&E) shall be prepared in accordance with the current State of Washington Standard Specifications for Road, Bridge and Municipal Construction and adopted design standards per the Local Agency Guidelines (LAG). If federal funding is used for construction, WSDOT Local Program Engineer will review the PS&E to ensure compliance with the LAG Manual.

La Center Rd. and Timmen Rd. Roundabout:

A new two-lane roundabout to accommodate vehicles, including WB-67 trucks, to WSDOT standards. This project is currently on the Capital Facility Plan as a Traffic Impact Fee (TIF) eligible project. The city is part of the Regional Transportation Commission (RTC) project, funded by an SS4A grant, to provide a Safety Action. The roundabout at La Center Road and Timmen Road is planned to be part of this plan. For design the city will need to meet WSDOT Local Programs requirements for design and approval. Contract Plans, specifications, and estimates (PS&E) shall be prepared in accordance with the current State of Washington Standard Specifications for Road, Bridge and Municipal Construction and adopted design standards per the Local Agency Guidelines (LAG). If federal funding is used for construction, WSDOT Local Program Engineer will review the PS&E to ensure compliance with the LAG Manual.

Pacific Highway Shared Use Path:

This is a 10-feet wide shared use path on Pacific Highway, between Larsen Road and the existing sidewalk and paved shoulder adjacent to Kays Subdivision. This will be approximately a 1,900 lineal feet concrete path with streetlights. Most of the path will require retaining walls along steep slopes and a bridge across Jenny Creek. This project is listed on the Regional Transportation Plan as a corridor that is federally classified. The city has received \$200,000 in design funding as part of a Transportation Alternative Federal Grant. The consultant has completed 75% design and are working on completing 100% design. The city has received \$700,000 for a combination of a Transportation Alternative/Carbon Reduction Grant. The city also has received an “earmark” for \$1 million dollars that is funded through the Climate Commitment Act. The budget is \$3.4 million to construct the project, and the city needs \$1.7 million dollars in construction funding to bid the project.

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

La Center Rd. Widening and Improvement Phased Project:

This project will be completed in three phases to pursue funding of smaller projects that may be more easily funded and constructed.

La Center Rd. Widening Phase 1

La Center Road is classified as a Major Arterial per the Capital Facility Plan. The federal function Classification is a Rural Major Collector. The city's goal is to widen La Center Road to have (4) 12 Ft. travel lanes (two lanes in each direction, a center turn lane (11 to 12 ft.) and a shared use path on the south side of the road. The total pavement width curb to curb will be 71-ft. Phase 1 will be a Major Arterial, extend approximately 2,400 feet between the Lewis River Bridge and Timmen Road.

La Center Rd. Widening Phase 2

Phase 2 will extend from Timmen Road and 13th Avenue (the crest of the road). The goal is to widen La Center Road to be Major Arterial to match phase 1. Timmen Road roundabout will be built to match this two-lane street section.

La Center Rd. Widening Phase 3

Phase 3 will extend from 13th Avenue to Paradise Park Road. The goal is to widen La Center Road to be a Major Arterial to match phase 2. The roundabout at Paradise Park Road will be built to match the two lane street section on La Center Road.

4th St. Widening and Brezee Creek Culvert Replacement Project:

The project consists of widening 4th St. to the width detailed in the complete street ordinance. Widening will begin on 4th Street just east of Cedar Avenue and extend to Highland Avenue, which is about 1,800 feet of length. The road will have 10.5 feet travel lanes, 5-feet wide bike lanes, with a 2-foot buffer on each side, along with a 7-feet wide sidewalk. The existing undersized culvert will be replaced with a bridge. The design is complete, and construction funding has been obtained to begin construction. The city needs to complete final property acquisition temporary easements before bidding and construction begins in the spring or summer of 2025.

4th St. and Highland Rd. Traffic Signal and Electronic Signs Project:

The project was originally part of the 4th street widening project but was separated to obtain a Safe Routes to Schools Grant. The project consists of installing a traffic signal, adding two rectangular rapid flashing beacons on 4th Street at the paver parking lot, installing a speed feedback sign just east of the signal and a 20-mph flashing school zone sign on 339th Street approaching the high school. Construction has started, and is anticipated to be completed in summer of 2025.

3-5 EXISTING TTP FUNDING

According to the latest Tribal Shares funding tables provided to the public by the BIA and FHWA, the Cowlitz Tribe was allotted combined Authorized Total Tribal Shares and Authorized Total Tribal 2% Planning funds of approximately \$1,163,104.91 in FY24. After annual program administrative takedowns (13.2% Oblim Reduction in FY24), the Tribe's estimated Total Tribal Shares are approximately \$1,009,575.06. The "Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill", (FY24 THUD Bill), added \$150 Million in "Special Appropriations" to TTP Tribal Shares for FY24.

The Cowlitz Tribe received an additional \$198,358.20 in Tribal Shares for FY24 through this "Special appropriations" funding as shown in the below table.

Two important factors that are used in the TTP tribal share calculations are:

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

The most recently published official numbers available for this calculation are from 2024 and show the Tribe's recorded AIAN Persons population as 8,508 and the Tribe's total TTP eligible mileage as 2.0. The table below is an excerpt from the Tribal Shares Table discussed in this section; the Cowlitz Tribe is highlighted in yellow. The full FY24 Tribal Shares table is located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation.

Tribe Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)	Total FY24 Tribal Shares After 13.2% Oblim Reduction	Total FY24 2% Planning after 13.2% Oblim Reduction	FY24 TTP Special Appropriations	Total FY11 Tribal Shares and Planning Combined
Upper Mattaponi Tribe	1,210	-	\$ 128,688.00	\$ 2,941.23	\$ 111,701.18	\$ 2,552.99	\$ 23,470.85	-
Confederated Tribes of the Chehalis Reservation	1,660	6.4	\$ 442,674.77	\$ 10,117.57	\$ 384,241.70	\$ 8,782.05	\$ 53,498.14	\$ 345,538.91
Confederated Tribes of the Colville Reservation	19,060	865.3	\$ 7,030,942.59	\$ 160,696.01	\$ 6,102,858.17	\$ 139,484.14	\$ 1,108,119.42	\$ 4,469,487.23
Cowlitz Indian Tribe	8,508	2	\$ 1,137,115.52	\$ 25,989.39	\$ 987,016.27	\$ 22,558.79	\$ 198,358.20	\$ 326,041.37
Hoh Indian Nation	409	8.5	\$ 91,136.74	\$ 2,082.98	\$ 79,106.69	\$ 1,808.03	\$ 14,839.35	\$ 48,074.41
Jamestown S'Klallam Tribe	1,154	0.8	\$ 497,397.60	\$ 11,368.29	\$ 431,471.11	\$ 9,867.68	\$ 37,750.24	\$ 388,253.94
Kalispel Indian Community	944	45.3	\$ 251,143.67	\$ 5,740.02	\$ 217,992.70	\$ 4,982.34	\$ 41,914.61	\$ 111,289.41

3-6 FUNDING OPPORTUNITIES

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

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

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

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

3-7 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

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

APPENDICES

APPENDICES (DIGITAL ONLY)

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX G – PUBLIC PARTICIPATION

APPENDIX H – MAPS

MAP A – OFFICIAL TTP ROUTES

Map A1 – 2024 Existing NTTFI Inventory – All

Map A2 – 2024 Existing NTTFI Inventory – Toledo

Map A3 – 2024 Existing NTTFI Inventory – Longview

Map A4 – 2024 Existing NTTFI Inventory – Reservation

MAP B – RECOMMENDED 2025 NTTFI INVENTORY

Map B1 – 2025 Recommended NTTFI Inventory – All

Map B2 – 2025 Recommended NTTFI Inventory – Toledo

Map B3 – 2025 Recommended NTTFI Inventory – Longview

Map B4 – 2025 Recommended NTTFI Inventory – Reservation

MAP C – 2025 PRIORITIZED PROJECT MAP

Map C1 – 2025 Prioritized Projects Map – All

Map C2 – 2025 Prioritized Projects Map – Toledo

Map C3 – 2025 Prioritized Projects Map – Longview

Map C4 – 2025 Prioritized Projects Map – Reservation

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS