

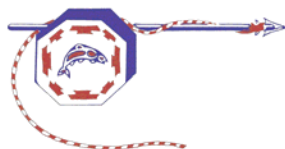
THE SWINOMISH TRANSPORTATION PLAN



Prepared by Valerie J. Southern - Transportation Consultant

The Official Transportation Plan For The Swinomish Indian Reservation

Adopted by the Swinomish Indian Senate
August 6, 2002



Swinomish Indian Tribal Community
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PREFACE

Considerable appreciation is extended to those who participated in the development of this document. Early in the planning process, officials of Swinomish tribal government were surveyed, as were officials from federal, state, regional, County and city governments. Their comments offer context and perspective. Those who participated are listed below.

From Swinomish government: John Petrich, General Manager - *Swinomish Housing/Utilities/Facilities Authority*; Larry Campbell, Cultural Resources Planner, Allen Rozema, Natural Resources Planner and August Rozema, Project Development Coordinator - *Swinomish Planning and Economic Development Department*; Tom J. Schlicker, Chief of Police and Todd Adams, Lieutenant - *Swinomish Police Department*.

From Federal government: Saul Kardouni, Supervisory Highway Engineer, Everett Office and Kyle B. Kitchel, Community Planner, Branch of Roads, Northwest Regional Office - *U.S. Department of the Interior, Bureau of Indian Affairs*.

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From City government: Bob Hyde, Director of Public Works and David A. Lervick, City Engineer - *City of Anacortes Public Works Department*.

This document was prepared under the auspices of the Swinomish Planning and Economic Development Department. The department's Natural Resources Planner, Allen Rozema, supervised the project. The department's GIS specialist, Elissa Fjellman, prepared the document maps and illustrations.

Valerie J. Southern – Transportation Consultant wrote the document and provided the necessary transportation planning and management services. Samuel I. Obunike, P.E. of O'Bunco Engineering, Inc. prepared the project cost estimates. Rick Alexander of Traffic Count Consultants, Inc. conducted the traffic count program. Douglas Barnet of Douglas Barnet and Associates provided the SR20 Interchange project information.

Swinomish Reservation Transportation Plan Update 2002

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Swinomish Reservation Transportation Plan 2002

EXECUTIVE SUMMARY

Executive Summary. The goal of this tribal transportation plan is to enable the safe and efficient movement of people, goods and services on and to the Swinomish Reservation. The objectives are to:

- *Strengthen the reservation transportation infrastructure and services;*
- *Update the roads inventory and identify a six-year transportation improvement program for incorporation in federal, state, County and regional funding programs; and*
- *Prepare a twenty-year transportation program, which reflects the cultural, economic and environmental values of the Swinomish people*

Findings. The Swinomish transportation system represents nearly 22 miles of roadways. Like the community itself, the system is rural. Most of the roads are paved and in good condition. A majority are owned and maintained by the County.

- Three traffic arterials converge in the tribe's cultural center – the Swinomish Village. The roadways are classified as rural collectors and provide relatively unimpeded vehicular service. They are also classified as state truck routes. Each carry up to 4-million tons per year.
- In the village, the highest traffic volumes are on Shelter Bay Road with 3,000 average daily volumes followed by Pioneer Parkway with 2,500, Snee-Oosh Road with 1,800 and Reservation Road with 1,500.
- From a traffic perspective, the system functions relatively well with a high level-of-service. From a human perspective, the roads, their classifications and the traffic they generate create an environment that does not reflect from the village setting and impedes safe pedestrian access to the land uses concentrated in the village.
- Reservation wide, the arterials function relatively well but have design deficiencies. These include limited shoulders, narrow traffic lanes, an inadequate number of safety signs and poor connections at certain locations. Accidents occur at these locations. Moreover, throughout the system, traffic speeds generally exceed the posted limit.
- One public bus line serves the Swinomish community. It circles through the village but does not serve the communities further west or the Tribal Casino to the north. Ridership has declined by 45 percent since 2001 due to fare increases.

- In the north quadrant of the reservation, tribal government is planning a 1,200-slip marina and other commercial development. The effort includes roadway improvements, new interior roads and reconstruction of a state highway interchange. The \$1.5 million interchange is supported with tribal, federal, state and regional funds.
- In addition to the north end improvements, more safety and access improvements are needed – within the village and reservation-wide. More bus service and better connections are needed. Traffic calming, pedestrian amenities, new walk trails and bicycle routes are needed. Roadway upgrades and re-classifications should be considered. And, new methods for the future management and maintenance of the tribal reservation system should be examined.

Short-Term Recommendations (2002-2006). Some of the tribe's transportation needs may be reasonably addressed within a six-year period. They include revisions to the roads inventory, completion of overdue safety projects, additional bus service and new walk trails. Studies on transit ridership, system governance and bicycle routing should also be undertaken during this period. Collectively, these multi-modal projects represent the tribe's short-term transportation improvement program or TIP. A brief description of each is provided below, by mode.

ROADS

1. IRR Inventory Update. It is recommended the Swinomish government update its Indian Reservation Roads (IRR) inventory. The update will add 22.9-miles.

2. SR20-South March's Point Interchange Project. Commitment and leadership from the Swinomish tribal government resulted in the funding of this project. Once completed, the new interchange will improve circulation and traffic safety on the north end of the reservation. Because it is not yet underway, the project should continue to be listed in the tribe's TIP.

3. Casino Drive. This project extends Casino Drive and facilitates safe access to the Tribal Casino. It is on the tribe's priority list.

4. Roads Jurisdiction and Classification Study. County roads represent a majority of all reservation roads. Tribal government has expressed concern over its ability to “have a say” in their management. It is recommended that a Roads Jurisdiction and Classification Taskforce be appointed to determine “who” should oversee the reservation system and “how” a new management system may be implemented. The Taskforce would also determine whether the functional classifications of certain County roads should be changed.

5. Swinomish Public Works Department. As tribal government assumes greater responsibility in managing its transportation system, the feasibility of creating a tribal Public Works Department should be examined. The department would oversee all transportation functions and systems on the reservation.

6. Marina Roads and Bridge. This project represents a new bridge and 1.5-mile interior road network, which will support the north-end Marina development. It is on the tribe's priority list.

7. Snee-Oosh Road Connections. Traffic turns from Snee-Oosh Road to Pull & Be Damned Road and Sunset Drive occur on a curve. Earth and vegetation hamper sight distances. The intersection should be improved. This project is on the tribe's priority list.

PUBLIC TRANSPORTATION

8. Route 615 Extension. Bus service on the reservation is limited to the Swinomish Village. There is no service west and north. It is recommended that hourly bus service be extended west and north to the Tribal Casino.

9. Transit Ridership Taskforce. The issue of diminished ridership on the reservation's only bus route will require continuing review. Low ridership may jeopardize and ultimately terminate the service. A Transit Taskforce is recommended to develop strategies for increasing tribal ridership. The Taskforce would also examine new initiatives including a *Tribal Casino Park and Ride Lot* and summer-only *Ferry Shuttle Service*.

NON-MOTORIZED

10. Safety Signage. It is recommended that safety signs be posted along the reservation roadways. The signs would alert motorists to the presence of pedestrians and bicyclists.

11. Reservation Bicycle Plan. There are no designated bicycle routes on the Swinomish reservation. It is recommended that a citizen Bicycle Planning Committee be appointed to identify future routes and prepare an official bicycle plan.

12. Shelter Bay Road Improvement. Shelter Bay Road carries the highest volume of traffic on the reservation. It is recommended the road be upgraded with additional safety and pedestrian facilities. The classification of Shelter Bay Road should also be examined as part of the Roads Jurisdiction and Classification Study discussed in Item 4.

13. Pioneer Parkway Improvement. It is recommended Pioneer Parkway at Moorage Way be improved to “calm” traffic and facilitate pedestrian crossings with curb bulb-outs, embedded crossing lights, safety signage and sidewalks.

14. Village Walking Trail – Phase I. An off-road trail system is recommended for the Swinomish Village. It would represent 6,125 total linear feet, developed in two phases. The first phase, covering 2,225 linear feet, would follow current walk patterns in the village.

15. Village Center Safety Project. Three County traffic arterials converge in the tribe’s cultural center – the Swinomish Village. They are Reservation Road, Pioneer Parkway and Snee-Oosh Road. The intersection should be modernized with safety amenities to “calm” traffic through the village and improve pedestrian crossings and safety. The classification of the roadways should be examined as part of the Roads Jurisdiction and Classification Study discussed in item 4.

16. Village Walking Trail – Phase II. This project is the second phase of the recommended off-road trail system with 3,900 linear feet of new trails.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – 2002-2008. The multi-modal projects discussed above comprise the recommended 2002-2008 TIP. These projects reflect the safety, access and mobility objectives established by the Swinomish government. They also incorporate projects identified in the tribe's past priority lists. The program is summarized in Table ES1. It will cost an estimated \$4,766,759.

Table ES1: SWINOMISH TRIBAL COMMUNITY (Recommended) Six-Year Transportation Improvement Program (TIP) 2002-2008				
#	Project	Action	Timing	Cost ¹
ROADS				
1	IRR Inventory	Revise roads 1992 inventory – add 22.879 miles.	2002	N.A.
2	SR20-S. March's Point Road	Construct SR20 interchange with underpass.	2002	1,460,000
3	Casino Drive	Extend Casino access road.	2003	750,000
4	Jurisdiction/Class Study	Resolve road jurisdiction and classification issues.	2004	15,000
5	Department of Public Works	Examine feasibility of a tribal DPW.	2004	10,000
6	Marina Roads and Bridge	Construct Marina network and bridge.	2006	1,150,000
7	Snee-Oosh Road	Upgrade local access intersections.	2008	300,000
Sub Total (77%)				3,685,000
PUBLIC TRANSPORTATION				
8	Bus Service	Extend Route 615 west and north.	2003	537,328
9	Transit Taskforce	Develop tribal ridership strategies.	2003	10,000
Sub Total (12%)				547,328
NON-MOTORIZED				
10	Safety Signage	Post pedestrian-bicycle signs on reservation roads.	2002	10,000
11	Bicycle Plan	Appoint citizen committee to prepare bicycle plan.	2002	10,000
12	Shelter Bay Road	Install pedestrian safety facilities.	2003	59,932
13	Pioneer Parkway	Install pedestrian safety facilities.	2003	104,712
14	Village Walk Trail – Phase I	Construct 2,225 linear feet of trails.	2003	8,875
15	Village Center Safety	Modernize and "calm" village intersection.	2004	326,078
16	Village Walk Trail – Phase II	Construct 3,900 linear feet of trails.	2005	14,834
Sub Total (11%)				534,431
Program Total				4,766,759

¹ Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Project cost methodology is presented in Technical Appendix B.

Mid-Term Recommendations (2009-2015). The following mid-term projects build upon the six-year program, strengthen the reservation infrastructure and protect its environment. They should be completed by 2015.

1. McGlinn Island Causeway and Fish Barrier Engineering Study. An engineering study should be undertaken to determine the best method to a) correct the water and fish flow impediments caused by the McGlinn Island causeway and b) upgrade its substandard gravel road.

2. Reservation Road-Snee-Oosh Road Intersection (North). The intersection should be redesigned to a standard “T” with striping and channelization.

3. Reservation Road Widening. The remaining length of Reservation Road should be widened. The project would enable 12’ travel lanes, uniform paved 6’ shoulders and asphalt concrete pavement. The improvement would include drainage structures, guardrails, permanent signing, pavement markings and erosion control and all identified fish barriers would be programmed for removal. The project is on the tribe’s priority list.

4. Snee-Oosh Road Widening. Similar to Reservation Road, the length of Snee-Oosh Road should be widened with 12’ travel lanes, 6’ paved shoulders and asphalt concrete pavement, and all identified fish barriers would be programmed for removal. The project is on the tribe’s priority list.

Long-Term Recommendations (2016 – 2022). The following long-term projects will require lead-time but should be completed by 2022.

1. McGlinn Island Road Upgrade and Fish Barrier Removal. From the findings of the engineering study discussed in mid-term projects (Item 1), the McGlinn Island causeway should be rebuilt and a new gravel road constructed.

2. Indian Road Widening. Indian Road should be widened with 12’ travel lanes and 6’ shoulders on either side.

3. Swinomish Public Works Department. The findings of the feasibility study, discussed in short-term projects Item 5, should be implemented.

Each recommendation – short, mid and long-term – is summarized in Table ES2 and illustrated in Figure ES. The estimated cost of the twenty-year program is \$7,188,106.

**TABLE ES2: SWINOMISH TRIBAL COMMUNITY
(Recommended) Twenty-Year Transportation Program
2002-2022**

Program	Activity	Cost*	Completion
Short-Term 2002-2008 (TIP)	1 - Adopt and Transmit 2002 IRR Inventory and TIP to BIA.	N.A.	2002
	2 – Construct SR20 interchange with underpass.	1,460,000	
	3 - Post pedestrian safety signs along reservation roads.	10,000	
	4 - Appoint Bicycle Planning Committee.	10,000	
	5 - Upgrade Casino Drive.	750,000	2003
	6 - Extend Bus Route 615 service – west and north.	537,328	
	7 - Create Transit Ridership Task Force.	10,000	
	8 - Upgrade Shelter Bay Road with safety amenities.	59,932	
	9 - Upgrade Pioneer Parkway at Moorage Way.	104,712	
	10 – Construct Village Walk Trail – Phase I.	8,875	
	11 – Conduct Roads Jurisdiction and Classification Study.	15,000	2004
	12 - Study feasibility of Swinomish Public Works Department.	10,000	
	13 – Modernize Village Center intersection with safety amenities.	326,078	
	14 – Construct Village Walk Trail – Phase II.	14,834	2005
	15 – Construct Marina Roads and Bridge.	1,150,000	2006
	16 – Upgrade Sunset Drive and Pull & Be Damned intersections.	300,000	2008
SUB TOTAL		4,766,759	
Mid-Term 2009-2015	1 - Conduct McGlinn Island Causeway and Fish Barrier Study.	25,000	2009
	2 - Upgrade north Reservation-Snee-Oosh intersection.	30,000	2010
	3 - Widen Reservation Road.	822,396	
	4 - Widen Snee-Oosh Road.	904,245	2014
SUB TOTAL		1,781,641	
Long-Term 2016-2022	1 - Complete McGlinn Island Causeway-Fish Barrier Removal Program.	TBD	2016
	2 - Widen Indian Road.	639,706	2018
	3 - Create Swinomish Public Works Department.	TBD	2020
	4 - Begin development of Swinomish 2022 Transportation Plan.	TBD	2022
SUB TOTAL		639,706	
PROGRAM TOTAL		7,188,106	

* Project costs are estimates. *TBD = To Be Determined

Summary Recommendations
 Roads
 Regulatory Boundary

Short Term Improvements (2002-2008)
 2 - Construct SR20-S. March's Point Interchange w/Underpass
 3 - Post pedestrian safety signs
 5 - Upgrade Casino Drive
 6 - Extend Bus Route 615 - north and west
 8 - Modernize Shelter Bay Road with safety amenities
 9 - Modernize Pioneer Parkway at Moorage Way
 10 - Construct Village Walk Trail - Phase I
 13 - Modernize Village Center intersection with safety amenities
 14 - Construct Village Walk Trail - Phase II
 15 - Construct Marina Roads and Bridge
 16 - Upgrade Sunset Drive and Pull & Be Damned intersections

Mid-Term Improvements 2009-2015
 1 - Conduct McGlenn Island Causeway and Fish Barrier Study
 2 - Upgrade north Reservation-SneeOosh Intersection to "T"
 3 - Widen Reservation Road
 4 - Widen SneeOosh Road

Long-Term Recommendations 2016-2022
 1 - McGlenn Island Causeway/Fish Barrier Removal Project
 2 - Widen Indian Road

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CHAPTER I. THE SWINOMISH TRIBE

A. The Past. The Swinomish Tribal Community is the political successors in interest to the treaty-time Swinomish, Kikiallus, Samish and Lower Skagit bands. Many current community members descend from these four bands. The bands prospered in the Skagit Valley for thousands of years. They spoke the Coast Salish language and enjoyed the natural bounty of the land. Their society centered on the nuclear and extended family and commerce with their tribal neighbors. Relations were relatively peaceful. The tranquility ended in the late 1700s with the arrival of explorers. The Spanish, British and Russian explorers were followed by fur traders. Their migration resulted in diseases that ravaged the indigenous people. It continued into the late 1840s and 1850s and eventually led to land conflicts.

In 1855, the Treaty of Point Elliot (also known as the Mukilteo Treaty) was signed. The Skagit River Valley tribes voluntarily ceded most of their land to the U.S. government in exchange for a permanent homeland - the Swinomish reservation. The relocations were gradual, occurring over 20 years. In the 1860s and 1870s, whites transformed the Skagit Valley; clearing waterways and forests, building homes and developing farms. With the construction of the railroad, towns developed rapidly. By 1884, Skagit was recognized as a separate county of the Washington Territory.

In 1887, the U.S. Congress signed the General Allotment Act, which divided the Swinomish reservation into 40-to-160-acre parcels for individual tribal members. The only land remaining in collective ownership was the tideland on the fringe of the reservation and the 80-acre winter village. The allotments and subsequent transfers of ownership from Indians to non-Indians resulted in a loss of nearly 50 percent of Indian-owned land.

B. The Present. Today, the people of the Swinomish Tribal Community, despite years of federal and state interposition, have retained many aspects of their tradition and culture. Their lives center on independence and the natural abundance of their land. Treaty reserved rights to fish, and to gather and hunt remain vitally important. Many tribal members practice *Seowyn*, the religious and cultural traditions, and are skilled artisans and commercial anglers.

Through an efficient government structure, the Swinomish have successful business enterprises with gross revenues of \$12.3 million (1990). Over 80 percent of the revenue is derived from the tribe's fish processing plant, restaurant, casino, utilities services and timber sales. The Tribal Casino, on the north end of the reservation, has evolved from a \$8 million bingo hall with 60 full-time jobs to a Class III enterprise employing 250.

B.1 Location. As shown in Figure 1, the Swinomish reservation is located east of the Olympic Mountains and Puget Sound and west of the Cascade Mountain Range. It encompasses the southern portion of Fidalgo Island and is bound on the north by State Route 20, on the south by Skagit Bay, on the west by Skagit and Similk Bays and on the east by the Swinomish Channel. The city of La Conner is directly across the channel. The cities of Anacortes and Mount Vernon are six miles northwest and 10 miles east.

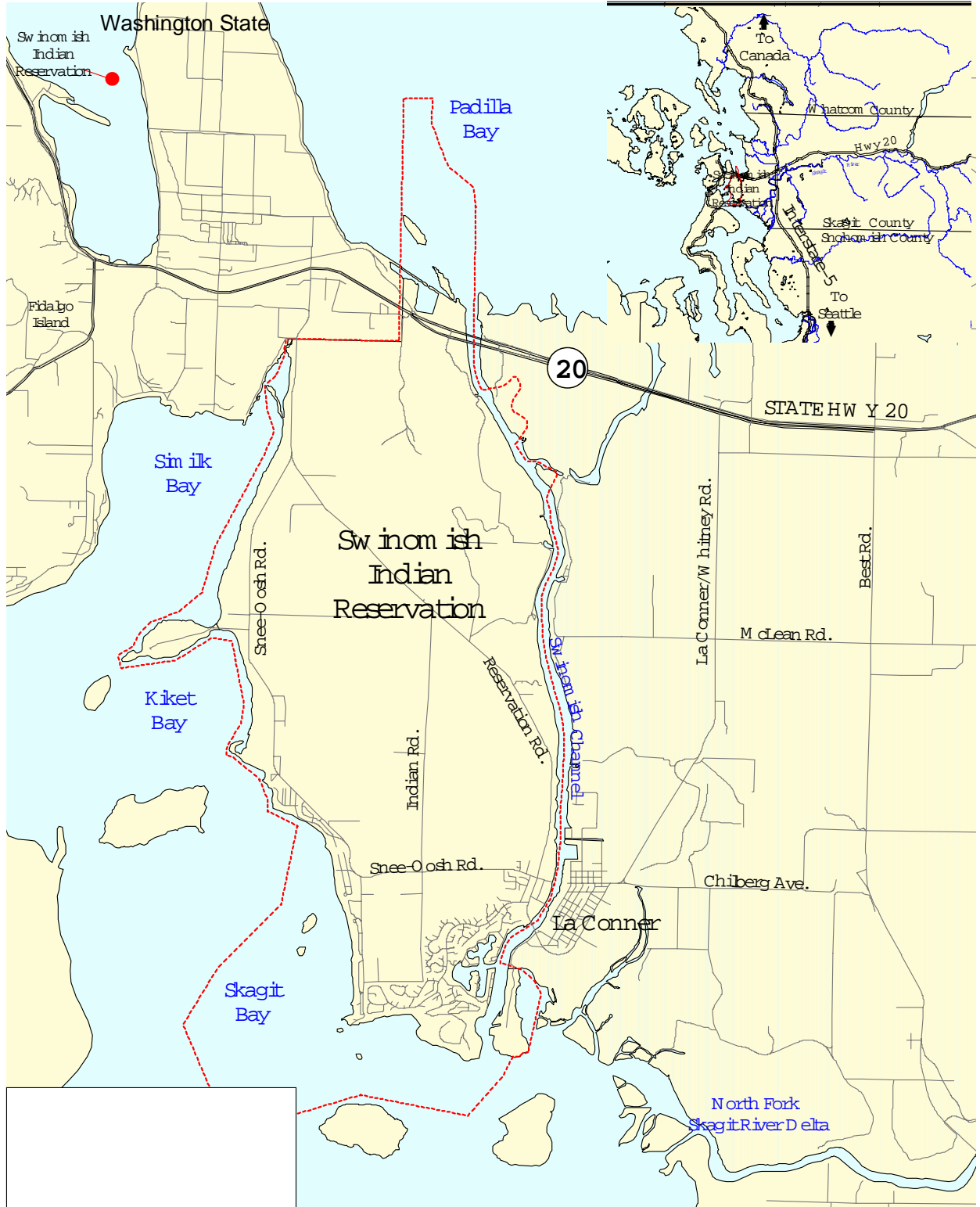
B.2 Population.² The total Indian and non-Indian population on the Swinomish reservation is estimated to be 2,900. The number of enrolled tribal members is 656. The tribal service population living on or near the reservation is 936. Sixty-four percent are adults between 16 to 64 years of age. Tribal government estimates the reservation population will grow at a rate of two to three percent per year and increase to 4,500 by 2015.

In Skagit County, the population is 102,979 (2000). The Indian share accounts for about 2.6 percent, slightly above the 2.0 percent state share. From 1990 to 2000, the County's population growth - 29.5 percent - outpaced Washington State growth - 21.1 percent - by nearly nine percent. From 1990 to 1995 however, the Indian population outpaced white growth, increasing by 33.6 percent compared to 15.8 percent.

The County's seven cities are Anacortes, Burlington, Concrete, Hamilton, LaConner, Lyman, Mount Vernon and Sedro-Woolley. Nearly half of the population (47 percent) live in unincorporated areas.

² Population data obtained from The Swinomish Comprehensive Plan, 1996, pgs. 31 and 55; Indian Labor Force Report, Local Estimates of Indian Service Population and Labor Market Information, 1999, Bureau of Indian Affairs, pg. 18; U.S. Census Bureau, 2000; and Skagit County Profile, June 1997, Washington State Employment Security Department, pg. 6.

Location



B.3 Housing.³ There are 875 housing units on the Swinomish reservation. Tribal housing is concentrated in the Swinomish Village. Of the 140 village units, 100 are managed by the Swinomish Housing Authority, which plans to build 50 additional housing units in 10 years. Non-village residences are clustered along the west shore and in Shelter Bay. Most are privately owned.

The subdivisions of Sneeoosh, Shorewood, Sunnyslope and Reef Point consist of 101 homes on 128 lots. The Kiket subarea consist of 50 residences, mostly beach homes on 85 lots. The Pull and Be Damned subarea has 125 residences on 298 lots, of which 254 are owned in trust by tribal members. Shelter Bay is a private, mostly white gated community consisting of 508 residences on 935 lots. The 260-acre parcel is held in trust by the U.S. Government and under a 75-year lease to the Shelter Bay Company until 2042. The subarea populations are shown in Table 1.

Table 1: SWINOMISH RESERVATION Existing and Projected Population* 1980 – 2020					
SUBAREA	1980	1990	2000	2010	2020
Pull & Be Damned	162	188	298	400	538
District No. 1**	233	260	297	358	412
Kiket	84	93	104	117	132
Village	425	459	501	553	617
Shelter Bay	740	1135	1725	1925	2100
TOTAL	1644	2135	2925	3353	3799

* Source: "The Swinomish Comprehensive Plan," 1996, pg. 32.

** Shorewood, Sunnyslope, Snee-Oosh and Reef Point.

B.4 Employment and Income.⁴ The unemployment rate for the Swinomish population is 18 percent, compared to nine percent for Skagit County (1995). Of the employed tribal members, 15 percent live below poverty. Tribal government and the fishing industry generate most of the reservation jobs. Individual tribal businesses offer arts and crafts, commercial fishing, fish products, construction, landscaping and wood carving

³ Housing data obtained from the Swinomish Comprehensive Plan, 1996, pg. 32 and interview with John Petrich, General Manager, Swinomish Housing, Utilities and Facilities, May 11, 2001.

⁴ Employment data obtained from the Swinomish Comprehensive Plan, 1996; Indian Labor Force Report, Local Estimates of Indian Service Population and Labor Market Information, Bureau of Indian Affairs; and Skagit County Profile, June 1997, Washington State Employment Security Department, pg. 10 – Figure 11 and pgs. 25 and 32.

services. The primary industries in Skagit County are timber, agriculture and food processing. The county per capita income in 1994 was \$20,177; slightly less than the state per capital income of \$22,526.

B.5 Education. The Swinomish reservation is within School District No. 311. Swinomish children attend the elementary and secondary schools in the nearby city of LaConner. On the reservation, there is the “Birth to Three” program, the Johnson-O’Malley program and the Head Start program. The Skagit Valley College and the Northwest Indian College offer adult education courses.

B.6 Tribal Government. The Swinomish Tribal Community is recognized under the Indian Reorganization Act of 1935. Its Charter, Constitution and by-laws are approved by the Tribal General Council, the Swinomish Tribal Senate and the United States of America. The U.S. Secretary of Interior approved the Swinomish Constitution in 1936.

The Swinomish community is governed by the Tribal Senate, which consists of 11 members elected to five-year terms. The Senate elects its chair, vice chair, secretary and treasurer. It governs 10 departments: *Administration, Community Services, Cultural and Environmental Protection, Fisheries Services, Health Services, Housing Authority, Law and Order, Legal Services, Planning and Economic Development and Utilities Authority.*

B.7 Land Ownership. The tribal community directly owns over 400 upland acres and approximately 2,900 acres of tideland. Individual members own fifty percent of the land. Fee simple, non-Indian owned lands account for 46 percent of the base. Ownership is shown in Table 2.

Table 2: SWINOMISH RESERVATION Reservation Land by Ownership		
Ownership	Acres	Percentage
Non-Indian	3,317	46
Individual Indian	3,577	50
Tribal	275	4
TOTAL	7,169	100
Tidelands	2,900	

B.8 Land Use. The reservation comprises 7,169 acres. About 75 percent (5,405 acres) is forest, 12 percent (832 acres) is agricultural, eight percent (572 acres) is residential

and five percent (360 acres) is for industrial and marina development. As shown in Figure 2, there are eight zoning classifications:

Agriculture – land for the production of crops, livestock and agricultural products.

Commercial - land for the development of businesses serving regional and community trade areas.

Forestry – land for timber production and processing, watershed management, groundwater protection, recreation and fish and wildlife conservation.

Open Space – land to retain or conserve the natural character of the landscape and protect the natural biophysical processes.

Rural Residential – land for low-density development and preserving the rural open space.

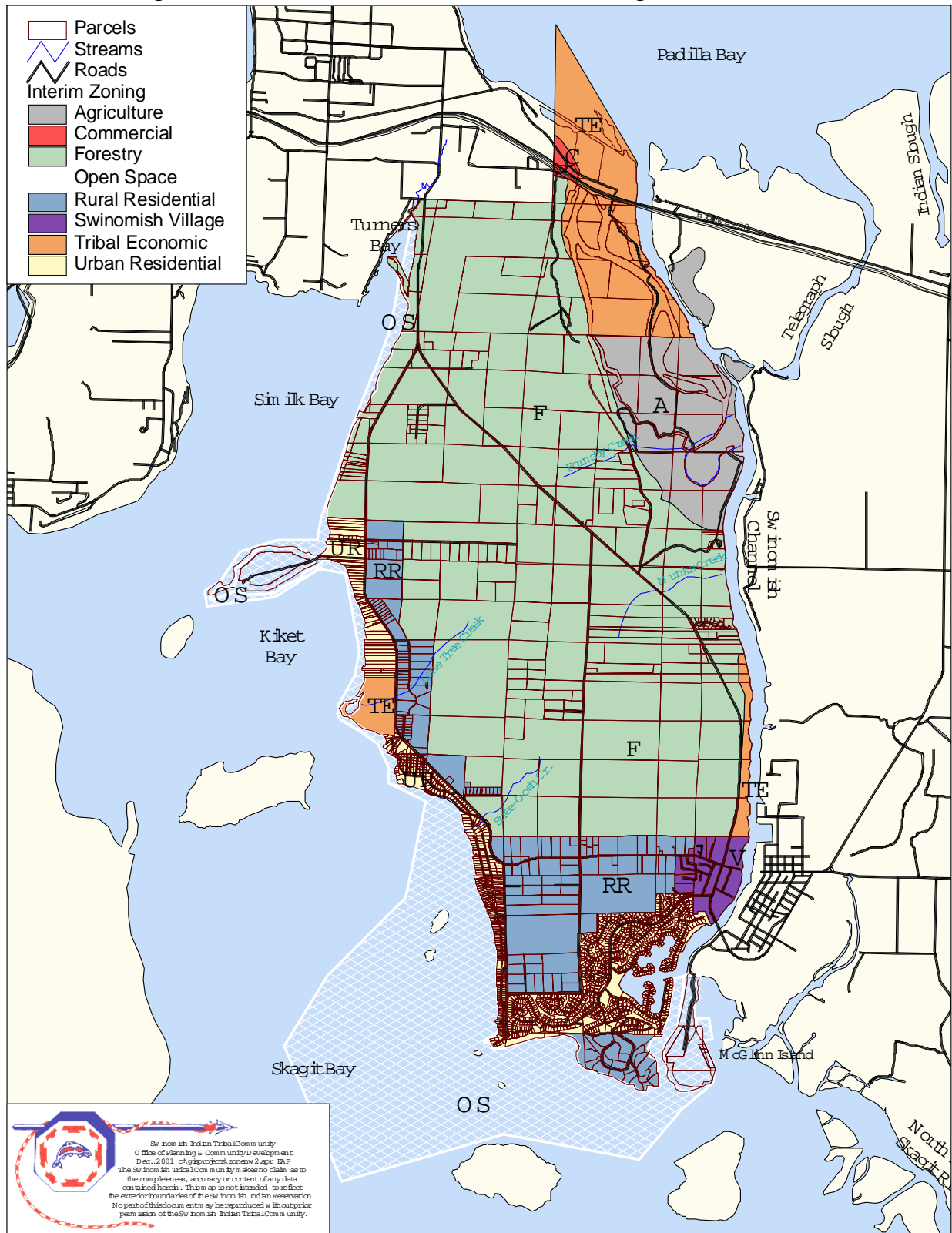
Swinomish Village – a trust parcel for public housing, tribal administration, a community cemetery, playground facilities and commercial businesses.

Tribal Economic District – land for tribal economic development. Commercial development on the north end, in the Dunlap log yard and the Thousand Trails campground are within this zone.

Urban Residential - land for development at a density designed to meet contemporary building and desirable residential living standards.

B.9 Utilities. The Swinomish Utility Authority (SUA) is the sole provider of public water and sewer services on the Swinomish reservation. The SUA, through several agreements, purchases water from the city of Anacortes for delivery within the reservation boundary. The Shelter Bay Community has a private water and sewer system that serves only the private gated community. Shelter Bay purchases its water from the town of La Conner.

Figure 2: Swinomish Reservation - Zoning Classifications



B.10 Historical/Cultural/Recreational Sites. Numerous historic villages and midden sites are located within the Reservation boundary, many on the shoreline. *Twiwok*, a 3,000 year old Indian Settlement, is in the village. Other sites include the Catholic Church, built in 1868; the Shaker Church, built in 1939. The 106-acre Thousand Trails campground is on tribal trust land on the west shore. Its 500 campsites are on scenic water front property.

B.11 Physical Attributes. The reservation surface is glacial till. Elevations range from sea-level tidelands to rising rock outcrops. The east is gradually sloped with 0-8 percent grades. The west and south slopes average 9-15 percent grades. The northeast is relatively flat, with gentle slopes of 0-3 percent. There are fifteen different soil series on the reservation. The *Swinomish gravelly-loam* and *Coveland-Bow complex* dominate. *Gravelly-loam* are moderately well drained soils formed in till and ash. The *Coveland-Bow complex* soils have moderate to slow drainage. There is prime farmland in the northeast.

The surface waters that shape the reservation are the Swinomish Channel, Skagit Bay, Similk Bay and Padilla Bay. Three freshwater streams flow on and through the reservation: Sneeoosh, Munks and Unnamed No. 1. The systems are perennial and fed by precipitation.

B.12 Climate. The climate is cool and dry in summer and mild and moist in winter. The average annual precipitation is 28.5 inches, present in gentle rains, showers, fog and mist. In winter, afternoon temperatures are from 40 to 50 degrees F. Nighttime temperatures are from 30 to 40 degrees F. In the summer, afternoon temperatures average 70 degrees F. and nighttime temperatures, 50 degrees F.

B.13 Wildlife. The northeastern section of the reservation is within the Pacific Flyway, which hosts migrations of 100,000 waterfowl each year. Loon, grebe, cormorant, brant, heron, geese, duck, gull and tern forage through the Padilla, Similk and Skagit Bays. Other wildlife includes the bald eagle, peregrine falcon, black brant, kingfisher, osprey and the great blue heron. Horned owls are present as are elk, blacktail deer, bobcat, red fox, rabbit, raccoon and porcupine. Mountain lion and coyote have been sighted in the north.

B.14 Marine Life. The Padilla, Skagit, and Similk Bays are rearing and migratory areas for salmon, flatfish and sculpins, as well as for forage fish. Padilla Bay, a national

estuarine research reserve, is the habitat for 58 fish species from 26 families. These bays are important migration route for juvenile Chinook, coho, pink and chum salmon. Sea mammals include the harobe seal, elephant seal, Stellar's sea loin, harbor porpoise, river otter and the orca whale.

C. The Future. The future for the Swinomish Tribal Community is captured in its policy documents: the Overall Economic Development Plan, FY93-94, the Swinomish Comprehensive Plan, 1996 and the Comprehensive Economic Development Strategy, 2000. As outlined in the comprehensive plan, pg. 41, the community's long-term goals are:

- To promote the general welfare of the residents, both Indian and non-Indian living on the Reservation, by creating and maintaining conditions under which humanity and nature can exist in productive and enjoyable harmony.
- To ensure that the Reservation is a place of safe, healthful productive and aesthetically and culturally pleasing surroundings.
- To preserve areas of historic, archaeological and cultural significance.
- To foster and encourage the purchase of non-trust or tidelands on Reservation by the Tribal Community or Individual Tribal members when available.
- To ensure an environment that is compatible with the purposes for which the Reservation was created.
- To attain the widest range of beneficial uses of the environment without degradation, risk to health and safety, or other undesirable and unintended consequences.
- To promote the highest state of environmental compatibility, economic value, and productivity in the development of housing, employment, economic base activities, and leisure activities while ensuring the maintenance of the Swinomish Reservation as a social cultural, political, and economic unit for the continuing benefit of the Tribal members and all residents of the Reservation.
- To promote the maximum fulfillment of traditional cultural and religious tribal values and the continuance of a heritage of balanced dependence of community members on the renewable resources of the Reservation.
- To preserve, enhance, rehabilitate, and utilize the natural resources and amenities of the Reservation; and to recognize an obligation to future generations in the comprehensive management of the natural resources and amenities of the Reservation.

- To protect the maximum fulfillment of traditional tribal values and to continue a heritage of balanced dependence of community members on the tribal natural resources.
- To utilize renewable resources for the long-term benefit of the Reservation.
- To limit the use of the Reservation resources to economic development which results in positive long-term cost/benefit ratios.

In 1999, the Swinomish Senate adopted guiding principals for reservation-based development. Stated in the Comprehensive Economic Development Strategy, pg. 2, they are:

- To facilitate the reversal of economically depressed conditions within the Reservation by providing long-term, diversified employment opportunities for Swinomish Indians and by supporting the continued and improved operation of Tribal government services.
- To foster a positive perception of the Swinomish Tribe within the surrounding community, as well as to provide an economic development opportunity for which greater Skagit County can also benefit.
- To establish and obtain values and appropriate returns on current and future Tribal investments and assets.
- To maintain and encourage high-quality development on the Reservation consistent with Tribal objectives and ecological responsibilities.

The transportation policies of the tribe, as outlined in its 1996 comprehensive plan, pgs. 48 and 49, are:

- A transportation network should be provided that will adequately satisfy the requirements for everyday access, tourism and emergency vehicle access and evacuation in a safe and effective manner.
- The Swinomish Transportation Plan should be updated every five years and modified on a yearly basis to reflect current transportation improvement needs. These efforts should coordinate county, state, federal and tribal road systems and their respective transportation improvement needs.
- Acknowledging that transportation problems and solutions are often regional in nature, the Tribe shall actively seek to coordinate its planning with regional planning agencies.
- Future expansion of the SKAT Public Transportation Bus Service shall be coordinated to reflect on-Reservation transportation needs and shall emphasize the needs of senior citizens,

the physically challenged, and the non-driving public and youth. Future SKAT services should seek to serve Reservation employment centers.

- The ongoing maintenance and improvement of federal and county roads shall remain a priority for near-term tribal Transportation Improvement Project (TIP) listings.
- Coordinated road and utility networks should be planned to avoid encroachment onto critical aquifer recharge and watershed areas.
- Road and utility construction should be prohibited from areas subject to excessive erosion and/or accretion.
- Transportation routes should provide adequate rights-of-way to accommodate anticipated traffic volumes.
- Disruption of established communities and residential areas by new transportation facilities should be avoided.

For its future, tribal government is aggressively pursuing three development projects. A description of each is provided below.

C.1 Marina Development. As shown in Figure 3, the tribe proposes to build a 1,200-slip saltwater marina with commercial facilities adjacent to the west bank of the Swinomish Channel. Operations would include a public boat launch, boat repair and storage, a restaurant and vehicular parking. The total development would comprise 239.8 acres. Its parts are commercial upland development (119.2 acres), on-site wetland mitigation area (62.8 acres) and boat basins (57.8 acres.) The goal is to develop a quality recreational harbor, provide employment and economic opportunity for tribal members and restore fish and wildlife habitat. The project is estimated to generate 100 construction jobs. Full development will create an estimated 250 permanent jobs and \$75 million in capital improvements.⁵

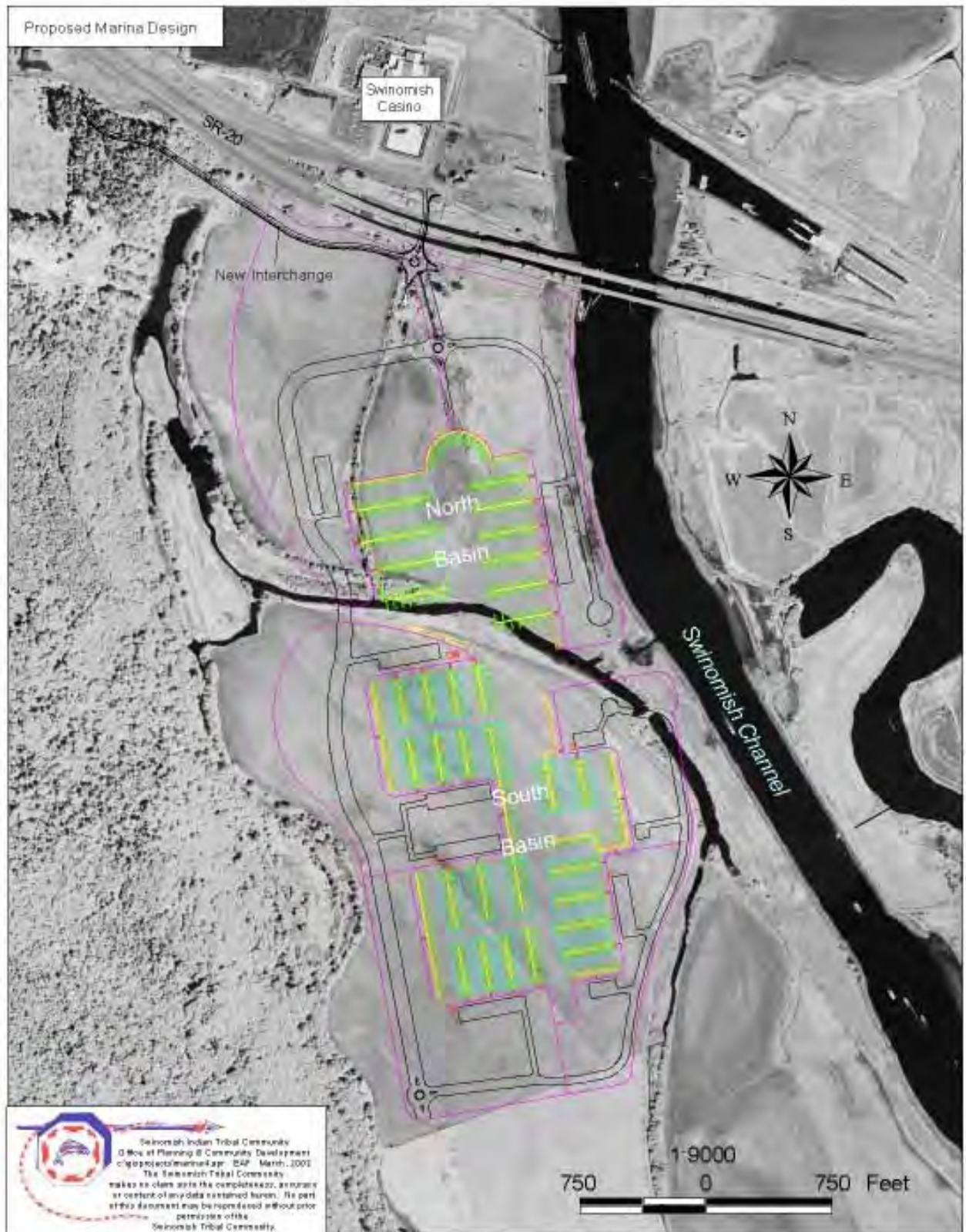
C.2 North End Expansion. The Swinomish government has completed a draft feasibility study on the economic benefits of developing its largely vacant north end. Possible new enterprises include a hotel, conference center, gas station, convenience store and car wash.

⁵ Swinomish Channel Marina, Supplemental Final Environmental Impact Statement, Bureau of Indian Affairs, Swinomish Indian Tribal Community and U.S. Army Corps of Engineers, Adolfson Associates, Inc., October 15, 1996, pgs. 1-1 to 3-3.

C.3 SR20-South March's Point Interchange Project.⁶ The Swinomish government is undertaking a \$1.5 million improvement at the intersection of State Route 20, South March's Point Road and Padilla Heights Road. The project, shown in Figure 4, is jointly funded by the Swinomish government (\$179,000), the Bureau of Indian Affairs (\$460,000), the Washington State Department of Transportation (\$600,000) and the Skagit Sub Regional Transportation Planning Organization (\$226,000). The goal is to enhance traffic access, safety, circulation and economic development in the north end. Once constructed, the project will eliminate the at-grade crossings at SR20 and Padilla Heights Road. A new overpass will be built, Casino Drive will be extended and a new 0.7-mile segment will be constructed under SR20 and intersect with Padilla Heights Road.

⁶ Application for Funding – Transportation Improvement Board, SR20-South March's Point Road Intersection Improvements, Skagit County Department of Public Works, January 1998.

Figure 3: Swinomish Marina Project



CHAPTER II. SWINOMISH TRANSPORTATION SYSTEM

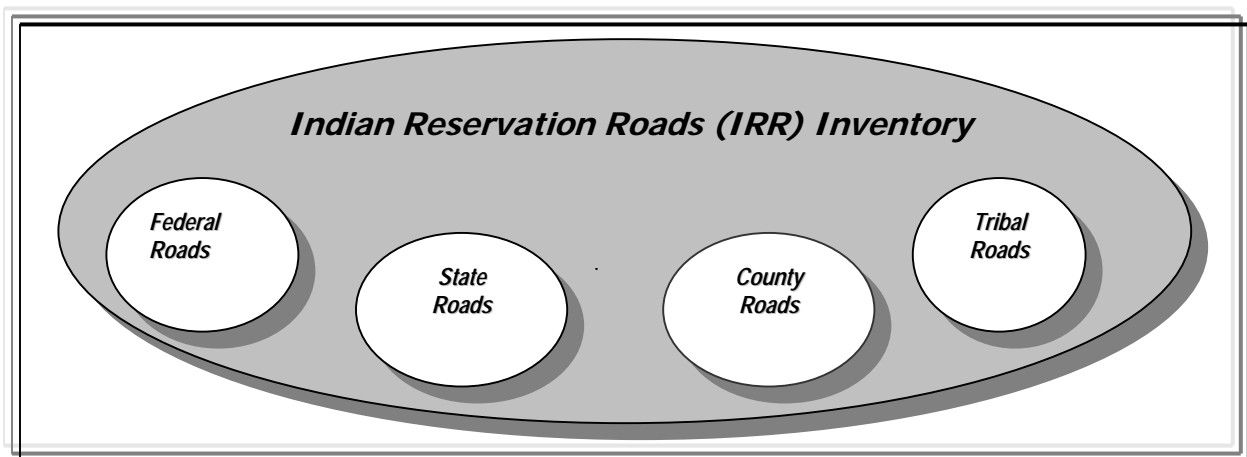
This section describes current transportation services on and near the Swinomish reservation – roads, public transportation, non-motorized, air, rail and water.

A. Roads. Federal, state, County and tribal roads comprise the reservation network. Like the community itself, the system is rural. According to the last comprehensive inventory in 1992, 21.25-miles of roadway serve the reservation. Many of them are in good condition. They are part of a national system called the Indian Reservation Roads (IRR) Inventory, defined as:

“an inventory of roads which meets the following criteria: a) public roads strictly within reservation boundaries, b) public roads that provide access to lands, to groups, villages and communities in which the majority of residences are Indian, c) public roads that serve checkerboard Indian lands not within reservation boundaries, and d) public roads that serve recognized Indian groups, villages and isolated communities not located within a reservation.”⁷

With this definition, all roads that serve the reservation – federal, state, County and tribal – are or should be part of the IRR inventory, as illustrated in Figure 5. The Swinomish road network is depicted in Figure 6.

Figure 5: Roads Typically Comprising the Indian Reservation Roads Inventory



⁷ Indian Reservation Roads, Program, Transportation Planning Procedures and Guidelines, Federal Highway Administration, Federal Lands Highway Office and the Bureau of Indian Affairs, Division of Transportation, June 1998.

[illegible]

A.1 1992 Roads Inventory.⁸ The last comprehensive inventory of Swinomish roads was conducted in 1992. The inventory comprises 37 roadways representing 21.25-miles. Roads controlled by Skagit County represent 79 percent of the system. BIA and tribal roads represent 11 percent. Table 3 shows the system by functional classification and jurisdiction. Table 4 lists the 1992 inventory.

**TABLE 3: SWINOMISH TRIBAL COMMUNITY
1992 Indian Reservation Roads (IRR) Inventory
Mileage by BIA Functional Classification and Jurisdiction**

	BIA Class 2	BIA Class 3	BIA Class 4	BIA Class 5	Total	% of System
State Mileage	1.50	-	-	-	1.50	7
County Mileage	6.65	4.80	5.25	-	16.70	79
BIA Mileage	-	1.25	-	-	1.25	6
Tribal Mileage	-	1.00	-	-	1.00	5
Private Mileage	-	0.45	-	-	0.45	2
Ownership Undetermined	-	0.35	-	-	0.35	1
IRR Mileage Total	8.15	7.50	5.25	-	21.25	100

⁸ The 1992 inventory was prepared by ASCG, Inc. for the Swinomish Reservation Transportation Plan, April 1992.

**Table 4: SWINOMISH TRIBAL COMMUNITY
1992 Indian Reservation Roads (IRR) Inventory
as of 4-30-92**

	Route #	Section	Name	Mileage	Classification		Surface	Owner ship
					BIA	County		
1	1	10	Reservation Lane	0.30	3	-	Paved	BIA
2	1	20	Reservation Lane	0.15	3	-	Paved	BIA
3	2	10	Dr. Joe Road	-	3	-	Construction	BIA
4	2	10	Capet Zalsiluce Road	-	3	-	Construction	BIA
5	2	10	Cobahud Road	-	3	-	Construction	BIA
6	2	10	Nanna Road	-	3	-	Construction	BIA
7	2	10	Ray Paul Road	-	3	-	Construction	BIA
8	2	10	Goldenview Avenue		3	-	Construction	BIA
9	2	10	Maple Lane		3	-	Construction	BIA
10	2	10	Maple View		3	-	Construction	BIA
11	51	10	Moorage Way	0.10	3	-	Paved	BIA
12	51	10	Front Street	0.10	3	-	Paved	BIA
13	51	10	First Street	0.30	3	-	Paved	BIA
14	51	10	Swinomish	0.30	3	-	Paved	THA
15	-	10	Avenue A	0.05	3	-	Paved	THA
16	-	10	Second Street	0.05	3	-	Paved	THA
17	-	10	Keeah	0.15	3	-	Paved	THA
18	-	10	Solahdwh	0.15	3	-	Paved	Tribe
19	-	10	McGlynn Island Road	0.50	3	-	Gravel	Tribe
20	-	10	Road to New Smokehouse	0.10	3	09	Construction	County
21	42000	10	Pioneer Parkway	0.60	2	07	Paved	County
22	40210	10	Reservation Road	1.90	2	07	Paved	County
23	40210	20	Reservation Road	3.60	2	07	Paved	County
24	40010	10	Snee-Oosh Road	0.05	4	08	Paved	County
25	40010	20	Snee-Oosh Road	5.20	4	08	Paved	County
26	41410	10	Indian Road	3.40	3	09	Paved	County
27	41210	10	Pull & Be Damned Road	1.10	3	09	Paved	County
28	41610	10	Wilbur Road	0.30	3	09	Paved	County
29	41620	10	Smokehouse Road	-	3	09	Paved	County
30	42620	20	Smokehouse Road	-	3	09	Gravel	County
31	-	10	Padilla Heights Road	-	3	09	Paved	County
32	14660	10	South March's Point Road	0.55	2	07	Paved	County
33	-	10	Bingo Access Road	0.35	3	-	Paved	-
34	-	10	Garland Lane	0.10	3	-	Gravel	Private
35	-	10	Sahali Drive	0.30	3	-	Paved	Private
36	-	-	Shelter Bay Road	0.05	3	-	Paved	Private
37	20	10	State Route 20	1.50	2	02/12	Paved	State
TOTAL				21.25				

*THA = Swinomish Housing Authority.

A.2 Functional Classification. Functional classification is “the process by which streets and highways are grouped into classes or systems, according to the character of traffic service that they are intended to provide.”⁹ The purpose of classifying roads is to define their function; their physical, geometric and operational characteristics; and their eligibility for federal and state funding. The Swinomish reservation roads are classified by both the Bureau of Indian Affairs (for IRR roads) and Skagit County (for County roads). This section describes the systems and the state truck routes that pass through reservation land.

A.2.a Bureau of Indian Affairs Classifications. There are four BIA road classifications.

Class 2 are major or minor high-volume roads that serve traffic between large population centers. They link small towns and communities with major metropolitan or resort areas. They provide for relative high travel speeds with minimum interference to through traffic. Pioneer Parkway and Reservation Road are examples of Class 2 roadways.

Class 3 are local streets and subdivision roads in mostly residential settings. Indian Road and Pull & Be Damned Road are examples of Class 3 roadways.

Class 4 are roads that collect traffic and provide connections between rural communities and major population center arterials. They serve areas around villages, to schools, tourist attractions or small enterprises. The classification encompasses all public roads not in the Class 2 or 3 designation. Snee-Oosh Road is within this classification.

Class 5 are paths, trails and walkways for public use by foot, bicycle, trail bike and similar uses. The Swinomish Channel recreational trail is an example of a Class 5 facility.

A.2.b Skagit County Classifications. Skagit County classifies its 800-miles of roadways as either *Rural* or *Urban*. There are five Rural classifications:

Rural Principal Arterial (02) is the highest classification. It serves traffic movements with trip length and travel density equivalent to state or interstate travel. The only Principal Arterials in Skagit County are I-5 and SR-20 (west of I-5). SR-20 traverses the north edge of the Swinomish reservation.

⁹ “Flexibility in Highway Design, Part II – Design Guidelines,” U.S. Department of Transportation, Federal Highway Administration, Washington, DC, 2000.

Rural Minor Arterials (06) link cities, large towns and other traffic generators. They form an integrated network for interstate and inter-county travel. There are no Rural Minor Arterials on the reservation.

Rural Major Collectors (07) provide service to the larger towns not directly served by a higher system and to other traffic generators of equivalent intracounty importance, such as schools, shipping points and County parks. On the reservation, Reservation Road and Pioneer Parkway are Rural Major Collectors.

Rural Minor Collectors (08) provide service to smaller communities and are spaced consistent with population density to collect traffic from local roads and provide for developed areas within a reasonable distance of a collector road. Snee-Oosh Road is a Rural Minor Collector.

Rural Local Access Roads (09) represent all roads not defined as arterials or collectors. They provide access to land with little or no through movement. Indian Road and Pull & Be Damned Road are examples.

Within the *Urban* category, there are three classifications. SR20 is an *Urban Principal Arterial (12)*. The other classifications - *Urban Minor Arterial (16)* and *Urban Collector (17)* - are not present on the Swinomish reservation.

A.2.c Truck Routes. The Washington State Transportation Commission is responsible for the Freight and Goods Transportation System (FGTS). It identifies where state freight and goods movements should occur. Designations are based on estimates of annual gross tonnage carried. In Skagit County, the facilities with the highest FGTS designations are I-5 and SR20 (from I-5 to Anacortes). SR20 crosses the northern tip of the reservation and carries 10-million annual tonnage. On the reservation, the FGTS roadways are *Pioneer Parkway*, *Reservation Road* and *Snee-Oosh Road*. Each are designated to carry 300,000 to 4-million tons per year.

A.3 Traffic Volumes.¹⁰ A traffic count program was conducted in Spring 2001 to document volumes, speeds and vehicle classifications on reservation roads. Twenty-four hour traffic counts were taken at 10 locations. Speed and vehicle classification counts were taken at nine of the 10. The count locations are:

¹⁰ The count program was conducted by Traffic Count Consultants, Inc. from May 1 to May 3, 2001. Skagit County counts on Pioneer Parkway were conducted from May 5 to May 11, 2001.

- Reservation Road, north of Snee-Oosh and Reservation Road
- Snee-Oosh Road, south of Reservation Road
- Reservation Road, south of Snee-Oosh Road
- Wilbur Road, north of Reservation Road
- Snee-Oosh Road, west of Pull & Be Damned Road
- Pull & Be Damned Road, south of Snee-Oosh Road
- Snee-Oosh Road between Pioneer Way and 1st Street
- Pioneer Parkway, north of Snee-Oosh Road
- 1st Street, north of Shelter Bay Road
- Shelter Bay Road, south of 1st Street.

Twenty-four hour traffic counts also were obtained from the Skagit County Public Works Department for Pioneer Parkway northbound and from the Washington Department of Transportation for SR20.

A.3.a Methodology. The 24-hour traffic counts were conducted with machines and “tubes” laid across the roadway. They were collected in each direction continuously over a 24-hour period. The results were compiled by hour and as a 24-hour total. Vehicle classifications – cars and heavy vehicles – were also collected and compiled. Intersection turning movements were not counted as “turn counts” are typically used for peak period capacity analysis. This was not needed. Traffic volumes are relatively modest on the reservation.

A.3.b Findings. On the reservation, traffic volumes are greatest (3,000 average-daily-traffic) on Shelter Bay Road, south of 1st Street. This section provides access to the tribal residences on 1st Street and to the private, gated Shelter Bay community. Shelter Bay is geographically dense and compact, which may account for the high traffic level.

The next highest traffic location is Pioneer Parkway, south of Reservation Road. The roadway provides access into and through the Swinomish Village. It carries 2,500 average-daily-traffic (northbound). Five other locations have considerably less traffic but over 1,000 average-daily-traffic:

- Snee-Oosh Road carries 1,800 average-daily-traffic west of Reservation Road (near the village entrance) and 1,100 west of Pull and Be Damned Road.

- Reservation Road carries 1,500 average-daily-traffic at its intersection with Snee-Oosh Road (in the village center); 1,900 at its intersection with Snee-Oosh Road (north) and 1,200 south of that intersection.

The remaining reservation roads carry average-daily-traffic of less than 1,000:

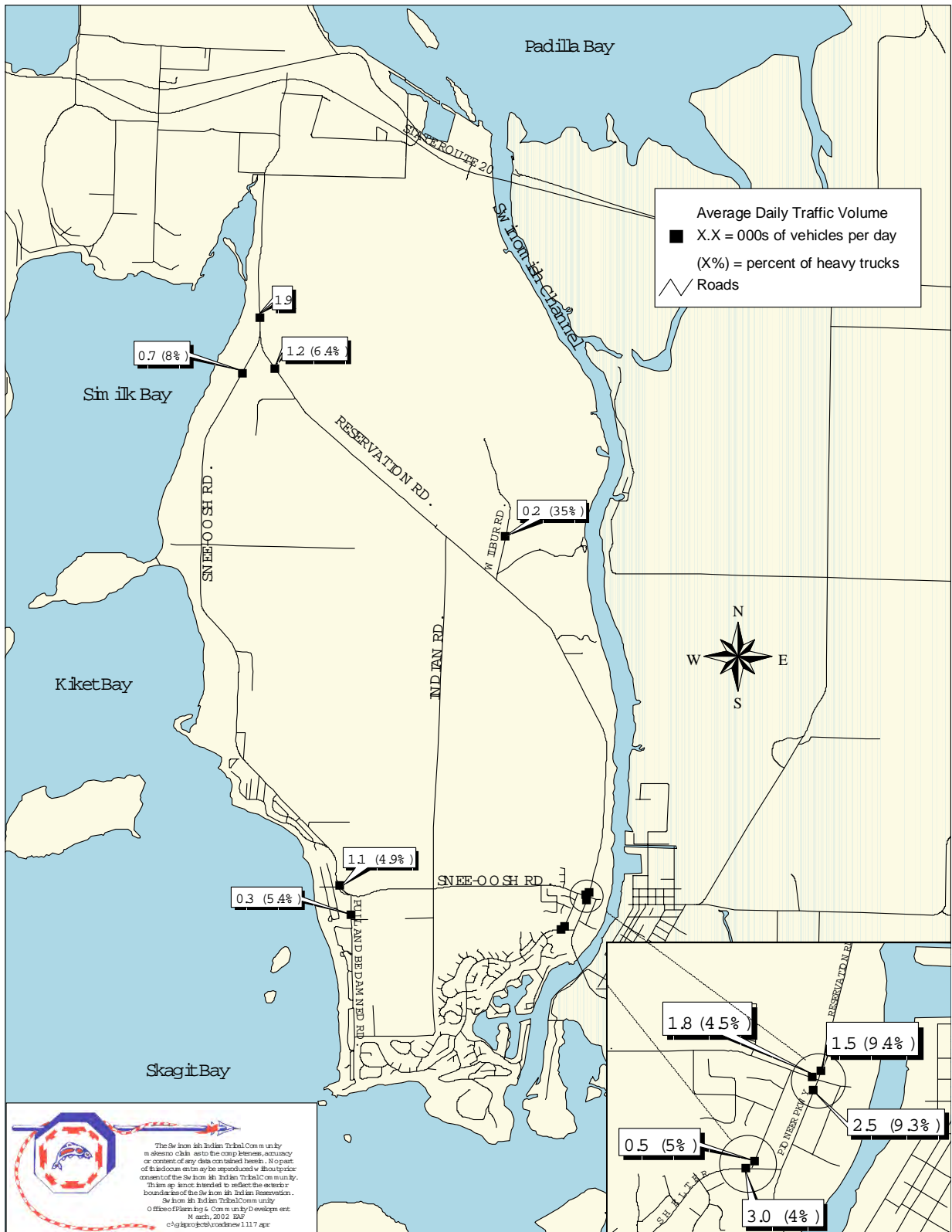
- 1st Street carries 500 average-daily-traffic,
- Pull and Be Damned Road carries 300 average-daily-traffic and
- Wilbur Road carries 200 average-daily-traffic.

Peak hour volumes do not exceed 101 anywhere on the reservation system. The highest peak volumes are on Snee-Oosh Road (south end) with 101 eastbound peak trips in the evening and 83 westbound peak trips in the morning. Other peak volumes range from seven to 82 on the remaining roadways.

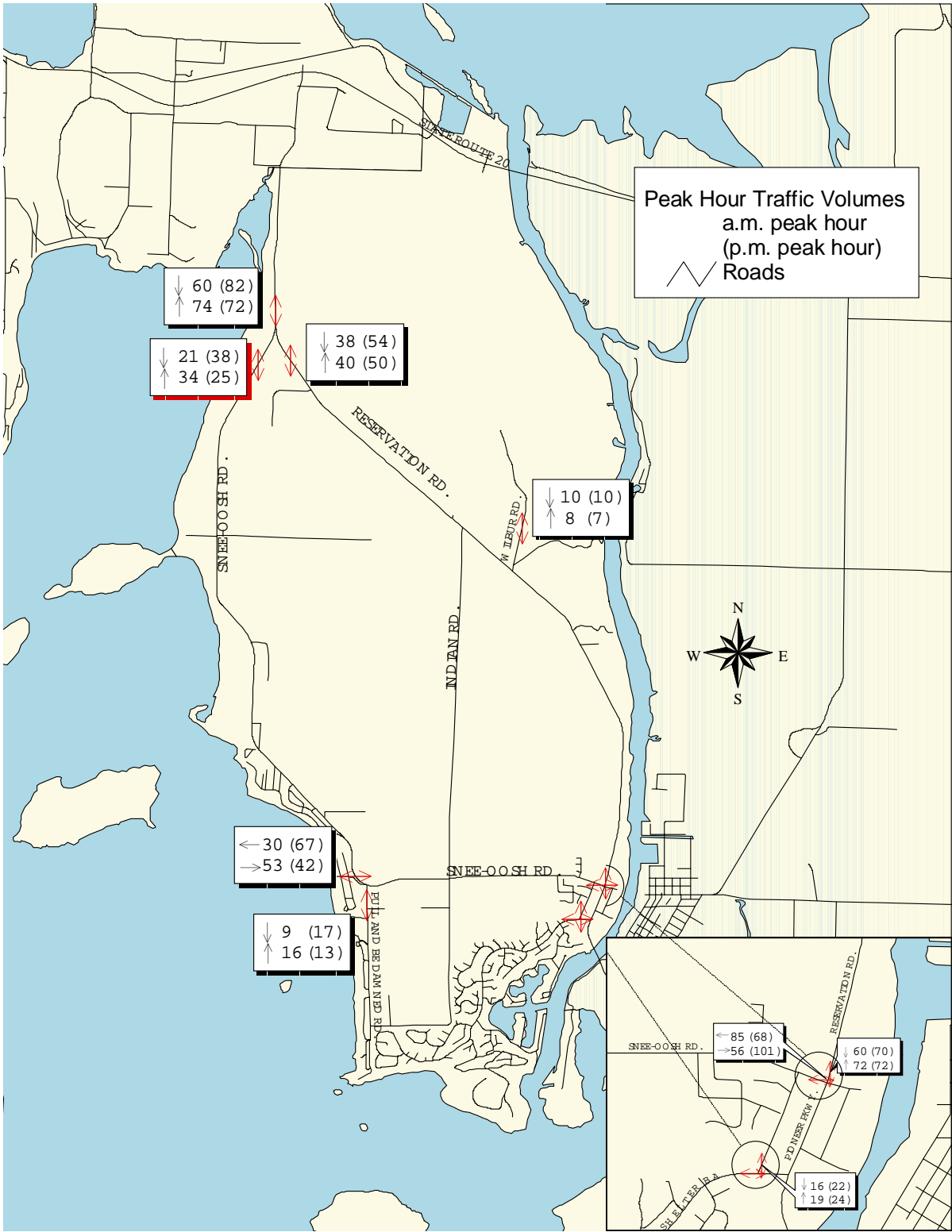
Heavy vehicle volumes range from a modest four-percent on Shelter Bay Road to a considerable 9.4 percent on Reservation Road, just north of the village center. The highest concentration of heavy vehicles is on Wilbur Road, representing 35 percent of the roadway's total traffic volumes. Wilbur Road serves a private industrial site.

Figure 7 shows average-daily and heavy vehicle volumes. Figure 8 shows average peak hour volumes.

Figure 7: Average Daily Traffic and Heavy Vehicle Volumes



ffic Volumes



A.4 Level-of-Service (LOS). Level-of-service is “a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.”¹¹

There are six levels of service:

LOS A – free flow, with low volumes and high speeds.

LOS B – reasonably free flow, with speeds slightly restricted by traffic conditions.

LOS C – stable flow, with most drivers restricted in selecting their own speeds.

LOS D – approaching unstable flow; drivers have little freedom to select their own speeds.

LOS E – unstable flow with short stoppages.

LOS F – unacceptable congestion; stop-and-go; forced flow.

Levels-of-service on Swinomish roads are good. This is supported by the February 2002 analysis conducted by the Skagit County Public Works Department at the Snee-Oosh-Reservation (north) intersection and the Snee-Oosh-Reservation-Pioneer Parkway intersection. The segment of Pioneer Parkway from Shelter Bay Road to Snee-Oosh Road was also examined. Roadway conditions are LOS A at each location. Because these are the highest traffic locations on the reservation, the findings are indicative of service on the remaining lower-volume intersections and roadways. The analysis indicates there are few impediments and sufficient capacity to support growth and new traffic on the reservation. A summary of the analysis is presented in Technical Appendix C.

A.5 Speeds. Traffic speeds throughout the reservation generally exceed posted limits with the greatest number of violations on Snee-Oosh Road, Reservation Road, Pioneer Parkway and 1st Street. Speeds at other monitored locations - Shelter Bay Road, Pull and Be Damned Road and Wilbur Road - are within posted limits. Speed data is summarized in Table 5 and shown in Figure 9. It shows the 85th percentile; the speed at which 85 percent of motorists travel.

¹¹ “Highway Capacity Manual 2000,” Transportation Research Board, National Research Council, Washington, DC, 2000.

**Table 5: SWINOMISH RESERVATION
High Speed Locations**

Roadway	Segment	Posted Limit (mph)	Recorded Speed (mph)
Snee-Oosh	South of north Snee-Oosh and Reservation	45	48-53
Snee-Oosh	West of Pull & Be Damned	45*	45-47
Snee-Oosh	West of the village entrance and Reservation	25	26-28
Pioneer Pkwy	South of the Snee-Oosh and Reservation	50	51-54
Reservation	At Snee-Oosh (within a designated school zone)	25**	27-30
1 st Street	North of Shelter Bay	15	18-20

* 35-mph advisory sign posted. ** 20 mph when children present

A.6 Accidents. The number and location of *property-damage-only*, *injury* and *fatal* accidents on and near the reservation from June 1996 to May 2001 were reviewed.¹² There were 34 accidents over the six-year period. None were fatal. Most occurred off the reservation at the intersection of SR20 and March's Point and Padilla Heights Roads, representing 47 percent of all accidents. At that location, there were 10 injury and six property-damage accidents. The remaining accidents were within the reservation:

- At and near the Reservation-Snee-Oosh-Pioneer Parkway intersection (in the village center), there were four property-damage and four injury accidents. On Reservation Road at and north of Snee-Oosh Road, there were four property-damage accidents.
- On Reservation Road at Sahalie Drive and Garland Lane, there were two property-damage accidents.
- On Snee-Oosh Road at Chilberg Avenue, Sunset Drive and Pull and Be Damned Road, there were two property-damage and one injury accidents.

¹² On-Reservation accident data was obtained from the Skagit County Public Works Department (January 1, 1998 to December 31, 2000) and the Swinomish Police Department (January 1, 2001 to June 22, 2001.) SR20 data was obtained from the Washington State Department of Transportation – Mount Baker Office (June 8, 1996 to July 31, 2000).

Off-Reservation. From 1996 to 1999, two fatal and ten injury accidents were reported just off the reservation at the Reservation Road and SR20 intersection. The location is a major access point to and from the reservation, from the north. Interestingly, the fatalities occurred on the same day (January 7) in 1996 and 1998. One occurred mid-day at 12:38 PM, the other at 6:12 PM. The accidents were vehicle collisions at and near the signalized intersection, where local traffic turning west from Reservation Road must cross three lanes of opposing traffic and a highway median. Traffic crossing the highway to points north must cross six lanes and the median.

A summary of accidents is shown in Figure 10.

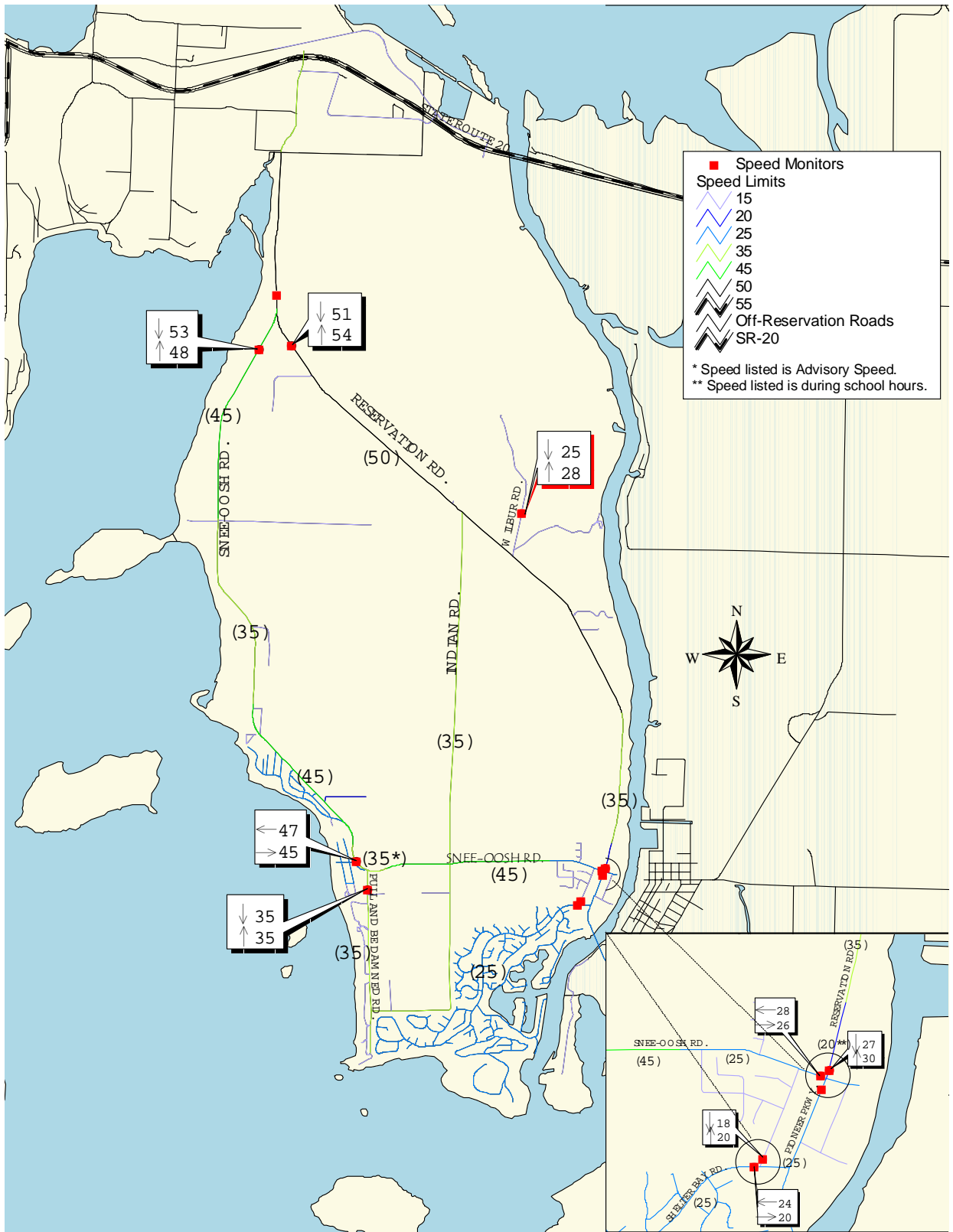
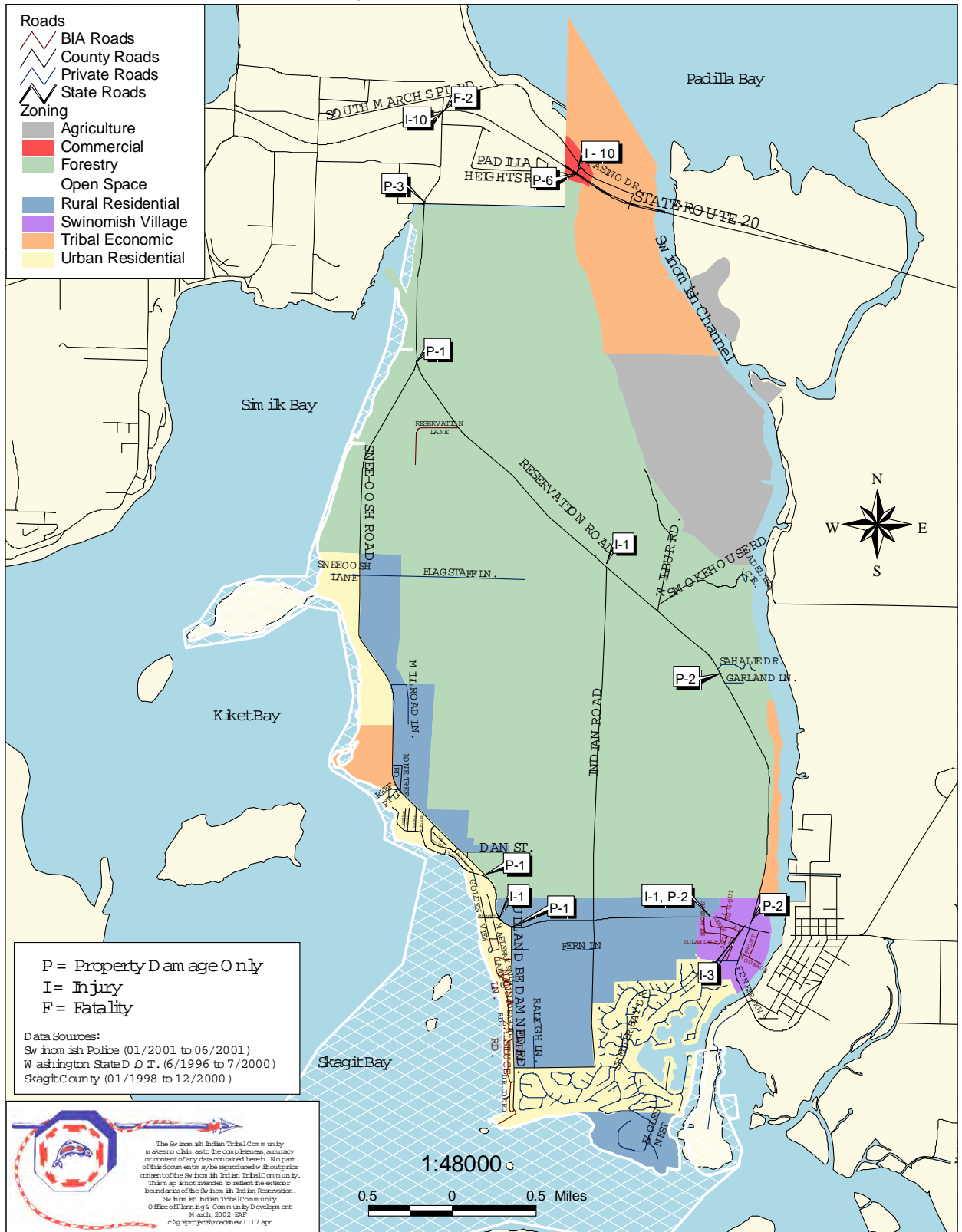


Figure 10: Accidents



B. Bridges. One bridge serves the Swinomish reservation. Named the Rainbow Bridge, the 500-foot span is the largest bridge in Skagit County. It, with Pioneer Parkway, is the south entrance into the reservation. The Rainbow Bridge is in good condition.

C. Public Transportation. The local transit authority, Skagit Transit or *SKAT*, provides public transportation throughout most of Skagit County. The service represents 17 fixed route buses and 13 Dial-A-Ride vans. Dial-A-Ride service is available within 1-1/2 mile of any scheduled route. Three County Commissioners and six elected officials from the cities of Mount Vernon, Burlington, Anacortes and Sedro-Woolley govern the Authority. Its mission is “to enhance the quality of life in our service area by excelling in the efficient and effective provision of safe, accessible, reliable, and attractive public transportation services by courteous and professional employees.”¹³

C.1 History. The first *SKAT* bus began daily service in the cities of Burlington and Mount Vernon in 1993. The start-up was the culmination of years of advocacy for public transit. In 1992, voters in the two cities approved a 0.2 percent sales tax increase to support the Public Transportation Benefit Area (PTBA). In 1994, the cities of LaConner, Anacortes and Sedro-Woolley, along with adjacent unincorporated areas, voted to be included in the PTBA. In 1995, voters approved expansion to the upriver and northern communities and locations on Fidelgo Island. This included service to the Swinomish Village.

C.2 Ridership. In 2000, *SKAT*’s annual fixed-route ridership was 1,124,081. Its average daily ridership was 3,080. This represents a 137 percent increase in annual ridership and a 20 percent increase in average daily ridership from 1995 to 2000.

C.3 Fares. Bus service was fareless in Skagit County from 1994 through April 2001. Washington voters however approved Initiative 695 in November 1999, which resulted in deep cuts in state public transit funds. Out of financial necessity, the *SKAT* Board of Directors implemented a .50-cent fare in May 2001.

¹³ Skagit Transit Transit Rider’s Guide, May 2001.

C.4 Swinomish Service. Service on the reservation is via one bus line - Route 615. It operates hourly Monday through Friday, 6:30 AM to 6:30 PM and Saturday and Sunday, 9:30 AM to 5:30 PM. Monthly ridership averaged 5,708 when the service was fareless. When the .50 cent fare was imposed, ridership dropped by 45 percent to 3,138. Current boardings average 14.4-per-hour, which is below the system average of 18.9.

The service is provided via a 30' coach, which approaches the reservation via Pioneer Parkway. The bus circles the village via Front Street, Snee-Oosh Road and 1st Street and returns south on Pioneer Parkway to the regional 2nd/Section and Riverside transfer centers further north. The seven bus stops on the reservation are listed in Table 6.

Table 6: SWINOMISH RESERVATION SKAT Bus Stops		
Stop	Location	Facility
1	Front Street – east side.	Signed Stop
2	Reservation-Snee-Oosh Road intersection, northeast corner.	Covered Shelter Signed Stop
3	Squi-Qui Road at Snee-Oosh Road – northwest corner.	Signed Stop
4	Swinomish Road – west side.	Signed Stop
5	Swinomish Road at Keeah Road – southeast side.	Signed Stop
6	1 st Street – mid-block – west side.	Signed Stop
7	1 st Street at Shelter Bay Road – northwest corner.	Signed Stop

At the regional transfer centers, five connections - Routes 203, 205, 207, 208 and 717 - are possible from Route 615:

- Route 203 – Downtown Mount Vernon, serves the Centennial School.
- Route 205 – Skagit Valley College, serves the Madison School and the YMCA.
- Route 207 – Downtown Mount Vernon, serves the Skagit Valley Hospital and the LaVenture School.
- Route 208 – Downtown Mount Vernon, serves the Safeway Shopping Center.
- Route 717 – runs east to Newhalen, Marblemount, Rockport, Concrete, Cape Horn, Hamilton and Lyman.

Connections are also possible to points north and west via Route 101 to Burlington, Route 300 to Sedro-Woolley and Route 410 to Anacortes:

- Route 101 - serves the Cascade Mall, Downtown Burlington, Thrifty Foods and Burlington Senior Center.

- Route 300 - serves the Sedro-Woolley High School, United General Hospital, Cascade Mall and the Job Corps.
- Route 410 - serves the Washington State Anacortes Ferry, March Point Park and Ride (west of the Swinomish reservation), the Island Hospital and the Cascade Mall.

D. Non-Motorized. In the Issues Survey conducted for this Plan, nearly all of the government officials indicated pedestrian and bicycle service on the reservation should improve.¹⁴ There are no bicycle routes but pedestrian facilities were examined. As shown in Table 7, there are 13 sidewalks, two crosswalks, two pathways, one small wooden bridge and one recreational trail within the village. The facilities are in relatively good condition.

**Table 7: SWINOMISH RESERVATION
Inventory of Pedestrian Facilities - February 2002**

	Facility	Location	From	To	Side	Width*	Notes
1	Crosswalk	Snee-Oosh Rd.	Squi-Qui Ln.	-	Across	5'	Installed in 2002
2	Crosswalk	Snee-Oosh Rd.	1 st St.	-	Across	5'	Installed in 2002
3	Gravel Walkway	Reservation Rd.	Reservation Rd.	Snee-Oosh Rd.	West and South	Variable	Off-road to Long House ball field
4	Gravel Walkway	Snee-Oosh Rd.	Reservation Rd.	Squi-Qui Ln.	North	8-10'	Constructed in 2002
5	Path	Reservation Rd.	Senior Center	Day Care Bldg.	West	4 – 6'	Off-road; connects bldgs.
6	Sidewalk	Moorage Rd.	Pioneer Pkwy.	Fish Plant	Both	3 – 4'	-
7	Sidewalk	Front Street	Moorage Rd.	Snee-Oosh Rd.	West	3 – 4'	-
8	Sidewalk	Pioneer Pkwy.	Snee-Oosh Rd.	Shelter Bay Rd.	West	3 – 4'	7 Curb cuts on west sidewalk
9	Sidewalk	Senior Center	Snee-Oosh Rd.	Senior Center	N.A.	5'	Steps
10	Sidewalk	Reservation Rd.	Tribal Court Bldg.	Day Care Bldg.	West	4 – 5'	Off-road; steps, benches
11	Sidewalk	1 st Street	Snee-Oosh Rd.	Shelter Bay Rd.	Both	3 – 4'	Speed bump (3)
12	Sidewalk	Swinomish St.	1st St.	Snee-Oosh Rd.	Both	3 – 4'	Speed bump (2)
13	Sidewalk	2 nd Street	Swinomish St.	N.A.	Partial	3 – 4'	Cul de Sac
14	Sidewalk	Soladwh Street	Swinomish St.	End	East	3 – 4'	Cul de Sac
15	Sidewalk	Keeah Street	Swinomish St.	End	North	3 – 4'	Speed bump
16	Sidewalk	Squi-Qui Ln.	Snee-Oosh Rd.	Squi-Qui Court	West	5'	-
17	Sidewalk	Avenue A	1 st St.	End	North	3 – 4'	-
18	Trail	Reservation Rd.	Day Care Bldg.	Swinomish Channel	West	4 – 6'	Off-road
19	Wooden Bridge	Reservation Rd.	Tribal Court park lot	N.A.	West	5'	Roadside ditch; X-ing sign (2)

* Widths are approximate.

¹⁴ See Chapter III – Issues Survey and Technical Appendix A.

D.1 Village Connections Study. In 1999, the Swinomish government conducted a study to examine deforestation issues and methods to reconnect the village with paths and trails. The study was funded through a grant from the state Department of Natural Resources. The University of Washington was retained to survey the tribal community and prepare the Swinomish Tribal Village Plan.¹⁵ The study recommends three new village trails - *Seasonal Trail*, *Wellness Trail* and *History Trail*.

The *Seasonal Trail* would have two segments:

- (a) A north-south trail would traverse the waterfront, cross Reservation Road and terminate at the Tribal Long House.
- (b) The second segment would form a loop on the east side of Pioneer Parkway between Moorage Way and Snee-Oosh Road.

The *Wellness Trail* would continue from the *Seasonal Trail* west, across Reservation Road, along the north side of the community ball field and connect with the Tribal Long House. The trail would also branch from the Long House driveway east to the Medical Center.

The *History Trail* would be the only facility within roadway right-of-way. It would follow residential streets in the village and create sidewalks and paths along the south side of Snee-Oosh Road and on Squi-Qui Lane, Swinomish Street, 2nd Street, Keeah Street and Soladwh Street. The trail would access the basketball court on 1st Street and the playground north of Swinomish Street.

With the exception of the *Seasonal Trail*, the proposed system would be ADA accessible. The study advised:

- The *Seasonal Trail* would pass over water channels along the waterfront. At these locations, a pile-supported boardwalk is recommended. At dry locations, the pathway would be surfaced with wooden chips. Rights-of-way would range from 14.2'-17' with 5' for walkways and 5' on either side for plantings and vegetation.
- The *Wellness Trail* would represent a 15' right-of-way with 5' for dedicated walkways and 5' on either side for plantings and vegetation. The surface and sidewalks would be constructed with "poly pavement" materials.

¹⁵ "Swinomish Tribal Village Plan," Swinomish Office of Planning and Economic Development and the Department of Landscape Architecture, University of Washington, 1999.

- The *History Trail* would abut traffic corridors and residential streets. The study recommends 5' sidewalks constructed of "poly pavement" material and 5' dedicated bike lanes adjacent to traffic lanes.

The study recommendations have not been implemented.

E. Air. There is no air service on the Swinomish reservation. Skagit County has five airfields (two public and three private), four of which are located in the Skagit Valley. The Skagit Regional Airport in Burlington is the larger of the two public fields with two runways over 5,000 feet in length. The Anacortes Airport is operated by the Port of Anacortes and has a 3,000-foot runway.

F. Ferry. There is no ferry service on the Swinomish reservation. In Skagit County, there are two systems. The County operates the Guemes Island ferry between Anacortes and Guemes Island. Vehicle parking is available at the Anacortes (20 spaces) and Guemes Island (60 spaces) ferry landings. There are 17 round trips from 6:30 AM to 6:00 PM, Monday through Thursday. The runs are every 30 minutes except from 9 AM to 1 PM, when crossings are hourly. On Friday and Saturday, ferry service is from 6:30 AM to 12 AM. In 2000, the ferry transported 106,410 vehicles, 86,862 walk-on passengers and 8,604 non-paying passengers. Ridership increased by 90.5 percent between 1980 and 2000 (4.3 percent per year.)

The Washington State Department of Transportation operates the second ferry, which runs to San Juan Island and Vancouver Island, British Columbia through its terminal in Anacortes. In 2000, ridership from Anacortes represented 2,023,809 including 926,223 vehicles and 1,097,586 passengers. 5,545 riders use the system daily.

G. Freight Rail. The Burlington Northern Santa Fe (BNSF) is the only major commercial railroad in Skagit County with 24 active spurs. The track traverses the north end of the Swinomish reservation. The main switching yards are located in Burlington. An east-west branch follows SR20 and connects the March's Point refineries to the mainline in Burlington. A second branch line runs along SR20 from Burlington to Sedro-Woolley, then parallels SR9 north to the Whatcom County line. In 1993, 172,209 rail carloads were transported through Skagit County.

H. Passenger Rail. AMTRAK service may be accessed in Mount Vernon, south of the reservation. There are two round trips daily with stops in Everett, Mount Vernon and

Bellingham. The time from Mount Vernon to Seattle or to Vancouver is just under two hours. In 2000, boardings in Mount Vernon increased 71 percent to 16,421 passengers. The city plans to build a downtown multi-modal center to better accommodate transfers from rail to bus.

I. Maritime. Over 600,000 metric tons of cargo pass through the Swinomish Channel each year. Fifteen commercial piers, wharves and docks are on the Guemes and Swinomish Channels, on the west shore of Fidalgo Bay and at March's Point.

The Swinomish government operates eight marine facilities. From south to north, they are *the McGlinn Island Boat Yard; the Swinomish Public Safety Dock (old restaurant dock); the Commercial Fishing Boat Dock; the Commercial Fish Plant Pier and Dock; the La Conner Guest Moorage; the Dunlap Log Storage Yard; the North Swinomish Channel Barge Storage; and the North Swinomish Channel Pier.*

The Skagit County facilities include the *Port of Anacortes Marine Terminal* – a deep-water port for log, steel, lumber and dry bulk products. In 2000, the facility handled 252,750 metric tons of cargo; mostly petroleum coke from the March's Point refineries. The *March's Point Marine Facility* has two petroleum refineries - *Equilon* and *Tesoro*. Both have deep-water terminals for oil tankers. Crude oil, refined petroleum products and byproducts are transported by ship, rail, truck and pipeline.

J. Marinas and Boat Harbors. There are 14 marinas and boat harbors in Skagit County. The five largest are Cap Sante Boat Haven, Anacortes Marina, Flounder Bay, La Conner Marina and Shelter Bay Marina. They represent 3,025 slips or about 90 percent of the total moorage in the County.

- The tribally controlled *Swinomish Commercial Fishing Dock* serves the Swinomish fishing community. It accommodates about 35 vessels. Swinomish government is planning a new 1,200-slip marina, on the north end of the reservation, just south of State Route 20.
- The *Shelter Bay Marina* lies within the boundaries of the Swinomish reservation. It is a mix of public and private slips.
- *Cap Sante Boat Haven* is one of the largest marinas in the state. It is owned and operated by the Port of Anacortes and located on the east side of Anacortes on

Fidalgo Bay. With 1,150 boat slips, it accommodates commercial fishing vessels and recreational boats.

- *Anacortes Marina*, also on the west side of Fidalgo Bay, is privately owned, as are the marina facilities at Flounder Bay on the west side of Anacortes. The Flounder Bay facilities include the *Skyline Marina*, the *Flounder Bay Yacht Club*, *Condominium #17* and individual moorages.
- *LaConner Marina*, owned and operated by the Port of Skagit County, accommodates recreational boating on both sides of Fidalgo Island through the Swinomish Channel. It also accommodates large tourist vessels.

CHAPTER III. ISSUES SURVEY

In an effort to ascertain the opinion and policies of officials responsible in some way for reservation transportation and funding, one-on-one interviews were conducted from April to May 2001. Six Swinomish and nine outside agency officials were interviewed. This chapter describes the participants and their responses.¹⁶ It should be noted that due to the small sample size, the findings are not statistically significant. The purpose is to offer a general view on how local officials perceive transportation on and off the reservation.

A.1 Respondents. Forty percent of the survey respondents are tribal officials. Two are law enforcement officers and one oversees tribal housing. The remaining three are administrative and planning officials in tribal government. Their average length of public service is 12.4 years with individual service ranging from 2.5 to 21 years. Only one of the officials is “very” familiar with the tribe’s transportation issues and goals. The remaining are “somewhat” (2), “a little” (1) and “not at all” (2).

The outside agency officials represent six agencies - the Bureau of Indian Affairs (1), the City of Anacortes (2), Skagit County Public Works (2), Skagit Transit (1), the Skagit Sub Regional Transportation Planning Organization (1) and the Washington State Department of Transportation (2). The respondents indicate their agencies have worked with the Swinomish over a range of years, from six to over 100, with an average of 33 years. Individual participation with the tribe ranged from six months to 14 years, with an average of 5.5 years.

When asked what policies and regulations govern their agency work with the Swinomish, the outside officials cited most often U.S. Department of Transportation and TEA-21 policy on notification and reporting. Other references were to Bureau of Indian Affairs, state environmental, regional transportation and County road policies and regulations. Forty-four percent of the outside officials indicate they are “somewhat” familiar with the Swinomish transportation issues and goals. Twenty-two percent are “a little” and 33 percent are “not at all” familiar.

¹⁶ Specific survey responses and instruments are provided in Technical Appendix A.

A.2 Perceived Transportation Issues – Swinomish Officials. When asked to identify the three most important transportation issues facing the tribe, the tribal officials cited most often roadway safety and speeds. They believe current roadways on the reservation should be widened with shoulders for pedestrian and bicycle use. Moreover, they believe there is a high incidence of speeding above the posted limits. The next most frequently cited issues were roadway improvement-maintenance and public bus service. The respondents believe roadways are substandard. They also believe bus service should be expanded throughout the reservation and include better connections to regional employment and social services. Other less frequently cited issues were access (including safer access to the Tribal Casino on SR20) and north end planning, a largely undeveloped area in the north end of the reservation zoned “tribal economic.”

When asked how the transportation issues should or could be resolved, one-third of the Swinomish officials cited prompt completion of the SR20 (South March’s Point) interchange. Some noted a new bus route through the reservation including a bus stop and transfer station at the Tribal Casino. Some noted tribal government should subsidize bus passes. Other solutions included sidewalks on Snee-Oosh Road, a four-way stop in the village center and pedestrian crosswalks at heavy crossing locations in and near the village. It was also suggested that tribal government levy a road maintenance fee on tribal members, which could cover some of the costs for roadway maintenance. A few of the respondents believe tribal government should more aggressively advocate for BIA maintenance-construction funds. Enforcement of speed laws was also cited.

A.3 Perceived Transportation Issues - Outside Agency Officials. The outside agency officials cited completion of the SR20 (South March’s Point) interchange and roadway maintenance-repair as the most pressing Swinomish transportation issues. Similar to the tribal responses, they also cited public bus service with better connections inside and off the reservation. Other issues included NEPA, safety and funding. When asked how will or should their agencies assist in resolving these issues, the outside officials cited most frequently partnering including assistance with obtaining or identifying project funding for tribal transportation projects. Other areas of assistance included continue providing bus service, follow priorities of County Board, continue road maintenance program, offer cost estimating services, continue regional planning-advocacy and take lead in NEPA process-invite tribal participation.

When asked what role should the Swinomish government assume in resolving the issues, the respondents most frequently cited leadership in articulating the tribe's transportation priorities and participating in established regional forums such as the SR20 Steering Committee and the sub-regional transportation planning organization (RTPO). The respondents also believe tribal government should identify new funding sources and match them with available agency funds. Other responses included notify County of road repair or maintenance issues and coordinate with the city of Anacortes, which abuts the reservation on the northwest.

A.4 1992 Swinomish Reservation Transportation Plan. When asked if they read or were familiar with the "Swinomish Reservation Transportation Plan, April 1992," most of the respondents (67 percent – Swinomish, 67 percent – outside agency) said "no." Those that did read the report indicated its most important findings were the discussions on March Point Road, roadway project priorities, roadway potholes-weeds, BIA funding and traffic circulation-safety.

When asked what should be included in the plan update, the nearly half of all respondents (47 percent) cited bus service and non-motorized improvements including bicycle and pedestrian services. Other most cited responses were roadway maintenance-improvements, safety, tribal government's role-authority, future capacity of roadways, SR20 interchange status and funding. Less frequently cited responses were implementation strategy, tribal ownership of County roads, performance benchmarks and University of Washington study findings.

A.5 Tribal Transportation Project Priorities List. When asked if they were aware of the Swinomish government's current project priority list, all of the tribal respondents said "yes." A majority (55 percent) of the outside agency officials said "yes." When asked which of the 17 projects is the most important, the respondents cited most frequently two road-widening projects: #3-Reservation Road Widening (40 percent) and #2-Snee-Oosh Road Widening (27 percent). Other priority projects included #6-Pioneer Parkway/Snee-Oosh Road Intersection Safety Improvement, #8-Reservation Road System Safety Audit, #9-Transportation Planning, #14-Interpretative Kiosk – SR20, #16-Indian Road-Reservation Road Intersection Safety Improvement and #17-Reservation Road Guardrail.

When the outside officials were asked what role, if any, their agency will or should assume in helping to implement the priority projects, most (56 percent) said work as partner in funding or in another capacity as needed. Other responses included assist in regional planning and coordination, provide needed bus service and follow County Board directives.

A.6 Future Opportunities. When asked what future opportunities for partnering are possible between the agencies and tribal government, responses varied. The tribal officials cited most frequently continue good relations with County Sheriff and County roads maintenance. Other opportunities included alternative transportation, community involvement, MoA with Skagit County Public Works, bus service, streetscape plan, guardrails and tribal control over County roads. The outside officials cited NEPA, whatever the County Board decides and funding. Other responses included continue good working relationship, transportation planning and reservation roadway improvements.

A.7 Problems. Responses also varied when asked what problems should be addressed. The Swinomish officials cited most frequently funding, community involvement and crossing issues in the village. The outside agency officials cited consistent participation by tribal government in regional forums, marina planning, TERO, sewer hook ups and funding for the SR20 interchange.

CHAPTER IV. TRANSPORTATION DEFICIENCIES AND SCHEDULED IMPROVEMENTS

In Spring 2001, a reconnaissance of the reservation transportation system was taken to determine what problems exist and what improvements are needed. As noted in Chapter II, level-of-service on reservation roadways is excellent (LOS A). This level-of-service indicates there is adequate capacity to accommodate existing and new traffic. Moreover, the tribe's development of the SR20 interchange at South March's Point Road should improve safety and circulation in the north quadrant, where development is planned.

Although roadway level-of-service is good, it is clear that a balance must be established for accommodating traffic and the land uses within the Swinomish Village. The village is the tribe's cultural center. As such, its land uses and activities appear to conflict with the functional classification of the County roads that serve it. The County roads are designed to provide relatively unimpeded vehicular service. The village is designed to accommodate and protect the human environment. This has resulted in safety and design issues over time. Many were identified in the Swinomish 1992 Transportation Plan but most were never resolved.

Traffic calming and safe walk and bicycle environments are needed on roadways in the village and on roadways reservation-wide. Additional public bus service covering more of the reservation is also needed. These deficiencies are discussed in Sections A through C. Section D is a summary of area transportation improvements scheduled for immediate implementation.

A. Roadway Deficiencies. Six roadways on the Swinomish reservation are deficient in some way. They are *Reservation Road*, *Snee-Oosh Road*, *Pioneer Parkway*, *Shelter Bay Road*, *Indian Road*, and McGlinn Island Lane.

A.1 Reservation Road. Reservation Road is a County arterial designated as a Rural Major Collector. The arterial runs 6.0-miles north-south through the reservation from Pioneer Parkway to SR20. Average daily volumes are 1,500 north of Snee-Oosh Road (at the village entrance) and 1,900 north, at Snee-Oosh Road. Noted deficiencies on Reservation Road are:

- *Design* – Portions of Reservation Road are forested with a curving alignment. Deep drainage ditches directly abut the roadway. On most of its length, the shoulders are narrow and not delineated. There are 4' shoulders in the village, from Pioneer Parkway north but no sidewalks. Travel lanes on most of Reservation Road are narrow - 11' wide.¹⁷ The recommendation to widen and upgrade Reservation Road is documented in the tribe's 1992 transportation plan, page 5-16.

Reservation Road's north intersection with Snee-Oosh Road is currently a "T with Bypass" intersection. The configuration does not facilitate safe traffic movement when the speeds on both roads, the angle of the intersection and the curve on Reservation Road are considered. This deficiency and the recommendation to correct it is documented in the tribe's 1992 transportation plan, page 5-2.

- *Pedestrian Amenities* - The south end of Reservation Road runs through the Swinomish Village where tribal residences are concentrated. Here, tribal services are best accessed by foot. There are no sidewalks on either side of Reservation Road. There is one painted crosswalk and 4-foot shoulders (immediately north) but no crosswalks at its intersection with Pioneer Parkway and Snee-Oosh Road. These deficiencies are documented in the tribe's 1992 transportation plan, pages 5-15 and 5-16.
- *Vehicle Mix* – Reservation Road is a designated truck route on the state Freight and Goods Transportation System. Heavy vehicles represent 9.6 percent of the traffic on Reservation Road through the village. Mostly industrial, they travel north and south to Wilbur Road, SR20 and Pioneer Parkway. In the village, this mix of heavy vehicles impedes safe travel for other modes.
- *Speeds* - The posted speed limit on Reservation Road (north) is 50 mph. Actual speeds are higher, from 51 to 54 mph. The posted speed in the village is 25 mph. Actual speeds are higher, from 27 to 30 mph. It should be noted that, in the village, the posted speed is reduced to 20 mph when - as stated by the Skagit County Public Works Department - children are present within 50 feet of the road and 300 feet of a

¹⁷ In June 1998, Skagit County widened 1.0-mile of Reservation Road, from SR20 south to its first intersection with Snee-Oosh Road. The remaining length is not widened.

crosswalk. According to the County, the 20-mph limit is not in effect during all school hours.¹⁸

- *Accidents* - From 1996 to 2001, fourteen traffic accidents were recorded on Reservation Road. There were four property-damage and four injury accidents in the village at the Reservation Road intersection with Snee-Oosh Road and Pioneer Parkway. There were four property-damage accidents on the north end of Reservation Road and two property-damage accidents at its intersection with Sahalie Drive and Garland Lane.
- *Classification* - Reservation Road is classified as a Rural Major Collector (as described in Chapter II.) It is also designated as a state truck route, intended to carry between 300,000 to 1-million truck tonnage per year. The Swinomish government believes these classifications encourage traffic and truck functions that detract from the village setting and hamper safe pedestrian travel.

A.2 Snee-Oosh Road. Snee-Oosh Road is a Skagit County road designated as a Rural Minor Collector. The roadway runs north-south along the reservation's western shore and east-west through its lower south quadrant. It offers access to village residences, tribal services and area recreation. Snee-Oosh Road is 5.36-miles in length with a 20' paved travel surface. Average-daily-traffic is 1,800 in the village, west of Reservation Road. Further west, at Pull & Be Damned Road, average-daily-traffic is 1,100. The noted deficiencies are:

- *Design and Condition* - Similar to Reservation Road, Snee-Oosh Road is a rural, forested roadway with a curving alignment. Travel lanes are narrow – 11'. There are narrow shoulders and deep roadside drainage ditches. The 0.05-mile section of Snee-Oosh Road between Reservation Road and Front Street (BIA Route 51) is deteriorated. These deficiencies and recommendations for improvement are documented in the tribe's 1992 transportation plan, pages 5-12 and 5-13.
- *Pedestrian Amenities* - Snee-Oosh Road cuts through the core of residences and tribal services in the Swinomish Village where services are best accessed by foot. In February 2002, one 8-10' wide gravel walkway was installed by the Swinomish government on the north side of Snee-Oosh Road, from Reservation Road to Squi-

¹⁸ Memo – "Swinomish 2001 – 2006 Transportation Plan, Report Review," Skagit County Public Works Department, G. Kutz, October 10, 2001, pg. 2.

Qui Lane. Skagit County also installed five pedestrian signs, three no-parking signs and two crosswalks on Snee-Oosh Road (at Squi-Qui Lane and 1st Street).¹⁹ The remaining sections of Snee-Oosh Road however have no sidewalks. Its shoulders are narrow and abut deep roadside drainage ditches. Moreover, at its connection with Reservation Road and Pioneer Parkway, there are no pedestrian crosswalks or safety amenities. Traffic volumes are significant. The need for additional pedestrian amenities is noted in the tribe's 1992 transportation plan, pages 5-12 and 5-13.

- *Volumes/Vehicle Mix* - In the village, Snee-Oosh Road carries 1,800 vehicles-per-day, of which 4.5 percent are heavy vehicles. Recreational vehicles also operate on the roadway, accessing the Thousand Trails recreational park further west. This mix of recreational and industrial traffic compromises safe pedestrian travel and is also documented in the tribe's 1992 transportation plan, pages 5-2, 5-10 and 5-11.
- *Local Access* - Traffic access from Snee-Oosh Road to and from two local access roads (Pull and Be Damned Road and Sunset Drive) occurs on a curve. Topography and vegetation hamper sight distances at this location. County intersection warning signs are posted but accidents have occurred. This deficiency is noted in the tribe's 1992 transportation plan, pages 5-2 and 5-7.
- *Speeds* - The posted speed limit on the north end of Snee-Oosh Road is 45 mph and 25 mph on its east end (in the village). Actual speeds are from 48 to 53 mphs and from 26 to 28 mphs respectively. At the Pull and Be Damned Road and Sunset Drive location, the speed limit is 45 mph with 35 mph advisory speed signs posted by the County.
- *Accidents* - There were 10 accidents on Snee-Oosh Road from 1996 to 2001. Six were reported at its intersection with Reservation Road and Pioneer Parkway (four injury and two property). Three were reported near its intersection with Pull and Be Damned Road (two property and one injury). One property-damage accident was reported at its intersection with Reservation Road further north.
- *Classification* – The entire length of Snee-Oosh Road is a designated link in the state Freight and Goods Transportation System. The designation advises that 300,000 to 4-million tons may be hauled on the roadway annually. The Swinomish government

¹⁹ Reference: Consultant discussions with John Petrich, Swinomish Utilities Commission, 2/8/02 and Forrest Jones and Given Kutz, Skagit County Public Works Department, 2/5/02.

believes this classification inappropriately encourages truck traffic, hampers safe pedestrian movement and generally detracts from the residential, economic and cultural land uses concentrated in the village.

A.3 Pioneer Parkway. Pioneer Parkway is a Skagit County roadway designated as a Rural Major Collector. The road terminates in the Swinomish Village. Pioneer Parkway carries 2,500 average-daily-traffic at this location. Noted deficiencies are:

- *Pedestrian Amenities* - In the village, there are no pedestrian crosswalks on Pioneer Parkway, thus, no safe way to cross from village residences (west) to tribal services (east) at Moorage Way. There is one sidewalk on the west side of Pioneer Parkway, which is cut by several residential driveways. At its intersection with Snee-Oosh Road, there are no crosswalks and limited safety amenities. These deficiencies are documented in the tribe's 1992 transportation plan, pages 5-10 and 5-11.
- *Vehicle Mix* – Similar to Reservation Road, about nine percent of traffic on Pioneer Parkway is heavy vehicles. The mix includes recreational vehicles and industrial trucks.
- *Classification* – Pioneer Parkway is classified as a Rural Major Collector (as described in Chapter II). The roadway is a designated state truck route. The Swinomish government believes these classifications encourage traffic and truck functions that hamper safe pedestrian passage and detract from the cultural, economic and residential setting within the village.

A.4 Shelter Bay Road. Shelter Bay Road is a private facility that provides local access to tribal housing on 1st Street and to the gated Shelter Bay community. Average-daily-traffic on 1st Street is 500. Average-daily-traffic on Shelter Bay Road is 3,000 – the highest level on the reservation. The noted deficiencies are:

- *Pedestrian Amenities* - The high traffic volumes on Shelter Bay Road hamper safe pedestrian passage west to the Tribal Burial Grounds. There are no sidewalks or crosswalks nor are there signs alerting motorists to the pedestrian crossings.
- *Speeds* - The posted speed limit on Shelter Bay Road is 15 mph. Actual speeds are from 20 to 24 mph.
- *Turn Conflicts* – Since 1993, the Shelter Bay Community and the Swinomish Utilities Authority have reported a continuing safety issue on Shelter Bay Road. Traffic turns

west from Pioneer Parkway often cut into the east bound lane. There is no centerline on the roadway. The Skagit County Public Works Department has advised corrective action but indicates, because Shelter Bay Road is a private facility, the County is unable to implement them.²⁰

- *Classification* - Currently, because it is a private road, Shelter Bay Road has no official classification but functions as a local access road. The Swinomish government believes the roadway deserves a special designation; one that acknowledges the heavy volumes it carries and its special function as a gateway to the reservation's residential community on 1st Street.

A.5 Indian Road. Indian Road is a paved County roadway, 3.4-miles in length. It runs north-south through the center of the reservation and terminates at Reservation Road. It is designated a Local Access Road. There are two 11' travel lanes and extremely narrow shoulders on either side. The roadway abuts deep drainage ditches. There are no signs on the roadway, advising of pedestrian or bicycle travel.

A.6 McGlinn Island Causeway.²¹ In the early 20th century, at the request of landowner John McGlinn and the town of La Conner, the McGlinn Island 2,953-foot causeway was constructed with dredge fill from the Swinomish Channel. Construction included a new gravel road, which links the island to La Conner. The noted deficiencies are:

- *Design* - The causeway road was not constructed in accordance with BIA or Skagit County design standards for gravel roads. There is no drainage system - ditches, culverts or bioswales – resulting in contaminant runoff into Skagit Bay.
- *Fish Barrier* - Construction of the causeway and a jetty (constructed in 1937) has resulted in the obstruction of a fish distributary channel from the north fork of the Skagit River to the Swinomish Channel.
- *Water Flow Barrier* - It is estimated that both structures have reduced freshwater flows by more than 95 percent and significantly increased the salinity of the Swinomish Channel.

²⁰ Reference: Letter to Bob Masterman, Shelter Bay Community, Inc. from Given Kutz, Traffic Engineering Technician, Skagit County Public Works Department, September 28, 2000.

²¹ "Effects of Swinomish Channel Jetty and Causeway on Out-migrating Chinook Salmon from the Skagit River, Washington, " Steve Yates, Masters Thesis, Huxley College, Bellingham, Washington, 2001.

- *Related Deficiencies* - The Swinomish Indian Tribal Community plans a feasibility study to determine the best engineering method for a) reopening the historic distributary channel and reintroducing fresh water from the Skagit River to the Swinomish Channel, b) redesigning the causeway to reduce its environmental impacts, c) upgrading the causeway road to appropriate design specifications and d) eliminating the culvert barriers on the public road system.

The locations of fish barriers on the reservation public roads are illustrated in Figure 11.

Figure 11: Fish Barriers on Reservation Public Roads



B. Public Transportation Deficiencies. As discussed in Chapter II, ridership on Route 615 has decreased by 45 percent since a 50-cent fare was imposed in May 2001. Skagit Transit may end the Swinomish service if ridership does not improve. Noted deficiencies in Swinomish bus service are:

- *Reservation Connections.* Route 615 enters the reservation from the south, via Pioneer Parkway. There are seven stops within the Swinomish Village but the service does not continue west and north. In a recent survey, most of the government officials interviewed believe bus transit should be extended throughout the reservation.
- *Regional Connections.* Connections to regional bus service for tribal members require a circuitous and inconvenient bus trip south, east and north to the 2nd/Section and Riverside transfer centers. To access the Tribal Casino from the village, for example, (assuming the SR20 interchange is completed and connection is possible), tribal members must travel about 35-miles through Mount Vernon and Burlington, then west on SR20. The actual distance from village to casino is eight miles.
- *Ferry Connection.* The Tribal Casino is a popular tourist destination, located roughly six-miles east of the Anacortes ferry system. Walk-on ferry passengers however have limited options for accessing the Casino. A summer-only ferry shuttle (operated by Skagit Transit and a private provider) terminates west at the SR20-March's Point Park and Ride lot. An extension of the shuttle directly to the Casino would provide a convenient and logical access alternative. The service would also enable tribal member access to the ferry.

C. Non-Motorized Deficiencies. There are locations in the village where pedestrian and bicycle service is deficient and potentially unsafe. Specifically:

- There are no sidewalks on the west and east side of Reservation Road (north of its intersection with Snee-Oosh Road). There is one gravel walkway on the north side of Snee-Oosh Road.
- In the village center, there are no crosswalks, warning lights and limited signage at the intersection of Reservation Road - Snee-Oosh Road - Pioneer Parkway. Tribal education, health, social and residential services are concentrated in this area.

- There is no crosswalk on Pioneer Parkway at Moorage Way, where access to the tribal administrative offices and services is necessary.
- There are no sidewalks on Shelter Bay Road, where crossing to the Tribal Burial Grounds and bus service occurs. There is one recreational trail in the village.²² Other trails are needed to enable connections to residences and tribal services.

Outside of the village, wider roadway shoulders and safety signage would enable safer pedestrian and bicycle travel on Reservation Road, Pioneer Parkway, Indian Road and Snee-Oosh Road.

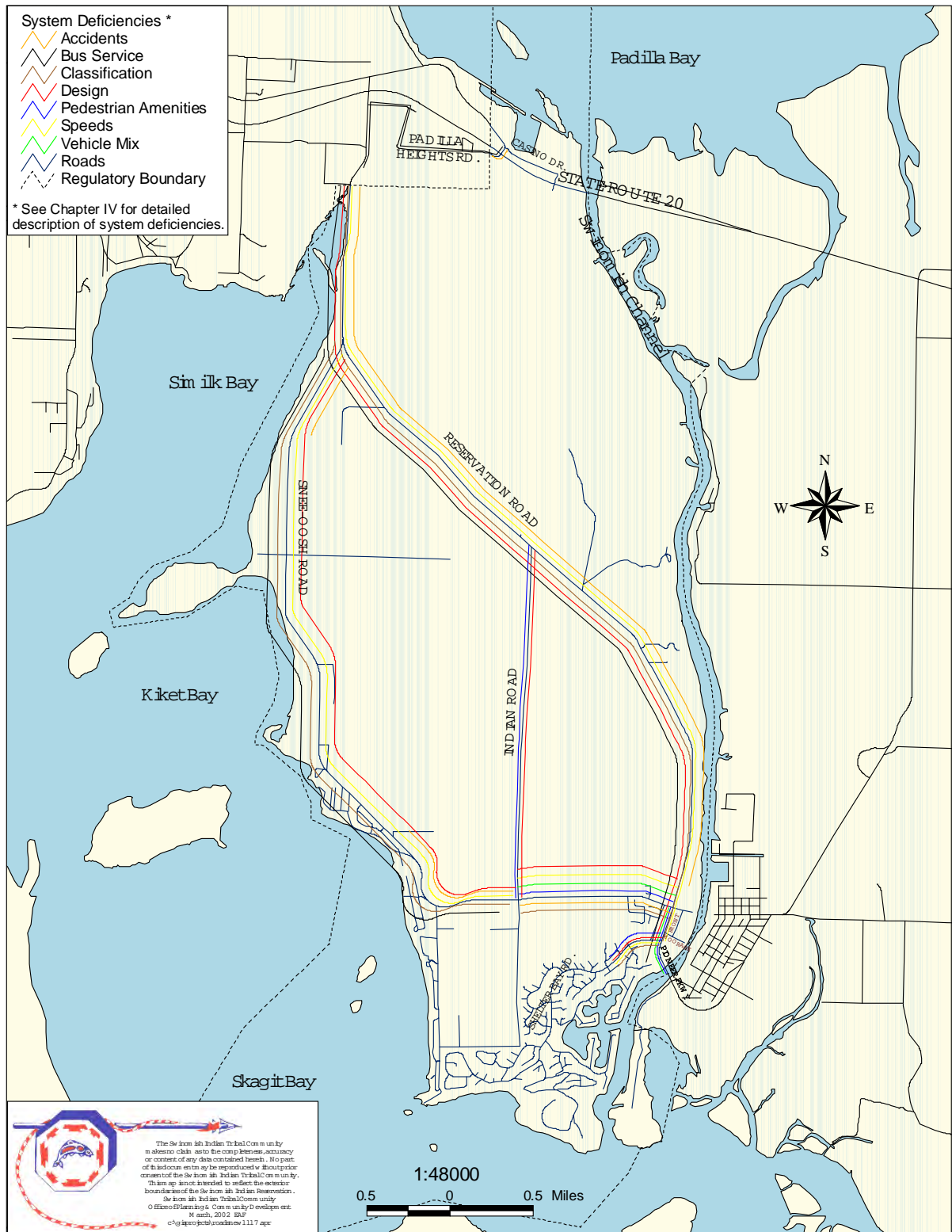
All of the system deficiencies are summarized in Table 8 and illustrated in Figure 12.

²² The Swinomish government, through a state Department of Natural Resources grant, restored a wetland and created this trail for public access to the Swinomish Channel.

**Table 8: SWINOMISH RESERVATION
Summary of Transportation System Deficiencies**

#	Location	Deficiencies
ROADWAY DEFICIENCIES		
1	Reservation Road	<ul style="list-style-type: none"> Narrow Travel Lanes, Curving Alignment, Deep Roadside Drainage Ditches, Limited Shoulders Limited Pedestrian Amenities Limited Safety Signage Heavy Truck/Recreational Vehicle Mix – In-Village Traffic Speeds over Posted Limit Accidents – Snee-Oosh Road, Sahalie Drive, Garland Lane Functional Classification and Truck Classification Fish Barrier Culverts
2	Snee-Oosh Road	<ul style="list-style-type: none"> Narrow Travel Lanes, Curving Alignment, Deep Roadside Drainage Ditches, Limited Shoulders, Failing Pavement Limited Pedestrian Amenities Limited Safety Signage Heavy Recreational Vehicle Mix – In-Village Traffic Speeds over Posted Limit Accidents – Pull and Be Damned Road, Reservation Road Truck Classification Fish Barrier Culverts
3	Pioneer Parkway	<ul style="list-style-type: none"> Limited Pedestrian Amenities and Signage Heavy Truck/Recreational Vehicle Mix – In Village Traffic Speeds over Limit Functional Classification and Truck Classification
4	Shelter Bay Road	<ul style="list-style-type: none"> Limited Pedestrian Amenities and Signage No Sidewalks Turn Conflict at Pioneer Parkway Functional Classification
5	Indian Road	<ul style="list-style-type: none"> Narrow Travel Lanes, Deep Roadside Drainage Ditches, Limited/No Shoulders Limited/No Safety Signage
6	McGlinn Island Causeway	<ul style="list-style-type: none"> Substandard Road Design and Construction Impediment to Fish Migration and Fresh Water Flows
7	Wilbur Road and SR20	<ul style="list-style-type: none"> Fish Barrier Culverts
PUBLIC TRANSIT DEFICIENCIES		
1	Bus Route 615	<ul style="list-style-type: none"> Low Ridership In-village Service only. No reservation-wide service. Limited connections to regional bus routes
2	Tribal Casino	<ul style="list-style-type: none"> No connection to regional bus routes No connection to Anacortes ferry system
NON-MOTORIZED DEFICIENCIES		
1	Pedestrian/Bicycle	<ul style="list-style-type: none"> No or limited sidewalks, crosswalks, safety signage, amenities on traffic arterials in-village and reservation-wide. No designated bicycle routes.
2	Walking Trails	<ul style="list-style-type: none"> One recreational trail in-village. More connections needed to residences, tribal services and land resources.

Figure 12: System Deficiencies



D. Scheduled Transportation Improvements. The Swinomish government and other area transportation agencies annually prepare a six-year transportation improvement program (TIP). The programs identify priority projects and when and how they will be funded. This section is a summary of the TIP projects scheduled by the Swinomish government, Skagit County and the City of Anacortes. It was determined the TIPs address some but not all of the deficiencies discussed in this chapter.

D.1 Tribal TIP 2002 – 2007. Similar to past TIPs, the Swinomish government's focus is on the SR20 Interchange Project. Other listed projects include road and bridge construction for the proposed Marina Project, bridge painting and roadway widenings and improvements. After 2004, the tribe identifies Snee-Oosh Road improvements and a new road on McGlinn Island. The six-year program represents \$3.98 million with funding primarily from tribal and BIA resources. State transportation and regional funds are identified for the SR20 interchange project. The TIP is summarized in Table 9.

**TABLE 9: SWINOMISH TRIBAL COMMUNITY
Transportation Improvement Program (TIP) 2002-2007**

Project	Description	Start	Funding
1. SR20-South March's Point	New 1.0-mile roadway and SR20 interchange	May 2002	\$1,460,000
2. Marina Road and Bridge	New roads and bridge for proposed marina	Not Listed	550,000
3. Rainbow Bridge	Painting of Pioneer Parkway bridge	Not Listed	1,500
4. Reservation Road	Widening 1.0-mile north from Snee-Oosh Road.	Not Listed	530,000
5. Casino Road	1.0-mile improvement between South March's Point Road and SR20.	June 2004	750,000
6. McGlinn Island Road	New 22' roadway construction.	Jan 2005	400,000
7. Snee-Oosh Road	Widening from Pioneer Parkway to Squi-Qui Road	Jan 2005	700,000
8. Snee-Oosh Road	Intersection improvement with shoulders and turn lanes at Pull and Be Damned Road.	Jan 2005	300,000
9. Snee-Oosh Road	Widening to 36' with curbs, gutters, sidewalks.	Jan 2006	800,000
TOTAL			\$3,980,000

D.2 Skagit County TIP 2001 – 2006. The Skagit County TIP identifies 44 priority projects totaling \$61,644,000. The projects represent a variety of improvements including intersection improvements, road construction, reconstruction, widening and shoulder paving, drainage and sidewalk repairs, parking lot construction and equipment purchase. Only two County projects - SR20-South March's Point Interchange and Casino Drive reconstruction – are located on the reservation. Four other generic TIP

listings may apply to the reservation. They are the Asphalt Overlay (CAPP) program, Emergent Projects, the Guardrail Program and Non-Motorized Improvements. The County projects that relate (or may relate) to the reservation are summarized in Table 10.

**TABLE 10: SKAGIT COUNTY
Transportation Improvement Program (TIP) 2001-2006
(Projects Related or May Be Related to the Swinomish Reservation)**

Project	Description	Start	Funding
1. SR20-South March's Point Road Interchange	New road between Casino Drive and Padilla Heights Road with new SR20 grade-separated intersection.	June 2001	\$ 594,000
2. Casino Drive	Grading, widening, paving and sidewalk – S. March's Point Road to Casino	May 2002	500,000
3. Asphalt Overlay (CAPP) Program	Roadway Resurfacing – Various Locations.	June 2001 to 2006	4,430,000
4. Emergent Projects	Safety improvements, minor construction, emergency projects – Various Locations.	June 2001 to 2006	2,270,000
5. Guardrail Program	Installation of guardrail and other safety improvements – Various Locations.	May 2001 to 2006	1,240,000
6. Non-Motorized Improvements	Improvements for pedestrian and bicycle facilities – Various Locations.	Jan 2001-2006	265,000
TOTAL			\$9,299,000

D.3 City of Anacortes TIP 2002-2007. The City of Anacortes six-year TIP represents 25 projects totaling \$12,298,000. Two projects are on or near the reservation. They are:

- South March's Point Road from Thompson Road to East March's Point Road - roadway widening, drainage and pedestrian and bicycle facilities - \$900,000.
- South March's Point Road Traffic Signal at SR20 - \$1,576,000.

CHAPTER V. SWINOMISH TRANSPORTATION PLAN (2002-2022)

A series of recommendations for Swinomish transportation have developed over time. The tribe's 1992 transportation plan identified needed improvements but many have not been implemented. In 2001, the tribe identified a list of priority projects but only two of the 10 are fully funded and underway. This 2002 Transportation Plan incorporates all previous work and addresses current findings. It is the basis for future Swinomish transportation.

A. Goal and Objectives. The goal of the Swinomish Reservation Transportation Plan is *to enable the safe and efficient movement of people, goods and services on and to the Swinomish Reservation*. The objectives are to:

- *Strengthen the reservation transportation infrastructure and services;*
- *Update the roads inventory and identify a six-year transportation improvement program (TIP) for incorporation in federal, state, County and regional funding programs; and*
- *Prepare a twenty-year transportation program, which reflects the cultural, economic and environmental values of the Swinomish people.*

This Transportation Plan has three sections:

- *Short-term recommendations* - projects that collectively represent the tribe's 2002 six-year Transportation Improvement Program. Many are overdue and should be completed by 2008. The projects are summarized in Table 13 and Figure 16.
- *Mid-term recommendations* - projects that will require time for planning and design. They should be completed by 2015. The projects are summarized in Table 14 and Figure 16.
- *Long-term recommendations* - projects that will require lead-time but should be completed by 2022. The projects are summarized in Table 14 and Figure 16.

B. Short-Term Recommendations (2002-2008). Some of the tribe's transportation needs can be reasonably addressed within a six-year period. They include revisions to the roads inventory, completion of overdue safety projects, additional public transit and new walking trails. Studies on transit ridership, roadway classifications, system governance and bicycle routing should also be completed during this period. Collectively, these multi-modal projects represent the tribe's 2002 six-year TIP. A description of each is provided below, by mode.

ROADS

B.1 IRR Inventory - Correct and Add Mileage. It is recommended that Swinomish government update its Indian Reservation Roads inventory. The update should include all public roads and trails that serve the reservation and correct the omissions and errors in the 1992 inventory. The revisions will add 22.879 new miles from 21.25 to 44.129. A summary of the recommended inventory changes follows.

BIA ROADS

- In the 1992 inventory, eight BIA roadways are recorded as “under construction.” The roadways are built and their mileage (1.05) should be listed in the 2002 inventory.
- The roadways noted above are collectively listed as BIA Route 2 – Section 10 although they are located in two separate areas. It is recommended the roads within a common geographical area be assigned their own route and section numbers. This results in BIA Route 2 and a new BIA Route 3. Route 2 has five sections: Dr. Joe Road – Section 10; Capet Zalsiluce Road – Section 20; Cobahud Road – Section 30; Nanna Road – Section 40; and Ray Paul Road – Section 50. The new BIA Route 3 has three sections: Goldenview Avenue – Section 10; Maple Lane – Section 20; and Maple View – Section 30.
- In the 1992 inventory, Front Street and Moorage Way are both represented as BIA Route 51 – Section 10. Moorage Way should be Section 20 and its mileage corrected from 0.1 to 0.19. Osium Way is connected to Moorage Way. Its mileage (0.09) should be added as BIA Route 51 – Section 30.
- First Street and Swinomish Street are listed as BIA Route 51. They are located on the west side of the village and should have their own route number – BIA Route 52 – Sections 10 and 20.

TRIBAL ROADS AND TRAILS

- In the 1992 inventory, six tribal and Swinomish Housing Authority roads have no route numbers. They are Avenue A, Second Street, Keeah Street, Solahdwh Street, McGlinn Island Road and Road-to-New Smokehouse. Route and section numbers should be assigned to these roads. Road-to-New Smokehouse should be eliminated. It does not exist.
- For clarity, BIA Route 60 should represent tribal housing roads and Route 61, other tribal government roads in and near the village. The recommended route and section numbers for the housing roads are Avenue A - Route 60, Section 10; Second Avenue - Route 60, Section 20; Keeah Street - Route 60, Section 30; and Solahdwh Street - Route 60, Section 40.
- Squi-Qui Place (0.009-miles), Squi-Qui Lane (0.1-miles) and Squi-Qui Court (0.018-miles) should be added to the inventory and designated Route 60 - Sections 50, 60 and 70 respectively.
- McGlinn Island Road should be designated BIA Route 61 – Section 20. It is misspelled as “McGlynn” in the 1992 inventory. This should be corrected.
- Four private roads on the reservation should be designated public roads: Shelter Bay Road, Sahalie Drive, Flagstaff Lane and Raleigh Lane.

Shelter Bay Road provides public access to tribal residences on 1st Street and to the Shelter Bay Community. Tribal government has granted an access easement to the Shelter Bay Community, enabling access for both communities. Shelter Bay Road should be designated a public road (BIA Route 61 – Section 10) under tribal jurisdiction.

Sahalie Drive will provide access to the Swinomish Channel when tribal government begins transfer of tidelands and uplands. The roadway should be designated a public road (BIA Route 61 – Section 30) under tribal jurisdiction.

Flagstaff Lane (CR40029) is the only access to four Individual Indian Allotments on reservation land. It should be designated a public road under tribal jurisdiction.

Raleigh Lane (CR41419) currently links undeveloped tribal property, which is planned for development. The roadway should be designated a public road under tribal jurisdiction.

- The planned 1.5-mile network of interior roads and bridge for the Swinomish Marina project should be listed in the 2002 inventory as BIA Route 62 – Section 10.
- The existing 0.50-mile Swinomish Channel recreational trail is owned and managed by tribal government with grant assistance from the state Department of Natural Resources. It should be listed in the inventory as BIA Route 63 – Section 10.
- Two village walk trails are recommended in this Plan. Each are BIA Class 5 facilities and represent roughly 0.50-miles. They should be listed as BIA Route 63 – Sections 20 and 30.

COUNTY AND STATE ROADS

- The Padilla Heights Road mileage (0.11) and route number (CR49900) should be corrected.
- The ownership, route number, name and mileage for “Bingo Access Road” should be corrected to Skagit County, CR14619, “Casino Drive” and 0.365-miles.
- The planned 0.7-mile extension of Casino Drive should be added to the inventory.
- Reservation Road is listed with two sections in the 1992 inventory. There should be only one section 10.
- Snee-Oosh Road is listed with two sections. There should be one section 10. The roadway mileage should be corrected from 5.25 to 5.36.
- Pioneer Parkway and Maple Avenue provide primary access to the Swinomish reservation from the south. Pioneer Parkway mileage should be corrected from 0.6 to 1.0 and Maple Avenue should be added to the route name.
- Eleven public County roads within the reservation are not listed in the 1992 inventory but should be. They are: Lone Tree Road, Dan Street, Sherman Street, Third Avenue, Warran Street, Beach Road (formerly Swinomish Road), View Lane, McGlenn Drive, Chilberg Avenue, Island View Road and Sunset Drive.

- State Route 20 - the primary access route to the reservation from the north - should represent 15.0-miles in the 2002 inventory. At the route's connection to Reservation Road, 5.0-miles west to Anacortes and 10.0-miles east to I-5 should be added.

Table 11 depicts the recommended 2002 IRR inventory by functional classification and jurisdiction.

Table 11: SWINOMISH TRIBAL COMMUNITY (Recommended) 2002 IRR Inventory Mileage by Functional Classification and Jurisdiction						
Mileage	BIA Class 2	BIA Class 3	BIA Class 4	BIA Class 5	Total	% of System
State Mileage	15.00	-	-	-	15.000	34
County Mileage	07.41	09.102	5.36	-	21.872	50
BIA Mileage	-	02.480	-	-	02.480	6
Tribal Mileage	-	03.277	-	1.50	04.777	11
Total IRR Mileage	22.41	14.859	5.36	1.50	44.129	101*

* Does not total 100 due to rounding.

With the corrections and revisions, the recommended 2002 IRR inventory represents 44.129-miles. Tribal miles increase from 1.0 (1992) to 4.777 (2002) and represent eleven percent of the system. BIA miles increase from 1.25 to 2.48 and represent six percent of the system. State miles increase from 1.5 to 15.0 and represent 34 percent of the system. County miles increase from 16.7 to 21.872. The percentage of County roads decreases from 79 percent to 50 percent. The recommended 2002 Swinomish IRR inventory is shown in Table 12.

**Table 12: SWINOMISH TRIBAL COMMUNITY
(Recommended) 2002 IRR Inventory - All Facilities**

	Name	Route	Section	Mileage	Class		Surface	Ownership
					BIA	County		
RIA ROADS								
1	Capet Zalsiluce Road	2	20	0.150	3	09	Paved	BIA
2	Cobahud Road	2	30	0.100	3	09	Paved	BIA
3	Dr. Joe Road	2	10	0.100	3	09	Paved	BIA
4	First Street	52	10	0.300	3	09	Paved	BIA
5	Front Street	51	10	0.100	3	09	Paved	BIA
6	Goldenview Avenue	3	10	0.200	3	09	Paved	BIA
7	Maple Lane	3	20	0.200	3	09	Paved	BIA
8	Maple View	3	30	0.100	3	09	Paved	BIA
9	Moorage Way	51	20	0.190	3	09	Paved	BIA
10	Nanna Road	2	40	0.100	3	09	Paved	BIA
11	Osium Way	51	30	0.090	3	09	Paved	BIA
12	Ray Paul Road	2	50	0.100	3	09	Paved	BIA
13	Reservation Lane	1	10	0.300	3	09	Paved	BIA
14	Reservation Lane	1	20	0.150	3	09	Paved	BIA
15	Swinomish	52	20	0.300	3	09	Paved	BIA
TRIBAL ROADS and TRAILS								
1	Avenue A	60	10	0.050	3	09	Paved	SHA
2	Keeah	60	30	0.150	3	09	Paved	SHA
3	Second Street	60	20	0.050	3	09	Paved	SHA
4	Solahdwh	60	40	0.150	3	09	Paved	SHA
5	Squi-Qui Court	60	70	0.018	3	09	Paved	SHA
6	Squi-Qui Lane	60	60	0.100	3	09	Paved	SHA
7	Squi-Qui Place	60	50	0.009	3	09	Paved	SHA
8	Flagstaff Lane	40029	10	0.200	3	09	Paved	Tribe
9	Marina Roads/Bridge (planned)	62	10	1.500	3	09	Paved	Tribe
10	McGlinn Island Road	61	20	0.500	3	09	Gravel	Tribe
11	Raleigh Lane	41419	10	0.200	3	09	Paved	Tribe
12	Sahali Drive	61	30	0.300	3	09	Paved	Tribe
13	Shelter Bay Road	61	10	0.050	3	09	Paved	Tribe
14	Swinomish Channel Trail	63	10	0.500	5	-	Surface	Tribe
15	Village Walk Trail (planned)	63	20-30	1.000	5	-	Surface	Tribe
COUNTY and STATE ROADS								
1	Beach Road	40610	10	0.120	3	09	Paved	County
2	Casino Drive	14619	10	0.365	3	09	Paved	County
3	Casino Drive Ext (planned)	14619	20	0.700	3	09	Paved	County
4	Chilberg Avenue	43600	10	0.780	3	09	Paved	County
5	Dan Street	40280	10	0.270	3	09	Paved	County
6	Indian Road	41410	10	3.400	3	09	Paved	County
7	Island View Lane	40470	10	0.170	3	09	Paved	County
8	Lone Tree Road	41010	10	0.209	3	09	Paved	County
9	McGlinn Drive	40450	10	0.288	3	09	Paved	County
10	Padilla Heights Road	49900	10	0.110	3	09	Paved	County
11	Pioneer Parkwav/Maple Avenue	42000	10	1.000	2	07	Paved	County
12	Pull & Be Damned Road	41210	10	1.100	3	09	Paved	County
13	Reservation Road	40210	10	5.860	2	07	Paved	County
14	Sherman Street	40630	10	0.060	3	09	Paved	County
15	Smokehouse Road	41620	10	0.630	4	08	Paved	County
16	Snee-Oosh Road	40010	10	5.360	2	07	Paved	County
17	South March's Point Road	14660	10	0.550	3	09	Paved	County
18	Sunset Drive	42600	10	0.200	3	09	Paved	County
19	Third Avenue	40620	10	0.110	3	09	Paved	County
20	View Lane	40460	10	0.180	3	09	Paved	County
21	Warren Street	40410	10	0.110	3	09	Paved	County
22	Wilbur Road	41610	10	0.300	3	09	Paved	County
23	State Route 20	20	10	15.000	2	02/12	Paved	State
TOTAL				44.129				

Bold = recommended changes, additions and/or corrections. **SHA** = Swinomish Housing Authority.

B.2 SR20-South March's Point Interchange - Upgrade. This \$1,460,000 project will improve traffic safety on SR20 at South March's Point Road and Padilla Heights Road, on the north end of the reservation. It is discussed in Chapter 1 and illustrated in Figure 4. The project cost will be shared by the Swinomish government, the Bureau of Indian Affairs, the Washington State Department of Transportation and the Skagit Sub Regional Transportation Planning Organization. Because it is not yet underway, the project should be listed in the tribe's TIP with completion by 2002.

B.3 Casino Drive - Improve. This project is listed in the tribe's 2001 TIP and represents a 0.7-mile extension of Casino Drive between South March's Point Road and SR20. The project should be completed by 2003 at an estimated cost of \$750,000.

B.4 Reservation Roads – Conduct Jurisdiction and Classification Study. As the Swinomish reservation develops over time, one issue that should be addressed is road jurisdiction. In the Issues Survey conducted in Spring 2001, several of the tribal officials expressed concern over their government's ability to "have a say" in the management and development of the County roads, which comprise 79 percent of the reservation system.²³ It is recommended that a Roads Jurisdiction and Classification Taskforce be appointed by the Tribal Senate to explore the question of who should ultimately control and manage the roadways within the reservation.

The Taskforce would be comprised of officials from the Swinomish government, the Bureau of Indian Affairs, Skagit County, the Skagit Sub Regional Transportation Planning Organization and the Washington State Department of Transportation. It would examine options for enabling greater Swinomish control, which may be accomplished, for example, through a Memorandum of Understanding dictating shared maintenance and management responsibilities. Another option would be the relinquishing of jurisdiction over one or several roads by Skagit County to tribal government.

The goal of the Taskforce would be to examine these and other options and develop recommendations which would answer the cost, administrative and legal questions of "who" should oversee the reservation road system and "how" should a new management system be implemented.

²³ With the recommended revisions to the IRR inventory, the County share of reservation roads would decrease from 79 percent to 50 percent.

An additional charge of the Taskforce would be to examine the classification of *Pioneer Parkway, Reservation Road, Pioneer Parkway* and *Shelter Bay Road*. Currently, Pioneer Parkway and Reservation Road are classified by Skagit County as Rural Major Collectors. They, along with Pioneer Parkway, are also designated state truck routes. The Swinomish government believes these classifications encourage traffic and truck traffic, which hinders safe pedestrian passage and detracts from the residential, economic and cultural setting of the village. Shelter Bay Road is a private road, which functions as a Local Access road. It carries the highest traffic volumes on the reservation. The Swinomish government believes Shelter Bay Road should carry a classification or special designation, which acknowledges its function as a gateway into the reservation.

In determining the best classification for these roadways, the Taskforce should apply the concept of *Context Sensitive Design (CSD)*. According to the U.S. Department of Transportation - Federal Highway Administration, “CSD is a collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving the aesthetic, historic, community and natural environmental values.”²⁴ The agency reports CSD contributes to community safety and mobility. It promotes flexibility in the design and classification (or reclassification) of roadways that must accommodate both traffic and the communities that abut them.

The Roads Jurisdiction and Classification Taskforce should be established in 2004 and a final report submitted with recommendations to the Tribal Senate by 2005. \$15,000 should be programmed for the study.

B.5 Swinomish Department of Public Works – Examine Feasibility. As the reservation’s road, transit, pedestrian and bicycle systems expand with the improvements recommended in this Plan and with the possible tribal “take over” of all or part of the reservation system, it is recommended that Swinomish government examine the feasibility of establishing a public works department. The department would oversee all transportation services, functions and systems on the reservation. The objectives of the department would be to:

²⁴ “Context Sensitive Design,” U.S. Department of Transportation, Federal Highway Administration, Washington, DC, www.fhwa.dot.gov/environment/csd.htm, October 2001.

- Provide a single administrative unit where all matters relating to reservation transportation are addressed;
- Establish a government-to-government relationship with federal, state, regional, County and local governments on matters relating to reservation transportation, its funding, operations and administration; and
- Manage and oversee revenue, grants and apportionments derived from federal, state, regional, County and Swinomish sources, PL93-636 contracting, developer mitigation fees and other existing and new dedicated sources.

The responsibilities of the Swinomish Public Works Department would be to:

- Develop and implement policy, programs, rules and regulations governing the administration and management of reservation transportation;
- Identify, administer and monitor federal, state and local revenues and expenditures which support the department and its programs;
- Implement and monitor transportation operations ensuring compliance with legal mandates;
- Establish a central data center for system information and disseminate such information as necessary to the public;
- Develop an effective coordination and planning relationship with the citizens of the tribal community, ensuring an inclusive transportation development process;
- Prepare and recommend priority criteria for transportation project identification, selection and scheduling; update the annual Transportation Improvement Program and, every five years, the Comprehensive Transportation Plan; and
- Routinely report the department's activities and progress to the Tribal Senate and Swinomish Tribal Community.

One organizational model for the department is provided in Technical Appendix D. The study should examine this option and other possible models. The feasibility study should commence in 2004 and findings submitted to the Tribal Senate by 2005. A budget of \$10,000 should be programmed.

B.6 Marina Roads and Bridge – Develop Marina Infrastructure. This project is listed in the tribe's 2001 TIP. It represents a new 1.5-mile interior transportation system for the Marina project on the north end. The estimated cost is \$1,150,000 (\$550,000 for roads, \$600,000 for bridge.) The project should be completed by 2006.

B.7 Snee-Oosh Road – Upgrade Intersection with Pull & Be Damned Road and Sunset Drive. Traffic access from Snee-Oosh Road to Pull and Be Damned Road and Sunset Drive (local access roads) occurs on a curve. Earth and vegetation impede sight distances. It is recommended that flashing warning lights be installed on Snee-Oosh Road, east and west of the local road entrances. Turn lanes should also be installed on Snee-Oosh Road, for entering and exiting traffic at Pull and Be Damned Road and Sunset Drive. The earth and vegetation should be graded and cleared and the existing stop sign at Sunset Drive augmented with a painted stop bar. The project should be completed by 2008 at an estimated cost of \$300,000.

PUBLIC TRANSPORTATION

B.8 Skagit Transit – Extend Route 615. As noted, bus service on the reservation is limited to the Swinomish Village and ridership is low. There is no service on the west shore and to the development parcels north. If ridership does not increase, service may end.

It is recommended that Route 615 coverage be extended. After circling through the village, the service should run eight-miles north on Reservation Road, east on Padilla Heights Road, north under the planned SR20 interchange to the Tribal Casino. From the Casino, it should return to the village south (along the west shore) on Snee-Oosh Road. The extended service would run hourly Monday through Friday, 6:30 AM to 6:30 PM and Saturday and Sunday, 9:30 AM to 5:30 PM. Service should be available by 2003 at an estimated cost of \$537,328.

B.9 Transit Taskforce – Prepare Tribal Ridership Strategies and Program. The issue of diminished ridership on the reservation's only bus route will require continuing review. Low ridership may jeopardize and ultimately terminate the service. It is recommended that Swinomish government convene a Transit Taskforce in 2003 comprised of local bus users, tribal government officials and SKAT Transit officials. The purpose of the Taskforce would be to develop strategies for increasing bus ridership on Route 615. It should begin its work with examination of two service initiatives:

a) Tribal Casino Park and Ride Lot - The current SR20-March Point Park and Ride lot (west of the Tribal Casino) operates at capacity. A new Park and Ride at the Tribal Casino should relieve the demand at the SR20 facility and enable convenient connections to Route 615-Extended (Swinomish Village) and Route 410, the regional bus line which runs east-west on SR20. Access to Route 410 would provide connections to Anacortes, Mount Vernon, Burlington and other employment centers. Possible amenities at the Casino Park and Ride lot would include designated park spaces, bus bays, passenger shelters and waiting areas, bicycle storage facilities, cultural kiosks and signage. The Taskforce should examine the cost, operational, maintenance and system requirements for adding a Casino lot to the regional park and ride system.

b) Tribal Casino Shuttle Service - Currently, a summer-only service shuttle operates from the Anacortes ferry to the SR20-March Point Park and Ride, west of the Tribal Casino. The Casino is a tourist destination for the walk-on ferry passengers but direct access is limited. The Taskforce should examine the feasibility and cost of extending the shuttle service east to the Tribal Casino.

In addition to the two initiatives above, the Taskforce should examine other programs, strategies and incentives for promoting, encouraging and subsidizing tribal ridership. It should present its report and a five-year ridership incentive program to the Tribal Senate for approval and implementation by December 2003. \$10,000 should be budgeted for the study.

NON-MOTORIZED

B.10 Safety Signage – Post on Reservation Roads. A consistent theme in the System Deficiencies Chapter of this Plan is the lack of pedestrian-bicycle signage along roadways on the reservation. It is recommended that 50 pedestrian-bicycle signs be posted at strategic locations on reservation roads in 2002. The signs would alert motorists to the presence of pedestrians and bicyclists. The location of the signs should be jointly determined by the Swinomish Police Department, the tribal Office of Planning and Economic Development and Skagit County Public Works. The cost of the safety signage program is estimated at \$10,000.

B.11 Bicycle Committee – Prepare Reservation Bicycle Plan. There are no designated bicycle routes on the reservation. It is recommended that the Tribal Senate appoint a Bicycle Planning Committee in 2002 to identify bike route locations and prepare an official Swinomish Bicycle Plan. The committee would consist of citizens and officials from the tribe and Skagit County, knowledgeable of area bicycle use and patterns. The committee's final report should be submitted to the Tribal Senate by 2004. Once endorsed, the Plan should be transmitted to the BIA and to federal, state, regional, County and local governments for funding and incorporation in their bicycle plans. \$10,000 should be budgeted for the committee's work.

B.12 Shelter Bay Road – Install Signage, Crosswalk and Sidewalks. It is recommended that additional pedestrian amenities be installed on Shelter Bay Road. They include safety signage, 5' sidewalks and three (3) crosswalks at 1st Street and Pioneer Parkway. One of the crosswalks, west of 1st Street, would have embedded flashing lights. A painted centerline should be installed on Shelter Bay Road to guide vehicles turning from Pioneer Parkway away from the east-bound lane. Moreover, the roadway's painted stop bar at Pioneer Parkway should be set back, five feet west of the intersection stop sign. The improvements should be completed by 2003 at an estimated cost of \$59,932. They are illustrated in Figure 13 and Technical Appendix B.

B.13 Pioneer Parkway - Install Signage, Crosswalk and Sidewalks. At Pioneer Parkway, it is recommended that three crosswalks (one with embedded flashing crossing lights) be installed at Moorage Way, enabling safer pedestrian crossings from village residences to tribal services. The location should be reconfigured to "calm" traffic with curb bulb-outs on the east side, safety signage and 5' sidewalks. The

improvements should be completed by 2003 at an estimated cost of \$104,712. The improvements are illustrated in Figure 13 and Technical Appendix B.

B.14 Village Walk Trail – Construct Phase I. In 1999, the Swinomish government, with grant assistance from the state Department of Natural Resources, examined pedestrian connections in the village. The study resulted in a recommended system of village walking trails. Tribal government should construct the village trail system in two phases. The first phase would reflect current walk patterns in the village. A trail would run from Moorage Way, across Pioneer Parkway, through the residential community; from 1st Street to Solahdwh Road and from 1st Street across Avenue A to Snee-Oosh Road. Another segment would run from the Tribal Longhouse to Squi-Qui Road. Phase I represents 2,225 linear feet of compacted crushed rock paths, 10' in width with 2' buffers on either side. Phase 1 should be completed by 2003 at an estimated cost of \$8,875. The system is illustrated in Figure 14.

B.15 Village Center - Upgrade Intersection. Three County traffic arterials converge in the village – Reservation Road, Pioneer Parkway and Snee-Oosh Road. All carry significant volumes including heavy trucks and recreational vehicles. There are narrow shoulders, some sidewalks and few pedestrian amenities. The intersection should be modernized to “calm” traffic and improve safety. The recommendation would result in curb bulb-outs, crosswalks with embedded crossing lights and safety signage. Each approach would be 36' wide with 12' travel lanes and 5' sidewalks. Each would be surfaced with asphalt concrete pavement. The improvements should be completed by 2004 at an estimated cost of \$326,078. They are illustrated in Figure 13 and Technical Appendix B.

B.16 Village Walk Trail – Phase II. This project would continue development of the village walk trail with 3,900 linear feet running through the east portion of the village and connecting to the Swinomish Channel recreational trail. The trail would also provide off-road connections to the tribal government offices. The project should be completed by 2005 at an estimated cost of \$14,834. The system is illustrated in Figure 14.

Recommended Pedestrian Improvements

- Curb Bulb-Out
- Advance Ped X-ing Sign
- Flashing Crosswalk
- Ped X-ing Signs
- Pedestrian Crosswalk
- New Sidewalk

Existing Pedestrian Improvements

- Stop Sign
- Bus Stops
- Sidewalk

Map Labels: Ave. A, Playground, Basketball Court, ShneeOosh Rd., Pioneer Pkwy., Front St., Shelter Bay Rd., Cemetery, Second Ave., First St., M courage Way.

Scale: 150 0 150 Feet

North Arrow: N, S, E, W

Legend:

- Recommended Pedestrian Improvements
- Curb Bulb-Out
- Advance Ped X-ing Sign
- Flashing Crosswalk
- Ped X-ing Signs
- Pedestrian Crosswalk
- New Sidewalk
- Existing Pedestrian Improvements
- Stop Sign
- Bus Stops
- Sidewalk

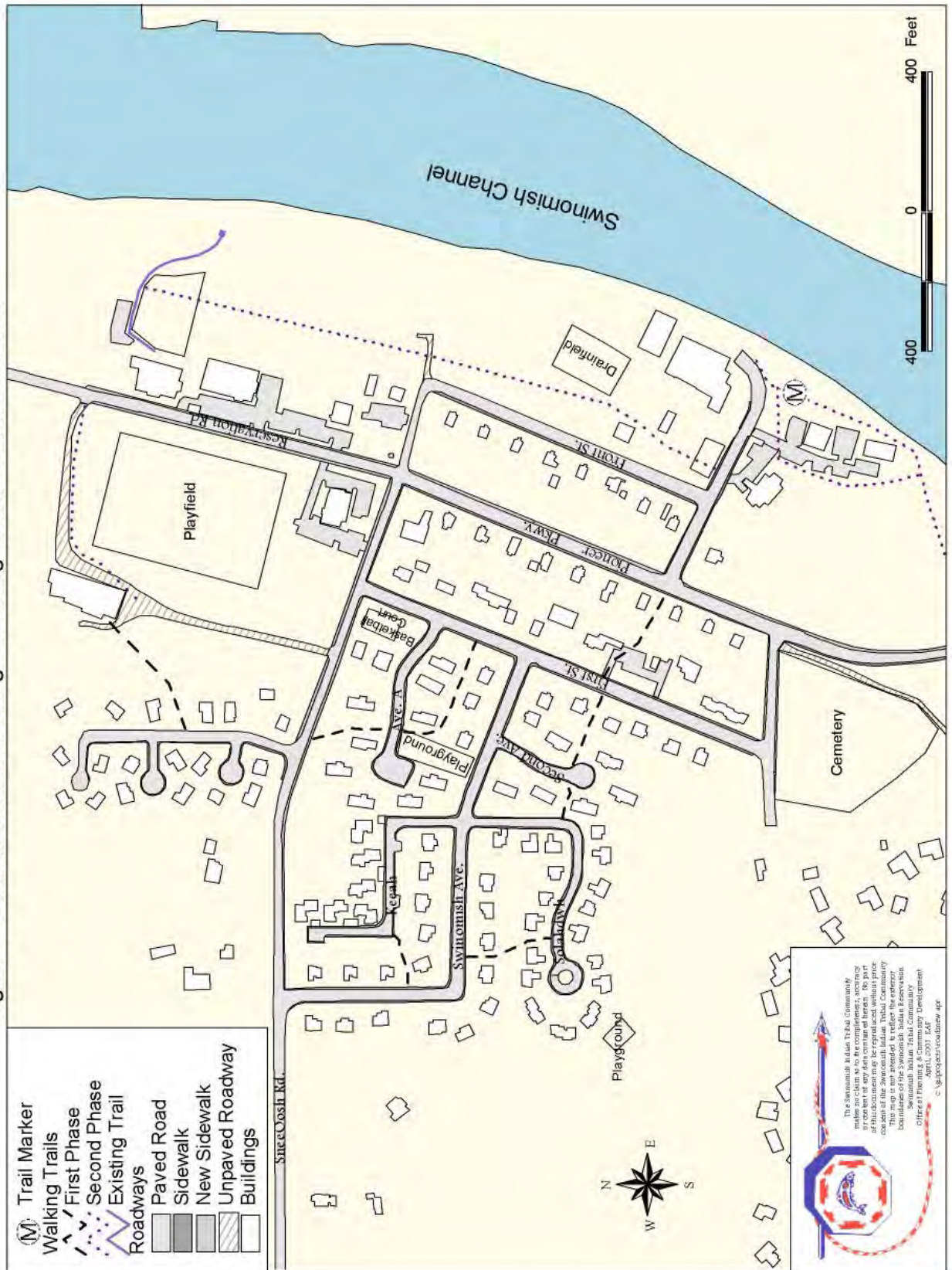
Text Box:

a) Reservation-ShneeOosh-Pioneer Parkway intersection approaches; 36' wide, 12' travel lanes and 5' sidewalks.
 b) Shelter Bay Road: painted centerline; stop bar at Pioneer Parkway recessed 5 feet.

Disclaimer:

The Se from sh Indian Tribal Community is not responsible for the completeness, accuracy or content of any data contained herein. No part of this document shall be reproduced without the prior consent of the Se from sh Indian Tribal Community. This map is not intended to reflect the exterior boundary of the Se from sh Indian Reservation. Se from sh Indian Tribal Community Office of Planning & Community Development, March, 2002. EAP c:\g:\projects\roads\1117.apr

Figure 14: Recommended Village Walking Trails - Phases I and II



B.17 Transportation Improvement Program (TIP). A Transportation Improvement Program is a funding mechanism and management tool for prioritizing projects. The multi-modal projects discussed above comprise the recommended Year 2002-2008 Swinomish TIP with an estimated cost of \$4,766,759. The TIP is summarized in Table 13.

B.17.a Funding the Transportation Improvement Program. There are a variety of state and federal sources available for funding the tribal TIP. A thorough review is provided in the next chapter. In addition to pursuing these funding sources, the tribe is strongly encouraged to develop *funding partnerships* with federal, state, regional, County and local agencies.

Because the Bureau of Indian Affairs is unable to fund all tribal transportation needs, it will be necessary to supplement BIA funds with other federal, state, regional and local resources. Similar to the successful consensus achieved with the SR20-South March's Point Interchange Project, funding partnerships serve several purposes. They alert abutting governments of a system deficiency and encourage their involvement in solving it. They encourage dialogue among all parties. They bolster the financial resources of one government by introducing the resources of another. Lastly, inter-governmental partnerships alert the funding agency that many community interests will be served by its support.

Joint funding applications are another important tool for successfully securing TIP funds. Federal, state, regional, County and local agencies should be encouraged to write endorsement letters and testify in support of Swinomish funding applications. Specifically:

- Roadway Safety and Construction Funds. There should be a two-tier approach for pursuing roadway safety and construction funds. The first should target federal TEA-21 funds with direct application to the U.S. Congress, the U.S.DOT Federal Highway Administration and the U.S.DOI Bureau of Indian Affairs. The second tier should target state funds through the Washington DOT, the Skagit Sub Regional RTPo, the state County Road Administration Board (CRAB) and the state Transportation Improvement Board (TIB). Funding applications should be filed jointly with the RTPo, the Bureau of Indian Affairs and Skagit County Public Works.

- Transit Funds. Application for federal and state transit operating and capital funds should be prepared jointly with the Bureau of Indian Affairs, Skagit Transit and the RTPO.
- Pedestrian and Bicycle Funds. Application for federal and state funds should be undertaken collaboratively with the RTPO, Skagit County Public Works and the Bureau of Indian Affairs. The requests should demonstrate tribal projects are compatible with County and regional non-motorized goals and directed to the U.S.DOT Federal Highway Administration, the Washington State Department of Transportation, the state Transportation Improvement Board (TIB) and the state Interagency Committee for Outdoor Recreation.

B.17.b Endorsing the Transportation Improvement Program. Similar to the funding process, the formal steps for endorsing the tribal TIP should be inclusive, ensuring all federal, state and area transportation agencies are aware of the document and have a participatory role in reviewing and funding it. A recommended annual process for endorsement and funding is illustrated in Figure 15.

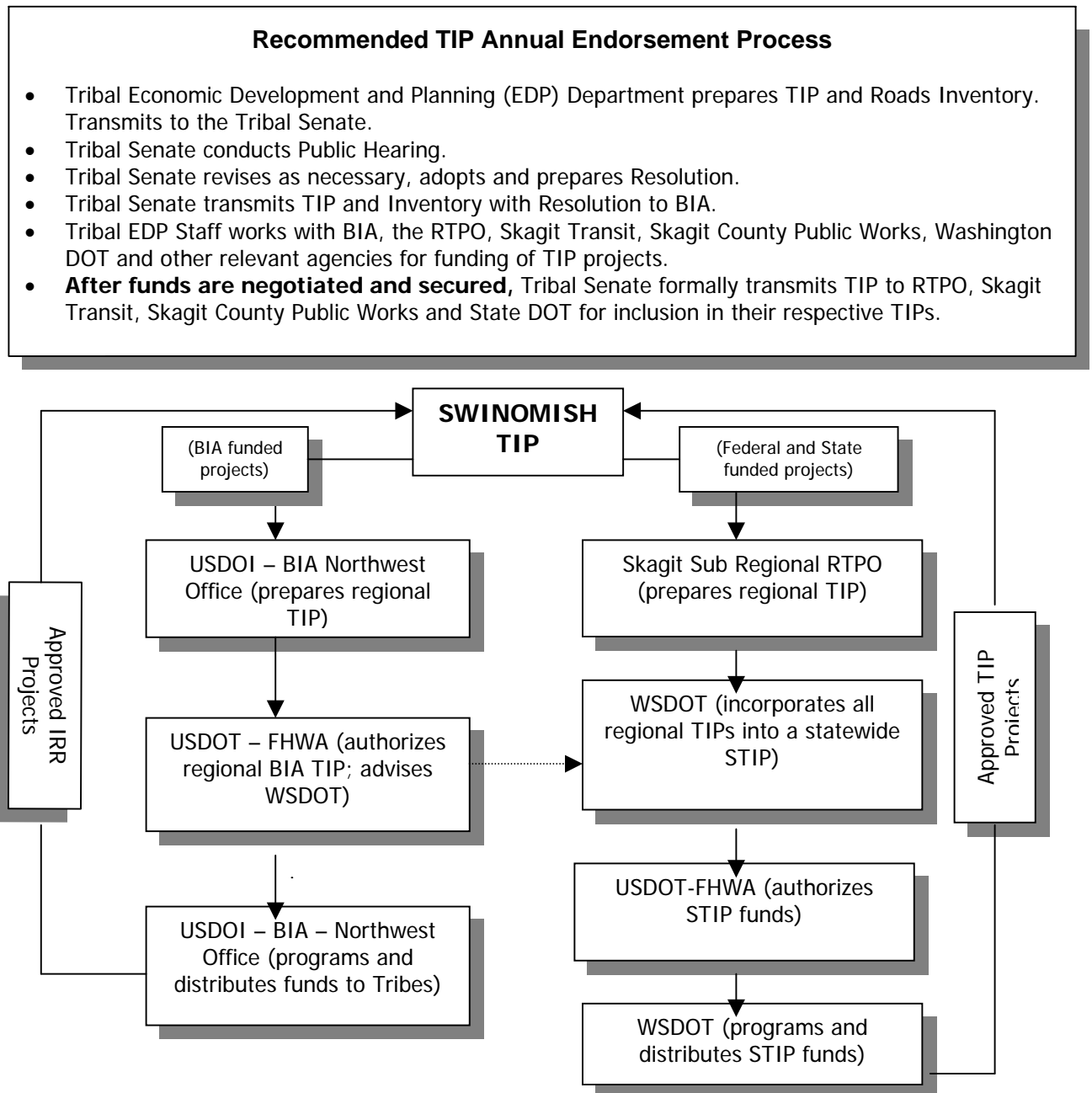
**Table 13: SWINOMISH TRIBAL COMMUNITY
(Recommended) Six-Year Transportation Improvement Program (TIP)
2002-2008**

#	Project	Action	Timing	Cost ²⁵
ROADS				
1	IRR Inventory	Revise roads inventory – add 22.879 miles.	2002	N.A.
2	SR20-S. March's Point Road	Construct SR20 interchange with underpass.	2002	1,460,000
3	Casino Drive	Upgrade and extend Casino access road.	2003	750,000
4	Jurisdiction–Classification Study	Resolve road jurisdiction and classification issues.	2004	15,000
5	Department of Public Works	Examine feasibility of tribal DPW.	2004	10,000
6	Marina Roads and Bridge	Construct Marina interior roads and bridge.	2006	1,150,000
7	Snee-Oosh Road	Upgrade Sunset Drive and Pull & Be Damned intersections.	2008	300,000
Sub Total (77%)				3,685,000
PUBLIC TRANSPORTATION				
8	Bus Service	Extend Route 615 west and north.	2003	537,328
9	Transit Task Force	Develop tribal ridership strategies including Casino Park-Ride lot and Ferry Shuttle.	2003	10,000
Sub Total (12%)				547,328
NON-MOTORIZED				
10	Safety Signage	Post pedestrian and bike signs on roads.	2002	10,000
11	Bicycle Plan	Appoint citizen committee to prepare reservation bicycle plan.	2002	10,000
12	Shelter Bay Road	Install crosswalks and safety facilities.	2003	59,932
13	Pioneer Parkway	Install crosswalks and safety facilities.	2003	104,712
14	Village Walk Trail – Phase I	Construct 2,225 linear feet of trails.	2003	8,875
15	Village Center Safety	Modernize and “calm” village intersection with crosswalks and safety facilities.	2004	326,078
16	Village Walk Trail – Phase II	Construct 3,900 linear feet of trails.	2005	14,834
Sub Total (11%)				534,431
Program Total				4,766,759

²⁵ Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Project cost methodology is presented in Technical Appendix B.

Figure 15: Swinomish Tribe

Transportation Improvement Program (TIP) 2002



C. Mid-Term Recommendations (2009-2015). The following are recommended mid-term improvements to be implemented by 2009 and completed by 2015.

C.1 McGlinn Island Causeway and Fish Flow Barriers - Conduct Engineering

Study. To address the fish barrier created by the McGlinn Island causeway. It is recommended that Swinomish government proceed with its planned study to determine the best engineering method for eliminating these barriers. The objectives of the study would be to:

- Upgrade the McGlinn Island Causeway access road to modern design standards for gravel roads,
- Eliminate the water flow, water salinity and fish barrier caused by the McGlinn Island causeway and the 1937 jetty, through re-design and reconstruction of the structures,
- Reconnect the Swinomish Channel to prime king salmon habitat in the estuary of the north fork of the Skagit River (commonly known as Dunlap Bay), and
- Remove culverts on public reservation roads that impede fish flow.

The engineering study should be completed by 2009. A minimum of \$25,000 should be programmed.

C.2 Reservation Road - Upgrade Snee-Oosh Road Intersection (North). The north intersection of Snee-Oosh Road and Reservation Road is a “T with Bypass” intersection. The speeds on both roads, the angle of the intersection and the curve on Reservation Road hamper safe traffic movements. It is recommended the intersection be restructured to a standard “T” with striping and channelization to control traffic flow and delineate lane direction. The new configuration would include a southbound right-turn lane for movements from Reservation Road to Snee-Oosh Road. The improvement should be completed by 2010 at an estimated cost of \$30,000.

C.3 Reservation Road – Widen and Modernize. The 1998 Reservation Road widening project undertaken by Skagit County should continue. Additional widening would start at Snee-Oosh Road (north) and end at Snee-Oosh Road in the village. The project would enable 12’ travel lanes and uniform paved 6’ shoulders. The existing bituminous surface treatment would be replaced with an asphalt concrete pavement. The modernization would include clearing and grubbing, roadway excavation, drainage

structures, guardrails, permanent signing, pavement markings and erosion control. The project should be completed by 2010 at an estimated cost of \$822,396.

C.4 Snee-Oosh Road - Widen and Modernize. A wider right-of-way would better accommodate the vehicle mix and enable safer travel on Snee-Oosh Road. It is recommended that the roadway, from its north intersection with Reservation Road to one-mile west of its east connection with Reservation Road, be widened. The widening would represent two 12' travel lanes and 6' paved shoulders. The existing bituminous surface treatment would be replaced with an asphalt concrete pavement surface. The modernization would include clearing and grubbing, roadway excavation, drainage structures, guardrails, permanent signing, pavement markings and erosion control. The project should be completed by 2014 at an estimated cost of \$904,245.

D. Long-Term Recommendations (2016 – 2022). The recommended long-term improvements will require lead-time but should be completed by 2022.

D.1 McGlinn Island Causeway and Fish Barriers – Implement Study

Recommendations. If determined feasible in the engineering study discussed in mid-term projects (Item C.1), a new McGlinn Island gravel road should be constructed and corrective engineering and construction undertaken to eliminate impediments to fish and water flows caused by the McGlinn Island causeway. The work should be completed by 2016.

D.2 Indian Road – Widen and Modernize. It is recommended that Indian Road be widened with 12' travel lanes and 6' shoulders on either side. Signage should be installed, advising of travel by pedestrians and bicyclists. The project should be completed by 2018 at an estimated cost of \$639,706.

D.3 Swinomish Public Works Department - Create. If supported by the findings of the feasibility study discussed in the short-term recommendations (Item B.5), it is recommended Swinomish government establish a Swinomish Public Works Department. The cost, configuration and functional requirements should be determined and the new department in-place by 2020.

Each recommendation – short-term, mid-term and long-term – is summarized in Table 14 and illustrated in Figure 16. The known estimated cost of the twenty-year program is \$7,188,106. The next report chapter identifies potential funding sources for the program.

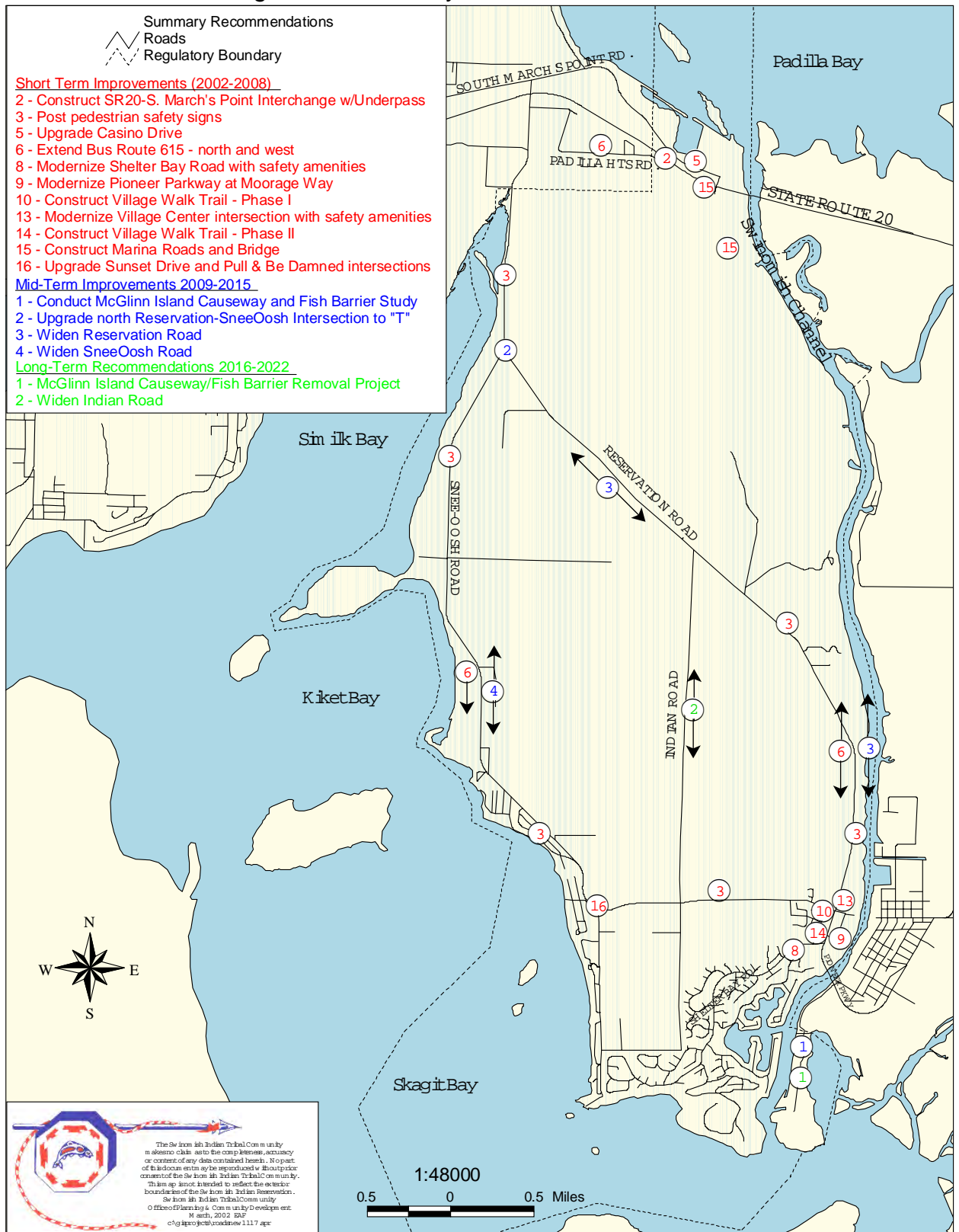
**Table 14: SWINOMISH TRIBAL COMMUNITY
(Recommended) Twenty-Year Transportation Program
2002-2022**

Program	Activity	Cost	Completion
Short-Term 2002-2008 (TIP)	1 - Adopt and Transmit 2002 IRR Inventory and TIP to BIA.	N.A.	2002
	2 - Construct SR20 interchange with underpass.	1,460,000	
	3 - Post safety signage along reservation roads.	10,000	
	4 - Appoint Bicycle Planning Committee.	10,000	
	5 - Extend Casino Drive.	750,000	2003
	6 - Extend Bus Route 615 service – west and north.	537,328	
	7 - Create Transit Ridership Taskforce.	10,000	
	8 - Upgrade Shelter Bay Road with safety amenities.	59,932	
	9 - Upgrade Pioneer Parkway at Moorage Way.	104,712	
	10 - Construct Village Walk Trail – Phase I.	8,875	
	11 - Conduct Roads Jurisdiction and Classification Study	15,000	2004
	12 - Study feasibility of Swinomish Department of Public Works.	10,000	
	13 - Modernize Village Center intersection with safety amenities.	326,078	2005
	14 - Construct Village Walk Trail – Phase II.	14,834	
	15 - Construct Marina Roads and Bridge	1,150,000	
	16 - Upgrade Sunset Drive and Pull & Be Damned intersections.	300,000	2008
SUB TOTAL		4,766,759	
Mid-Term 2009-2015	1 - Conduct McGlinn Island Causeway Fish Barrier Study.	25,000	2009
	2 - Upgrade north Reservation-Snee-Oosh intersection.	30,000	2010
	3 - Widen Reservation Road.	822,396	
	4 - Widen Snee-Oosh Road.	904,245	2014
SUB TOTAL		1,781,641	
Long-Term 2016-2022	1 - Implement McGlinn Island Causeway-Fish Barrier Removal Project.	TBD	2016
	2 - Widen Indian Road.	639,706	2018
	3 - Create Swinomish Public Works Department.	TBD	2020
	4 - Begin development of Swinomish 2022 Transportation Plan	TBD	2022
SUB TOTAL		639,706	
PROGRAM TOTAL		\$7,188,106	

- **TBD** = To Be Determined

- Project costs are estimates.

Figure 16: Summary of Recommendations



CHAPTER VI. PROGRAM FUNDING

This chapter identifies federal and state funding sources that may support the Swinomish future transportation program. Section A describes the federal programs. Section B describes the state programs. Section C identifies other possible funding programs. For ease of use, Table 15 is a reference chart that matches the recommended transportation program with its possible fund source and the source page number.

A. Federal Funds. The Highway Trust Fund is the funding source for most federal transportation programs. Roadway projects are financed from its highway account. Transit programs are financed from its general and mass transit accounts. Revenue is generated in all states from gasoline and diesel fuel taxes and distributed by the U.S. Congress to state and local governments. The administering agency is the U.S. Department of Transportation. The governing legislation is the Transportation Equity Act for the 21st Century (TEA-21) or Public Law 105-178. Funds are apportioned in accordance with the U.S. Department of Transportation Appropriations Act - Public Law 105-59. Title 23-USC Section 202 requires a portion of the funds be reserved for Indian reservation roads.

There are two federal programs available to tribal governments for roadway improvements. They are the Indian Reservation Roads program and the Federal-Aid program. This section describes each.

A.1 Indian Reservation Roads Program (IRR). Indian reservation roads are defined as any public road on or providing access to Indian lands. There are over 50,000 miles of roads within the national system. The goal is to:

- Provide safe and efficient transportation and public road access to and within Indian reservations, Indian lands, Alaskan native villages and communities;
- Develop transportation systems to support economic development;
- Rehabilitate or replace deficient bridges which restrict mobility;
- Improve the condition of gravel and paved roads;
- Reduce the number and severity of traffic accidents;

Table 15: Fund Reference Table		
Program	Possible Fund Source	Page
Short-Term		
Safety signage on reservation roads	IRR Safety	98
	Rural Arterial	109
Upgrade Shelter Bay Road	IRR Construction, IRR Safety	95, 98
	STP, PLH	100, 103
	Motor Vehicle	109
Upgrade Pioneer Parkway @ Moorage	IRR Construction, IRR Safety	95, 98
	STP, PLH	100, 103
	TIA	110
Modernize Village Center intersection	IRR Construction, IRR Safety	95, 98
	STP, High Priority, PLH	100, 102, 103
	TIA, Traffic Safety Near Schools	110, 110
	Public Works Construction, SEDS	114, 114
Upgrade Sunset Drive-Pull & Be Damned	IRR Safety	98
	Rural Arterial	109
Construct Marina Roads-Bridge	IRR Construction, IRR Bridge	95, 98
	PLH	103
	ICDBG, Public Works Construction, SEDS	113, 114, 114
Conduct Roads Jurisdiction-Classification Study	IRR Planning	95
	TCSP	104
	CDGB, ICDBG	112, 113
Extend Bus Route 615 service	Job Access, 5310, 5311	102, 105, 106
	Rural Mobility	110
Appoint Transit Ridership Taskforce.	NHS, 5310, 5311	99, 105, 106
	Rural Mobility	110
	Econ Dev Technical	113
Bicycle Planning Committee	IRR Planning, STP	95, 100
Construct Village Walk Trail	STP, PLH, Rec Trails	100, 103, 103
	NOVA	111
	ICDBG	113
Study feasibility of PW Department	IRR Planning, SPR	95, 105
Mid-Term		
Conduct Causeway Fish Barrier Study.	IRR Planning	95
	PLH, SPR	103, 105
	WWRP	111
	GAP	113
Widen Reservation Road.	IRR Construction	95
	STP, PLH, Scenic Byway	100, 103, 104
	County Arterial, Rural Arterial, Small City, TIA	108, 109, 109, 110
	CDBG	112
Widen Snee-Oosh Road.	IRR Construction	95
	STP, PLH	100, 103
	County Arterial, Rural Arterial, Small City, TIA	108, 109, 109, 110
	CDBG, ICDBG	112, 113
Long-Term		
Implement Causeway-Fish Barrier	NHS, STP, PLH	99, 100, 103

Project.	WWRP	111
	GAP	113
Widen Indian Road.	IRR Construction	95
	STP, PLH, Scenic Byway	100, 103, 104
	County Arterial, Rural Arterial, Small City, TIA	100, 109, 109, 110
	ICDBG	113

- Provide for employment opportunities for Indian reservation members; and
- Increase an Indian government's capability to manage its road system.

Under past national legislation²⁶, the IRR program received \$191 million annually. Under the newer TEA-21, funding increased to \$200 million the first year and to \$275 million the remaining five. The U.S.DOI Bureau of Indian Affairs and the U.S.DOT Federal Highway Administration (Federal Lands Highway Office) jointly administer the program.

A.1.a IRR Transportation Planning. A Memorandum of Agreement was signed by the Bureau of Indian Affairs and the Federal Highway Administration in 1983. The agreement requires “*up to 2 percent of funds be made available for the IRR program*” exclusively for “*those Indian Tribal Governments applying for transportation planning pursuant to the provisions of the Indian Self-Determination and Education Assistance Act.*” The funds are available under Title I of the Indian Self-Determination Act and Title IV of the Tribal Self-Governance of PL 93-638.²⁷

A.1.b IRR Construction. Since 1993, IRR road funds have been distributed to the twelve BIA regions - and then to tribes within the region - based on a relative need formula. The formula determines the percentage of Highway Trust Funds allocated to each tribal government. The allocations are based on 20 percent - population, 30 percent - vehicle miles traveled and 50 percent - cost-to-improve. The percentages reflect the relative importance of each factor. The tribe’s *population data* is obtained from “Indian Service Population and Labor Force Estimates” published by the U.S.DOI-BIA. The *vehicle-miles-traveled factor* is derived by multiplying the length of each road

²⁶ Intermodal Surface Transportation Efficiency Act (ISTEA).

²⁷ “Indian Reservation Roads Program, Transportation Planning Procedures and Guidelines,” U.S.DOT Federal Highway Administration, October 1999, Pg. 7-8.

in the tribe's inventory by the projected average daily traffic it will carry over 20 years (average daily traffic x total IRR miles). The *cost-to-improve factor* is extracted from data in the tribe's inventory, which advises on the condition of each roadway segment. Using a cost-per-mile estimate, the BIA estimates the cost to improve each link. Once the computations for each link are completed, they are summed and represent the cost-to-improve factor.

According to the Bureau of Indian Affairs, the Swinomish FY2001 distribution factors are:

- \$195,600 - Cost to Improve,
- 218 - Vehicle Miles Traveled and
- 936 - Population.

The tribe's share of the Northwest Region's \$12.6 million planning and construction funds is \$32,477. Of the total, \$31,735 is for construction and \$742 for two-percent planning. Table 16 shows the FY2001 IRR distributions for the region's 45 tribal governments. The FY2002 distributions are expected to be similar.²⁸

It should be noted that a national Negotiated Rulemaking Committee – representing Indian governments and federal representatives – has recommended a new relative need formula, currently under review. In the interim, the formula is computed as described above with the exception of FHWA Price Trends Report factors which are now included in the computation. Until a new formula is approved, only 75 percent of FY2002 IRR funds will be distributed.

The program contact is Joseph Bonga, Area Road Engineer, Northwest Regional Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169.

Telephone: 503-872-2873. E-mail: josephbonga@bia.gov

²⁸ Federal Register (Volume 67, No.7, January 10, 2002) explains the distribution of FY2002 IRR funds. The full text is provided in Technical Appendix E.

**Table 16: Bureau of Indian Affairs – Northwest Region
IRR Distributions – Planning and Construction
FY01**

ARAG CT	RES	RESERVATION	COST TO IMPROVE	COST PERCENT	VMT COUNT	VMT PERCENT	POPULA TION	POP PERCENT	50-30-20 PERCENT	Tribal Constr TOTAL	* 2% Pln TOTAL
P00000		OWN	0	0.00000	0	0.00000	182	0.00012	0.00002	4,865	114
P01141		SHOQUALMIE BE OF WASHI	4,988,500	0.00051	12,446	0.00128	18,406	0.01350	0.00334	886,213	10,083
P01142		GRAND RONDE	105,400	0.00001	70	0.00001	2,042	0.00150	0.00031	63,261	1,478
P01152		SILETZ	1,804,400	0.00018	0	0.00000	341	0.00026	0.00014	28,338	886
P01153		COOS LUMP N	0	0.00000	0	0.00000	454	0.00033	0.00007	13,718	321
P01155		COW CREEK OF UMPQUA	1,542,800	0.00016	109	0.00001	386	0.00028	0.00014	28,828	669
P03101		COQUILLE ININ TRIBE	94,639,800	0.00869	42,261	0.00436	13,368	0.00882	0.00812	1,672,133	38,076
P04180		COLVILLE	32,183,800	0.00330	59,878	0.00617	0	0.00000	0.00350	721,016	16,860
P04185		FORT HALL	0	0.00000	0	0.00000	6,742	0.00485	0.00099	203,721	4,781
P04196		SHOSHONE BCK	0	0.00000	0	0.00000	283	0.00021	0.00004	8,551	200
P05181		NORTHWEST AND SHOSHON	2,854,000	0.00027	5,923	0.00061	1,588	0.00116	0.00055	113,720	2,698
P05182		COEUR D'ALENE	3,445,800	0.00035	620	0.00006	1,839	0.00135	0.00047	95,871	2,240
P05183		NEZ PERCE	85,600	0.00001	739	0.00008	881	0.00085	0.00018	32,232	753
P08106		KOOTENAI	114,100	0.00001	40	0.00000	1,476	0.00138	0.00022	48,028	1,076
P08108		CHEHALIS	478,700	0.00005	95	0.00001	97	0.00007	0.00004	8,586	201
P08116		HOH	971,200	0.00010	169	0.00002	665	0.00049	0.00015	31,415	734
P08117		QUILEUTE	11,332,300	0.00116	14,271	0.00147	3,203	0.00235	0.00148	307,257	7,180
P08118		SHOALWATER BAY	12,600	0.00000	75	0.00001	863	0.00071	0.00014	29,710	694
P08120		SKKOMISH	916,400	0.00009	195	0.00002	1,828	0.00134	0.00032	66,146	1,546
P08121		SQUAXIN ISLAND	1,288,600	0.00013	455	0.00005	2,082	0.00153	0.00039	79,405	1,856
P08125		LOWER ELWA	0	0.00000	0	0.00000	3,024	0.00222	0.00044	91,376	2,135
P08128		JAMESTOWN LAM	0	0.00000	0	0.00000	641	0.00047	0.00009	18,369	453
P07143		UMATILLA	2,678,100	0.00027	11,631	0.00120	2,402	0.00176	0.00085	174,937	4,088
P09140		KLAMATH	3,626,200	0.00037	608	0.00006	3,320	0.00244	0.00069	142,435	3,329
P08144		BURNS PAUTE	1,747,500	0.00018	55	0.00001	229	0.00017	0.00012	25,705	601
P08145		WARM SPRINGS	116,305,800	0.01191	161,948	0.01670	3,637	0.00281	0.01153	2,374,737	55,498
P10107		LUMMI	380,800	0.00004	1,978	0.00020	4,648	0.00341	0.00076	157,182	3,673
P10109		MUCKLESHOOT	1,887,900	0.00017	6,043	0.00062	3,521	0.00258	0.00079	162,703	3,602
P10110		NIQUALLY	202,300	0.00002	387	0.00004	3,451	0.00253	0.00053	108,881	2,544
P10111		NOOKSACK	187,300	0.00002	834	0.00009	2,842	0.00208	0.00045	93,165	2,177
P10113		PORT GAMBLE	1,265,700	0.00013	604	0.00008	1,094	0.00080	0.00024	50,255	1,174
P10114		PORT MADISQUAMISH	118,700	0.00001	25	0.00000	3,299	0.00242	0.00049	101,067	2,363
P10115		PUYALLUP	149,800	0.00002	171	0.00002	17,318	0.01270	0.00255	525,965	12,291
P10118		SAUK-SUMATTLE	1,092,700	0.00011	1,129	0.00012	162	0.00012	0.00011	23,617	532
P10122		SWINOMISH	195,600	0.00002	218	0.00002	936	0.00069	0.00015	31,735	742
P10123		TULALIP	76,300	0.00001	35	0.00000	3,240	0.00238	0.00048	96,930	2,312
P10131		UPPER SKAGIT	80,300	0.00001	25	0.00000	642	0.00047	0.00010	20,408	477
P10133		SAMISH INDIA TRB OF WASH	175,200	0.00002	401	0.00000	0	0.00000	0.00002	4,403	103
P10136		STILLAGUAMISH	124,700	0.00001	42	0.00000	182	0.00013	0.00003	7,053	166
P11124		YAKAMA	23,186,900	0.00238	72,672	0.00748	15,968	0.01171	0.00578	1,190,132	27,812
P12102		SPOKANE	39,625,300	0.00406	31,304	0.00323	2,246	0.00165	0.00333	685,343	16,016
P12103		KALISPEL	580,000	0.00006	288	0.00003	196	0.00014	0.00006	13,369	312
P13203		FLATHEAD	60,235,000	0.00617	17,020	0.00175	11,338	0.00632	0.00527	1,086,511	25,391
P15199		METLAKATLA ETTE	2,939,100	0.00030	68,534	0.00707	1,863	0.00145	0.00256	527,586	12,329
P16108		MAKAH	6,543,800	0.00068	26,532	0.00277	1,761	0.00153	0.00129	314,300	7,345
			421,769,800		540,127		145,094		5.85830%	12,275,067	286,858

A.1.c IRR Traffic Safety. Through the Indian Traffic Safety Program, the BIA issues grants to Indian tribes for traffic safety projects. The objective is to reduce the number of traffic accidents on Indian reservations. Projects are selected on a competitive basis. Notice of funding is distributed each January to the Tribal Chair. The program contact is Larry Archambeau, Program Manager, Bureau of Indian Affairs, Indian Highway Safety Program, 505 Marquette, NW, Suite 1425, Albuquerque, New Mexico 87102. Telephone: 505-248-5053. Ext. 16. E-mail: larryarchambeau@bia.gov.

A.1.d IRR Maintenance. Since 1951, the U.S. Congress has appropriated funds for the maintenance of BIA roads. U.S.DOT distributes the funds - roughly \$26 million annually - directly to the agency which apportions based on formula and need. The BIA Northwest Region receives roughly \$2.8 million annually of which the Swinomish government is allocated about \$8,000. The program contact is Joseph Bonga, Area Road Engineer, Northwest Regional Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2873. E-mail: josephbonga@bia.gov

A.1.e IRR Bridge. The IRR bridge program was established in 1991 under ISTEA and is administered by the BIA. TEA-21 slightly modifies the program from previous years. A one-percent set aside is no longer transferred from a state's federal-aid bridge program to the BIA. TEA-21 created a separate annual \$13 million Nationwide Priority Program for IRR bridges. To be eligible, a bridge must have an opening of 20 feet or more; be on an IRR road; be unsafe due to structural deficiency, physical deterioration or functional obsolescence; and be recorded in the national bridge inventory. The program contact is Joseph Bonga, Area Road Engineer, Northwest Regional Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2873. E-mail: josephbonga@bia.gov

A.2 Federal-Aid Program. Separate from the IRR program, the U.S. Congress annually apportions transportation funds to states through the federal-aid program. The program acknowledges the sovereign right of states to determine and prioritize their transportation needs. The state DOT is the direct recipient of the funds. Indian governments are not direct recipients but there are funding opportunities:

- In accordance with ISTEA and TEA-21, state and federal agencies must communicate with Indian governments before any official action from a federally funded project is taken near or within an Indian community.
- Local agencies and regional planning organizations may apply to the state DOT for use of federal-aid funds for transportation projects, including Indian projects.
- Indian governments may apply directly to the state for non-discretionary federal-aid funds.
- The state DOT may request the transfer of a portion of its federal-aid funds to the Bureau of Indian Affairs for self-governance contracting (PL 93-638).
- Lastly, the state DOT may delegate authority to administer a federal-aid project to an Indian government if it determines it has the capability. This is a state determination.

There are three categories of federal-aid that may support the Swinomish transportation program - non-discretionary, discretionary, and planning. This section discusses each.

A.2.a Non Discretionary. Non-discretionary funds are annually apportioned to states for system preservation and maintenance. The two non-discretionary programs that may be applicable to the Swinomish program are National Highway System and Surface Transportation Program. A description of each follows.

A.2.a.1 National Highway System (NHS). The National Highway System was established under ISTEA and officially designated in 1996. It is a 163,800-mile network of principal arterial routes that serve major population centers, international border crossings, ports, airports, public transportation facilities and intermodal facilities. SR20, which traverses the Swinomish reservation on the north, is on the NHS system. NHS funds may be used for a variety of projects including construction, reconstruction, resurfacing, transportation planning, traffic management, parking, car and van pool projects, bicycle and pedestrian facilities, management systems and wetland mitigation. They may also be used on non-NHS roads and for transit projects eligible under the Federal Transit Act.²⁹ TEA-21 expanded eligibility to include national habitat mitigation, bus terminals and Intelligent Transportation System (ITS) improvements.

²⁹ If the project is in or near a fully accessible NHS highway, improves level of service and is more cost effective than a highway improvement.

Washington state's apportionment of NHS funds was \$90.3 million in FFY99. It is projected to receive \$565 million over the next six years. For match requirements, the general rule is 80 percent-federal and 20 percent-state. The federal share may increase to up to 95 percent for states with federally owned lands. The program contacts are:

- NHS Funding Inquiries: Aaron Butters, Funds Management Engineer, Washington State Department of Transportation, PO Box 47325, Olympia, Washington 98504-7325. Telephone: 306-705-7120. E-mail: buttera@wsdot.wa.gov.
- NHS Designation Inquiries: Charles E. Howard, Jr., Director of Planning, Washington State Department of Transportation, PO Box 47370, Olympia, Washington 98504-7370. Telephone: 360-705-7958. E-mail: howardc@wsdot.wa.gov.
- NHS Program Inquiries: Rick Smith, Director of Program Management, Washington State Department of Transportation, PO Box 47325, Olympia, Washington 98504-7325. Telephone: 360-705-7150. E-mail: smithrick@wsdot.wa.gov.

A.2.a.2 Surface Transportation Program (STP). STP is the most flexible of the non-discretionary programs and allows for the widest array of eligible projects. Funds may be used for construction, reconstruction, resurfacing, restoration, rehabilitation and operational improvements. They may also be used for:

- mitigation of damage to wildlife, habitat and ecosystems caused by any transportation project;
- capital cost of transit projects eligible under the Federal Transit Act;
- highway and transit safety improvements and hazard elimination;
- surface transportation planning;
- capital and operating costs for traffic monitoring, management and control;
- carpool and vanpool projects;
- bicycle and pedestrian facilities;
- transportation control measures;
- transportation enhancement activities;
- development of required management systems; and
- wetlands mitigation efforts.

The distribution requirements for STP funds are complex:

- 10 percent of the funds must be for highway-railway crossing and hazard elimination programs. States select and prioritize projects for funding.
- 10 percent must be for transportation enhancements:
 - facilities and educational activities for pedestrians and bicyclists;
 - scenic or historic highway programs including tourist and welcome centers;
 - environmental mitigation to address water pollution due to highway runoff or reduce wildlife mortality;
 - transportation museums; and
 - landscaping and other scenic beautification.
- 50 percent must be obligated in urbanized areas with populations over 200,000. Of the remaining amount, the state must obligate in areas under 5,000 population not less than 10 percent of the amount of funds apportioned for the federal-aid secondary system. *TEA-21 requires 15 percent of that total be reserved for rural areas for rural minor collectors.*
- 30 percent may be obligated in any area of the state. In Washington State, this is called STP Competitive where funds are distributed through statewide competition.

The *transportation enhancement* program is noteworthy because it is the most flexible and comprehensive of STP funds. All public agencies are eligible.³⁰ The State of Washington STP funds represent \$24 million for FFY02-03.

The match requirement is generally 80 percent-federal and 20 percent-state however, the federal share increases to 95 percent for states with federally owned lands. Under TEA-21 (for Transportation Enhancements), states may use funds from other federal agencies for match. The non-federal share may be calculated on a project, multiple project or program basis. Under either option, up to 100 percent of an individual project may be financed with federal funds.

The program contact is Stephanie Tax, Highways and Local Programming Management Engineer, Washington State Department of Transportation, PO Box 47390, Olympia, Washington 98504. Telephone: 360-705-7389. E-mail: taxs@wsdot.wa.gov.

³⁰ However, to be considered for funding, the STP project must be administered and the application signed by a Certification Acceptance (CA) agency. The Swinomish, if applying, should seek a "CA Sponsor" which could be the Skagit Sub Regional RTPO or the Skagit County Public Works Department.

A.2.b Discretionary Funds. Unlike non-discretionary, discretionary funds are not distributed automatically to states. They must be requested by the state and are issued at the discretion of the U.S. Secretary of Transportation and/or the U.S. Congress. Swinomish requests may also be directed to the BIA. The six federal-aid discretionary programs, which may support the Swinomish program, are *High Priority (Demonstration) Projects, Job Access/Reverse Commute, Public Lands Highways, Recreational Trails, Scenic Byways* and *Transportation-Community-System Preservation*. A description of each follows.

A.2.b.1 High Priority and Demonstration Projects. The U.S. Congress provides funds for named high priority projects identified in federal authorization bills. TEA-21 lists 1,850 High Priority projects each with a specified amount of funding. Total authorization for the program is \$9.4 billion, representing a 54 percent increase over ISTEA funding. Washington State's six-year appropriation for high priority projects is \$199 million. The match requirement is 80 percent-federal and 20 percent-state. Some projects, such as planning studies, are funded at 100 percent-federal.

The program contact is Rick Smith, Director of Program Management, Washington State Department of Transportation, PO Box 47325, Olympia, Washington 98504-7325. Telephone: 360-705-7150. E-mail: smithrick@wsdot.wa.gov.

A.2.b.2 Job Access and Reverse Commute Grants. The Job Access Program provides competitive grants to local governments and non-profit organizations to link transportation services to employment and support services for welfare recipients and the low-income. Coordination with transportation and human services is required. Local transit agencies must approve the program before a grant request is forwarded to Washington DOT. The Reverse Commute Program offers transportation services to suburban employment centers from urban centers. TEA-21 funding for the program increases from \$70 million in 1999 to \$150 million in 2003. The maximum federal share is 50 percent but other federal funds may be used to meet the local match, including Temporary Assistance for Needy Families (TANF) and Welfare to Work funds.³¹ Grant criteria includes 1) percentage of population on welfare, 2) need for additional services

³¹ The WtW program has been terminated however any WtW funds received by the Swinomish tribe in past years may be used for local match.

3) coordination with and the use of existing transportation services, 4) coordination with State welfare agencies, 5) use of innovative approaches, 6) presence of a regional plan, 7) long-term financing strategies and 8) consultation with the community to be serviced.

In 2002, Washington DOT received a new \$2.1 million federal grant for the program.

The program contact is Kathleen Davis, Washington State Department of Transportation, PO Box 47390, Olympia, Washington 98504. Telephone: 360-705-7377. E-mail: kdavis@wsdot.wa.gov.

A.2.b.3 Public Lands Highway (PLH). The Public Lands Highway Program is a discretionary funding source supportive of Indian transportation programs.³² As a federally recognized tribe, the Swinomish are eligible for funds covering planning, research, engineering and construction activities. Eligible projects include transportation planning for tourism and recreational travel, vehicular parking areas, interpretive signage, acquisition of necessary scenic easements and scenic or historic sites, pedestrian and bicycle services, construction of roadside rest areas and other public road facilities such as visitor centers. TEA-21 permits use of these funds as match for any federal-aid project.

The national program is funded at \$70 million for FY00 and \$83.6 million for FY01. In Washington State, candidate projects are prepared by the state DOT, which directs requests-for-funding applications to Indian governments. A state project list is forwarded to the Federal Highway Administration for selection in the next calendar year. The program is 100 percent federally funded. There is no match requirement. The program contact is Dave Kaiser, Washington State Department of Transportation, Highways and Local Programs Service Center, PO Box 47390, Olympia, Washington 98504. Telephone: 360-705-7381. E-mail: kaiserd@wsdot.wa.gov.

A.2.b.4 Recreational Trails. The Recreational Trails Program is authorized under ISTEA – Section 1112. It provides funds to develop, rehabilitate and maintain recreational trails. Funds are apportioned by formula: 50 percent equally among all eligible states and 50 percent in proportion to off-road recreational fuel use. Eligible activities include: 1) maintenance, restoration and development of new and existing trails, 2) purchase and lease of trail related equipment, 3) acquisition of easements or

³² A *public lands highway* may be defined as a forest road or any highway through unappropriated or unreserved public lands, non-taxable Indian lands or other Federal reservation under the jurisdiction of and maintained by a public authority and open to public travel.

property for trail corridors, 4) state administrative costs and 5) trail safety and environmental educational programs.

There is a 20 percent match requirement. The minimum dollar request for each project is \$5,000; the maximum, \$50,000. The state must have an advisory committee - representing motorized and nonmotorized recreational trail users – to rank and approve project applications on a competitive basis.

In Washington State, the recreational trails program received \$1,012,700 in 2001 funds. The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington Street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov.

A.2.b.5 Scenic Byways Program. The Scenic Byways Program was established in ISTEA and continues under TEA-21. Scenic byways are designated for their outstanding scenic, historic, cultural, national, recreational and archaeological qualities. Eligible activities include the planning, design and development of byways, safety improvements, pedestrian and bicyclist facilities, rest areas, turnouts, shoulder improvements, passing lanes, overlooks and interpretive facilities. Activities for tourist information, recreation and the protection of historic and cultural resources are also eligible. Grants are issued at the discretion of the U.S. Secretary of Transportation or the U.S. Congress. The match requirement is 80 percent-federal and 20 percent-state. Federal land management agencies may provide the non-federal share for projects on federal or Indian lands. The program contact is Judy Lorenzo, Washington State Department of Transportation, Heritage Corridor Branch Manager, PO Box 47393, Olympia, Washington 98504-7390. Telephone: 360-705-7274. E-mail: LorenzoJ@wsdot.wa.gov.

A.2.b.6 Transportation-Community-System Preservation Pilot Program (TCSP).

This new pilot program - authorized under TEA-21 Section 1221 - is a comprehensive initiative of research and grants to investigate the relationship between transportation, community, system preservation and private sector initiatives. States, local and Indian governments and metropolitan (MPO) or regional (RTPO) planning organizations are eligible to plan and implement strategies that improve the efficiency of the transportation system; reduce the environmental impacts of transportation; reduce the need for costly infrastructure investments; ensure efficient access to jobs, services and centers of trade;

and examine private sector development patterns and investments. Activities may also include transit-oriented development and traffic calming measures.

A total of \$120 million is authorized for FFY99-03. In allocating the funds, the U.S. Secretary of Transportation must ensure equity of distribution among a diversity of populations and geographic regions. The program contacts are Kathleen Davis, Washington State Department of Transportation, PO Box 47390, Olympia, Washington 98504. Telephone: 360-705-7377. E-mail: kdavis@wsdot.wa.gov or Eric Ireland, Executive Director, Skagit Sub-RTPO, 204 Montgomery, Mt. Vernon, Washington 98273. Telephone: 360-416-7877.

A.2.c State Planning and Research (SPR) Funds. In accordance with Title 23 USC Sections 505 and 104(f), two percent of federal-aid highway funds are reserved for state planning and research and one percent for metropolitan transportation planning. The states and metropolitan planning organizations (MPOs) determine use. Indian tribal governments are eligible. The State of Washington will receive \$56 million in SPR funds over six-years and will distribute a portion by formula to each MPO/RTPO. The Swinomish government may request SPR funds through the Skagit Sub Regional RTPO.

A.3 Transit Funds. Transit grants are administered through the U.S. Federal Transit Administration. The transit programs most relevant to the Swinomish are [Section 5310](#) and [Section 5311](#).

A.3.a Section 5310: Grants for Planning and Design of Mass Transportation Facilities (Elderly and Persons with Disabilities) Program. The U.S. Secretary of Transportation is authorized to make loans and grants to states and public bodies for the provision of mass transportation services for the elderly and persons with disabilities for whom service is not available, sufficient or appropriate. The Secretary is also authorized to make loans and grants to private nonprofit corporations and associations. The grants may be used to coordinate or provide services where no private or nonprofit operation is available. There is no apportionment formula. Distributions are at the discretion of the U.S. Secretary of Transportation.

The State of Washington received \$1,280,162 in FFY99. The match requirement is 80 percent-federal and 20 percent-state/local. The program covers 80 percent of vehicle and equipment cost. The remaining 20 percent must be provided by the applicant from

non-federal funds. 5310 grants are administered by the Washington DOT Public Transportation and Rail Division on a competitive basis. The program contact is Cathy Silins, Washington State Department of Transportation, PO Box 47387, Olympia, Washington 98504-7387. Telephone: 360-705-7919. E-mail: silinsc@wsdot.wa.gov.

A.3.b Section 5311: Non-Urbanized Area Formula Assistance Program. Section 5311 provides assistance for public transportation projects *in rural areas*. There must be a fair and equitable distribution of funds within the state, including Indian reservations where appropriate. Up to 15 percent of program funds may be used for administration and technical assistance. Eligible activities include operating grants for purchase-of-service agreements and user subsidies. Funds are apportioned to the Governor based on population in non-urban areas. The formula is updated using U.S. Census population estimates. Washington State received \$3,189,197 in FFY99. The federal share for administration is 100 percent. The federal share for capital projects is 80 percent of net costs. The federal share for operating expenses is 50 percent however, the Washington DOT has reduced the maximum share to 35 percent to ensure a wider distribution of funds. The program contact is Cathy Silins, Washington State Department of Transportation, PO Box 47387, Olympia, Washington 98504-7387. Telephone: 360-705-7919. E-mail: silinsc@wsdot.wa.gov.

Table 17 summarizes the federal transportation fund programs.

Table 17: FEDERAL FUND SOURCES

PROGRAM	DESCRIPTION	MATCH
IRR Planning	Funds for planning on Indian reservations.	100%
IRR Construction	Funds distributed by formula for construction and preservation of Indian reservation roads.	100%
IRR Traffic Safety	Competitive grants for Indian traffic safety projects.	100%
IRR Bridge	Funds for bridge improvements on Indian reservations.	100%
IRR Maintenance	Funds distributed by formula for maintenance of Indian roads.	100%
Public Lands Highway (PLH)	Funds to preserve roads on federal and Indian lands.	100%
High Priority-Demonstration Projects	Priority transportation projects authorized by US Congress.	80%-Federal 20%-State
Job Access/Reverse Commute Grants	Grants to local governments and non-profits to link transportation services to employment.	50%-Federal 50%-S/L
National Highway System (NHS)	Funds for a variety of transportation projects located on and off the NHS.	80%-Federal 20%-State
Recreational Trails	Funds to develop and maintain recreational trails.	50%-State 50%-Local
Scenic Byways	Grants for planning and development of scenic byways.	80%-Federal 20%-S/L
State Planning and Research (SPR)	Grants for transportation research and planning.	Variable
Surface Transportation Program (STP)	The most flexible government funding program for roadways and other modes.	80%-Federal 20%-State
Transit Section 5310	Transit grants for elderly and disabled services.	80%- Federal 20%-S/L
Transit Section 5311	Transit grants for rural areas.	80%-Federal (Capital)
TCSP	Grants for improving transportation systems and services.	100%

B. State Transportation Funds. Washington State policy makers draw from nearly 60 funding sources to support the state transportation system. The two largest are user taxes - the motor fuel and the motor vehicles excise. Each provides \$700 to \$800 million per year. Revenue from the taxes, state bonds and the state's share of federal transportation funds is placed into state accounts from which appropriations are made for a range of transportation projects.

It should be noted that due to voter tax-cutting initiatives and the recession, state transportation revenues have diminished. A Blue Ribbon Commission established by the Governor has identified new but controversial revenue sources and structures. Moreover, at the time of this writing, the Governor and the State Legislature have crafted a state transportation budget, but portions are dependent on voter approval in November 2002. Until consensus is reached and voters approve additional transportation funds, several state accounts are currently viable but slated for cancellation. The Swinomish government is urged to follow these on-going developments and modify the source references in this section when appropriate.³³

The state transportation accounts that *may* support elements of the Swinomish Transportation Plan are listed in Table 18 and discussed below.

B.1 State Motor Vehicle Fund. The Motor Vehicle Fund was established to support highways (RCW 46.68.07). It is the largest transportation fund in terms of revenue. The fund *does not support* rail, bus and air transportation but may be used for pedestrian, equestrian and bicycle facilities within highway right-of-way (where an existing highway serves a trail, or where the use of a trail will increase safety). Revenues are derived from federal grants, state motor fuel taxes and vehicle license and registration fees. Accounts within the fund, which may support the Swinomish planning effort, are described below.

B.1.a County Arterial Preservation Account. The account is intended to preserve arterial roads in unincorporated areas of each county. Pro-rated distributions are based on total paved arterial lane miles. The account received \$28.5 million in the 1999-

³³ Articles on the status of the state transportation budget are in Appendix F: "Senate backs 9-cent gas tax boost," Seattle Post Intelligencer, March 5, 2002 and "Details left to Locke, voters," Seattle Post Intelligencer, March 16, 2002.

2000 budget biennium. Revenues are generated from gas tax (0.45 cent per gallon) and treasury deposit earnings. The County Road Administration Board (CRAB) administers the program. The program contact is Randy Hart, Grant Program Engineer, CRAB, 2404 Chandler Court, SE, Suite 240, Olympia, Washington 98504-0913. Telephone: 360-664-3299, ext. 232. E-mail: randy@crab.wa.gov

B.1.b Motor Vehicle Account. The account supports highway programs including construction and maintenance of state, city and County roads. The 1999-2001 appropriation is \$1.2 billion. Uses include statutory distribution of motor fuel tax revenues to cities and counties and appropriations to state agencies for highway-related activities. Revenue sources are motor fuel tax (10.2 cents of 23 cents per gallon); motor vehicle licenses, permits and fees; motor vehicle excise tax (10.422% of MVET); miscellaneous revenues; federal highway grants; and bond issue proceeds. Additional information may be obtained from Paul Johnson, Regional Administrator, Mount Baker Area, Washington State Department of Transportation, 15700 Dayton Avenue North, PO Box 330310, Seattle, Washington 98133. Telephone: 206-440-4711. E-Mail: johnsrp@wsdot.wa.gov.

B.1.c Rural Arterial Trust Account. This account provides grants on a competitive basis to counties through the County Road Administration Board for construction and improvements of major and minor collectors in rural areas. The 1999-2001 appropriation is \$60.6 million. Revenue sources are the gas tax (0.548 cent per gallon) and treasury deposit earnings. The account contact is Randy Hart, Grant Program Engineer, CRAB, 2404 Chandler Court, SW, Suite 240, Olympia Washington 98504-0913. Telephone: 360-664-3299, ext. 232. E-mail: randy@crab.wa.gov

B.1.d Small City Account. The account provides grants via the Transportation Improvement Board (TIB) for roadway projects in cities with population under 5,000. Grants are for roadway projects including reconstruction and rehabilitation. The 1999-2001 appropriation is \$8.1 million. *It should be noted that as an interim measure, the account has been merged into the larger Urban Arterial Trust Account.* Revenues are generated through a gas tax formula: 13 percent of 1.5 cents, 5 percent of 7.12 percent of 17 cents and 5 percent of 1/3 cent. The program contact is Jerry Hendricks, Regional Manager, Transportation Improvement Board, P.O. Box 40901, Olympia, Washington 98504-0901. Telephone: 360-705-7597. E-mail: jerryh@tib.wa.gov

B.1.e Transportation Improvement Account. The TIA provides local grants via the Transportation Improvement Board for urban and small city transportation projects. The 1999-2001 appropriation is \$149 million. Cities with population under 5,000 receive 13 percent of the funds or roughly \$19 million. Revenue sources are the motor fuel tax (1.5 cents per gallon), treasury deposit earnings and bond proceeds. The program contact is Jerry Hendricks, Regional Manager, Transportation Improvement Board, P.O. Box 40901, Olympia, Washington 98504-0901. Telephone: 360-705-7597. E-mail: jerryh@tib.wa.gov

B.2 Rural Mobility Grant Program. The Rural Mobility Grant program was established by the State Legislature in 1993. It enables rural communities to provide public transportation in areas without service. A nine-member committee, which reports to the state secretary of transportation and represents rural interests, distributes the funds. Eligible projects must serve people residing in rural communities. Higher consideration is given to projects which:

- meet a demonstrated need for transportation in communities without public transit,
- involve inter-jurisdictional approaches to public transportation programs,
- demonstrate local support with funding match and agency coordination including a plan to maintain the project beyond the grant period,
- incorporate new and innovative approaches to public transportation and
- include mechanisms to measure and evaluate success.

The program contact is Valerie Rodman, Washington State Department of Transportation, Public Transportation and Rail Division, PO Box 47387, Olympia, Washington 98504. Telephone: 360-705-7979. E-mail: rodmanv@wsdot.wa.gov.

B.3 Traffic Safety Near Schools Program. The purpose of the program is to fund capital projects for traffic and pedestrian safety near schools. Eligible projects include sidewalks and walkways, school signing and signals, improved pedestrian crossings (medians, curb bulbs, warning lights, flashing beacons), turning lanes, school bus pullouts, roadway channelization and signalization. There is a maximum of \$150,000 per application and a maximum of three applications per jurisdiction. Counties, cities, school districts and tribal governments are eligible for funding. Applications are evaluated and weighed based on safety impacts, roadway geometrics and matching

funds. A 25 percent match is required. In 2000, 130 applications (representing \$11.8 million) were received. Fifty-one were approved for funding. The program contact is Mike Dornfeld, Manager, Washington State Department of Transportation, Highways and Local Programs Service Center. Telephone: 360-705-7258. E-mail: dornfem@wsdot.wa.gov.

B.4 Non-Highway and Off-Road Vehicle Activities (NOVA). The purpose of the program is to acquire, plan, develop, renovate and manage recreational opportunities for off-road bikers, equestrians, bicyclists and other users of non-highway roads. The program is funded through the motor vehicle gas tax. Tribal governments are eligible but must have a current comprehensive outdoor recreation plan or business plan. Applications are reviewed on a competitive basis with funding divided into four categories: 1) Non-Highway Road Capital and Planning (\$551,000 available), 2) Off-Road Vehicle Capital and Planning (\$993,000 available), 3) Education and Enforcement (\$1.4 million available) and 4) Maintenance and Operations. Projects are funded at 100 percent. The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington Street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov.

B.5 Washington Wildlife and Recreational Program (WWRP). WWRP enables the acquisition and development of parks, water access sites, trails, critical habitat, natural areas and urban wild life habitat within the state. Indian governments are eligible but must meet eligibility criteria which include preparation of a comprehensive outdoor recreational or habitat conservation plan. There are seven WWRP categories in two state-funded accounts:

Outdoor Recreation Account: Local Park, State Park, Trails, Water Access.

Habitat Conservation Account: Critical Habitat, Natural Areas, Urban Wildlife Habitat.

Applications are evaluated on a competitive basis. There is a 50 percent match requirement for local and Indian governments. The Governor and State Legislature approve the final prioritized lists of projects. Funds are from general obligation bonds and from funds assigned by the Legislature. For FY99-01, the program received \$48 million. The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington Street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov.

A summary of state funding programs is provided in Table 18.

TABLE 18: STATE FUND SOURCES 1999-2001			
FUND	ACCOUNT	DESCRIPTION	AGENCY
Motor Vehicle	County Arterial Preservation	Created in 1990, funds pavement, resurfacing and rehabilitation of county arterials.	CRAB
Motor Vehicle	Motor Vehicle	Funds construction and maintenance of state, city and county roads.	WSDOT, LTC, Other
Motor Vehicle	Rural Arterial Trust	Funds construction and improvements to county major and minor collectors in rural areas.	CRAB
Motor Vehicle	Small City	Provides grants for roadway projects in cities with population under 5,000.	TIB
Motor Vehicle	Transportation Improvement Account (TIA)	Provides grants for urban and small city road projects.	TIB
Rural Mobility Grant Program	Dedicated Program Fund	Funds public transportation projects in rural areas.	WSDOT-Rural Transportation Committee
Traffic Safety Near Schools Program	Dedicated Program Fund	Funds capital projects for traffic and pedestrian safety improvements near schools.	WSDOT – Highways/Local Programs
Motor Vehicle	Non-Highway & Off Road Vehicle Activities (NOVA)	Supports the acquisition, planning and development of off-road recreational facilities and trails.	Interagency Committee for Outdoor Recreation
Washington Wildlife and Recreational Program (WWRP)	Outdoor Recreation Account; Habitat Conservation Account	Funds acquisition and development of parks, water access sites, trails, critical habitat and natural areas.	Interagency Committee for Outdoor Recreation

C. Other Funds. This section describes other grant programs that support Indian transportation, economic development and environmental planning. They are summarized in Table 19.

C.1 Community Development Block Grant – Planning (CDBG). This program benefits low and moderate-income communities. Eligible planning projects include comprehensive plans, infrastructure planning, feasibility studies and pre-engineering reports. There is no match requirement. Grants may be applied for at any time. The average grant award is \$24,000. The program contact is Dan Riebli, Department of Community, Trade and Economic Development, PO Box 48300, Olympia, Washington 98504. Telephone: 360-586-0871. E-mail: danr@cted.wa.gov.

C.2 Economic Development Technical Grants. The grants are issued by the U.S. Economic Development Administration to assist in solving economic development problems within states and Indian reservations. Eligible activities include feasibility studies, preparation and maintenance of a Comprehensive Economic Development Strategy and implementation of the strategy. Match requirements vary depending on economic distress. There is no funding cycle but allocations are generally made in November of each year. The program contact is Lloyd Kirry, Economic Development Administration, 915 Second Avenue, Room 1856, Seattle, Washington 98174. Telephone: 206-220-7682. E-mail: lkirry@doc.gov.

C.3 General Assistance Program Grants (GAP). The purpose of this EPA program is to provide grants and technical assistance to Indian governments to develop and build capacity to administer environmental programs. The program is not for program implementation or capital projects. It may include establishing an environmental office, hire of an environmental coordinator, surveying, assessments and prioritizing. Assistance is provided through grants, studies, monitoring, technical and engineering support, research and training. The term of a grant is generally one to two years. Annually, twenty-nine tribes in Washington State receive roughly \$110,000 each in program grants. Washington State receives \$8 million per year. No match is required. The program contact is Robin Slate, Tribal Coordinator – Olympia, Environmental Protection Program, Washington Operations Office, 300 Desmond Drive, Suite 102, Lacey, Washington 98503. Telephone: 360-753-9082. E-mail: slate.robin@EPA.gov.

C.4 Indian Community Development Block Grants (ICDBG). The Community Development Block Grant Program for Indian Tribes is provided through the U.S. Department of Housing and Urban Development. The objective is to assist in the development of viable Indian and Alaska native communities including the creation of decent housing, suitable living environments and economic opportunities. Funds available for FY00 totaled \$67.3 million. Applications for funding are processed through the Seattle Office of Native American Program. The program contacts are: Robert Barth, Program Manager, HUD, Office of Native American Programs, PO Box 36003, 450 Golden Gate Avenue, San Francisco 94102. Telephone: 425-436-8122. E-mail: RobertG.BARTH@HUD.gov and Ray Engle, Grants Management Specialist, HUD, Office of Native American Programs-Seattle, 909 First Avenue, Suite 300, Seattle, Washington 98104. Telephone: 206-220-5271. E-mail: RayEngle@HUD.gov.

C.5 Public Works Construction Grants. The program enables the construction of facilities to attract new industry, encourage business expansion, diversify the economy and generate long-term private sector jobs. Eligible projects include water and sewer facilities serving industry and commerce, access roads to industrial sites, ports and business incubator buildings. Water quality, wastewater, transportation, flood management and solid or hazardous waste facilities qualify. The match requirement is usually 30 percent but depends on the degree of economic distress. The contact for this U.S. Economic Development Administration program is Lloyd Kirry, 915 Second Avenue, Room 1856, Seattle, Washington 98174. Telephone: 206-220-7682. E-mail: lkirry@doc.gov.

C.6 Social and Economic Development Strategies (SEDS). The SEDS program is administered by the Department of Health and Human Services. It provides financial assistance to Indian tribal governments to improve governance capabilities and to promote social and economic development. Competitive grants range from \$20,000 to \$1 million. Grantees must provide 20 percent match. Past projects have assisted tribal governments prepare plans for development, land use and natural resource protection. An application may be obtained at: <http://www.acf.dhhs.gov/programs/ana/org>. The program contact is Desi Avila, Administration for Native Americans, Department of Health and Human Services, 370 L'Enfant Promenade, SW, Washington, DC 20447-0002. Telephone: 202-690-8360. E-Mail: davila@acf.dhhs.gov.

The programs are summarized in Table 19.

Table 19: OTHER FUND SOURCES

Program	Description	Match
Community Development Block Grant – Planning	Grants for planning and development in low and moderate income communities. (State – CTED)	100%
Economic Development Technical Grants	Grants for economic development in states and on Indian reservations. (EDA)	Variable
General Assistance Program Grants	Grants and technical assistance to Indian governments for capacity building and administration of environmental programs. (EDA)	100%
Indian Community Development Block Grants	Grants for community housing and economic development. (HUD)	Variable
Public Works Construction Grants	Grants for construction of facilities to attract new industry, encourage business expansion, diversify economy and generate jobs. (EDA)	75%-Fed 30%-Local
Social and Economic Development Strategies	Competitive grants to Indian governments for governance, social and economic development. (DHHS)	80%-Fed 20%-Local

Swinomish Reservation Transportation Plan 2002

CHAPTER VII. TECHNICAL APPENDIX

This technical appendix has eight parts:

- [Appendix A](#) offers summaries and the comments of participants in the Issues Survey.
- [Appendix B](#) provides planning cost estimates for recommended projects.
- [Appendix C](#) is roadway level-of-service analysis by Skagit County Public Works.
- [Appendix D](#) is one model for a proposed tribal public works department.
- [Appendix E](#) is Federal Register, Volume 67, No. 7, which advises on the method for distribution of FFY02 IRR funds.
- [Appendix F](#) provides articles on Washington State transportation budget proposals.
- [Appendix G](#) lists the technical documents used in the preparation of this Plan.
- [Appendix H](#) provides the completed BIA 5407 forms for IRR inventory revisions.

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Part 1 – Swinomish Government Officials
SUMMARY

1. What is your association with the Swinomish Tribe? **1- project administration, 1 – cultural resources, 3 – planning, 2 – law enforcement, 1- housing and utilities.**
2. How long have you had this association? Year: **2.5 years (1), 25 years (1), 3 years (1), 12 years (1), 11 years (1), 21 years (1).** Average = 12.4 years.
3. Are you familiar with the Swinomish Tribe's transportation issues and goals?
Very (1) Somewhat (2) A little (1) Not At All (2)
4. What do you believe are the three most important transportation issues facing the Swinomish Tribe?
 - Issue 1: **Safety in village, roadway improvements, maintenance and safety, affordable public transportation.**
 - Issue 2: **North-End planning, bus service, speeding, Front Street.**
 - Issue 3: **Access, safety, traffic crossing at Casino, roadway maintenance.**
5. In your opinion, how should (or could) these issues be resolved?
 - Issue 1: **Sidewalk on Snee-Oosh, 4-way stop on Snee-Oosh and Reservation roads, police enforcement, roadway widenings, roadway maintenance, guaranteed maintenance contract with BIA, install crosswalks, use tribal funds to subsidize bus passes.**
 - Issue 2: **Complete interchange project, expand bus service – add Casino stop and route through reservation, cooperative MoA with Skagit County Public Works, enforce County speed laws, advocate for BIA funds, better use of tribal funds – levy member fees for roadway maintenance.**
 - Issue 3: **Continue SKAT Transit funding, continue funding tribal police, bus connection at new interchange and transfer station, construct SR20 interchange.**
6. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes (1) No (4) Somewhat (1)
7. If yes, what do you believe is the single most important finding of the report? Why? **N.A. – 4, potholes, noxious weeds, BIA funding, traffic circulation and safety.**
8. In your opinion, any update to the ASCG Report should include: **roadway improvements and maintenance (3), bus service (2), traffic safety (2), funding (2), University of Washington study (1), future capacity (1), roads inventory (1), control over County roads (1), surface water management (1).**
9. Have you seen or are aware of the Swinomish Tribe's current transportation "Project Priorities List"? Yes (6) No (0)
10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **#6-Snee-Oosh Road-Pioneer Parkway (2), #2-Snee-Oosh Road widening (2), #3-Reservation Road widening (1), #16-Indian Road (1)**
11. If yes to Q9, which of the other projects do you believe are important and why? **#2-Snee-Oosh Road widening (3), #9-Transportation Planning (3), #3-Reservation Road widening (3), #6-Pioneer Parkway improvements, #4-Shelter Bay-Pioneer Parkway (2), #6-Pioneer Parkway-Snee-Oosh Road intersection, #16-Indian Road intersection, #17-Munks guardrail (2), #8-Reservation Road system safety audit (1).**

12. What future opportunities do you see for improving the Swinomish transportation system? **Continue good relationship with County Sheriff (2), and County maintenance (2), alternative transportation (1), community involvement (1), MoA with Skagit County PW (1), take over County roads (1), install guardrails – Munks Creek (1), Streetscape Plan (1), bus service – La Conner to Anacortes (1), bus service within reservation (1),**
13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **Bike and pedestrian improvements, funding, community needs and involvement, pro-active planning, County and state recognition of tribal jurisdiction, crosswalk issues, Snee-Oosh-1st Street flashing light, speeding.**
14. Other Comments?
- **BIA is unresponsive.**
 - **Truck speeds should be reduced to 35 mph.**
 - **Better maintain SR20-Reservation intersection – install warning light.**
 - **Review UoW study.**
 - **Skagit County projects 1% population growth. Tribe projects 3% growth.**
 - **Federal housing funds may be used for infrastructure improvements.**
 - **Better parking and pedestrian facilities needed at 1st and Shelter Bay**
 - **Direct access across Snee-Oosh to community facilities and services needed.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001
Survey Instrument – Swinomish Government Officials

Date: **May 11, 2001**

Time: **10:00 AM**

Location: **Police Station**

Interviewer: **VJSouthern**

Respondent: **Tom J. Schlicker and Todd Adams**

Title: **Chief of Police and Lieutenant**

Agency/Association: **Swinomish Police Department**

Address: **1729 Reservation Road, PO Box 817, La Conner, WA 98257-0817**

Telephone: **360-466-7237**

E-Mail: **N.A.**

Fax: **360-466-7236**

The purpose of this questionnaire is to ascertain the opinions and policies of Tribal officials who are involved in some capacity with the policy, planning and management of the Swinomish Tribe transportation system.

1. What is your association with the Swinomish Tribe? **Chief of Police and Police Lieutenant – Swinomish Police Department.**

2. How long have you had this association? Year: **Schlicker – Chief since 1995 and with department since 1989; Adams – since 1990.**

3. Are you familiar with the Swinomish Tribe's transportation issues and goals?

Very () Somewhat () A little () Not At All (**X**, **X**)

4. What do you believe are the three most important transportation issues facing the Swinomish Tribe?

- Issue 1: **Public Safety**

Because: **More crosswalks from the village to the social services area are needed. Two years ago, we discussed this with the Housing Office and the County. There have been some close calls. Also, there are no shoulders on Snee Oosh Road – about two crosswalks needed there. We do have one on Reservation Road but could use another on the south to the Administration Buildings.**

- Issue 2: **Speeding**

Because: **We tried to get community members to write letters to the County. Snee Oosh Road speeds should be reduced from 45 mph to 35 mph. They (County Public Works) will not do it.**

- Issue 3: **Traffic Crossing at the Casino**

Because: **It is dangerous. The planned improvement at S. March Point and SR20 should solve this issue.**

5. In your opinion, how should (or could) these issues be resolved?

- Issue 1: **Public Safety: It does not matter “who,” just as long as crosswalks are installed. Housing was supposed to pay and the County would install.**

- Issue 2: **Speeding: The County Commission can do this. Non-Indians did write letters but there was no action.**
 - Issue 3: **Traffic Crossing @ Casino: This is a BIA-State project.**
6. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes () No (**X, X**)
 7. If yes, what do you believe is the single most important finding of the report? Why? **N.A.**
 8. In your opinion, any update to the ASCG Report should include: **Police actions.**
 9. Have you seen or are aware of the Swinomish Tribe's current transportation "Project Priorities List"? Yes (**X, X – in interview**) No ()
 10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **Indian Road should be striped – it needs lines.**
 11. If yes to Q9, which of the other projects do you believe are important and why? **1) Any of the road widening projects would be a plus. 2) The guardrail at Munks Creek is needed – a police officer rolled his car there.**
 12. What future opportunities do you see for improving the Swinomish transportation system? **Continue the good working relationship with the County Sheriff. Also, County maintenance is quick and efficient – they have a good routine.**
 13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **1) Solve the crosswalk issue. A flashing light may work where there is foot traffic to the dental and police offices. Also a flashing light may work at Snee- Oosh and 1st. 2) Up on Reservation Road, there is a blind corner. There is speeding on the reservation. We put 15-mph signs on Moorage Way and Front Street just a few weeks ago.**
 14. Other Comments? **Noted that since 1989, there has been one fatality - at the needed Munks Creek guardrail area. That was in 1997-1998. It was a single car, single-occupant, DUI. Todd Adams said he would search police accident statistics from file and provide to interviewer.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001
Survey Instrument – Swinomish Government Officials

Date: **May 31, 2001**

Time: **11:15 AM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Larry Campbell**

Title: **Cultural Resources Planner**

Agency/Association: **Swinomish Indian Tribal Community**

Address: **PO Box 817, La Conner, WA 98257**

Telephone: **360-466-1236** E-Mail: lcampbell@swinomish.nsn.us Fax: **360-466-1615**

The purpose of this questionnaire is to ascertain the opinions and policies of Tribal officials who are involved in some capacity with the policy, planning and management of the Swinomish Tribe transportation system.

1. What is your association with the Swinomish Tribe? **I oversee cultural and archeological resources for the tribe. I have served on the SKAT Transit Citizen Advisory Committee.**

2. How long have you had this association? Year: **I am a lifelong tribal member.**

3. *Are you familiar with the Swinomish Tribe's transportation issues and goals?*

Very () Somewhat (**X**) A little () Not At All ()

4. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?*

- Issue 1: **Road Improvements**

Because: **It is an on-going process. Roads need to be improved. County and statewide processes are crucial to ensure our roads are up to par. Widening, for example, encourages safe travel, biking and walking.**

- Issue 2: **Community Transit**

Because: **There are a number of community members without reliable transportation or no driver's license. Expansion of the bus system is important. It is a young system, growing and coming along and needs an hourly schedule. People want to get to work on time, not wait two hours. While on the SKAT CAC, I worked for a dedicated (bus) run to the (Swinomish) casino.**

- Issue 3: **Safety**

Because: **There is speeding, DUI and uninsured motorists situations/incidents on the reservation. The state once had oversight, but did a poor job. The Swinomish Police is doing better.**

5. In your opinion, how should (or could) these issues be resolved?

- Issue 1: Road Improvements: **There should be road widening and on-going maintenance.**

- Issue 2: Community Transit: **expand the system, add a casino stop and another route – Snee Oosh from Shelter Bay, north to SR20. If we could find a grant, the tribe could consider operating its own service.**
 - Issue 3: Safety: **continue funding for our police officers. We have to struggle to keep good officers here. They move on where there is more money.**
6. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes (**X**) No ()
 7. If yes, what do you believe is the single most important finding of the report? Why? **Rebuilding potholes, spraying noxious weeds and more support and resources from the BIA.**
 8. In your opinion, any update to the ASCG Report should include: **The issues I discussed (above.)**
 9. Have you seen or are aware of the Swinomish Tribe’s current transportation “Project Priorities List”? Yes (**X**) No ()
 10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **#2 – Snee Oosh Road widening – deep ditches there. No place to walk or bike.**
 11. If yes to Q9, which of the other projects do you believe are important and why? **#3 – Reservation Road widening, #6 – Pioneer Parkway Improvement, and #8 and #9. I should mention there is a Law and Order Committee that addresses speed and signage issues.**
 12. What future opportunities do you see for improving the Swinomish transportation system? **Community involvement – a strong community voice.**
 13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **Community involvement is an opportunity and a problem. We can not be reactive. Rather, we must prepare pro-active long-range plans and find funding resources for short-term projects. It is politically dangerous to push too hard. People ask – well, why don’t they do it themselves.**
 14. Other Comments?
 - **The BIA takes too long, unresponsive. It is hard to get a return call.**
 - **Truck speed should be reduced to 35 mph.**
 - **The SR20 and Reservation Road intersection should be better maintained. There is a traffic light but County should upgrade the signal. Also, there is vision obstruction. Before there was a signal, WSDOT expressed reservations - they wanted to keep the traffic moving. Now that the signal is there, there should be a flashing yellow light (advanced warning light) before the red light – like the Canadian system.**
 - **Discussed UoW 1999 study (which includes a pedestrian, traffic element.) Gave Interviewer copy to review/borrow.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001
Survey Instrument – Swinomish Government Officials

Date: **May 11, 2001**

Time: **11:00 AM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **John Petrich**

Title: **General Manager–Swinomish Housing/Utilities/Facilities**

Agency/Association: **Swinomish Indian Tribe**

Address: **PO Box 677, La Conner, WA 98257**

Telephone: **360-466-4081** E-Mail: jpetrich@swinomish.nsn.us Fax: **360-466-7219**

The purpose of this questionnaire is to ascertain the opinions and policies of Tribal officials who are involved in some capacity with the policy, planning and management of the Swinomish Tribe transportation system.

1. What is your association with the Swinomish Tribe? **Manager of Housing, Utilities and Facilities.**
2. How long have you had this association? Year: **21 years.**
3. Are you familiar with the Swinomish Tribe's transportation issues and goals?
Very () Somewhat () A little (**X**) Not At All ()
4. What do you believe are the three most important transportation issues facing the Swinomish Tribe?
 - Issue 1: **Continued Affordable Public Transportation.**
Because: **Many community members use the SKAT bus system. It was free until 5/1/01. The cost is now \$.50 and the schedule is reduced due to passage of the license tab initiative.**
 - Issue 2: **Front Street**
Because: **It is built on fill and sand from the channel. There are potholes and it sags. (I know BIA funds are limited.)**
 - Issue 3: **Maintenance of Roadways Serving Trust Lands and Safety Improvements in the Village.**
Because: **The population in the area is increasing. There are greater conflicts between pedestrians and motor vehicles and greater wear and tear on BIA roads.**
5. In your opinion, how should (or could) these issues be resolved?
 - Issue 1: **Affordable Public Transportation – Use Tribal funds to subsidize bus passes for Tribal members.**
 - Issues 2 and 3: **Front Street and General Roadway Maintenance: Better advocacy to ensure the BIA dedicates funds for roadway maintenance and safety. Also, use Tribal resources. Currently there is no legal protection for living on the land. We own the houses but not the land. We could levy lease fees (in lieu of property taxes) for**

addressing the road maintenance. We already have utility taxes and the Cable TV Franchise Tax – and could follow that precedent.

6. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes () No (**X**)
7. If yes, what do you believe is the single most important finding of the report? Why? **N.A.**
8. In your opinion, any update to the ASCG Report should include: **The above issues – better roadway maintenance and public transportation and ways to pay for them.**
9. Have you seen or are aware of the Swinomish Tribe’s current transportation “Project Priorities List”? Yes (**X – in interview**) No ()
10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **Snee Oosh Road widening ties in with the Pioneer Parkway – Sneer Oosh Road intersection improvement. Pedestrian safety is needed there.**
11. If yes to Q9, which of the other projects do you believe are important and why? **Shelter Bay – 1st Street - Pioneer Parkway intersection.**
12. What future opportunities do you see for improving the Swinomish transportation system? **A) Direct public transit from La Conner to Anacortes to the reservation; also to the Casino. The local bus route should travel to Shelter Bay via Sneer Oosh, along Pull and Be Damned and along the waterfront. B) In another 10 years, there will be 100+ tribal homes in the Village just past the ballpark. It seems the natural progression is to extend water-sewer and utilities to that area (and ensure transportation services and amenities are in place.)**
13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **Bike and pedestrian improvements - this will require road widenings.**
14. Other Comments?
 - **Number of Housing Units:** In the village area, there are 140 residential units. The Housing Authority manages 100. 50 units are planned for the next 10 years. There are about 40 to 50 families on the waiting list. In another 10- years, there will be 100+ tribal homes just past the ball park area. In the Shelter Bay area, there are 900 developable lots – 800 are built. In the Pull and Be Damned area, there are about 250 lots – 100 are developed. Also, the McGlinn Island property was recently given back to the Tribe. There are boat operations there but the access road needs improvement and water and sewer is needed.
 - Noted that Housing/Utilities has in the past manufactured traffic and safety signs for the Village area. The Tribal Police has put them up. He has also talked with County Public Works, requesting flashing lights on the segment heading south on Reservation Road into the Village – no action was taken.
 - Noted that Housing Rehabilitation Funds may be used for roadway and pedestrian improvements. The HUD Comprehensive Improvement and Assistance Program (CIAP) issued a \$100,000 grant for community amenities.
 - Stressed 1st Avenue-Shelter Bay Drive-Cemetery area needs better parking and pedestrian friendly paths. There is lots of foot traffic. It is difficult to cross.
 - Stressed at the north end of 1st Street, direct access is needed across Sneer Oosh. There are community land uses – Medical Center, Social Services, Gym - that community walks to. Noted well-lit pathways are needed. He put wooden bridge at the reservation crosswalk on Sneer Oosh Road but it was destroyed.
 - Also, noted the roads in the Pull and Be Damned area were improved by the BIA a few years ago – costing \$2 million. They provide access to the residential lots there.

VJS-01

SWINOMISH TRANSPORTATION PLAN 2001
Survey Instrument – Swinomish Government Officials

Date: **May 7, 2001**

Time: **3:00PM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Allen Rozema**

Title: **Natural Resources Planner/Building Official**

Agency/Association: **Swinomish Indian Tribe**

Address: **PO Box 817, La Conner, WA 98257**

Telephone: **360-466-5318** E-Mail: arozema@swinomish.nsn.us Fax: **360-466-1615**

The purpose of this questionnaire is to ascertain the opinions and policies of Tribal officials who are involved in some capacity with the policy, planning and management of the Swinomish Tribe transportation system.

1. What is your association with the Swinomish Tribe? **Senior Planner**
2. How long have you had this association? Year: **3 years.**
3. Are you familiar with the Swinomish Tribe's transportation issues and goals?
Very (**X**) Somewhat () A little () Not At All ()
4. What do you believe are the three most important transportation issues facing the Swinomish Tribe?
 - Issue 1: **Maintenance**
Because: **We have very little control over roadway maintenance and no federal funds to do it. The County's maintenance program is okay but we do not receive notification on what they are doing on the reservation.**
 - Issue 2: **Public Transit**
Because: **A good portion of the reservation population can not drive and needs access to jobs at the casino, to Anacortes and to the surrounding community. The current transit system adds two hours to a trip to Anacortes because the bus goes to Burlington first. The system needs to be more time efficient. (Noted Larry Campbell – a Tribal official - was a member of the SKAT Transit CAC but resigned a few months ago. He has not been replaced.)**
 - Issue 3: **Safety**
Because: **There is flooding along Snee Oosh Road, which is discharging untreated into the channel. Reservation Road needs to be widened to Snee Oosh. A 4-way stop is needed at Snee Oosh and Pioneer Parkway. Most of the projects on the Tribe's TIP list are important and will improve safety.**
5. In your opinion, how should (or could) these issues be resolved?
 - Issue 1: Maintenance: **We need a guaranteed five-year maintenance contract with the BIA – allowing us to do the work ourselves. After five-years, we can re-evaluate. The current 638 Self-Governance Contract is “nuts.” It requires frequent renegotiations.**

- Issue 2: Safety: **On County facilities, we want a cooperative MoA. We would probably go through the RTPO at the County Commissioner level and include the RTPO Director, Eric Irelan .**
 - Issue 3: Public Transit: **The new SR20-March Point interchange will allow another bus connection. We would like a transfer station at the casino and a Park and Ride. The current one down the road is at capacity.**
6. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes () No () Somewhat (X)
 7. If yes, what do you believe is the single most important finding of the report? Why? **I am not sure but traffic safety and circulation are issues.**
 8. In your opinion, any update to the ASCG Report should include: **Funding, public transit, surface water management, integrated roadside management (ditches, cleaning), circulation, capacity for future growth, revised roads inventory and some language that begins the process for taking control of County roads on the reservation.**
 9. Have you seen or are aware of the Swinomish Tribe's current transportation "Project Priorities List"? Yes (X) No ()
 10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **Reservation Road widening - that is number one.**
 11. If yes to Q9, which of the other projects do you believe are important and why? **Pioneer Parkway – Shelter Bay intersection, Pioneer Parkway – Snee Oosh Road intersection, transportation planning and the Indian Road intersection – it needs a guardrail, there is an unprotected creek there.**
 12. What future opportunities do you see for improving the Swinomish transportation system? **1) A cooperative MoA with Skagit County for road maintenance and transportation planning. We should eventually take over the whole system and draw part of the tax revenue for road maintenance – establish a cost recover mechanism. 2) Install guardrails at Munks Creek. 3) Streetscape Plan with lighting. 4) We received about \$1 million for repainting Rainbow Bridge – it should be taken off the priority list.**
 13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **1) Funding and 2) County and State recognition of tribal jurisdiction.**
 14. Other Comments?
 - **Introduced interviewer to Doug Barnet - Tribal Engineering Consultant.**
 - **Noted Skagit County is planning for a 1- percent growth. There is a 3% growth for the Tribal population and the coastal communities on the reservation.**
 - **Noted August Rozema (360-466-1532) has the updated Tribal OEDP and is knowledgeable of the economic development program.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey Instrument – Swinomish Government Officials

Date: **May 31, 2001**

Time: **10:20 AM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **August Rozema**

Title: **Project Development Coordinator**

Agency/Association: **Swinomish Indian Tribal Community**

Address: **PO Box 817, La Conner, WA 98257**

Telephone: **360-466-1532** E-Mail: awegener@swinomish.nsn.us Fax: **360-466-1615**

The purpose of this questionnaire is to ascertain the opinions and policies of Tribal officials who are involved in some capacity with the policy, planning and management of the Swinomish Tribe transportation system.

1. What is your association with the Swinomish Tribe? **I develop proposals, obtain funding grants and oversee project development and implementation.**
2. How long have you had this association? Year: **2.5 years.**
3. *Are you familiar with the Swinomish Tribe's transportation issues and goals?*
Very () Somewhat (**X**) A little () Not At All ()
4. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?*
 - Issue 1: **Safety in the Village**
Because: **There are little kids, elders in wheel chairs traveling through the village. It is a matter of time before there is an incident/accident. Strangers travel 40 mph on the local roads.**
 - Issue 2: **North End Planning**
Because: **The north end is zoned "Tribal Economic" and will eventually result in large-scale development. The new interchange will move traffic safely in and out.**
 - Issue 3: **Access to Transportation**
Because: **There are many folks without driver's licenses. Better bus service will help.**
5. In your opinion, how should (or could) these issues be resolved?
 - Issue 1: Safety in Village – **Sidewalk on Snee Oosh, east end. Four way stop, Snee Oosh and Reservation Road. Aggressive police enforcement.**
 - Issue 2: North End - **Complete interchange project. Also, aggressive/pro-active approach to planning. It (north end land area) is a blank slate right now.**
 - Issue 3: Access to Transportation – **continue funding for SKAT. Have a member of the Tribe on the SKAT CAC.**
6. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes () No (**X**)

7. If yes, what do you believe is the single most important finding of the report? Why? **N.A.**
8. In your opinion, any update to the ASCG Report should include: **The 1999 UoW study of our street and pedestrian paths was very helpful. The community was involved and asked “where” and “why” they travel. Something similar would be appropriate.**
9. Have you seen or are aware of the Swinomish Tribe’s current transportation “Project Priorities List”? Yes (**X - in interview**) No ()
10. If yes to Q9, which of the 16 projects do you believe is the **most important** and why? **#6 – Snee Oosh Road and Pioneer Parkway.**
11. If yes to Q9, which of the other projects do you believe are important and why? **#2 – Snee Oosh Road widening – allowing for bikes, wheelchairs, etc. #9 – Transportation Planning – a master plan would be helpful, making it easier to attract funding.**
12. What future opportunities do you see for improving the Swinomish transportation system? **Better facilities for alternative transportation – bike lanes, bus kiosks.**
13. What problems or issues (if any) do you believe need to be addressed before these opportunities may be realized? **Funding is always an issue. Also, clearly identifying what the community wants.**
14. Other Comments? **Gave interviewer copy of Tribe’s CEDS.**

VJS-1-01

Part 2 – Outside Agency Officials

SUMMARY

1. What is your professional association (work) with the Swinomish Tribe? **1-Public Works, 1-Traffic Engineering, 1-Regional Planner, 1-Transit Service, 2-County roads engineering and permitting, 2-state transportation engineering, planning and funding, 1-BIA administration .**
2. How long has your agency had this association with the Tribe? Year: **10 year (2), 100+ years (2), 16 years (2), 30 years (1), 10 years (1), 6 years (1). Average = 33 years.**
3. How long have you had this association with the Tribe? Year: **6 months (1), 5 years (1), 8 months (1), 4 years (1), 6 years (1), 14 years (1), 6 years (1), 8 years (1), N.A.(1). Average = 5.5 years.**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each):
 - **USDOT – TEA-21 - notification and reporting requirements (3)**
 - **SEPA (2)**
 - **County road regulations and standards (3)**
 - **RTPO policies (3)**
 - **State rules, regulations and policies (3)**
 - **BIA Manual (1).**
5. *Are you familiar with the Tribe's transportation issues and goals?*
Very (0) Somewhat (4) A little (2) Not At All (3)
6. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?* **SR20 Interchange (5), roadway maintenance and repair (5), bus service (4), NEPA (2), safety (1), access and mobility (3), funding (1)**
7. How will (or should) your agency assist in resolving these issues? **Assist with SR20 interchange (2), follow directives of County Board (2), continue County roadway maintenance program (2), take lead in NEPA and ask tribe to participate (1), assist with federal funding (2), continue providing bus service (1), report safety to police (1), work with County on road issues (1), cost estimating (1), regional planning and advocacy (1), funding (1).**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues? **Serve on SR20 steering committee (5), be funding partner (3), leadership (2), notify County of problems with road maintenance (2), coordinate with city of Anacortes(1), leadership on road maintenance issues (1), work with Skagit Transit (1), no role (1).**
9. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes (3) No (6)
10. If yes, what do you believe is the single **most important** finding of the report? Why? **N.A. (6), March Point Road discussion (1), roadway priorities (1)**
11. In your opinion, any update to the 1992 Plan should include: **N.A. (3), non-motorized transportation (3), growth projections for future L-O-S (2), tribe's role in regional planning process (1), status of March Point Road (1), bus service (1), SR20 (1), performance benchmarks (1), tribal authority (1), implementation strategy (1).**
12. Have you seen or are you aware of the 1996 "Swinomish Comprehensive Plan" and the transportation policies stated on pages 48 and 49? Yes (1) No (7) Aspects (1)

13. If yes to Q12, which of the policies do you believe is the **most important?** Why? **N.A. (8), all are important (1)**
14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (**5**) No (**4**)
15. If yes to Q14, which of the projects do you believe is the **most important?** Why? **#3- Rainbow Bridge (3), #14 – SR20 Kiosk (2), #17 – Reservation Road Guard Rail (2), All Reservation Road projects (2), Bus Stop @ SR20 (1), N.A. (2).**
16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **Work as partner (5), whatever County Board directs (2), provide bus service at SR20 (1), regional planning and coordination (1).**
17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Funding (3), whatever County Board decides (2), whatever is appropriate (2), NEPA (2), continue good working relationships (1), Reservation Road improvements (1), transportation planning (1).**
18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **Consistent participation in regional forums (3), sewer hook up with Anacortes (2), marina (2), TERO (2), funding – SR20 (1), none (1).**
19. Other Comments: **Impressed with tribe' leadership (1); there are property owner complaints about tribe's development (2).**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey - External Agency Officials

Date: 5/01/01

Time: 10:00 AM

Location: Office

Interviewer: VJSouthern

Respondent: Steven T. Flude, P.E. and Chris Comeau

Title: Assistant County Engineer and Transportation Planning Technician

Agency: Skagit County Public Works Department

Address: 1111 Cleveland Avenue, Mt. Vernon, WA 98273

Telephone: 360-336-9400 and 9369 E-Mail: stevef@co.skagit.wa.us

ccomeau@co.skagit.wa.us Fax: 360-336-9369

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **We have very little contact with the Tribe. We occasionally work on permitting requirements and on projects that are mutually beneficial. Usually the Board of Commissioners directs our work – they advise on which projects to pursue.**
2. How long has your agency had this association with the Tribe? Year: **Since the early 1800s.**
3. How long have you had this association with the Tribe? Year: **Flude – 4 years. Comeau – 8 months.**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each): **Standard SEPA policy. We do have countywide planning policies that may pertain relate to the Tribe. (Comeau promised to provide Transportation Element of Comp Plan and Systems Planning Technical Document.)**
5. *Are you familiar with the Tribe's transportation issues and goals?*
Very () Somewhat () A little () Not At All (**X,X**)
6. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?*
 - Issue 1: **SR 20**
Because: **The project runs across the northern tier of the reservation. They are considering an over pass (or underpass) to the Tribe's casino. The SR20 work may have an impact on the capacity of the system and reduce the number of signalized intersections.**
 - Issue 2: **County road maintenance.**
Because: **Because so much of their system is comprised of County roads, they should communicate – bring to our attention – any maintenance issues.**
 - Issue 3: **N.A.**
Because: **N.A.**
7. How will (or should) your agency assist in resolving these issues?
 - Issue 1: SR 20: **Do what is required as requested by our Board of Commissioners.**

- Issue 2: Roadway Maintenance: **Continue our maintenance program.**
 - Issue 3: **N.A.**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?
- Issue 1: **SR 20: Serve on the Steering Committee and consistently attend the meetings. Advocate for their priorities. Coordinate with the city of Anacortes.**
 - Issue 2: **Roadway Maintenance: Notify our operations department (Cliff Butler) if there are issues or problems.**
 - Issue 3: **N.A.**
9. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes (☐) No (☒ , ☒)
10. If yes, what do you believe is the single **most important** finding of the report? Why? **N.A.**
11. In your opinion, any update to the 1992 Plan should include: **N.A.**
12. Have you seen or are you aware of the 1996 “Swinomish Comprehensive Plan” and the transportation policies stated on pages 48 and 49? Yes (☐) No (☒ , ☒)
13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **N.A.**
14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (☐) No (☒ , ☒)
15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **(After reviewing list provided by interviewer) #17 is interesting (Reservation Road guardrail Project) – we have a guardrail program. Also, it is interesting that the list includes improvements to Reservation Road generally. It is a County road – we did not know about this list. It seems we should probably know about or discuss these issues.**
16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **Whatever our Board ask us to do – we do. (When asked, what if the Tribe wishes to discuss improvements to County roads serving the reservation, advised that they should direct requests to the Board of Commissioners.)**
17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Whatever the Board decides. We generally have a good track record partnering with other jurisdictions. Our County road system is in great shape.**
18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **None really except seeing more Tribal representation at forums like the SR20 Committee and the Sub-RTPO.**
19. Other Comments:
1. **Explained that Board of Commissioners sets priorities based on physical condition of roadway, LOS standards established in Comprehensive Plan and availability of funds.**
 2. **C. Comeau provided 01/09/01 County 6-Year TIP.**
 3. **Interviewer advised that traffic counts underway for Tribe planning work. She may later ask County for background traffic counts (and accident data.)**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey - External Agency Officials

Date: **May 7, 2001**

Time: **10:00 AM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Paul Johnson/ Harry Haslam**

Title: **Mount Baker Area Administrator/ Assistant Local Programs Engineer**

Agency: **Washington State Department of Transportation (WSDOT)**

Address: **15700 Dayton Avenue North, PO Box 330310, Seattle, WA 98133-9710**

Telephone: **206-440-4711** E-Mail: johnsrp@wsdot.wa.gov Fax: **3206-440-4806**

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **We are currently working with the Tribe on the SR20-South March Point interchange improvement project. We just sent in the 106 report to Olympia – biological and environmental assessment is underway. We have programmed federal funds through the Surface Transportation Program (STP) and state funds to support the construction.**
2. How long has your agency had this association with the Tribe? Year: **Since 1975, when we changed from the state highway department to the state department of transportation.**
3. How long have you had this association with the Tribe? Year: **Haslam – since 1994 when the SR20 project started.**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each): **We follow the policies established by the RTPO for Skagit and Sub Skagit County. We also follow the LAG Manual and the State Highway System 20-year Plan.**
5. Are you familiar with the Tribe's transportation issues and goals?
Very () Somewhat (**X**) and A little (**X**) Not At All ()
6. What do you believe are the three most important transportation issues facing the Swinomish Tribe?
 - Issue 1: **Reinventing NEPA**
Because: **This involves streamlining the environmental review process and environmental stewardship. It will have a large impact on how we develop highway alternatives in the future. It involves reforms, reduction in review time and considers automatic exemption or programmatic exceptions. This may impact the Tribe's future transportation projects.**
 - Issue 2: **Access Needs**
Because: **There needs to be safe and convenient public access to SR20.**
7. How will (or should) your agency assist in resolving these issues?
 - Issue 1: **NEPA: WSDOT is taking the lead and inviting the Tribe to participate in the process.**

- Issue 2: **Access:** We are assisting with and supportive of the SR20 project and getting it done with federal funds. We must comply with federal and state rules and regulations.
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?
 - Issue 1: **NEPA:** Participate in the process.
 - Issue 2: **Access:** Where appropriate, be funding partners.
 9. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes (☒ – Haslam) No (☒)
 10. If yes, what do you believe is the single most important finding of the report? Why? **The discussion on the March Point Road project. It is important to know the basis for the improvement. It is a good document.**
 11. In your opinion, any update to the 1992 Plan should include: **The March Point Road improvements. The status of the recommendations and any new issues.**
 12. Have you seen or are you aware of the 1996 "Swinomish Comprehensive Plan" and the transportation policies stated on pages 48 and 49? Yes (☐) No (☒ , ☒)
 13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **N.A.**
 14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (☒ , ☒ – interview) No (☐)
 15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **The SR20 Kiosk – its affect on SR20 will be important. Also, Rainbow Bridge is an essential crossing. It is important.**
 16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **We are very interested in any project related to SR20. We would like to be informed. Like any partnership, our relationship with the Tribe should be well coordinated and ensure there are no fatal flaws in any planned projects. Our review and approval of plans will ensure consistency and public safety.**
 17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **We will continue to inform them on federal programs – what is necessary to qualify and be a partner in the effort. Depending on funding, we will continue the NEPA work as it relates to March Point.**
 18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **TERO causes some confusion. Also, there may be a need to work with the County and Tribe on access into the Marina.**
 19. Other Comments:
 - 1) Interviewer should talk with Anacortes Engineer – Dave Lervick.
 - 2) Ida McKenna is a property owner (on or near reservation) who complains a lot. Relations need to improve with Tribe and some local property owners.
 - 3) Asked about the legal boundaries of the Swinomish Reservation. Interviewer will ask Tribe's GIS Office to send color map. (DONE)
 - 4) Patricia Foley (206-440-4345) has state accident data.
 - 5) Mike Koidal (206-440-4713) has SR20 traffic counts. Also Patty Craggs x4722.
 - 6) Renee Zimmerman (WSDOT transportation planner) provided to interviewer "2001-2006 Skagit Sub-Regional Transportation Improvement Program, 10/00."

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey – External Agency Officials

Date: **May 31, 2001**

Time: **2:00 PM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Bob Hyde/David A. Lervick**

Title: **Director of Public Works/City Engineer**

Agency: **City of Anacortes**

Address: **904 6th Street, PO Box 547, Anacortes, WA 98221**

Telephone: **360-293-1919** E-Mail: bob.hyde@cityofanacortes.org Fax: **360-293-1938**

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **Oversee infrastructure issues for the city – water, sewage, transportation. Someday the Tribal lands will be in our urban growth area. We are partners with the Tribe on the regional and sub-regional planning group.**
2. How long has your agency had this association with the Tribe? Year: **Since city inception. Last 10 years, have worked with them on water rights issues.**
3. How long have you had this association with the Tribe? Year: **Hyde – 6 months/ Lervick – 5 years.**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each): **Federal transportation law when applicable. Mostly we work as neighbors in a larger community. An example is our 17th Street project that required 106 review (historic preservation/cultural significance.) We worked cooperatively with the Tribe – requesting their consultation. It worked out very well. Also, the Dunes Trail along the Bay required 106 review. This was once a fishing village. The Tribe worked cooperatively with us. It was enjoyable.**
5. *Are you familiar with the Tribe's transportation issues and goals?*
Very () Somewhat () A little (**X – Lervick**) Not At All (**X – Hyde**)
6. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?*
 - Issue 1: **SR20 Interchange**
Because: **will facilitate traffic safety in and out of the casino.**
 - Issue 2: **Public Transit**
Because: **A bus route should run through the reservation, down Reservation Road.**
 - Issue 3: **Road Maintenance and Preservation**
Because: **It is important.**
7. How will (or should) your agency assist in resolving these issues?

- Issue 1: SR20 Interchange – **our capital facilities plan shows some funding for the project. It is a good will effort. The project does not impact us at our city limits but improves safety and access generally.**
 - Issue 2: Public Transit – **N.A.**
 - Issue 3: Road Maintenance/Preservation – **N.A.**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?
- Issue 1: SR 20 Interchange – **leadership.**
 - Issue 2: Public Transit – **N.A.**
 - Issue 3: Road Maintenance/Preservation – **N.A.**
9. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes () No (**X,X**)
10. If yes, what do you believe is the single **most important** finding of the report? Why? **N.A.**
11. In your opinion, any update to the 1992 Plan should include: **Non-motorized element; pedestrian element; growth projections. Indicate future L-O-S.**
12. Have you seen or are you aware of the 1996 “Swinomish Comprehensive Plan” and the transportation policies stated on pages 48 and 49? Yes () No (**X,X**)
13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **N.A.**
14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (**X,X – In Interview**) No ()
15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **N.A.**
16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **Co-review of plans in the urban growth area. Agree to follow mutual standards. Partnership – right now utilities and the SR20 interchange are in our mutual interests. We are tied together by the utility grid.**
17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Whatever project is appropriate and applicable.**
18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **Sewer hookup – this is a future agenda item.**
19. Other Comments: **Gave Interviewer copy of City’s current TIP and Transportation Plan.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey – External Agency Officials

Date: **4/20/01**

Time: **1:00 PM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Eric Irelan**

Title: **Executive Director**

Agency: **Skagit Sub-RTPO**

Address: **204 Montgomery, Mt. Vernon, WA 98273**

Telephone: **360-416-7877**

E-Mail:

Fax:

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **I oversee the transportation planning and coordination work of the Skagit Sub-RTPO. It has 15 members and includes the Swinomish Tribe. The Tribe has participated in special studies as well as played a huge role in creating good working relationships. I wish the other tribe in our jurisdiction, the Upper Skagit, was as involved.**
2. How long has your agency had this association with the Tribe? Year: **Since the early 90's.**
3. How long have you had this association with the Tribe? Year: **1993.**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each): **Generally, I disseminate information related to regional transportation planning. We follow general bylaws, which includes one vote per member on the technical committee (on which the Tribe serves.) The Skagit County STP Board (to which I report) is responsible for administering about \$1 million annually – to year 2004 – of STP funds. The Tribe has successfully competed and won STP funds for its projects through this process. The STP Board is comprised of 3 County Commissioners, 4 large city Mayors, representatives from each Port, the Skagit Co. Transit Authority and the Town of La Conner. (The towns rotate their membership.)**
5. *Are you familiar with the Tribe's transportation issues and goals?*
Very () Somewhat (**X**) A little () Not At All ()
6. *What do you believe are the three most important transportation issues facing the Swinomish Tribe?*
 - Issue 1: **SR 20**
Because: **WSDOT is in the middle of a \$1.6 million "Reinventing SEPA" study. It will have a direct impact on access to the Tribe's lands. The study committee is comprised of all of the stakeholders in the area.**
 - Issue 2: **Transit.**
Because: **Bus service generally is needed for access to the Tribe's clinic and other land uses.**
 - Issue 3: **Funding.**

Because: **Funds will be needed for the Tribe to realize its economic development goals on its north side.**

7. How will (or should) your agency assist in resolving these issues?
 - Issue 1: SR 20: **I sit on the project steering committee, representing all of the members of the Sub RTPO. I work hard to inform Allen Rozema in advance on what is occurring and what is being considered. Also, if there are public meetings, I ensure they receive notice.**
 - Issue 2: Transit: **The SR20 project could offer new potential bus service.**
 - Issue 3: Funding: **Whenever possible I try to identify the various funding sources that are available and advise. If the Tribe is interested, they can track them down. My job is to help people move projects forward. I often e-mail funding resource information to members.**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?
 - Issue 1: SR 20: **become an active player on the SR20 Steering Committee. They attend about 30 percent of the time. Be aware of the issues. Brief their Tribal Council to ensure everyone is aware.**
 - Issue 2: Transit: **Work with the staff at Skagit Transit. Participate; compromise to achieve their goals.**
 - Issue 3: Funding: **Mike Partridge is the WSDOT liaison to Indian tribes. Work with him to determine what funds are available to the tribe. Also just beat the street; look into every pocket – that usually works.**
9. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes (☒) No (☐)
10. If yes, what do you believe is the single **most important** finding of the report? Why? **I can not recollect but will say – it should be a resource document that includes implementation strategy and defines the authority the Tribe may or may not have. Also, there should be performance benchmarks.**
11. In your opinion, any update to the 1992 Plan should include: **a non-motorized element. The role the Tribe should have in the regional decision making process – it should clarify their role and the process.**
12. Have you seen or are you aware of the 1996 “Swinomish Comprehensive Plan” and the transportation policies stated on pages 48 and 49? Yes (☐) No (☒)
13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **N.A.**
14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (☐) No (☒)
15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **(After reviewing list provided by interviewer) Rainbow Bridge is an important access point.**
16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **The same role that I have outlined throughout this interview.**
17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Transportation planning activities, data collection and analysis, grant review and writing. Working together cooperatively to obtain funding.**

18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **None really except making ensuring they are consistently at the table.**

19. Other Comments:

- **I am very impressed by the Tribe; their ability to work with the other agencies. They are progressive, reaching out to their partners. My hat is off to Brian in particular– he is a great guy.**
- **The fee to join the Sub-RTPO is \$300 annually.**
- **Provided “Skagit/Island RTPO Regional Transportation Plan, April 1996” and April 2000 Nonmotorized Addendum.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey – External Agency Officials

Date: **May 8, 2001**

Time: **10:00 AM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Saul Kardouni**

Title: **Supervisory Highway Engineer**

Agency: **Bureau of Indian Affairs – US Department of the Interior**

Address: **3006 Colby Avenue, Everett, Washington 98201**

Telephone: **206-258-2651**

E-Mail: **N.A.**

Fax: **206-258-1254**

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **The Swinomish Tribe falls within our jurisdiction. I am the local BIA engineer and oversee construction and maintenance on BIA roads on the reservation.**

2. How long has your agency had this association with the Tribe? Year: **30 years.**

3. How long have you had this association with the Tribe? Year: **14 years.**

4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each):

- **The BIA Manual**
- **FHWA Construction Standards**
- **ASHTO Design Standards**
- **State and County Roadway Specifications.**

5. Are you familiar with the Tribe's transportation issues and goals?

Very () Somewhat (**X**) A little () Not At All ()

6. What do you believe are the three most important transportation issues facing the Swinomish Tribe?

- Issue 1: **Safety**

Because: **There are bad driving practices on the reservation. People drive in the wrong direction, for example, on one-way streets. Also, the cluttered parking on Pull and Be Damned Road created problems, so we posted between 20 to 40 no-parking signs. Unfortunately, they were torn down by the citizens. Also, there are junk cars along the roadways – they are hazards.**

- Issue 2: **Maintenance of Roads**

Because: **We have an agreement with the County to do routine work - mowing, cleaning catch basins (40), manholes (5.) The County sometimes does not do this work, so we do it through an agreement with the Tribe.**

- Issue 3: **Road Repairs**

Because: **Some of the reservation road surfaces are showing signs of deterioration (alligators.) They include 1st Street and Snee Oosh Road. We are doing cost estimates now in order to get the improvement funds.**

7. How will (or should) your agency assist in resolving these issues?
 - Issue 1: Safety: **We report problems to the police. We put up the signs (they were torn down.) We have no jurisdiction – so there is not much we can do.**
 - Issue 2: Road Maintenance: **We have the agreement with the County. When they do not perform, we also have a private maintenance agreement with the Tribe. I should note that we do not have too much money – we have to wait until September, when the next round of funds are programmed.**
 - Issue 3: Road Repairs: **We are doing cost estimates for residential roads, sending them to Washington, DC for approval. We also are getting a “patcher” from the Olympic Peninsula BIA Office to expedite the work.**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?
 - Issue 1: Safety: **The Tribe must show interest and enforce safety rules; also remove junk cars. Ticketing would be appropriate.**
 - Issue 2: Road Maintenance: **They are doing okay. We send them a contract and they do the work. We pay them to do this.**
 - Issue 3: Road Repairs: **The Tribe can't do anything until we get the funds.**
9. Have you read or are you familiar with the April 1992 “Swinomish Reservation Transportation Plan” prepared by ASCG, Inc.? Yes (**X**) No ()
10. If yes, what do you believe is the single **most important** finding of the report? Why? **The report states the priorities for improving reservation roads based on urgency. The BIA attempted to contact the Tribe (all tribes in his region) when the earlier Comprehensive Plans were prepared - encouraged them to work with the consultant - identify priorities. We also sent drafts of the plans for comments from the tribes. Some tribes complained – saying they were not involved.**
11. In your opinion, any update to the 1992 Plan should include: **The casino traffic crossing Route 20 – that is the number 1 safety issue. We are about to begin construction on a new road but I understand the Tribe is involved now in R-O-W issues. We are anxious to release the funds for this improvement. A new plan should update the list of priorities.**
12. Have you seen or are you aware of the 1996 “Swinomish Comprehensive Plan” and the transportation policies stated on pages 48 and 49? Yes (**X**) No ()
13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **All of the policies are important. They should be reviewed every 5 years.**
14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes (**X**) No ()
15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **Snee-Oosh Road widening – that has to be done. In some locations, there are no shoulders and the ditches next to the pavement are steep. Also, there should be no parking along the shoulders of local roads.**
16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **We can work with the County re: funding. We can join the Tribe in expressing our concern on improving Snee Oosh Road (for example.) We could**

encourage development of a Memorandum of Agreement (advising on work to be done, who will pay, timing, each party's responsibilities.)

17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Improvement to Reservation Road from the Tribal Center to SR 20. It has lots of curves, blind spots and there are high speeds. These are safety issues and can be fixed - with cooperation and agreement among the parties.**
18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **None – just the funding for SR20-March Point Road. We have 14 tribes – each wanting funds. We have set aside funds for a long time for this project and want to get going...it is already May! Time wise, it is late but the sooner they request the funds, the better. 638 contracts take time (administration, etc.) and hopefully we can begin in August. If no, they (the Swinomish Tribe) may lose the funds to another Tribe.**
19. Other Comments: **None.**

VJS-1-01

SWINOMISH TRANSPORTATION PLAN 2001

Survey - External Agency Officials

Date: **May 7, 2001**

Time: **1:00 PM**

Location: **Office**

Interviewer: **VJSouthern**

Respondent: **Dale O'Brien**

Title: **Operations Manager and Interim Executive Director**

Agency: **Skagit Transit (SKAT)**

Address: **600 County Shop Lane, Burlington, WA 98233-9772**

Telephone: **360-757-8801** E-Mail: **dobrien@skat.org** Fax: **360-757-8019**

The purpose of this questionnaire is to ascertain the opinions and policies of governmental officials assisting in the planning, development and maintenance of the Swinomish Tribe transportation system.

1. What is your professional association (work) with the Swinomish Tribe? **We provide bus transportation for the region, on fixed routes. There is no DART service (for disabled.) We have a citizen advisory committee. Until recently, Larry Campbell was the Tribe's CAC member.**
2. How long has your agency had this association with the Tribe? Year: **1995**
3. How long have you had this association with the Tribe? Year: **1995**
4. What policies and regulations govern your agency's association with the Tribe? Please cite them (and provide a copy of each): **General rules of conduct; routine reporting to the Federal Transit Administration (FTA) – ensuring SKAT compliance with federal rules and regulations.**
5. Are you familiar with the Tribe's transportation issues and goals?
Very () Somewhat (**X**) A little () Not At All ()
6. What do you believe are the three most important transportation issues facing the Swinomish Tribe?
 - Issue 1: **Access and Mobility**
Because: **If you do not own a car, there are no or few alternatives. The Tribe is served by bus line 615 (at Shelter Bay and 1st Street.) Also, there is 410 via SR20.**
 - Issue 2: **Transportation for the Kids to Sedro Wooley**
Because: **Some of the kids do not go to La Conner School. They transfer to Line 300 to the Sedro Wooley High School.**
7. How will (or should) your agency assist in resolving these issues?
 - Issue 1: **Access and Mobility: Continue service. We did not drop service to/from the reservation although I-695 hurt us. The ridership is up. The bus operates hourly and there is a connection to Mt. Vernon, which connects to seven other bus lines.**
 - Issue 2: **Kids Transportation: We provide the service.**
8. What role do you see (or would like to see) the Swinomish Tribe assume in resolving these issues?

- Issue 1: **Access and Mobility**: I do not see a role for the Tribe. I have spoken with Larry (Campbell). There is an alcohol problem with some community members. The bus keeps them off the road.
 - Issue 2: **Kids Transportation**: N.A.
9. Have you read or are you familiar with the April 1992 "Swinomish Reservation Transportation Plan" prepared by ASCG, Inc.? Yes () No (**X**)
 10. If yes, what do you believe is the single **most important** finding of the report? Why? **N.A.**
 11. In your opinion, any update to the 1992 Plan should include: **Transit service.**
 12. Have you seen or are you aware of the 1996 "Swinomish Comprehensive Plan" and the transportation policies stated on pages 48 and 49? Yes () No () **X –Only aspects – SR20 Interchange Project, for example.**
 13. If yes to Q12, which of the policies do you believe is the **most important**? Why? **N.A.**
 14. Have you seen or are you aware of the recent Project Priority List prepared by the Swinomish Tribe? Yes () No (**X**)
 15. If yes to Q14, which of the projects do you believe is the **most important**? Why? **The current bus stop at the SR20 interchange is very dangerous. Once the SR20 interchange is improved, we will build in a route (and stop) that safely serves the casino.**
 16. What role, if any, do you believe your agency will (or should) assume in helping to implement the priority projects? **Build in bus service to complement the SR20- improvement.**
 17. What future opportunities for partnering do you see between your agency and the Swinomish Tribe? **Continue the good working relationship, as has been established with Larry Campbell's service on the CAC.**
 18. What problems (if any) do you believe need to be addressed by your agency and the Swinomish Tribe? **None. We have good communications with Larry (Campbell.) The passengers on the bus line (that serves the reservation) are pleasant.**
 19. Other Comments: 1) **Provided to interviewer SKAT system schedule: "Transit Rider's Guide – 2001 Transit Guide, Effective May 2001."** 2) **Promised to send to interviewer most recent FTA report.**

VJS-01

TECHNICAL APPENDIX B – PROJECT COST ESTIMATES

Most of the cost estimates for the Swinomish Reservation Transportation Plan were prepared by O'Bunco Engineering, a civil engineering firm located in Bellevue, Washington.

I. Introduction. Cost estimates are “planning level” estimates and, as such, have been prepared without detailed engineering data. The Cost Model assumes:

- Drainage – 2 percent.
- Mobilization clearing and grubbing – 8 percent.
- Design, construction Engineering – 30 percent
- Grading/Drainage – 10 percent of Paving/Surfacing (for roads #4 and 5).
- Roadside Development – 12 percent of Paving/Surfacing (for roads #4 and 5).
- Traffic Services and Safety – 12 percent of Paving/Surfacing (for roads #4 and 5).

II. Cost Estimating Methodology.

O'BUNCO has prepared a planning level, conceptual (preliminary engineer's) estimate for this project using our standard costs estimate work sheet. The work sheet includes:

1. Separate categories of work required for each task (description of work item).
2. Quantities of material or activities required for each operation.
3. Unit costs of estimated quantities.
4. Total estimated cost for each work item (cost extension.)

The project costs that are used consisted of two components: 1) Construction Costs and 2) Design Services Costs.

III. Qualifications.

1. Demolition and disposal of existing buildings or structures was not considered.
2. Rate of inflation was not considered.
3. Current cost estimates are based on conceptual drawings 1 to 4 and Figures 3 to 5.
4. Removal and disposal of underground structures or hazardous material was not considered.
5. Unit costs are based on average cost records for similar work in the State of Washington.
6. Right-of-way costs (property acquisition) were not included.

IV. Assumptions.

1. 36' and 32' roadway widths (additional ROW may be needed).
 - Two-lane roadway with 1' curb striping.
 - 5' sidewalk without planting strip.
 - Property owners will provide additional easement.
2. Multi-Purpose Non-Asphalt Pathway or Trail.
 - 10' gravel (2 inches 5/8" minus).
 - See Figure 2.
3. Pavement Structural Section.
 - Assumed AASHTO Soil Type (A-4).
 - Asphalt Depth: 3" of Class B and 4" of Asphalt Treated Base.
 - Overlay entire roadway with 2" Class B Asphalt Concrete Pavement.
4. Flashing Cross Walk (see Figure 1 and Details 1-5)
 - Use of thermoplastic 24" preferred in place of raised crosswalk.
 - Equipment type – Light Guard
 - Overhead light crossing sign not required.
 - Energy source within 60 feet.

Planning Level Cost Estimate Work Sheet

ROADWAY IMPROVEMENTS-IN VILLAGE						
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
1	Reservation Road-Pioneer Parkway-Snee-Oosh Road Intersection	See drawing #1. a). Install thermoplastic crosswalk with flashing Crosswalk at two approaches. b). Install curb bulb-outs at all approaches. (four side) c). Install four (4) W11-2 advance pedestrian crossing signs. d). Install four (4) W11A-2 pedestrian crossing signs. e). Cement Concrete Sidewalk for Snee-Oosh, Reservation Road and Pioneer Parkway h). 2" Class B (Overlay Entirely Road) i) Double Yellow line	2 199.11 4 4 3,888.89 1,815.89 398	EA SY EA EA SY TN LF	\$ 25,000.00 \$ 21.00 \$ 200.00 \$ 200.00 \$ 21.00 \$ 45.00 \$ 0.25	\$ 50,000.00 \$ 4,181.31 \$ 800.00 \$ 800.00 \$ 81,666.69 \$ 81,715.05 \$ 99.50
Total						\$ 219,262.55

10

11

12

Total Direct Cost		Total	Subtotal
Drainage 2% of line 10=	\$ 4,385.25		\$219,262.55
Mobilization, Clearing & Grubbing 8% of line 11 =	\$17,891.82		\$223,647.80
Design, Construction Engineering/Contingencies 35% of line 12 =	\$84,538.87		\$241,539.63
			\$326,078.49

Planning Level Cost Estimate Work Sheet

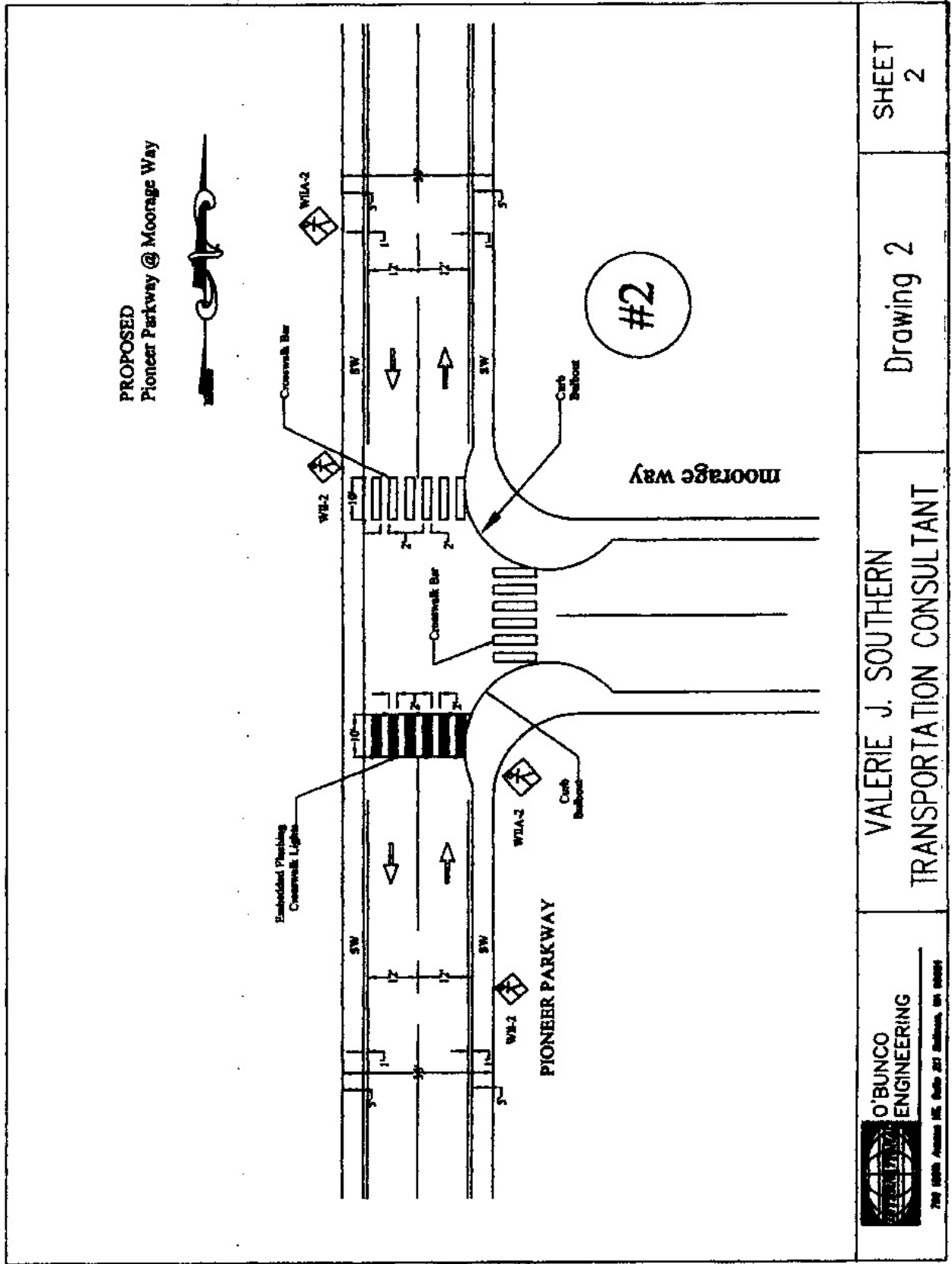
ROADWAY IMPROVEMENTS-IN VILLAGE						
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
		See drawing #2.				
2	Moorage Way @ Pioneer Parkway	a). Install Concrete Pavens. b 1). Install thermoplastic crosswalk with flashing Crosswalk (thermoplastic 24") at South Side of Pioneer Parkway b 2). Install Non-flashing marked crosswalk (thermoplastic 24") at North Side of Pioneer Parkway and at Moorage Way. c) Install two (2) W11A-2 pedestrian crossing signs. d) Install two (2) W11-2 advance pedestrian crossing signs. e) Install curb bulb outs on northeast and southeast corners of intersection. f) Install 5' sidewalks on both sides of Pioneer Parkway.	144.00 1 160 2 2 99.56 1,666.67	SY EA LF EA EA SY SY	\$ 50.00 \$ 25,000.00 \$ 2.00 \$ 200.00 \$ 200.00 \$ 21.00 \$ 21.00	\$ 7,200.00 \$ 25,000.00 \$ 320.00 \$ 400.00 \$ 400.00 \$ 2,090.76 \$ 35,000.07
Total					\$	\$ 70,410.83

10

11

12

Total	Subtotal
Total Direct Cost	\$70,410.83
Drainage 2% of line 10=	\$ 1,408.22
Mobilization, Clearing & Grubbing 8% of line 11 =	\$5,745.52
Design, Construction Engineering/Contingencies 35% of line 12 =	\$27,147.80
	\$104,712.17



SHEET
2

Drawing 2

VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT

**O'BUNCO
ENGINEERING**

700 100th Avenue NE, Suite 201, Bellevue, WA 98004

Planning Level Cost Estimate Work Sheet

ROADWAY IMPROVEMENTS-IN VILLAGE						
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
		See drawing #3				
3	Shelter Bay Road at Pioneer Parkway and 1st Street	a) Install 5' sidewalks on both sides of Shelter Bay Road. b1) Install across Shelter Bay Road one flashing crosswalk at 1st Street (East) b2) Install two marked crosswalks at 1st Street (West and North) c) Install two (2) W11A-2 pedestrian crossing signs. d) Install two (2) W11-2 advance pedestrian crossing signs. e) Install 5' sidewalks on both sides of Pioneer Parkway. f). Add Centerline strip	444.44 1 200 2 2 222.22 400	SY EA LF EA EA SY LF	\$ 21.00 \$ 25,000.00 \$ 2.00 \$ 200.00 \$ 200.00 \$ 21.00 \$ 0.25	\$ 9,333.24 \$ 25,000.00 \$ 400.00 \$ 400.00 \$ 400.00 \$ 4,666.62 \$ 100.00
Total						\$ 40,299.86

10
11
12

Total	Subtotal
Total Direct Cost	\$40,299.86
Drainage 2% of line 10=	\$ 806.00
Mobilization, Clearing & Grubbing 8% of line 11 =	\$3,288.47
Design, Construction Engineering/Contingencies 35% of line 12 =	\$15,538.01
	\$59,932.34

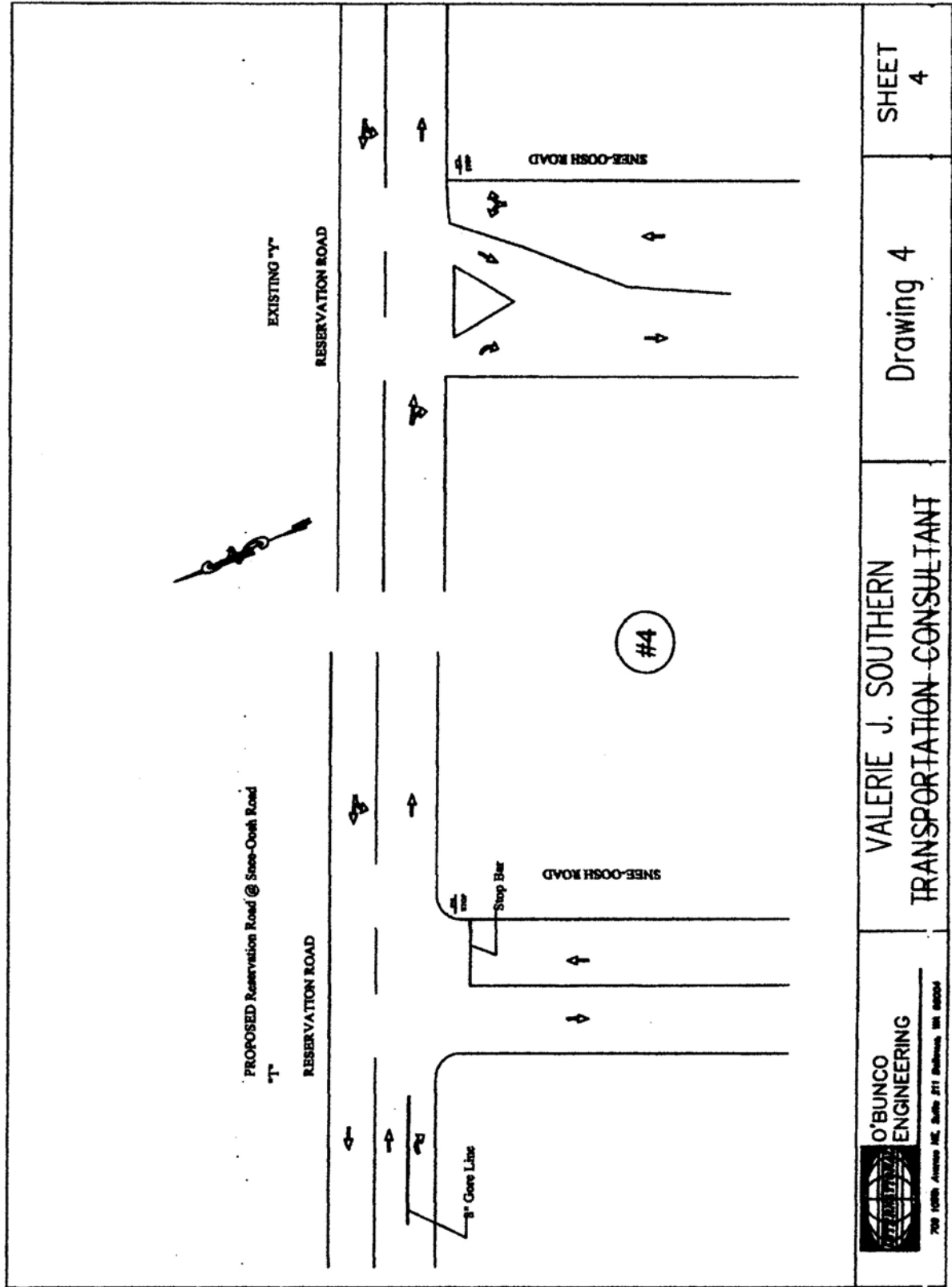
Planning Level Cost Estimate Work Sheet

ROADWAY IMPROVEMENTS-OUT VILLAGE					
#	Location	Recommended Improvements	Quantity	Unit	Unit Price
		See Figure # 4			
4	Reservation Road (Major Rural Collector)	a1) Widen and modernize remaining 4.0-miles of roadway from 26' to 36' improvements already completed for first 1.0-mile. (3" Class B) (Road Widening) a2) 4" Asphalt Treated Base (Road Widening) b) Grading/Drainage 10% a1 & a2 (Earthwork(Cut/Fill) & Drainage) c) Roadside Development 12% a1 & a2 (Item includes Temporary Water Pollution Control Environmental Mitigation) d) Traffic Services & Safety 12% a1 & a2 (Item includes intersection upgrade Guard Rail, Illumination, striping & Traffic Control)	4,009	TN	\$ 45.00
					\$ 180,405.00
			5,345.19	TN	\$ 45.00
					\$ 240,533.55
					\$ 42,093.86
					\$ 50,512.63
					\$ 50,512.63
Total					\$564,057.66

11

12

Total	Subtotal
Total Direct Cost	\$564,057.66
Mobilization, Clearing & Grubbing 8% of line 11 =	\$45,124.61
Design, Construction Engineering/Contingencies 35% of line 12 =	\$213,213.79
	\$822,396.06



Planning Level Cost Estimate Work Sheet

ROADWAY IMPROVEMENTS-OUT VILLAGE							
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total	
5	Snee-Oosh Road (Minor Rural Collector)	See Figure # 3					
		a1) Outside Village, Widen and modernize 4.36-miles of roadway from 26' to 36' with 12' travel lanes and 6' shoulders. (3" Class B) (Road Widening)	4,369.69	TN	\$	45.00	\$ 196,636.05
		a2) 4" Asphalt Treated Base (Road Widening)					
		b) Grading/Drainage 10% a1 & a2 (Earthwork(Cut/Fill) & Drainage)	5,826.25	TN	\$	45.00	\$ 262,181.25
		c) Roadside Development 12% a1 & a2 (Item includes Temporary Water Pollution Control & Environmental Mitigation)					\$ 45,881.73
		d) Install two (2) flashing warning lights (on east and west approaches before intersection with Pull and Be Damned Road and Sunset Drive					\$ 55,058.08
		e) Traffic Services & Safety 12% a1& a2 (Item includes intersection upgrade Guard Rail, Illumination, striping & Traffic Control)	2.00	EA	\$ 2,690.00	\$ 5,380.00	
						\$ 55,058.08	
Total						\$ 620,195.18	

11

12

Total	Total	Subtotal
Total Direct Cost	\$49,615.61	\$620,195.18
Mobilization, Clearing & Grubbing 8% of line 11 =	\$234,433.78	\$669,810.80
Design, Construction Engineering/Contingencies 35% of line 12 =		\$904,244.58

ROADWAY IMPROVEMENTS-OUT VILLAGE

#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
6	Indian Road (Local Access Road)	a1) Widen Roadway – 3.4-miles – 12' travel lanes and 6' shoulders. (Current lanes are 11' with 1' shoulders.) (3" Class B) (Road Widening)	4,089.07	TN	\$ 45.00	\$ 184,008.15
		a2) 4" Asphalt Treated Base (Road Widening)	5,452.10	TN	\$ 45.00	\$ 245,344.50
		b) Install pedestrian-bicycle Route signs along length (W111)	4	EA	\$ 200.00	\$ 800.00

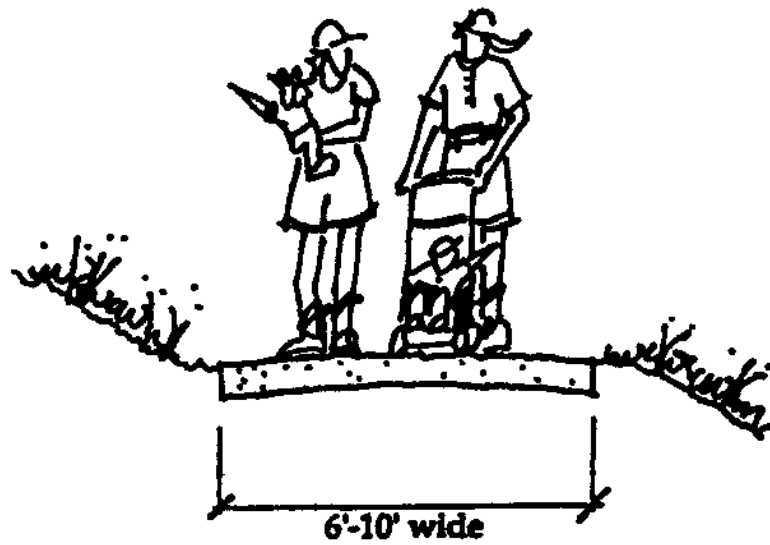
10		Total Direct Cost		\$	8,603.05	\$430,152.65	Subtotal
11	Drainage 2% of line 10=					\$438,755.70	
12	Mobilization, Clearing & Grubbing 8% of line 11 =				\$35,100.46	\$473,856.16	
	Design, Construction Engineering/Contingencies 35% of line 12 =				\$165,949.66	\$639,705.81	

Planning Level Cost Estimate Work Sheet

ROADWAY IMPROVEMENTS-OUT VILLAGE						
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
7	Walking Trails	See Figure 2				
		A. Phase 1 2,225 LF of Trail				
		a1) Compacted Crushed Rock (5/8" Minus) 2"	137.35	CY	\$ 30.00	\$ 4,120.50
		a2) Clearing & Grubbing	1	LS	\$2,000.00	\$ 2,000.00
		B. Phase 2 3,900 LF of Trail				
		b1) Compacted Crushed Rock (5/8" Mines)	240.74	CY	\$ 30.00	\$ 7,222.20
		B2) Clearing & Grubbing	1	LS	\$2,600.00	\$ 2,600.00
						\$15,942.70

10	Total Direct Cost	\$15,942.70
11	Drainage 2% of line 10=	\$ 318.85
12	Mobilization, Clearing & Grubbing 8% of line 11 =	\$1,300.92
	Design, Construction Engineering/Contingencies 35% of line 12 =	\$6,146.87
		\$23,709.35

Multi – Purpose Non – Asphalt Path



* Compacted Crushed Rock (5/8" minus)



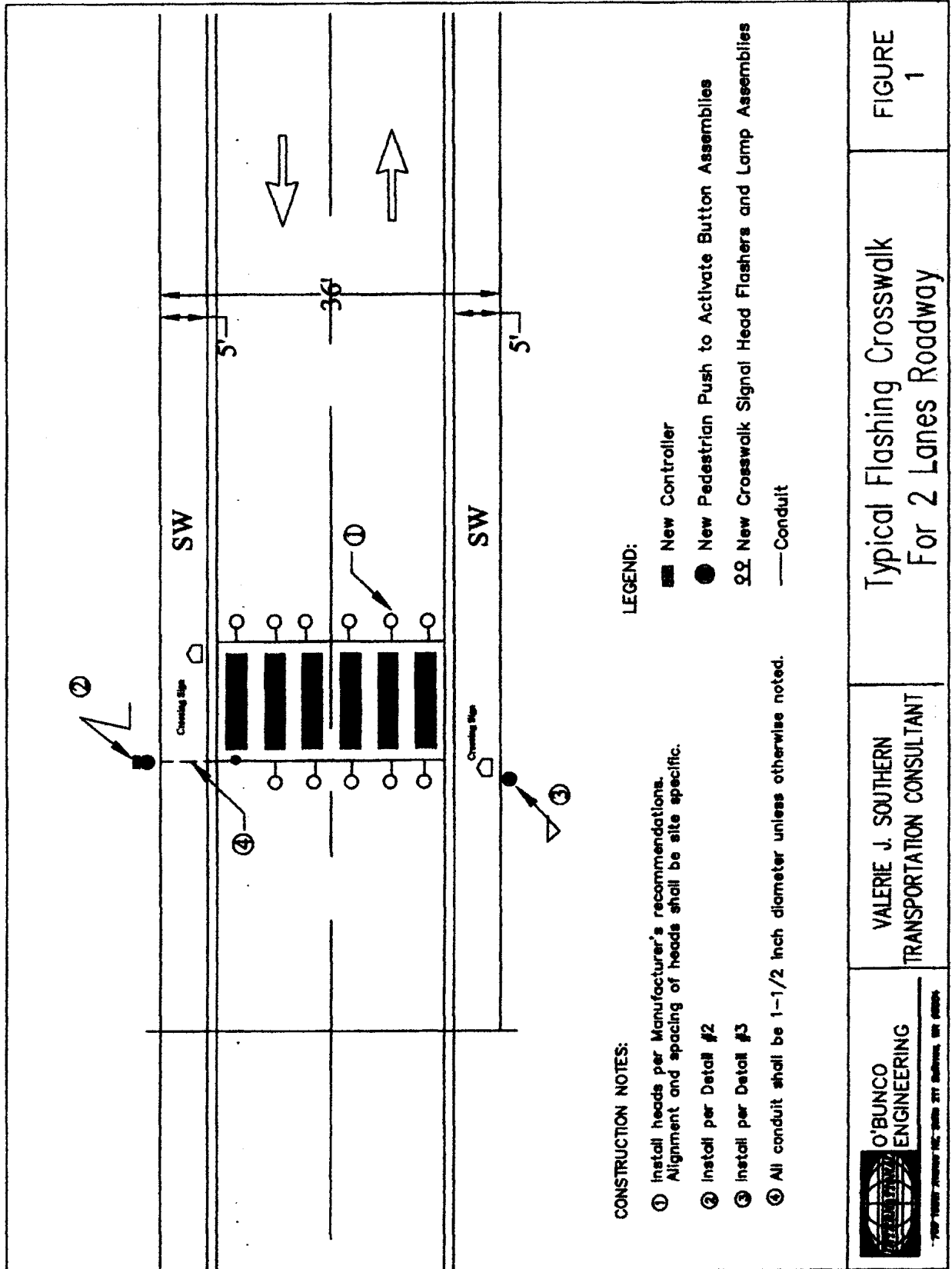
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700 100th Avenue NE, Suite 277 Bellevue, WA 98004

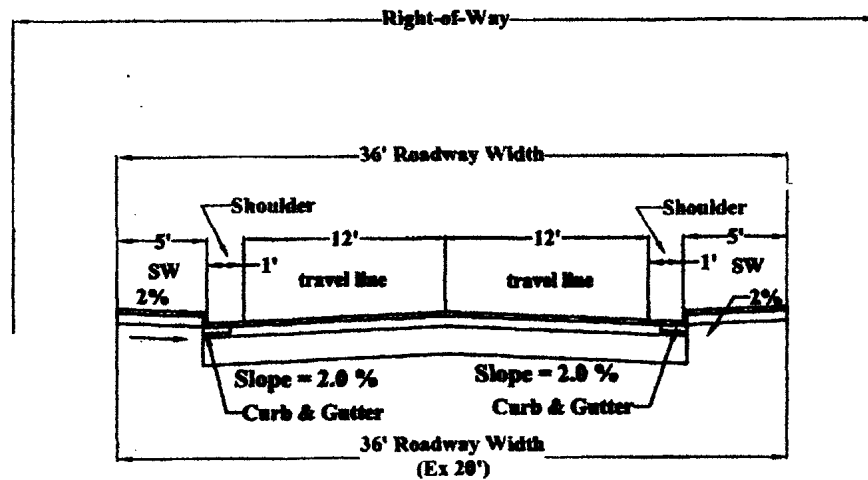
VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT

NON-MOTORIZED
TRANSPORTATION PLAN

FIGURE
2



SWINOMISH TRANSPORTATION PLAN 2001



Snee-Oosh Road approach (Length 1000 ft)



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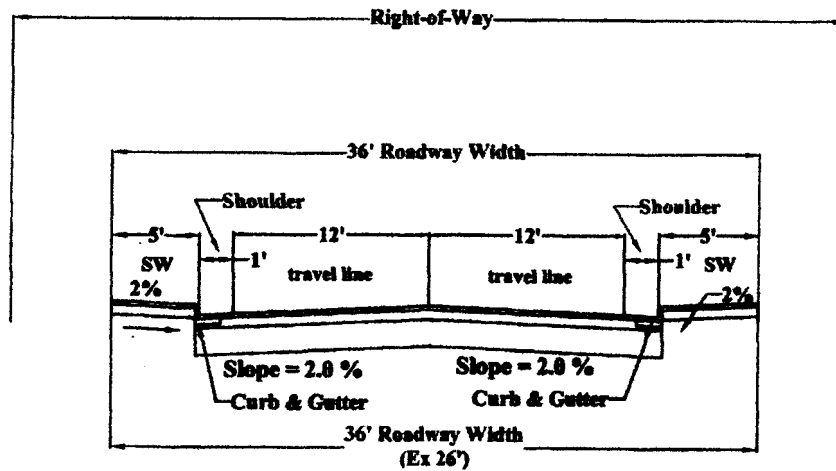
700 100th Avenue NE, Suite 211 Bellevue, WA 98004

**VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT**

**Typical Roadway Section
Snee-Oosh Road approach**

**FIGURE
3**

SWINOMISH TRANSPORTATION PLAN 2001



Reservation Road approach (Length 1000 ft)



**O'BUNCO
ENGINEERING**

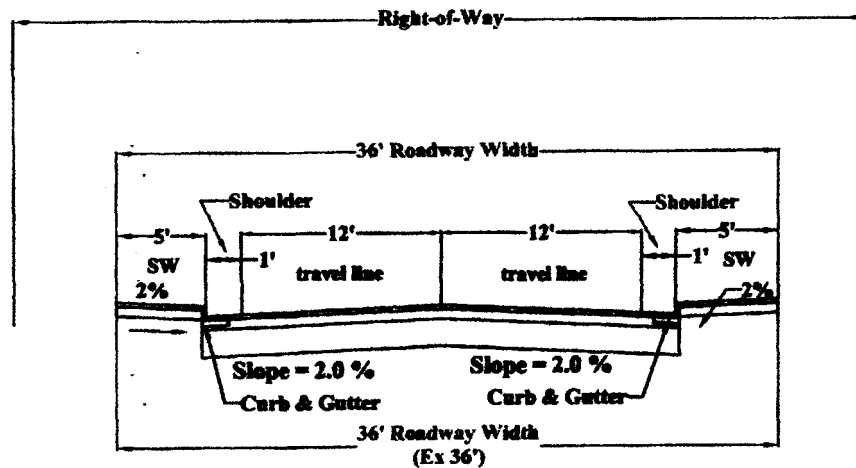
700 100th Avenue NE, Suite 211, Edina, MN 55424

**VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT**

**Typical Roadway Section
Reservation Road approach**

**FIGURE
4**

SWINOMISH TRANSPORTATION PLAN 2001



Pioneer Parkway approach (Length 1500 ft)



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ENGINEERING

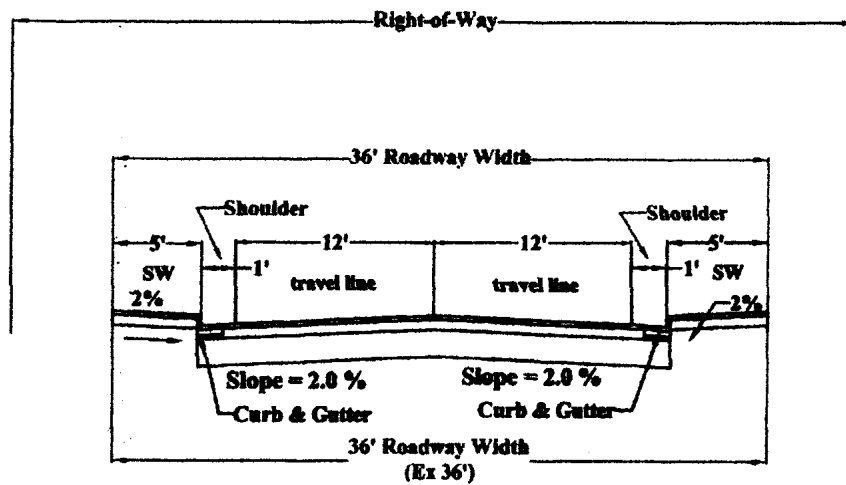
700 North Avenue NE, Suite 201, Atlanta, GA 30308

VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT

Typical Roadway Section
Pioneer Parkway approach

FIGURE
5

SWINOMISH TRANSPORTATION PLAN 2001



Shelter Bay Road (400 ft)



**O'BUNCO
ENGINEERING**

700 North Avenue NE, Suite 211, Tallahassee, FL 32304

**VALERIE J. SOUTHERN
TRANSPORTATION CONSULTANT**

**Typical Roadway Section
Shelter Bay Road**

**FIGURE
6**

COST ESTIMATE – SKAGIT TRANSIT ROUTE 615 EXTENSION
(Prepared by VJS-TC, 2-02)

Assume:

- a) 252 weekdays of service and 95 weekend days of service.
- b) Weekday service: Monday – Friday, 6:30 AM to 6:30 PM.
- c) Weekend service: Saturday – Sunday, 9:30 AM to 5:30 PM.

Weekday Service

16 miles per round trip = 48,384 miles per year

1 hour per round trip = 3,024 hours per year

Weekend Service

16 miles per round trip = 12,160 miles per year

1 hour per round trip = 760 hours per year

Combined

\$70 operating cost per hour = \$264,880 per year

\$0.45 maintenance cost per mile = \$272,448 per year

TOTAL ESTIMATED COST = **\$537,328**

TECHNICAL APPENDIX C
LEVEL OF SERVICE ANALYSIS – February 2002

FAX MESSAGE

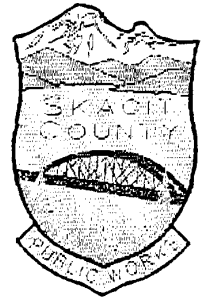
DATE: February 12, 2002

TO: Valerie Southern

FAX NO: 425.557.2353

FROM: Given Kutz

FAX NO: 360.336.9369



This message consists of 3 pages, including this cover sheet.

COMMENTS:

Greetings Valerie,

Here are the Intersection Analyses you requested. Without turning movement counts these are estimates using the best available data (the peak hour directional flows you provided). Let me know if you need anything else. Though turning movement counts would provide the best output, I don't believe the LOS would be significantly different. I did not have enough info to conduct an analysis of the Pioneer/Shelter Bay intersection.

Sincerely,

Given Kutz
Skagit County Public Works – Traffic Engineering
360-336-9333/Ext. 3149

This message is being transmitted from a Cannon-L775 automatic telecopier. If the message is incomplete or illegible, please call the Skagit County Public Works Department at (360) 336-9400.

HCM Unsignalized Intersection Capacity Analysis
Snee-Oosh/Reservation North

2/12/2002

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑			↑	↑	↑
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	61	31	17	39	40	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	66	34	18	42	43	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume			66		162	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			99		95	99
cM capacity (veh/h)			1498		804	960
Direction, Lane #	SE 1	NW 1	NE 1	NE 2		
Volume Total	100	61	43	5		
Volume Left	0	18	43	0		
Volume Right	34	0	0	5		
cSH	1700	1498	804	960		
Volume to Capacity	0.06	0.01	0.05	0.01		
Queue Length (ft)	0	1	4	0		
Control Delay (s)	0.0	2.3	9.7	8.8		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	2.3	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			15.5%		ICU Level of Service	A

Baseline
Given Kutz
SKAGITMOU2-LT51

Synchro 5 Light Report
Page 1

HCM Unsignalized Intersection Capacity Analysis
Snee-Oosh/Reservation/Pioneer

2/12/2002

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	30	5	70	5	5	2	75	65	5	5	35	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	33	5	76	5	5	2	82	71	5	5	38	47
Pedestrians		8			1			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
vC, conflicting volume	327	320	74	394	341	79	93			77		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	94	99	92	99	99	100	94			100		
cM capacity (veh/h)	565	557	960	488	542	976	1443			1520		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	114	13	158	90
Volume Left	33	5	82	5
Volume Right	76	2	5	47
cSH	778	558	1443	1520
Volume to Capacity	0.15	0.02	0.06	0.00
Queue Length (ft)	13	2	4	0
Control Delay (s)	10.4	11.6	4.2	0.5
Lane LOS	B	B	A	A
Approach Delay (s)	10.4	11.6	4.2	0.5
Approach LOS	B	B		

Intersection Summary

Average Delay	5.4			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A	

SKAGIT COUNTY PUBLIC WORKS DEPARTMENT

1111 Cleveland Avenue, Mount Vernon, WA 98273-4215

Telephone Numbers

(360) 336-9400

(360) 336-9333 + ext

(360) 755-9531

(360) 424-7817

(360) 293-6433

Administration/Solid Waste Departments

Engineering and Accounting Departments

Burlington Maintenance Department

Resource Recovery Facility/Incinerator

Guemes Ferry Office

FAX Numbers

(360) 336-9478

(360) 336-9369

(360) 755-0950

(360) 424-3138

(360) 293-1899

FAX MESSAGE

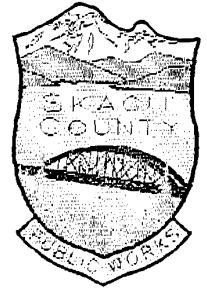
DATE: February 12, 2002

TO: Valerie Southern

FAX NO: 425.557.2353

FROM: Given Kutz

FAX NO: 360.336.9369



This message consists of 3 pages, including this cover sheet.

COMMENTS:

Greetings Valeric,

Here is the Road Segment LOS analysis you requested. This is based on a traffic study we did 0.05 miles south of Snec-Oosh on Pioneer Parkway from May 6-8, 2001. Since this is the most traveled county road, other than Pioneer Parkway between Shelter Bay and the Rainbow Bridge (for which we have no current data), the others will also be LOS A.

Sincerely,

Given Kutz

Skagit County Public Works - Traffic Engineering

360-336-9333/Ext. 3149

HCS2000: Two-Lane Highways Release 4.1b

Traffic Engineering
 Skagit County Public Works
 1111 Cleveland Avenue
 Mount Vernon, WA 98273

Phone: 360-336-9400 Fax: 360-336-9369
 E-Mail: traffic@co.skagit.wa.us

Two-Way Two-Lane Highway Segment Analysis

Analyst Given Kutz
 Agency/Co. Skagit County Public Works
 Date Performed 2/12/2002
 Analysis Time Period May 6th - May 8th, 2001
 Highway Pioneer Parkway
 From/To Shelter Bay/Snee-Oosh
 Jurisdiction Skagit County
 Analysis Year 2001
 Description Analysis for Valerie Southern/Swinomish TSP

Input Data

Highway class Class 2
 Shoulder width 0.0 ft Peak-hour factor, PHF 0.92
 Lane width 11.0 ft % Trucks and buses 10 %
 Segment length 0.3 mi % Recreational vehicles 5 %
 Terrain type Level % No-passing zones 0 %
 Grade: Length mi Access points/mi 8 /mi
 Up/down %

Two-way hourly volume, V 244 veh/h
 Directional split 57 / 43 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.7
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.935
 Two-way flow rate, (note-1) vp 284 pc/h
 Highest directional split proportion (note-2) 162 pc/h

Free-Flow Speed from Field Measurement:
 Field measured speed, SFM 30 mi/h
 Observed volume, Vf 300 veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFFS - mi/h
 Adj. for lane and shoulder width, fLS - mi/h
 Adj. for access points, fA - mi/h

Free-flow speed, FFS 32.5 mi/h

Adjustment for no-passing zones, fnp 0.0 mi/h
 Average travel speed, ATS 30.3 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 0.990
 Two-way flow rate, (note-1) vp 268 pc/h
 Highest directional split proportion (note-2) 153
 Base percent time-spent-following, BPTSF 21.0 %

Adj. for directional distribution and no-passing zones, fd/np 1.1
Percent time-spent-following, PTSF 22.1 %

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	20	veh-mi
Peak-hour vehicle-miles of travel, VMT60	73	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

TECHNICAL APPENDIX D - Swinomish Department of Public Works

One Possible Organizational Model

A. Model Resolution: If the Swinomish Tribal Senate established a Department of Public Works, a resolution will be needed. Suggested text may be:

"Resolution of the Swinomish Tribal Senate Creating A Department of Public Works. Whereas: (1) the construction, maintenance and management of the transportation system on the reservation is an important factor in the economic progress of the Swinomish Tribal Community; and (2) at the present time most of these functions are handled by the Bureau of Indian Affairs and Skagit County; and (3) the vested jurisdiction of these governments over Swinomish transportation may adversely affect the rights, powers and sovereignty of the community and deprive it of economic benefits which justly belong to it; and (4) it is in the best interest of the Swinomish Tribal Community that its future transportation be managed by its government so that a) the people of the community may become skilled in transportation construction and management and b) the economic benefits of such programs inure to the Tribal Community and its people.

It is hereby resolved that the Swinomish Tribal Community will establish its own Department of Public Works, which shall undertake the care, maintenance, management and operations of all transportation services and systems on the reservation, now provided by outside federal, state and County jurisdictions.

B. Organization. One possible organizational model for the Swinomish Department of Public Works is presented in this section. The construct organizes the department into two central functions: Administration and Operations.

B.1 Administration. The administrative responsibilities of the department would be shared among three offices: Administrative Services, Financial Services and Planning Services.

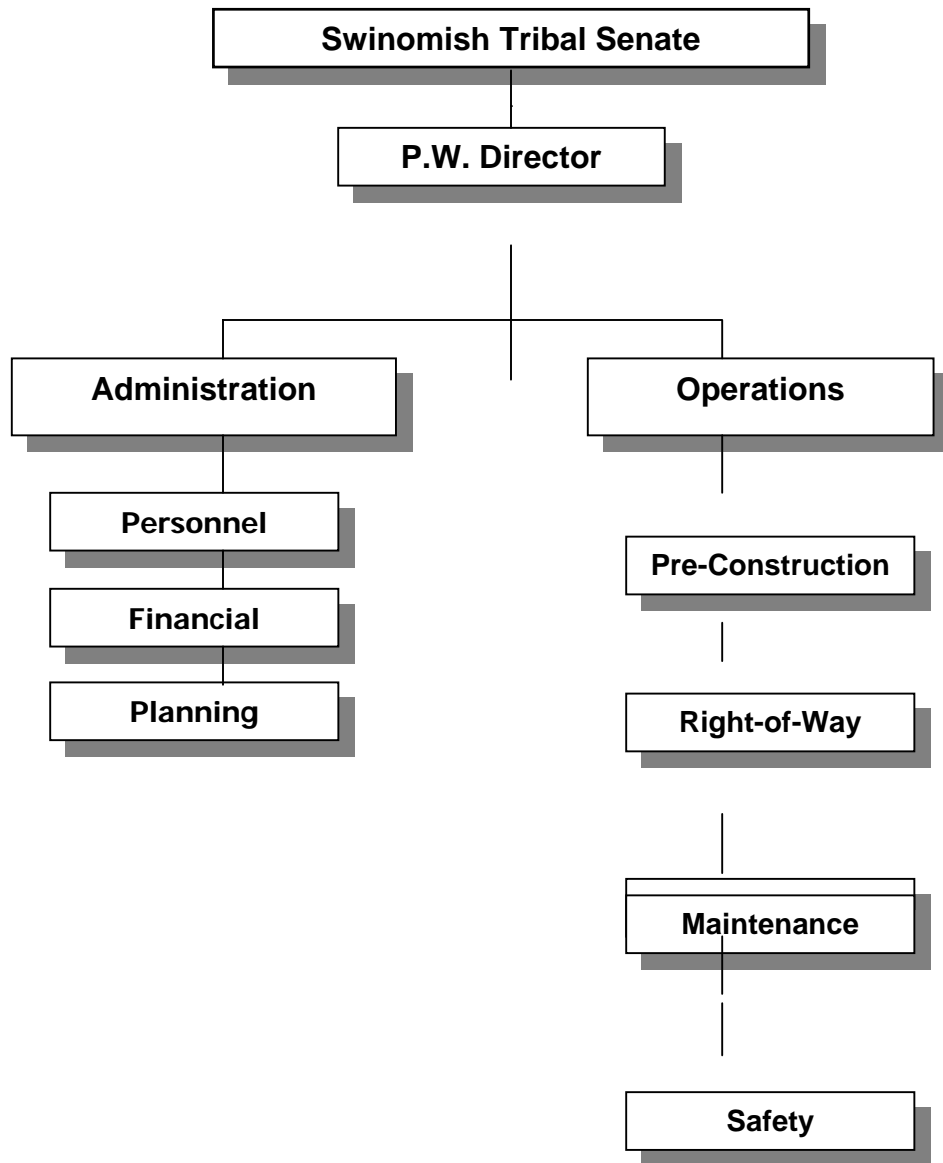
- The Office of Administrative Services would be responsible for personnel management, payroll and procurement of administrative supplies and equipment.
- The Office of the Financial Services would provide the financial management and reporting services of the Department including the preparation of its capital and operating budgets.

- The Office of Planning would perform transportation planning services including:
 - a) Inventories and maps which identify the characteristics, ownership, status, mileage, location and overall condition of the reservation transportation system.
 - b) Surveys for estimating system utilization, volumes, ridership, origins and destinations, traffic, vehicle and user classifications.
 - c) Statistical information on actual and projected needs and costs for maintaining, constructing and operating the system.
 - d) Methodology for ranking and prioritizing capital transportation projects.
 - e) Preparing and implementing the Transportation Improvement Program and the Comprehensive Transportation Plan.
 - f) Studies on roadway, transit, bicycle, pedestrian, air and water transportation needs, revenues and costs in coordination with federal, state, regional and County governments.

B.2 Operations. Five divisions would perform the department's operational functions:

- Pre-Construction Division - responsible for the preparation of engineering and design plans, specifications and estimates; testing, materials and construction methods.
- Right-of-Way Division - responsible for r-o-w acquisitions, negotiations and agreements, property appraisals, archeological and environmental clearances, conservation procedures, disposal of real property and relocation assistance.
- Construction Division - responsible for overseeing project construction, TERO compliance and private contractor activities including inspections, specifications, certifications, estimations and dispute resolutions.
- Maintenance Division - responsible for routine cleaning, mowing, brush and snow removal and general upkeep; supervising maintenance personnel within field offices; and equipment purchase and repair.
- Safety Division - responsible for transportation safety programs, safety regulations and the maintenance of safety records and reports.

**Swinomish Tribal Community
Department of Public Works
Organizational Model**



TECHNICAL APPENDIX E
FEDERAL REGISTER VOLUME 67, JANUARY 10, 2002

1290 **Federal Register** / Vol. 67, No. 7 / Thursday, January 10, 2002 / Rules and Regulations

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Part 170

RIN 1076-AE28

**Distribution of Fiscal Year 2002 Indian
Reservation Roads Funds**

AGENCY: Bureau of Indian Affairs,
Interior.

ACTION: Temporary rule and request for
comments.

SUMMARY: We are issuing a temporary rule requiring that we distribute 75 percent of fiscal year 2002 Indian Reservation Roads (IRR) Program funds to projects on or near Indian reservations using the relative need formula. As we did in fiscal years 2000 and 2001, we are using the Federal Highway Administration (FHWA) Price Trends report for information to calculate the relative need formula, with appropriate modifications to address non-reporting states. We are reserving up to \$19.53 million to allow federally recognized tribes to apply for \$35,000 each for administrative capacity building and other eligible transportation activities for fiscal year 2002 and we will distribute the balance of the remaining 25 percent of fiscal year 2002 IRR Program funds according to the relative need formula.

DATES: This temporary rule is effective January 10, 2002, through September 30, 2002. We will accept comments on this temporary rule until February 11, 2002.

ADDRESSES: You may send comments on the formula for distribution of the Fiscal Year 2002 IRR funds to: LeRoy Gishi, Chief, Division of Transportation, Office of Trust Responsibility, Bureau of Indian Affairs, 1849 C Street, NW., MS-4058-MIB, Washington, DC 20240. Mr. Gishi may also be reached at 202-208-4359 (phone), 202-208-4696 (fax), or leroygishi@bia.gov (electronic mail).

FOR FURTHER INFORMATION CONTACT:

LeRoy Gishi, Chief, Division of Transportation, Office of Trust Responsibilities, Bureau of Indian Affairs, 1849 C Street, NW., MS-4058-MIB, Washington, DC 20240. Mr. Gishi may also be reached at 202-208-4359 (phone), 202-208-4696 (fax), or leroygishi@bia.gov (electronic mail).

SUPPLEMENTARY INFORMATION:

Background

Where Can I Find General Background Information on the Indian Reservation Roads Program, the Relative Need Formula, the FHWA Price Trends Report, and the Transportation Equity Act for the 21st Century (TEA-21) Negotiated Rulemaking Process?

The background information on the IRR Program, the relative need formula, the FHWA Price Trends Report, and the TEA-21 Negotiated Rulemaking process is detailed in the **Federal Register** Notice dated February 15, 2000 (65 FR 7431). You may obtain additional information on the IRR Program web site at <http://www.irr.bia.gov>.

What Was the Basis for Distribution of Fiscal Years 2000 and 2001 Funds?

For fiscal year 2000 IRR Program funds, the Secretary published two interim rules distributing one-half of the funds in February 2000 and the second half of the funds in June 2000. For fiscal year 2001 IRR Program funds, the Secretary published two interim rules distributing 75 percent of the funds in January 2001, and the remaining 25 percent of the funds in March 2001. These distributions followed the TEA-21 Negotiated Rulemaking Committee's recommendation to the Secretary in January 2000 and November 2000 to distribute fiscal years 2000 and 2001 IRR Program funds under the relative need formula used in 1998 and 1999, while continuing to develop a proposed formula to publish for comment. In addition, in fiscal years 2000 and 2001 we modified the Federal Highway Administration Price Trends Report indices to account for two non-reporting states.

What Is the Basis for Distribution of Fiscal Year 2002 IRR Program Funds?

The Transportation Equity Act for the 21st Century (TEA-21) provides that the Secretary develop rules and a funding formula for fiscal year 2000 and subsequent fiscal years to implement the Indian Reservation Roads program section of the Act. The Negotiated Rulemaking Committee created under Section 1115 of TEA-21 and comprised of representatives of tribal governments and the Federal Government has been diligently working to develop a funding formula that addresses the Congressionally identified criteria,

Committee and tribal recommendations, and is consistent with overall Federal Indian Policy.

The Committee is developing a permanent funding formula that will be published during 2002 in the **Federal Register** for public comment. In the meantime, there are about 1400 ongoing road and bridge construction projects on or near Indian reservations which need fiscal year 2002 funding to continue or complete work. Partially constructed road and bridge projects could pose safety threats. Other road and bridge projects need to be planned or initiated in this fiscal year.

This rule is published as a temporary rule only for interim funding for fiscal year 2002 and sets no precedent for the final rule to be published as required by Section 1115 of TEA-21. The TEA-21 Negotiated Rulemaking Committee agrees that an interim funding formula for fiscal year 2002 is needed. The Committee expects to recommend the publication of a formula for public comment so that a permanent formula can be established for fiscal year 2003, which will begin October 1, 2002. The interim formula for the current fiscal year will also provide tribes with the critical resources to develop inventory data, long-range transportation plans, transportation improvement programs and other information necessary to distribute funds under a new funding formula to be put in place for fiscal year 2003.

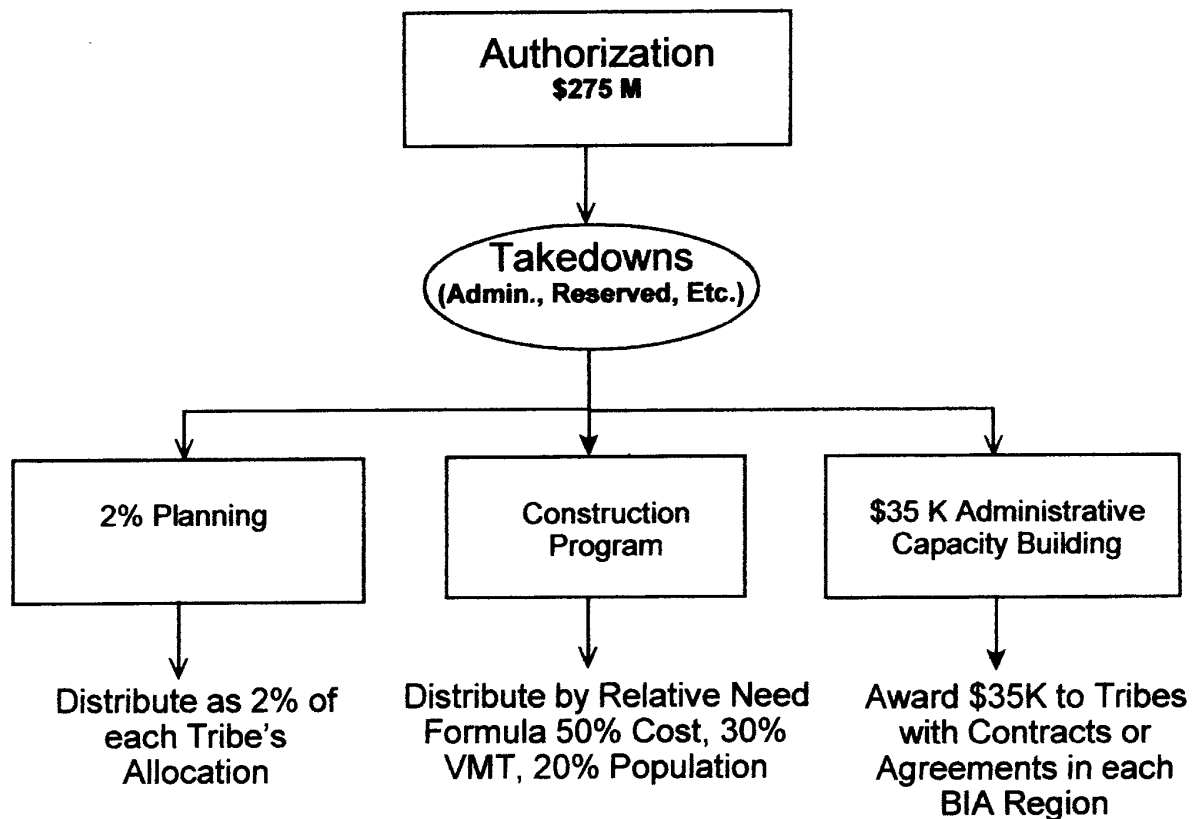
The Secretary is basing this distribution on the TEA-21 Negotiated Rulemaking Committee's tribal caucus recommendation for distribution of fiscal year 2001 IRR Program funds.

How Will the Secretary Distribute Fiscal Year 2002 IRR Program Funds?

Upon publication of this rule and upon enactment of the Department of Transportation Appropriations Act and receipt of contract authority from the Federal Highway Administration, the Secretary will distribute 75 percent of fiscal year 2002 IRR Program funds based on the current relative need formula used in fiscal years 2000 and 2001, and the indices from the FHWA Price Trends Report with appropriate modifications for non-reporting states in the relative need formula distribution process. We will distribute fiscal year 2002 IRR Program funds to the twelve BIA regions using this distribution process. From the remaining 25 percent of fiscal year 2002 IRR Program funds, we are reserving \$19.53 million for federally recognized tribes who apply for and have negotiated contracts or agreements for up to \$35,000 for administrative capacity building and other eligible transportation activities under the IRR Program. We are requesting comments on the appropriateness of \$19.53 million for administrative capacity building and the use of the current relative need formula for distribution of the remaining 25 percent of fiscal year 2002 IRR Program funds.

What Formula Components Are We Using for Distribution of Fiscal Year 2002 IRR Program Funds and How Are They Related?

The following diagram shows the relationship between components for fiscal year 2002 IRR Program funds distribution:



What Data Are We Using for the Interim Distribution Funding Formula?

We are using the most current road inventory data (September 2001) maintained by the Bureau of Indian Affairs.

What Is the Purpose of Administrative Capacity Building?

The primary purpose of administrative capacity building is to provide all tribes an opportunity to participate in the IRR Program by updating transportation needs inventories and performing other transportation planning activities.

How Are We Distributing the Reserved Administrative Capacity Building Funds to the Twelve BIA Regions?

The administrative capacity building funds are to be reserved at BIA until the application/award deadline is met. When we distribute the reserved administrative capacity building funds (\$19.53 million) from the second distribution for 25 percent of fiscal year 2002 IRR Program funds, we will distribute to the twelve BIA regions based on the number of tribes in the

region that request to participate by tribal resolution or other official action of the tribe.

How Will We Provide Administrative Capacity Building Funds to Tribes?

Any federally recognized tribe may apply to the appropriate BIA region for administrative capacity building funds under the Indian Self-Determination and Educational Assistance Act (Pub. L. 93-638) no later than April 15, 2002.

How Will BIA Provide Administrative Capacity Building Services to Direct Service Tribes?

The BIA regions will provide administrative capacity building services to tribes in their regions that request such services.

What Must a Self-Determination or Self-Governance Tribe Provide in Its Application to the BIA Region for Administrative Capacity Building Funds for Fiscal Year 2002?

A self-determination or self-governance tribe must make application to the appropriate BIA Region by April 15, 2002 and must include:

(a) Scope of work;

(b) Detailed budget not to exceed \$35,000; and

(c) Official tribal resolution or other official action of the tribe requesting the funds.

What Will BIA Do With Any Reserved Funds That Have Not Been Awarded to Tribes for Administrative Capacity Building After August 15, 2002?

We will distribute the remaining funds to the twelve BIA regions based on the relative need formula discussed in this rule. It is important that each tribe submit its application for administrative capacity building within the established deadlines so that we can make a timely reallocation of any reserved funds that are not awarded by August 15, 2002.

Are There Any Differences in the Distribution of Fiscal Year 2002 IRR Program Funds as Compared to the Distributions of Fiscal Years 2000 and 2001 IRR Program Funds?

The distribution of fiscal year 2002 IRR Program funds is based on the current relative need formula and the FHWA Price Trends Report indices that were used for the adjusted fiscal years

2000 and 2001 distribution. In February 2000 the Secretary partially distributed fiscal year 2000 IRR Program funds using the relative need formula. In June 2000 the Secretary distributed the remaining funds under the relative need formula by modifying the FHWA price trend report indices for two non-reporting states, Washington and Alaska, that impact tribes in those non-reporting states. In January 2001 the Secretary partially distributed fiscal year 2001 IRR Program funds using the relative need formula. In June 2001 the Secretary distributed the remaining funds under the relative need formula by modifying the FHWA price trend report indices for two non-reporting states, Washington and Alaska, that impact tribes in those non-reporting states. We are using the same modification process for non-reporting states for distribution of fiscal year 2002 IRR Program funds. For fiscal year 2001 we distributed funds in the same manner as in fiscal year 2000, except that we reserved up to \$19.53 million for administrative capacity building for federally recognized tribes. We are distributing fiscal year 2002 funds in the same way as fiscal year 2001 IRR Program funds.

Why Does This Temporary Rule Not Allow for Notice and Comment on the First Partial Distribution of Fiscal Year 2002 IRR Program Funds, and Why Is It Effective Immediately?

Under 5 U.S.C. 553(b)(3)(B), notice and public procedure on the first partial distribution under this rule are impracticable, unnecessary, and contrary to the public interest. In addition, we have good cause for making this temporary rule for distribution of 75 percent of fiscal year 2002 IRR Program funds effective immediately under 5 U.S.C. 553(d)(3). Notice and public procedure would be impracticable because of the urgent need to distribute 75 percent of fiscal year 2002 IRR Program funds. Approximately 1400 road and bridge construction projects are at various phases that require additional funds this fiscal year to continue or complete work, including 196 deficient bridges and the construction of approximately 600 miles of roads. Fiscal year 2002 IRR Program funds will be used to design, plan, and construct improvements (and, in some cases, to reconstruct bridges). Without this immediate partial distribution of fiscal year 2002 IRR Program funds, tribal and BIA IRR projects will be forced to cease activity, placing projects and jobs in jeopardy. Waiting for notice and comment on this temporary rule would be contrary to the

public interest. In some of the BIA regions, approximately 80 percent of the roads in the IRR system (and the majority of the bridges) are designated school bus routes. Roads are essential access to schools, jobs, and medical services. Many of the priority tribal roads are also emergency evacuation routes and represent the only access to tribal lands. Two-thirds of the road miles in Indian country are unimproved roads. Deficient bridges and roads are health and safety hazards. Partially constructed road and bridge projects and deficient bridges and roads jeopardize the health and safety of the traveling public. Further, over 200 projects currently in progress are directly associated with environmental protection and preservation of historic and cultural properties. This temporary rule is going into effect immediately because of the urgent need for partially distributing fiscal year 2002 IRR Program funds to continue these construction projects.

Distribution of the remaining 25 percent of fiscal year 2002 IRR Program funds will be distributed under the same relative need formula as the first 75 percent of the funds after we review and consider comments.

Clarity of This Temporary Rule

Executive Order 12866 requires each agency to write regulations that are easy to understand. We invite your comments on how to make this temporary rule easier to understand, including answers to questions such as the following: (1) Are the requirements in the temporary rule clearly stated? (2) Does the temporary rule contain technical language or jargon that interferes with its clarity? (3) Does the format of the temporary rule (grouping and order of sections, paragraphing, etc.) aid or reduce its clarity? (4) Is the description of the temporary rule in the SUPPLEMENTARY INFORMATION section of the preamble helpful in understanding the temporary rule? What else could we do to make the temporary rule easier to understand?

Regulatory Planning and Review (Executive Order 12866)

Under the criteria in Executive Order 12866, this temporary rule is a significant regulatory action requiring review by the Office of Management and Budget because it will have an annual effect of more than \$100 million on the economy. The total amount available for distribution of fiscal year 2002 IRR Program funds is approximately \$226 million and we are distributing approximately \$169.5 million under this temporary rule. Congress has already

appropriated these funds and FHWA has already allocated them to BIA. The cost to the government of distributing the IRR Program funds, especially under the relative need formula with which the tribal governments and tribal organizations and the BIA are already familiar, is negligible. The distribution of fiscal year 2002 IRR Program funds does not require tribal governments and tribal organizations to expend any of their own funds.

This temporary rule is consistent with the policies and practices that currently guide our distribution of IRR Program funds. This temporary rule continues to adopt the relative need formula that we have used since 1993, adjusting the FHWA Price Trends Report indices for states that do not have current data reports.

This temporary rule will not create a serious inconsistency or otherwise interfere with an action taken or planned by another Federal agency. The FHWA has transferred the IRR Program funds to us and fully expects the BIA to distribute the funds according to a funding formula approved by the Secretary. This temporary rule does not alter the budgetary effects on any tribes from any previous or any future distribution of IRR Program funds and does not alter entitlement, grants, user fees, or loan programs or the rights or obligations of their recipients.

This temporary rule does not raise novel legal or policy issues. It is based on the relative need formula in use since 1993. We are changing determination of relative need only by appropriately modifying the FHWA Price Trend Report indices for states that did not report data for the FHWA Price Trends Report, just as we did for the distribution of fiscal year 2001 IRR Program funds.

Approximately 1400 road and bridge construction projects are at various phases that depend on this fiscal year's IRR Program funds. Leaving these ongoing projects unfunded will create undue hardship on tribes and tribal members. Lack of funding would also pose safety threats by leaving partially constructed road and bridge projects to jeopardize the health and safety of the traveling public. Thus, the benefits of this rule far outweigh the costs. This rule is consistent with the policies and practices that currently guide our distribution of IRR Program funds. This rule continues to adopt the relative need formula that we have used since 1993.

Regulatory Flexibility Act

A Regulatory Flexibility analysis under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.) is not required for this

temporary rule because it applies only to tribal governments, which are not covered by the Act.

Small Business Regulatory Enforcement Fairness Act (SBREFA)

This rule is a major rule under 5 U.S.C. 804(2), the Small Business Regulatory Enforcement Fairness Act, because it has an annual effect on the economy of \$100 million or more. We are distributing approximately \$169.5 million under this temporary rule. Congress has already appropriated these funds and FHWA has already allocated them to BIA. The cost to the government of distributing the IRR Program funds, especially under the relative need formula with which tribal governments, tribal organizations, and the BIA are already familiar, is negligible. The distribution of the IRR Program funds does not require tribal governments and tribal organizations to expend any of their own funds.

This rule will not cause a major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions. Actions under this rule will distribute Federal funds to Indian tribal governments and tribal organizations for transportation planning, road and bridge construction, and road improvements.

This rule does not have significant adverse effects on competition, employment, investment, productivity, innovation, or the ability of U.S.-based enterprises to compete with foreign-based enterprises. In fact, actions under this rule will provide a beneficial effect on employment through funding for construction jobs.

Unfunded Mandates Reform Act

Under the Unfunded Mandates Reform Act (2 U.S.C. 1531 *et seq.*), this temporary rule will not significantly or uniquely affect small governments, or the private sector. A Small Government Agency Plan is not required.

This temporary rule will not produce a federal mandate that may result in an expenditure by State, local, or tribal governments of \$100 million or greater in any year. The effect of this temporary rule is to immediately provide 75 percent of fiscal year 2002 IRR Program funds to tribal governments for ongoing IRR activities and construction projects.

Takings (Executive Order 12630)

With respect to Executive Order 12630, the rule does not have significant takings implications since it involves no transfer of title to any property. A takings implication assessment is not required.

Federalism (Executive Order 13132)

With respect to Executive Order 13132, the rule does not have significant Federalism implications to warrant the preparation of a Federalism Assessment. This temporary rule should not affect the relationship between State and Federal governments because this rule concerns administration of a fund dedicated to IRR projects on or near Indian reservations that has no effect on Federal funding of state roads. Therefore, the rule has no Federalism effects within the meaning of Executive Order 13132.

Civil Justice Reform (Executive Order 12988)

This rule does not unduly burden the judicial system and meets the requirements of sections 3(a) and 3(b)(2) of Executive Order 12988. This rule contains no drafting errors or ambiguity and is clearly written to minimize litigation, provide clear standards, simplify procedures, and reduce burden. This rule does not preempt any statute. We are still pursuing the TEA-21 mandated negotiated rulemaking process to set up a permanent funding formula distributing IRR Program funds. The rule is not retroactive with respect to any funding from any previous fiscal year (or prospective to funding from any future fiscal year), but applies only to 75 percent of fiscal year 2002 IRR Program funding.

Paperwork Reduction Act

The Paperwork Reduction Act does not apply because this rule does not impose record keeping or information collection requirements or the collection of information from offerors, contractors, or members of the public that require the approval of the Office of Management and Budget under 44 U.S.C. 501 *et seq.* We already have all of the necessary information to implement this rule.

National Environmental Policy Act

This rule is categorically excluded from the preparation of an environmental assessment or an environmental impact statement under the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.*, because its environmental effects are too broad, speculative, or conjectural to lend themselves to meaningful analysis and the road projects funded as a result of this rule will be subject later to the National Environmental Policy Act process, either collectively or case-by-case. Further, no extraordinary circumstances exist to require preparation of an environmental

assessment or environmental impact statement.

Government-to-Government Relationship With Tribes

Under the President's memorandum of May 14, 1998, Consultation and Coordination with Indian Tribal Governments (63 FR 27655) and 512 DM 2, we have evaluated any potential effects upon federally recognized Indian tribes and have determined that this rule preserves the integrity and consistency of the relative need formula process we have used since 1993. The only changes we are making from previous years (which we also made for fiscal years 2000 and 2001) IRR Program funds are to modify the FHWA Price Trends Report indices for non-reporting states which do not have current price trends data reports. The yearly FHWA Report is used as part of the process to determine the cost-to-improve portion of the relative need formula. Consultation with tribal governments and tribal organizations is ongoing as part of the TEA-21 negotiated rulemaking process and this distribution uses the TEA-21 Negotiated Rulemaking Committee's tribal caucus recommendation.

List of Subjects in 25 CFR Part 170

Highways and Roads, Indians—lands.

For the reasons set out in the preamble, we are amending Part 170 in Chapter I of Title 25 of the Code of Federal Regulations as follows.

PART 170—ROADS OF THE BUREAU OF INDIAN AFFAIRS

1. The authority citation for part 170 continues to read as follows:

Authority: 36 Stat. 861; 78 Stat. 241, 253, 257; 45 Stat. 750 (25 U.S.C. 47; 42 U.S.C. 2000e(b), 2000e-2(i); 23 U.S.C. 101(a), 202, 204), unless otherwise noted.

2. Effective January 10, 2002, through September 30, 2002, add § 170.4b to read as follows:

§ 170.4b What formula will BIA use to distribute 75 percent of fiscal year 2002 Indian Reservation Roads funds?

On January 10, 2002, we will distribute 75 percent of fiscal year 2002 IRR Program funds authorized under Section 1115 of the Transportation Equity Act for the 21st Century, Public Law 105-178, 112 Stat. 154. We will distribute the funds to Indian Reservation Roads projects on or near Indian reservations using the relative need formula established and approved in January 1993. We are modifying the formula to account for non-reporting States by inserting the latest data

reported for those States for use in the relative need formula process.

Dated: December 19, 2001.

Neal A. McCaleb,

Assistant Secretary—Indian Affairs.

[FR Doc. 02-268 Filed 1-9-02; 8:45 am]

BILLING CODE 4310-LY-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 60, 61, 63, 72, and 75

[FRL-7127-4]

Recent Posting to the Applicability Determination Index (ADI) Database System of Agency Applicability Determinations, Alternative Monitoring Decisions, and Regulatory Interpretations Pertaining to Standards of Performance for New Stationary Sources and National Emission Standards for Hazardous Air Pollutants

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of availability and correction to November 15, 2001 Notice of Availability.

SUMMARY: This document announces the availability of applicability determinations, alternative monitoring decisions, and regulatory interpretations that EPA has made under the New Source Performance Standards (NSPS)(40 CFR part 60), and the National Emission Standards for Hazardous Air Pollutants (NESHAP)(40 CFR parts 61 and 63). This document also corrects and clarifies the Notice of Availability published in the *Federal Register* on November 15, 2001 (66 FR 57453).

FOR FURTHER INFORMATION CONTACT: An electronic copy of each complete document posted on the Applicability Determination Index (ADI) database system is available on the Internet through the ADI at: <http://es.epa.gov/oeca/eptdd/adi.html>. The document may be located by date, author, subpart, or subject search. For questions about the ADI or this document, contact Maria Malave at EPA by phone at: (202) 564-7027, or by e-mail at: malave.maria@epa.gov. For technical questions about the individual applicability determinations or monitoring decisions, refer to the contact person identified in the

individual documents, or in the absence of a contact person, refer to the author of the document.

SUPPLEMENTARY INFORMATION:

Background

The General Provisions to the NSPS in 40 CFR part 60 and the NESHAP in 40 CFR part 61 provide that a source owner or operator may request a determination of whether certain intended actions constitute the commencement of construction, reconstruction, or modification. EPA's written responses to these inquiries are broadly termed applicability determinations. See 40 CFR 60.5 and 61.06. The NSPS and NESHAP also allow sources to seek permission to use monitoring or recordkeeping which is different from the promulgated requirements. See 40 CFR 60.13(f), 61.14(g), 63.8(b)(1), 63.8(f), and 63.10(f). EPA's written responses to these inquiries are broadly termed alternative monitoring decisions. Further, EPA responds to written inquiries about the broad range of NSPS and NESHAP regulatory requirements as they pertain to a whole source category. These inquiries may pertain, for example, to the type of sources to which the regulation applies, or to the testing, monitoring, recordkeeping or reporting requirements contained in the regulation. EPA's written responses to these inquiries are broadly termed regulatory interpretations.

EPA currently compiles EPA-issued NSPS and NESHAP applicability determinations, alternative monitoring decisions, and regulatory interpretations, and posts them on the Applicability Determination Index (ADI) on a quarterly basis. The ADI is an electronic index on the Internet with over one thousand EPA letters and memoranda pertaining to the applicability, monitoring, recordkeeping, and reporting requirements of the NSPS and NESHAP. The letters and memoranda may be searched by date, office of issuance, subpart, citation, control number or by string word searches.

Today's notice comprises a summary of 42 such documents added to the ADI on October 19, 2001. The subject, author, recipient, and date (header) of each letter and memorandum is listed in this notice, as well as a brief abstract of the letter or memorandum. Complete

copies of these documents may be obtained from the ADI at <http://es.epa.gov/oeca/eptdd/adi.html>.

Summary of Headers and Abstracts

The following table identifies the database control number for each document posted on the ADI database system on October 19, 2001; the applicable category; the subpart(s) of 40 CFR part 60, 61, or 63 (as applicable) covered by the document; and the title of the document, which provides a brief description of the subject matter. We have also included an abstract of each document identified with its control number after the table. These abstracts are provided solely to alert the public to possible items of interest and are not intended as substitutes for the full text of the documents.

Correction to November 15, 2001 Notice of Availability

The previous Notice of Availability was published at 66 FR 57453 under the heading "Recent Posting of Agency Regulatory Interpretations Pertaining to Applicability and Monitoring for Standards of Performance for New Stationary Sources and National Emission Standards for Hazardous Air Pollutants to the Applicability Determination Index (ADI) Database System." EPA mistakenly included in that notice the statement that "Comments on any of the documents posted on the ADI database system must be submitted on or before January 14, 2002." Please disregard that statement and all associated statements regarding the submission of comments. EPA is not seeking comments on the documents listed in that notice, nor is it seeking comments on any of the documents contained in the ADI database.

EPA notes further that although the November 15, 2001 notice, and this notice, are sufficient to satisfy the publication provisions of 5 U.S.C. 552(a) and 42 U.S.C. 7607(b), the references to those provisions were done by mistake, and were not intended to imply that all of the documents posted on the ADI database fall within the scope of those statutory provisions. Although some of the documents on the ADI database are within the scope of those provisions, others are not, and for this reason, EPA does not refer to those provisions when the Agency publishes a quarterly Notice of Availability of the ADI database.

ADI DETERMINATIONS UPLOADED ON OCTOBER 19, 2001

Control No.	Category	Subpart	Title
M010018	MACT	MMM	Subpart MMM Applicability to Creosote Production Facilities.

**TECHNICAL APPENDIX F:
STATUS OF STATE FUNDING**

Senate backs 9-cent gas tax boost

Committee's traffic-congestion bill also differs from House version by not requiring voter action

BY CHRIS MCGANN
P-I reporter

The Senate Transportation Committee yesterday passed an \$8.2 billion plan to relieve traffic congestion to be financed with a 9-cent-per-gallon increase in the state gasoline tax, paving the way for some hard bargaining with the House.

On Friday, the state House passed a \$6 billion congestion-relief plan that

would raise the gas tax 8 cents per gallon. The House bill would give voters final approval. But senators would adopt the package in Olympia rather than defer the decision to voters.

"The people have already voted," Chairwoman Mary Margaret Haugen, D-Camano Island, told her committee. "They voted for each and every one of you."

Sen. Georgia Gardner, D-Blaine, ech-

oed her sentiments.

"The people do not want to wait. They want to have construction under way this summer or this fall," she said. "We have the opportunity to do it right here, right now, and the voters can judge us for that."

Although he voted for the plan, Sen. Don Benton, R-Vancouver, disagreed about the desires of the electorate. He said voters would more likely reject the plan through a citizen referendum if the Legislature does not plan its own referendum now.

"And we'll be right back here doing this all over again," Benton said.

Nevertheless, the committee passed the bill with an 11-0 vote.

"We've just got to do something this year," said Sen. Bill Finkbeiner, R-Kirkland.

The package would increase the weight fees for trucks 40 percent—double the 20 percent proposed by the House. And it would add a 1 percent sales tax on new and used vehicles, as in the House proposal.

Unlike the proposal passed last week, the Senate also would raise the tax on diesel fuel by an additional 3 cents per

"The people do not want to wait. They want to have construction under way this summer or this fall...."

—Sen. Georgia Gardner, D-Blaine

SEE GAS TAX, B2

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GAS TAX: Senate bill would spend more on roads

FROM B1

gallon and transfer existing sales taxes on highway construction to the transportation budget.

But although the two plans have several common ingredients in terms of taxes, the Senate plan appears to favor highway construction over transit options. It calls for spending \$2.8 billion more on highways than the \$3.7 billion proposed by the House.

That includes:

- ▶ \$2.6 billion for major projects such as expansion of Interstate 405 and state Route 520.

- ▶ \$2.2 billion for freight-mobility projects.

- ▶ \$747 million for high-occupancy-vehicle-lane projects on Interstate 5 in King, Pierce and Snohomish counties, state Route 16 and state Route 167.

- ▶ \$206 million for the Alaskan Way Viaduct – half the amount proposed by the House.

"The big things, we're close on," Finkbeiner said, referring to the tax rates. "But we are going to have to take a hard look at the other side of

the equation – the project list, the things we'll spend the money on."

In addition to improving highways, the plan would also invest \$289 million in Local Grant Programs, \$626 million for ferries, \$259 million for freight- and passenger-rail programs, and \$413 million for public transit.

"This is not just a central Puget Sound investment project," Haugen said. "It also helps rural Washington."

Haugen's bill relies much more on borrowing than the House bill does – \$5 billion, compared with \$3.7 billion.

House Transportation Committee Chairwoman Ruth Fisher, D-Tacoma, said that, like the Senate, she would rather pass the plan in Olympia without a public vote. But only 40 House Democrats are willing to do so. That makes adding the referendum a necessity, she said.

"There are some differences that we really need to work out," Fisher said. "They have flexible money for transit in their plan. But they spent it on roads. That's not what we meant."

Andrew Johnsen, Gov. Gary Locke's transportation policy adviser, said "it's terrific" how quickly the Senate moved its plan through the committee.

"There's quite a bit left to reconcile, but it's tremendous progress," Johnsen said.

The Senate could vote on the plan as early as tomorrow.

In other transportation developments yesterday, the House Transportation Committee passed a bill that allows Seattle to establish a monorail authority and ask local voters to increase their taxes to pay for the single-rail transit system.

The House committee rejected a Senate policy that troubled many monorail and transit supporters. Under the Senate bill, the state would not grant Seattle that monorail taxing authority unless voters also approved a multibillion-dollar regional plan increasing local taxes to pay for projects including I-405, Route 520 and the viaduct.

P-I reporter Chris McGann can be reached at 360-943-8311 or chrismcgann@seattlepi.com

Details left to Locke, voters

Governor must cut \$30
million more and sell
transportation plan

BY ANGELA GALLOWAY AND CHRIS MCGANN

P-I reporters

OLYMPIA — Lawmakers cleared out of the Capitol yesterday, leaving the governor to patch holes in the state budget and relegating the job of pitching a multibillion-dollar tax-and-spend highway plan largely to business and labor groups.

Seconds before midnight yesterday, the Legislature agreed to pass off to voters the question of whether to implement a 9-cent-a-gallon gas tax increase and raise other taxes. That decision enabled lawmakers to adjourn their 60-day election year session.

The largest traffic-relief package in state history now heads to the November ballot, along with half the members of the state Senate and the entire House.

It was a narrowly focused session — and one of the few highlights was that Democrats, who hold the slimmest of majorities (25-24 in the Senate, 50-48 in the House), managed to finish on time. The last time the Legislature adjourned on time was 1998.

Besides rewriting the two-year operating budget — which they were required to do — their only major

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SEE BUDGET, A6

BUDGET: 'I'll make those choices,' governor says

FROM A1

achievement was to agree to let the public settle the transportation debate they've struggled with for years.

Gov. Gary Locke has promised to campaign for the referendum.

But first, he will have to fix problems the lawmakers left behind in the state budget. The governor is looking at cuts beyond the \$685 million lawmakers approved.

Lawmakers failed to pass several bills that the \$22.5 billion operating budget depends on — leaving a hole of more than \$30 million.

Rather than draw reserves down to below \$300 million, Locke said late Thursday that he would veto some of the few areas of the budget where legislators created new spending.

"They've left those tough choices to me, and I'll make those choices," Locke said.

In the final hours of the session late Thursday, an agreement to raise nearly \$40 million through a surcharge on liquor fell apart — leaving a revenue hole.

Lawmakers also rejected several other bills the budget counted on, including a cut in driver training that would have saved \$2.3 million, a reduction in state-subsidized long-term care to save \$3 million and a cut in services for parents of the developmentally disabled to save about \$700,000, said Marty Brown, Locke's budget director.

Those holes are offset by about \$9 million in estate taxes that lawmakers declined to phase out at the last minute, he said.

Locke has not yet decided what to veto, Brown said. He can't adjust allocations and may only choose from new budget items or dip further into reserve funds — which he has insisted he won't do.

Items that he will consider vetoing include: a 25-cent-an-hour pay raise for home care workers that costs \$4 million; a \$6 million health insurance subsidy for state workers; a \$6 million faculty recruitment and retention pool for colleges; or \$14 million in aid to cities and counties, Brown said.

"There weren't a lot of adds in this budget," Brown said.

In fact, the budget requires state agencies, including the courts, to cut spending by at least 3 percent. That's on top of hundreds of millions in incremental cuts lawmakers made.

Liz Dunbar, deputy secretary of the Department of Social and Health Services, said her boss sent a memo to all staff members yesterday, warning them that in light of the new budget "we are going to have to in some cases do more with less because the demands will continue. . . . In other cases, we're going to do less with less."

For example, there will be less crisis counseling for parents in jeopardy of losing their kids to the foster system, less community assistance for the mentally ill and less treatment for the drug- and alcohol-addicted, she said.

And even as staffing levels will drop in some parts of DSHS, the recession has driven up demand for some services — particularly welfare, she said.

Meanwhile, the state Parks and Recreation Commission is scrambling to prevent an autumn closure of 13 parks that are operated by the state but owned by the federal government or public utility districts, said Cleve Pinnix, the commission director.

The commission is reaching out to congressional members to help negotiate for some federal assistance, and hopes to reach agreement with local officials to keep

those parks open, Pinnix said.

"If we don't work out some arrangement, we're going to be closing those parks," Pinnix said, promising to "try as best we can to see if we can get some assistance."

It's just as unclear whether commuters will get any relief.

And lawmakers won't have much to show for themselves in the way of congestion relief before November bids for re-election.

The Legislature also agreed on a second transportation plan critical to the Puget Sound region. It allows King, Pierce and Snohomish counties to form a new taxing district and ask voters to tax themselves for an additional \$8.7 billion to pay for work on such projects as the Alaskan Way Viaduct, Interstate 405 and the Evergreen Point Floating Bridge.

The new taxes in the \$7.7 billion statewide highway, rail and transit package, including the 9-cent-a-gallon increase on gas, can't go into effect unless voters approve the plan in the November general election.

The referendum means another summer construction season lost, much to the chagrin of Senate Majority Leader Sid Snyder, D-Long Beach.

Snyder rallied a strong bipartisan vote for a plan without a referendum. But the House refusal to pass that plan without a public vote forced the Senate to accede to one rather than risk more deadlock or a special Legislative session.

"We lost this construction season," Snyder said. "We've lost the jobs that that would have created, and we missed the chance to get our economy started with some of these new roads we need."

He blamed the worsening traffic congestion for failing businesses and the state's poor economy.

Now lawmakers who support

raising taxes for the \$7.7 billion highway and transit plan are forced to split their campaigning time between their own election bids and selling the plan to voters.

Snyder said the referendum could be a distraction this fall.

"People will be putting some of their efforts into campaigning for the package, and it will certainly take time away from their re-election campaigns."

Locke originally advocated sending the plan to voters, but later changed his position and fought for lawmakers to pass the plan on their own — so construction could begin sooner and so businesses such as The Boeing Co. would not be burdened with a costly campaign.

Locke will hold off-campus meetings with labor and business leaders in the coming days to discuss the referendum campaign, spokesman Pearse Edwards said.

Senate Transportation Chairwoman Mary Margaret Haugen, D-Camano Island, said it's a tough sell, but doable. Business, labor, transportation advocates and legislators themselves will hit the campaign trail, she said.

If the plan fails, the state and its economy are in for a bleak future, she told reporters yesterday.

Senate Minority Leader Jim West, R-Spokane, said all this uncertainty could have been avoided if Senate Democrats had taken advice he offered in January. He said then that lawmakers should accept that a referendum would be a part of the state transportation plan, pass the package in the first weeks of the session and ask voters to approve it with a special March election. Had it failed, he said, they would know in time to reconvene in special session to deal with the issue.

Instead, they won't know until November.

This report includes information from The Associated Press.

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TECHNICAL APPENDIX H - BIA ROAD INVENTORY FORMS 5704

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42000	Pioneer Parkway/Maple Avenue.....	223
42600	Sunset Drive.....	225
43600	Chilberg Avenue.....	226
49900	Padilla Heights Road.....	227

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 01: RESERVATION LANE Date 2-25-02 INPUT RECORDS PAGE 1 OF 1		
1	AREA/AGENCY	1	P10	P10
3	RESERVATION	4	122	122
4	ROUTE NUMBER	7	0001	0001
5	SECTION NUMBER	11	010	020
6	CLASS	14	3	3
7	LENGTH OF SECTION (MILES)	15	.3	.15
8	BRIDGE NUMBER	19		
9	BRIDGE CONDITION	23		
10	LENGTH OF BRIDGE (L.F.)	24		
11	COUNTY	27	57	57
12	CONGRESSIONAL DISTRICT	30	2	2
13	STATE	32	53	53
14	ADT YEAR	34	96	96
15	ADT (EXISTING)	36	0060	0060
16	ADT (ESTIMATE ADT YR + 20)	40	0089	0089
17	% TRUCKS	44	01	01
18	SHOULDER WIDTH	46	02	02
19	SHOULDER TYPE	48	3	3
20	SURFACE WIDTH	49	24	24
21	SURFACE TYPE	51	6	6
22	FUTURE SURFACE TYPE	52	6	6
23	ROADWAY WIDTH	53	28	28
24	ADEQUACY DESIGN STANDARD	55	16	16
25	TERRAIN	57	1	1
26	MAXIMUM GRADE	58	7	7
27	P.S.D. ALLOWABLE	59	5	5
28	NO CURVES > MAX. ALLOWABLE	60	00	00
29	NO. OF STOPPING RESTRICTIONS	62	00	00
30	SAFETY STUDY	64	0	0
31	FOUNDATION	65	3	3
32	WEARING SURFACE	66	20	20
33	DRAINAGE	68	2	2
34	SHOULDER	69	2	2
35	N. R.R.X-INGS	70	0	0
36	TYPE R.R. X-INGS	71		
37	SNOW & ICE CONTROL	72	1	1
38	RIGHT OF WAY (M-\$)	73	00	00
39	INCIDENTAL CONSTR. (M-\$)	75	030	030
40	GRADE & DRAIN (M-\$)	78	026	026
41	GRAVEL SURFACING (M-\$)	81	105	105
42	BITUMINOUS SURFACING (M-\$)	84	107	
43	BRIDGES (M-\$)	87		
44	LEVEL OF MAINTENANCE	90	4	4
45	OWNERSHIP	91	1	1
46	CONSTRUCTION NEED	92	1	1
47	ROAD CATEGORY	93	142A	142A
48	OWNER NUMBER	97	01	01
49	R/W STATUS	102	33	33
50	R/W WIDTH	104	060	060
51	DATE OF CONST. CHANGE	107	83	83
52	DATE OF UPDATE	109	02	02
53	ATLAS MAP NUMBER	111		
54	TERMINAL REASON	113	8	8
55	END OF ROUTE	114	E	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 02: DR. JOE ROAD (10), CAPET ZALSILUCE ROAD (20), COBAHUD ROAD (30), NANNA ROAD (40), RAY PAUL ROAD (50) Date 2-25-02 INPUT RECORDS PAGE 1 OF 1					
1	AREA/AGENCY	1	P10	P10	P10	P10	P10
3	RESERVATION	4	122	122	122	122	122
4	ROUTE NUMBER	7	02	02	02	02	02
5	SECTION NUMBER	11	10	20	30	40	50
6	CLASS	14	3	3	3	3	3
7	LENGTH OF SECTION (MILES)	15	.1	.15	.1	.1	.1
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57	57	57	57	57
12	CONGRESSIONAL DISTRICT	30	2	2	2	2	2
13	STATE	32	53	53	53	53	53
14	ADT YEAR	34	83	83	83	83	83
15	ADT (EXISTING)	36	0060	0060	0060	0060	0060
16	ADT (ESTIMATE ADT YR + 20)	40	0089	0089	0089	0089	0089
17	% TRUCKS	44	00	00	00	00	00
18	SHOULDER WIDTH	46	00	00	00	00	00
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	10	10	10	10	10
21	SURFACE TYPE	51	6	6	6	6	6
22	FUTURE SURFACE TYPE	52	6	6	6	6	6
23	ROADWAY WIDTH	53	10	10	10	10	10
24	ADEQUACY DESIGN STANDARD	55	16	16	16	16	16
25	TERRAIN	57	1	1	1	1	1
26	MAXIMUM GRADE	58	7	7	7	7	7
27	P.S.D. ALLOWABLE	59	5	5	5	5	5
28	NO CURVES > MAX. ALLOWABLE	60	00	00	00	00	00
29	NO. OF STOPPING RESTRICTIONS	62	00	00	00	00	00
30	SAFETY STUDY	64	0	0	0	0	0
31	FOUNDATION	65	3	3	3	3	3
32	WEARING SURFACE	66	20	20	20	20	20
33	DRAINAGE	68	3	3	3	3	3
34	SHOULDER	69	0	0	0	0	0
35	N. R.R. X-INGS	70	0	0	0	0	0
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72	1	1	1	1	1
38	RIGHT OF WAY (M-\$)	73	00	00	00	00	00
39	INCIDENTAL CONSTR. (M-\$)	75	030	030	030	030	030
40	GRADE & DRAIN (M-\$)	78	026	026	026	026	026
41	GRAVEL SURFACING (M-\$)	81	105	105	105	105	105
42	BITUMINOUS SURFACING (M-\$)	84	107	107	107	107	107
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90	4	4	4	4	4
45	OWNERSHIP	91	1	1	1	1	1
46	CONSTRUCTION NEED	92	1	1	1	1	1
47	ROAD CATEGORY	93	132A	132A	132A	132A	132A
48	OWNER NUMBER	97					
49	R/W STATUS	102	00	00	00	00	00
50	R/W WIDTH	104	030	030	030	030	030
51	DATE OF CONST. CHANGE	107	91	91	91	91	91
52	DATE OF UPDATE	109	02	02	02	02	02
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8	8	8	8	8
55	END OF ROUTE	114	E	E	E	E	E
AREA COORDINATOR			INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02				

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 03: GOLDENVIEW AVE (10), MAPLE LANE (20), MAPLE VIEW (30) Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10	P10	P10
3	RESERVATION	4	122	122	122
4	ROUTE NUMBER	7	02	02	02
5	SECTION NUMBER	11	10	20	30
6	CLASS	14	3	3	3
7	LENGTH OF SECTION (MILES)	15	.2	.2	.1
8	BRIDGE NUMBER	19			
9	BRIDGE CONDITION	23			
10	LENGTH OF BRIDGE (L.F.)	24			
11	COUNTY	27	57	57	57
12	CONGRESSIONAL DISTRICT	30	2	2	2
13	STATE	32	53	53	53
14	ADT YEAR	34	83	83	83
15	ADT (EXISTING)	36	0060	0060	0060
16	ADT (ESTIMATE ADT YR + 20)	40	0089	0089	0089
17	% TRUCKS	44	00	00	00
18	SHOULDER WIDTH	46	00	00	00
19	SHOULDER TYPE	48			
20	SURFACE WIDTH	49	10	10	10
21	SURFACE TYPE	51	6	6	6
22	FUTURE SURFACE TYPE	52	6	6	6
23	ROADWAY WIDTH	53	10	10	10
24	ADEQUACY DESIGN STANDARD	55	16	16	16
25	TERRAIN	57	1	1	1
26	MAXIMUM GRADE	58	7	7	7
27	P.S.D. ALLOWABLE	59	5	5	5
28	NO CURVES > MAX. ALLOWABLE	60	00	00	00
29	NO. OF STOPPING RESTRICTIONS	62	00	00	00
30	SAFETY STUDY	64	0	0	0
31	FOUNDATION	65	3	3	3
32	WEARING SURFACE	66	20	20	20
33	DRAINAGE	68	3	3	3
34	SHOULDER	69	0	0	0
35	N. R.R. X-INGS	70	0	0	0
36	TYPE R.R. X-INGS	71			
37	SNOW & ICE CONTROL	72	1	1	1
38	RIGHT OF WAY (M-\$)	73	00	00	00
39	INCIDENTAL CONSTR. (M-\$)	75	030	030	030
40	GRADE & DRAIN (M-\$)	78	026	026	026
41	GRAVEL SURFACING (M-\$)	81	105	105	105
42	BITUMINOUS SURFACING (M-\$)	84	107	107	107
43	BRIDGES (M-\$)	87			
44	LEVEL OF MAINTENANCE	90	4	4	4
45	OWNERSHIP	91	1	1	1
46	CONSTRUCTION NEED	92	1	1	1
47	ROAD CATEGORY	93	132A	132A	132A
48	OWNER NUMBER	97			
49	R/W STATUS	102	00	00	00
50	R/W WIDTH	104	030	030	030
51	DATE OF CONST. CHANGE	107	91	91	91
52	DATE OF UPDATE	109	02	02	02
53	ATLAS MAP NUMBER	111			
54	TERMINAL REASON	113	8	8	8
55	END OF ROUTE	114	E	E	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

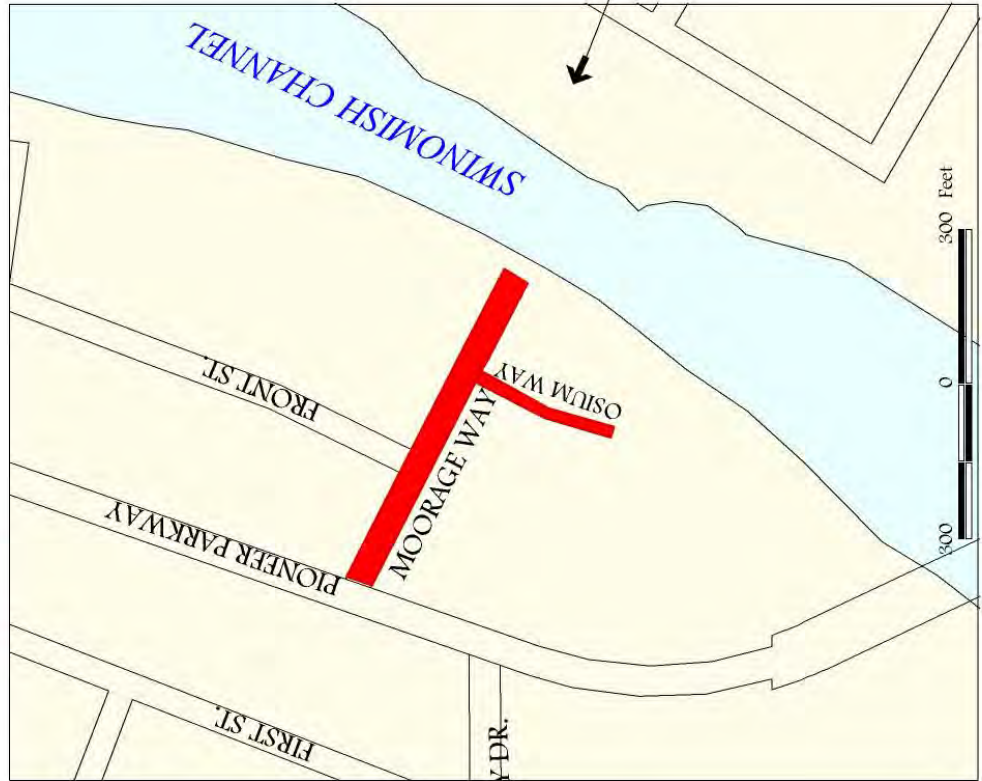
FIELD DESCRIPTION		ROUTE NAME: ROUTE 51: FRONT STREET (10), MOORAGE WAY (20), OSIUM WAY (30) Date: 2-25-02 INPUT RECORDS				PAGE 1 OF 1
1	AREA/AGENCY	1	P10	P10	P10	
3	RESERVATION	4	122	122	122	
4	ROUTE NUMBER	7	0051	0051	0051	
5	SECTION NUMBER	11	10	20	30	
6	CLASS	14	3	3	3	
7	LENGTH OF SECTION (MILES)	15	.1	.19	.09	
8	BRIDGE NUMBER	19				
9	BRIDGE CONDITION	23				
10	LENGTH OF BRIDGE (L.F.)	24				
11	COUNTY	27	57	57	57	
12	CONGRESSIONAL DISTRICT	30	2	2	2	
13	STATE	32	53	53	53	
14	ADT YEAR	34				
15	ADT (EXISTING)	36				
16	ADT (ESTIMATE ADT YR + 20)	40				
17	% TRUCKS	44				
18	SHOULDER WIDTH	46	02	02		
19	SHOULDER TYPE	48	4	4		
20	SURFACE WIDTH	49	32	32		
21	SURFACE TYPE	51	6	4	4	
22	FUTURE SURFACE TYPE	52	6	6		
23	ROADWAY WIDTH	53	36	36		
24	ADEQUACY DESIGN STANDARD	55				
25	TERRAIN	57	1	1 / 2		
26	MAXIMUM GRADE	58	7	7		
27	P.S.D. ALLOWABLE	59	5	5		
28	NO CURVES > MAX. ALLOWABLE	60				
29	NO. OF STOPPING RESTRICTIONS	62	0	0	0	
30	SAFETY STUDY	64	0	8	0	
31	FOUNDATION	65	4	4		
32	WEARING SURFACE	66	40	40		
33	DRAINAGE	68	3	3		
34	SHOULDER	69	2	2		
35	N. R.R.X-INGS	70	0	0	0	
36	TYPE R.R. X-INGS	71				
37	SNOW & ICE CONTROL	72	1	1	1	
38	RIGHT OF WAY (M-\$)	73				
39	INCIDENTAL CONSTR. (M-\$)	75				
40	GRADE & DRAIN (M-\$)	78				
41	GRAVEL SURFACING (M-\$)	81				
42	BITUMINOUS SURFACING (M-\$)	84				
43	BRIDGES (M-\$)	87				
44	LEVEL OF MAINTENANCE	90	4	4	4	
45	OWNERSHIP	91	1	1		
46	CONSTRUCTION NEED	92	1	1	2	
47	ROAD CATEGORY	93	122A	122A	224J	
48	OWNER NUMBER	97				
49	R/W STATUS	102	33	33		
50	R/W WIDTH	104	060	060		
51	DATE OF CONST. CHANGE	107	72	72		
52	DATE OF UPDATE	109	02	02		
53	ATLAS MAP NUMBER	111				
54	TERMINAL REASON	113	8	8	8	
55	END OF ROUTE	114	E	E	E	

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02



SWINOMISH INDIAN RESERVATION

MOORAGE WAY-OSIUM WAY
BIA ROUTES 51 ~ SECTIONS 20 and 30
SKAGIT COUNTY
T 34 N, R 2 E, SECTION 36, W.M.



**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 52: 1 ST STREET (10), SWINOMISH STREET (20) Date: 2-25-02 INPUT RECORDS PAGE 1 OF 1				
1	AREA/AGENCY	1	P10	P10		
3	RESERVATION	4	122	122		
4	ROUTE NUMBER	7	0051	0051		
5	SECTION NUMBER	11	10	20		
6	CLASS	14	3	3		
7	LENGTH OF SECTION (MILES)	15	.3	.3		
8	BRIDGE NUMBER	19				
9	BRIDGE CONDITION	23				
10	LENGTH OF BRIDGE (L.F.)	24				
11	COUNTY	27	57	57		
12	CONGRESSIONAL DISTRICT	30	2	2		
13	STATE	32	53	53		
14	ADT YEAR	34	01	91		
15	ADT (EXISTING)	36	500	600		
16	ADT (ESTIMATE ADT YR + 20)	40	800	900		
17	% TRUCKS	44	5			
18	SHOULDER WIDTH	46	02	02		
19	SHOULDER TYPE	48	4	4		
20	SURFACE WIDTH	49	32	32		
21	SURFACE TYPE	51	6	6		
22	FUTURE SURFACE TYPE	52	6	6		
23	ROADWAY WIDTH	53	36	36		
24	ADEQUACY DESIGN STANDARD	55				
25	TERRAIN	57	1	1		
26	MAXIMUM GRADE	58	7	7		
27	P.S.D. ALLOWABLE	59	5	5		
28	NO CURVES > MAX. ALLOWABLE	60				
29	NO. OF STOPPING RESTRICTIONS	62	0	0		
30	SAFETY STUDY	64	8	0		
31	FOUNDATION	65	4	4		
32	WEARING SURFACE	66	40	40		
33	DRAINAGE	68	3	3		
34	SHOULDER	69	2	2		
35	N. R.R.X-INGS	70	0	0		
36	TYPE R.R. X-INGS	71				
37	SNOW & ICE CONTROL	72	1	1		
38	RIGHT OF WAY (M-\$)	73	00	00		
39	INCIDENTAL CONSTR. (M-\$)	75	046	046		
40	GRADE & DRAIN (M-\$)	78	111	111		
41	GRAVEL SURFACING (M-\$)	81	176	176		
42	BITUMINOUS SURFACING (M-\$)	84	203	203		
43	BRIDGES (M-\$)	87				
44	LEVEL OF MAINTENANCE	90	4	4		
45	OWNERSHIP	91	1	1		
46	CONSTRUCTION NEED	92	1	1		
47	ROAD CATEGORY	93	122A	122A		
48	OWNER NUMBER	97				
49	R/W STATUS	102	33	33		
50	R/W WIDTH	104	060	060		
51	DATE OF CONST. CHANGE	107	72	72		
52	DATE OF UPDATE	109	02	02		
53	ATLAS MAP NUMBER	111				
54	TERMINAL REASON	113	8	8		
55	END OF ROUTE	114	E	E		

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 60*: AVENUE A (10), SECOND ST (20), KEEAH (30), SOLAHDWH (40), SQUI-PLACE (50) Date 2-25-02 INPUT RECORDS PAGE 1 OF 2					
1	AREA/AGENCY	1	P10	P10	P10	P10	P10
3	RESERVATION	4	122	122	122	122	122
4	ROUTE NUMBER	7	060	060	060	060	060
5	SECTION NUMBER	11	010	020	030	040	050
6	CLASS	14	3	3	3	3	3
7	LENGTH OF SECTION (MILES)	15	.05	.05	.15	.15	.009
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57	57	57	57	57
12	CONGRESSIONAL DISTRICT	30	2	2	2	2	2
13	STATE	32	53	53	53	53	53
14	ADT YEAR	34	91	91	91	91	
15	ADT (EXISTING)	36	40	60	120	190	
16	ADT (ESTIMATE ADT YR + 20)	40	40	60	120	190	
17	% TRUCKS	44					
18	SHOULDER WIDTH	46	0	0	0	0	0
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	26	26	26	26	28
21	SURFACE TYPE	51	5	5	5	5	5
22	FUTURE SURFACE TYPE	52	5	5	5	5	5
23	ROADWAY WIDTH	53	26	26	26	26	28
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57	1	1	1	1	1
26	MAXIMUM GRADE	58	7	7	7	7	7
27	P.S.D. ALLOWABLE	59	5	5	5	5	5
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62	0	0	0	0	0
30	SAFETY STUDY	64	0	0	0	0	0
31	FOUNDATION	65	4	4	4	4	4
32	WEARING SURFACE	66	4.9	4.9	4.9	4.9	4.9
33	DRAINAGE	68	3	3	3	3	3
34	SHOULDER	69	0	0	0	0	0
35	N. R.R.X-INGS	70	0	0	0	0	0
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72	1	1	1	1	1
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90	3	3	3	3	3
45	OWNERSHIP	91	2	2	2	2	2
46	CONSTRUCTION NEED	92	2	2	2	2	2
47	ROAD CATEGORY	93					222A
48	OWNER NUMBER	97	60	60	60	60	60
49	R/W STATUS	102	1	1	1	1	1
50	R/W WIDTH	104	0	0	0	0	0
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02	02	02	02	02
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8	8	8	8	8
55	END OF ROUTE	114	E	E	E	E	E

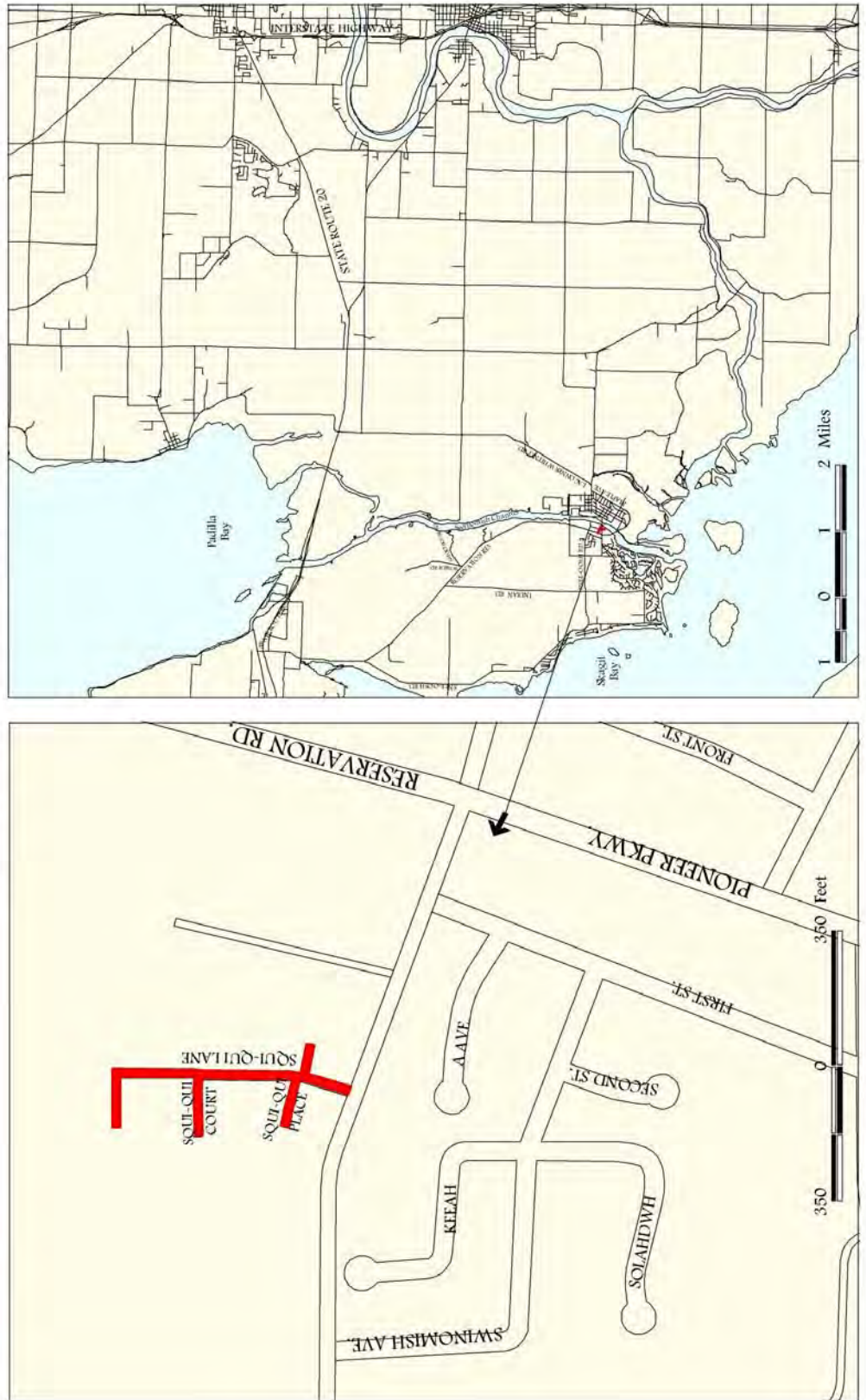
*NOTE: Route 60 represents Swinomish Housing Authority roads.

		FIELD DESCRIPTION		ROUTE NAME: ROUTE 60*: SQUI QUI LANE (60), SQUI QUI COURT (70)				
				Date 2-25-02	INPUT RECORDS	PAGE 2 OF 2		
	1	AREA/AGENCY	1	P10	P10			
	3	RESERVATION	4	122	122			
	4	ROUTE NUMBER	7	060	060			
	5	SECTION NUMBER	11	060	070			
	6	CLASS	14	3	3			
	7	LENGTH OF SECTION (MILES)	15	.1	.018			
	8	BRIDGE NUMBER	19					
	9	BRIDGE CONDITION	23					
	10	LENGTH OF BRIDGE (L.F.)	24					
	11	COUNTY	27	57	57			
	12	CONGRESSIONAL DISTRICT	30	2	2			
	13	STATE	32	53	53			
		14	ADT YEAR	34				
15		ADT (EXISTING)	36					
16		ADT (ESTIMATE ADT YR + 20)	40					
17		% TRUCKS	44					
18		SHOULDER WIDTH	46	00	00			
19		SHOULDER TYPE	48					
20		SURFACE WIDTH	49	28	28			
	21	SURFACE TYPE	51	5	5			
	22	FUTURE SURFACE TYPE	52	5	5			
	23	ROADWAY WIDTH	53	28	28			
	24	ADEQUACY DESIGN STANDARD	55					
	25	TERRAIN	57	1	1			
	26	MAXIMUM GRADE	58	7	7			
	27	P.S.D. ALLOWABLE	59	5	5			
	28	NO CURVES > MAX. ALLOWABLE	60					
	29	NO. OF STOPPING RESTRICTIONS	62	0	0			
		30	SAFETY STUDY	64	0	0		
31		FOUNDATION	65	4	4			
32		WEARING SURFACE	66	4.7	4.7			
33		DRAINAGE	68	3	3			
34		SHOULDER	69	0	0			
35		N. R.R.X-INGS	70	0	0			
36		TYPE R.R. X-INGS	71					
37		SNOW & ICE CONTROL	72					
	38	RIGHT OF WAY (M-\$)	73					
	39	INCIDENTAL CONSTR. (M-\$)	75					
	40	GRADE & DRAIN (M-\$)	78					
	41	GRAVEL SURFACING (M-\$)	81					
	42	BITUMINOUS SURFACING (M-\$)	84					
	43	BRIDGES (M-\$)	87					
		44	LEVEL OF MAINTENANCE	90				
45		OWNERSHIP	91	2	2			
46		CONSTRUCTION NEED	92	4	2			
47		ROAD CATEGORY	93	222A	222A			
48		OWNER NUMBER	97	60	60			
49		R/W STATUS	102	1	1			
50		R/W WIDTH	104	0	0			
	51	DATE OF CONST. CHANGE	107					
	52	DATE OF UPDATE	109	02	02			
	53	ATLAS MAP NUMBER	111					
	54	TERMINAL REASON	113	8	8			
	55	END OF ROUTE	114	E	E			
AREA COORDINATOR			INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02					



SWINOMISH INDIAN RESERVATION

SQUI-QUI PLACE/LANE/COURT
 BIA ROUTE 60 - SECTIONS 50, 60, 70
 SKAGIT COUNTY
 T 34 N, R 2 E, SECTION 36, W.M.



**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 61: SHELTER BAY ROAD* (10), MCGLINN ISLAND ROAD (20), SAHALI DRIVE* (30) Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10	P10	P10
3	RESERVATION	4	122	122	122
4	ROUTE NUMBER	7	061	061	061
5	SECTION NUMBER	11	010	020	030
6	CLASS	14	3	3	3
7	LENGTH OF SECTION (MILES)	15	.05	.5	.3
8	BRIDGE NUMBER	19			
9	BRIDGE CONDITION	23			
10	LENGTH OF BRIDGE (L.F.)	24			
11	COUNTY	27	57	57	57
12	CONGRESSIONAL DISTRICT	30	2	2	2
13	STATE	32	53	53	53
14	ADT YEAR	34	01	91	
15	ADT (EXISTING)	36	3,000	50	
16	ADT (ESTIMATE ADT YR + 20)	40	4,800	50	
17	% TRUCKS	44	4		
18	SHOULDER WIDTH	46			
19	SHOULDER TYPE	48			
20	SURFACE WIDTH	49	20	16 / 18	
21	SURFACE TYPE	51	5	3	
22	FUTURE SURFACE TYPE	52	5	3	
23	ROADWAY WIDTH	53	20	16 / 18	
24	ADEQUACY DESIGN STANDARD	55			
25	TERRAIN	57	1	1	
26	MAXIMUM GRADE	58	7	7	
27	P.S.D. ALLOWABLE	59	5		
28	NO CURVES > MAX. ALLOWABLE	60			
29	NO. OF STOPPING RESTRICTIONS	62			
30	SAFETY STUDY	64	8	8	
31	FOUNDATION	65	4	3	
32	WEARING SURFACE	66	3.9	0.9	
33	DRAINAGE	68	3	1	
34	SHOULDER	69	0	0	
35	N. R.R. X-INGS	70	0	0	
36	TYPE R.R. X-INGS	71			
37	SNOW & ICE CONTROL	72	1	1	
38	RIGHT OF WAY (M-\$)	73			
39	INCIDENTAL CONSTR. (M-\$)	75			
40	GRADE & DRAIN (M-\$)	78			
41	GRAVEL SURFACING (M-\$)	81			
42	BITUMINOUS SURFACING (M-\$)	84			
43	BRIDGES (M-\$)	87			
44	LEVEL OF MAINTENANCE	90	3	3	
45	OWNERSHIP	91	2*	2	2*
46	CONSTRUCTION NEED	92			
47	ROAD CATEGORY	93			
48	OWNER NUMBER	97	61	61	61
49	R/W STATUS	102	2	2	2
50	R/W WIDTH	104			
51	DATE OF CONST. CHANGE	107			
52	DATE OF UPDATE	109	02	02	02
53	ATLAS MAP NUMBER	111			
54	TERMINAL REASON	113	8	8	8
55	END OF ROUTE	114	E	E	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

*Shelter Bay Road is a private road with a right-of-way easement granted by the Swinomish Tribe to the Shelter Bay Community. Sahali Drive is a private road. It is recommended both roads be designated public roads under tribal jurisdiction.

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 62: PLANNED MARINA ROADS and BRIDGE		Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	62				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	1.5				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49					
21	SURFACE TYPE	51					
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	2				
46	CONSTRUCTION NEED	92					
47	ROAD CATEGORY	93					
48	OWNER NUMBER	97					
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 63: SWINOMISH CHANNEL TRAIL(10), PLANNED VILLAGE TRAIL #1 (20), PLANNED VILLAGE TRAIL #2 (30) Date 2-25-02 INPUT RECORDS PAGE 1 OF 1				
1	AREA/AGENCY	1	P10	P10	P10	
3	RESERVATION	4	122	122	122	
4	ROUTE NUMBER	7	63	63	63	
5	SECTION NUMBER	11	10	20	30	
6	CLASS	14	5	5	5	
7	LENGTH OF SECTION (MILES)	15	.5	.5	.5	
8	BRIDGE NUMBER	19				
9	BRIDGE CONDITION	23				
10	LENGTH OF BRIDGE (L.F.)	24				
11	COUNTY	27	57	57	57	
12	CONGRESSIONAL DISTRICT	30	2	2	2	
13	STATE	32	53	53	53	
14	ADT YEAR	34				
15	ADT (EXISTING)	36				
16	ADT (ESTIMATE ADT YR + 20)	40				
17	% TRUCKS	44				
18	SHOULDER WIDTH	46				
19	SHOULDER TYPE	48				
20	SURFACE WIDTH	49				
21	SURFACE TYPE	51				
22	FUTURE SURFACE TYPE	52				
23	ROADWAY WIDTH	53				
24	ADEQUACY DESIGN STANDARD	55				
25	TERRAIN	57				
26	MAXIMUM GRADE	58				
27	P.S.D. ALLOWABLE	59				
28	NO CURVES > MAX. ALLOWABLE	60				
29	NO. OF STOPPING RESTRICTIONS	62				
30	SAFETY STUDY	64				
31	FOUNDATION	65				
32	WEARING SURFACE	66				
33	DRAINAGE	68				
34	SHOULDER	69				
35	N. R.R.X-INGS	70				
36	TYPE R.R. X-INGS	71				
37	SNOW & ICE CONTROL	72				
38	RIGHT OF WAY (M-\$)	73				
39	INCIDENTAL CONSTR. (M-\$)	75				
40	GRADE & DRAIN (M-\$)	78				
41	GRAVEL SURFACING (M-\$)	81				
42	BITUMINOUS SURFACING (M-\$)	84				
43	BRIDGES (M-\$)	87				
44	LEVEL OF MAINTENANCE	90				
45	OWNERSHIP	91	2	2	2	
46	CONSTRUCTION NEED	92				
47	ROAD CATEGORY	93				
48	OWNER NUMBER	97				
49	R/W STATUS	102				
50	R/W WIDTH	104				
51	DATE OF CONST. CHANGE	107				
52	DATE OF UPDATE	109	02	02	02	
53	ATLAS MAP NUMBER	111				
54	TERMINAL REASON	113	8	8	8	
55	END OF ROUTE	114	E	E	E	

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40029: FLAGSTAFF LANE*		INPUT RECORDS			
		Date 2-25-02		PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40029				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.2				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49					
21	SURFACE TYPE	51					
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	2*				
46	CONSTRUCTION NEED	92					
47	ROAD CATEGORY	93					
48	OWNER NUMBER	97					
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

*Flagstaff Lane is a private road. It is recommended it be designated a public road under tribal jurisdiction.

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41419: RALEIGH LANE*		Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41419				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.2				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49					
21	SURFACE TYPE	51					
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	2*				
46	CONSTRUCTION NEED	92					
47	ROAD CATEGORY	93					
48	OWNER NUMBER	97	41419				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

*Raleigh Lane is a private road. It is recommended that it be designated a public road under tribal jurisdiction.

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: STATE ROUTE 20 Date 2-25-02		INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	0020				
5	SECTION NUMBER	11	010				
6	CLASS	14	2				
7	LENGTH OF SECTION (MILES)	15	15.0				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	25,000				
16	ADT (ESTIMATE ADT YR + 20)	40	40,000				
17	% TRUCKS	44	10				
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	48				
21	SURFACE TYPE	51	6				
22	FUTURE SURFACE TYPE	52	6				
23	ROADWAY WIDTH	53	48				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	3				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	224A				
48	OWNER NUMBER	97	SR20				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 14619: CASINO DRIVE (10) and PLANNED CASINO DRIVE EXTENSION (20) Date 2-25-02 INPUT RECORDS PAGE 1 OF 1				
1	AREA/AGENCY	1	P10	P10		
3	RESERVATION	4	122	122		
4	ROUTE NUMBER	7	14619	14619		
5	SECTION NUMBER	11	10	20		
6	CLASS	14	3	4		
7	LENGTH OF SECTION (MILES)	15	.365	.7		
8	BRIDGE NUMBER	19				
9	BRIDGE CONDITION	23				
10	LENGTH OF BRIDGE (L.F.)	24				
11	COUNTY	27	57			
12	CONGRESSIONAL DISTRICT	30	2			
13	STATE	32	53			
14	ADT YEAR	34	91			
15	ADT (EXISTING)	36	580			
16	ADT (ESTIMATE ADT YR + 20)	40	2,000			
17	% TRUCKS	44	8			
18	SHOULDER WIDTH	46	4			
19	SHOULDER TYPE	48	3 / 4			
20	SURFACE WIDTH	49	22	24		
21	SURFACE TYPE	51	5			
22	FUTURE SURFACE TYPE	52	6			
23	ROADWAY WIDTH	53	30	34		
24	ADEQUACY DESIGN STANDARD	55				
25	TERRAIN	57				
26	MAXIMUM GRADE	58				
27	P.S.D. ALLOWABLE	59				
28	NO CURVES > MAX. ALLOWABLE	60				
29	NO. OF STOPPING RESTRICTIONS	62				
30	SAFETY STUDY	64				
31	FOUNDATION	65				
32	WEARING SURFACE	66				
33	DRAINAGE	68				
34	SHOULDER	69				
35	N. R.R.X-INGS	70				
36	TYPE R.R. X-INGS	71				
37	SNOW & ICE CONTROL	72				
38	RIGHT OF WAY (M-\$)	73				
39	INCIDENTAL CONSTR. (M-\$)	75				
40	GRADE & DRAIN (M-\$)	78				
41	GRAVEL SURFACING (M-\$)	81				
42	BITUMINOUS SURFACING (M-\$)	84				
43	BRIDGES (M-\$)	87				
44	LEVEL OF MAINTENANCE	90				
45	OWNERSHIP	91	3	3		
46	CONSTRUCTION NEED	92				
47	ROAD CATEGORY	93				
48	OWNER NUMBER	97	14619	14619		
49	R/W STATUS	102				
50	R/W WIDTH	104				
51	DATE OF CONST. CHANGE	107		02		
52	DATE OF UPDATE	109	02	02		
53	ATLAS MAP NUMBER	111				
54	TERMINAL REASON	113	8	9		
55	END OF ROUTE	114	E	E		

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 14660: SOUTH MARCH'S POINT ROAD Date 2-25-02 INPUT RECORDS PAGE 1 OF 1					
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	14660				
5	SECTION NUMBER	11	10				
6	CLASS	14	2				
7	LENGTH OF SECTION (MILES)	15	.55				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	91				
15	ADT (EXISTING)	36	2,250				
16	ADT (ESTIMATE ADT YR + 20)	40	4,000				
17	% TRUCKS	44					
18	SHOULDER WIDTH	46	5				
19	SHOULDER TYPE	48	3				
20	SURFACE WIDTH	49	22				
21	SURFACE TYPE	51	6				
22	FUTURE SURFACE TYPE	52	6				
23	ROADWAY WIDTH	53	30				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92					
47	ROAD CATEGORY	93					
48	OWNER NUMBER	97	14660				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40010: SNEE-OOSH ROAD					
		Date 2-25-02	INPUT RECORDS	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40010				
5	SECTION NUMBER	11	10				
6	CLASS	14	4				
7	LENGTH OF SECTION (MILES)	15	5.36				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	1,800				
16	ADT (ESTIMATE ADT YR + 20)	40	2,880				
17	% TRUCKS	44	4.5 / 8				
18	SHOULDER WIDTH	46	0 / 3				
19	SHOULDER TYPE	48	1				
20	SURFACE WIDTH	49	21				
21	SURFACE TYPE	51	6				
22	FUTURE SURFACE TYPE	52	20 / 26				
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	124A				
48	OWNER NUMBER	97	40010				
49	R/W STATUS	102	33				
50	R/W WIDTH	104	060				
51	DATE OF CONST. CHANGE	107	72				
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

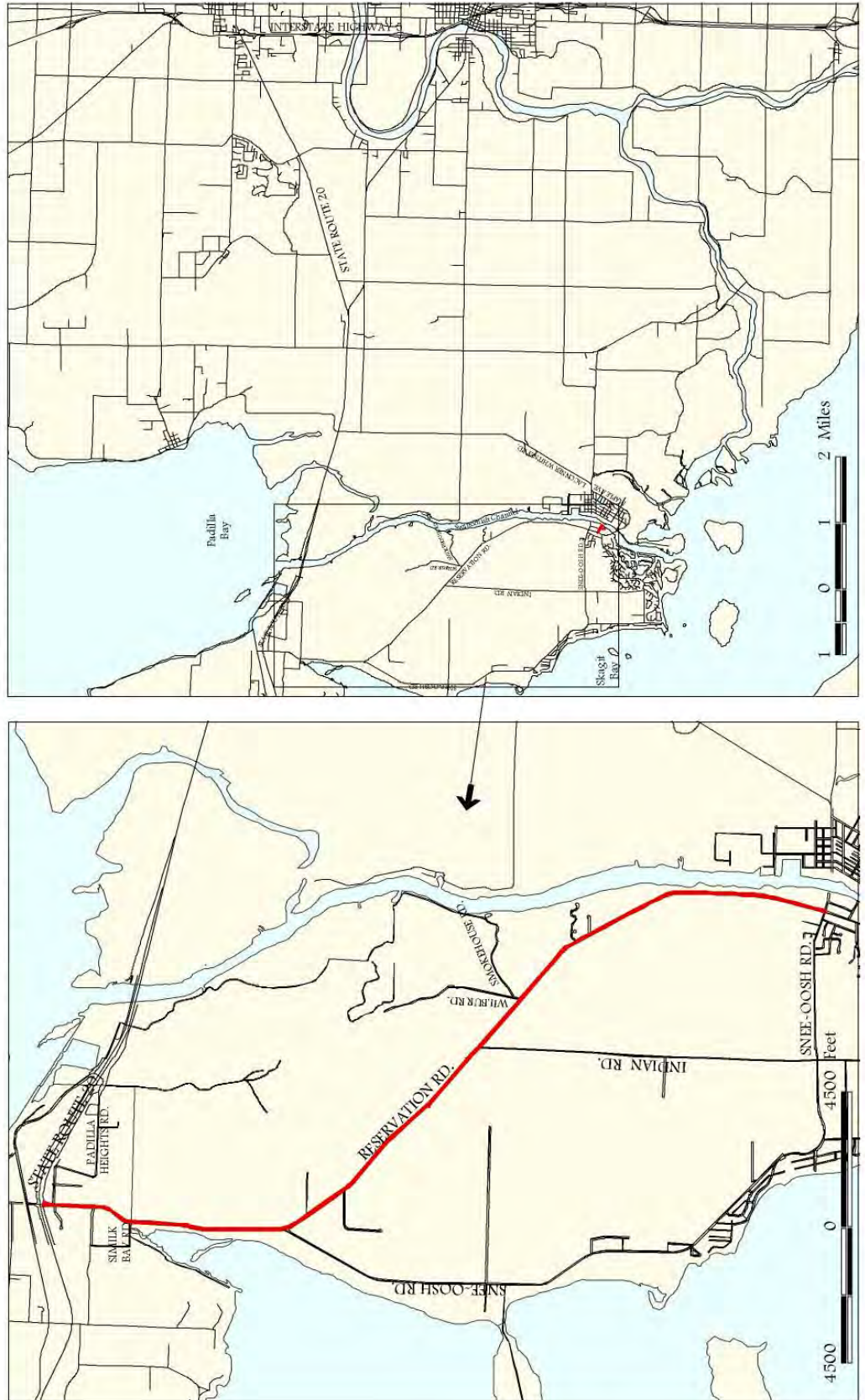
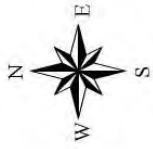
**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40210: RESERVATION ROAD Date 2-25-02		INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40210				
5	SECTION NUMBER	11	10				
6	CLASS	14	2				
7	LENGTH OF SECTION (MILES)	15	5.86				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	1,500				
16	ADT (ESTIMATE ADT YR + 20)	40	2,400				
17	% TRUCKS	44	9.4				
18	SHOULDER WIDTH	46	2 / 4				
19	SHOULDER TYPE	48	2				
20	SURFACE WIDTH	49	21				
21	SURFACE TYPE	51	6 / 8				
22	FUTURE SURFACE TYPE	52	8				
23	ROADWAY WIDTH	53	22 / 26				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	22				
48	OWNER NUMBER	97	0D291				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				
AREA COORDINATOR		INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02					



SWINOMISH INDIAN RESERVATION

RESERVATION ROAD
CR ROUTE 40210 - SECTION 10
SKAGIT COUNTY
T 34 N, R 2 E, SECTIONS 10, 14, 15, 23, 25 & 36, W.M.



**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40280: DAN STREET		INPUT RECORDS			
		Date	2-25-02	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40280				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.27				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40280				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40410: WARREN STREET					
		Date 2-25-02	INPUT RECORDS	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40410				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.11				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40410				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40450: MCGLINN DRIVE		INPUT RECORDS			
		Date 2-25-02		PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40450				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.288				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	6				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40450				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40460: VIEW LANE		PAGE 1 OF 1			
		Date 2-25-02	INPUT RECORDS				
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40460				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.18				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	6				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40460				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40470: ISLAND VIEW LANE Date 2-25-02 INPUT RECORDS PAGE 1 OF 1	
1	AREA/AGENCY	1	P10
3	RESERVATION	4	122
4	ROUTE NUMBER	7	41410
5	SECTION NUMBER	11	10
6	CLASS	14	3
7	LENGTH OF SECTION (MILES)	15	.17
8	BRIDGE NUMBER	19	
9	BRIDGE CONDITION	23	
10	LENGTH OF BRIDGE (L.F.)	24	
11	COUNTY	27	57
12	CONGRESSIONAL DISTRICT	30	2
13	STATE	32	53
14	ADT YEAR	34	
15	ADT (EXISTING)	36	
16	ADT (ESTIMATE ADT YR + 20)	40	
17	% TRUCKS	44	
18	SHOULDER WIDTH	46	
19	SHOULDER TYPE	48	
20	SURFACE WIDTH	49	0
21	SURFACE TYPE	51	4
22	FUTURE SURFACE TYPE	52	
23	ROADWAY WIDTH	53	
24	ADEQUACY DESIGN STANDARD	55	
25	TERRAIN	57	
26	MAXIMUM GRADE	58	
27	P.S.D. ALLOWABLE	59	
28	NO CURVES > MAX. ALLOWABLE	60	
29	NO. OF STOPPING RESTRICTIONS	62	
30	SAFETY STUDY	64	
31	FOUNDATION	65	
32	WEARING SURFACE	66	
33	DRAINAGE	68	
34	SHOULDER	69	
35	N. R.R.X-INGS	70	
36	TYPE R.R. X-INGS	71	
37	SNOW & ICE CONTROL	72	
38	RIGHT OF WAY (M-\$)	73	
39	INCIDENTAL CONSTR. (M-\$)	75	
40	GRADE & DRAIN (M-\$)	78	
41	GRAVEL SURFACING (M-\$)	81	
42	BITUMINOUS SURFACING (M-\$)	84	
43	BRIDGES (M-\$)	87	
44	LEVEL OF MAINTENANCE	90	
45	OWNERSHIP	91	5
46	CONSTRUCTION NEED	92	2
47	ROAD CATEGORY	93	12
48	OWNER NUMBER	97	40470
49	R/W STATUS	102	
50	R/W WIDTH	104	
51	DATE OF CONST. CHANGE	107	
52	DATE OF UPDATE	109	02
53	ATLAS MAP NUMBER	111	
54	TERMINAL REASON	113	8
55	END OF ROUTE	114	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40610: BEACH ROAD		INPUT RECORDS			
		Date	2-25-02	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40610				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.12				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40610				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40620: THIRD AVENUE Date 2-25-02		INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40620				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.11				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40620				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 40630: SHERMAN STREET		INPUT RECORDS			
		Date	2-25-02	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	40630				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.06				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40630				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				
AREA COORDINATOR		INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02					

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41010: LONE TREE ROAD					
		Date 2-25-02	INPUT RECORDS	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41010				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.209				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	0				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	41010				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41210: PULL & BE DAMNED ROAD		Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41210				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	1.1				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	300				
16	ADT (ESTIMATE ADT YR + 20)	40	480				
17	% TRUCKS	44	5.4				
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	20				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52	4				
23	ROADWAY WIDTH	53	20				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	41210				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41410: INDIAN ROAD		INPUT RECORDS			
		Date	2-25-02	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41410				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	3.4				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	20				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52	4				
23	ROADWAY WIDTH	53	20				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57	1				
26	MAXIMUM GRADE	58	7				
27	P.S.D. ALLOWABLE	59	5				
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	41410				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41610: WILBUR ROAD		Date 2-25-02 INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41610				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.3				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	200				
16	ADT (ESTIMATE ADT YR + 20)	40	320				
17	% TRUCKS	44	35				
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	20				
21	SURFACE TYPE	51	3 / 4				
22	FUTURE SURFACE TYPE	52	20				
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	41610				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				
AREA COORDINATOR _____		INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02					

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 41620: SMOKEHOUSE ROAD		INPUT RECORDS			
		Date	2-25-02	PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	41620				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.63mi				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	91				
15	ADT (EXISTING)	36	50				
16	ADT (ESTIMATE ADT YR + 20)	40	100				
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49	18				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52	4				
23	ROADWAY WIDTH	53	18				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	12				
48	OWNER NUMBER	97	40620				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 42000: PIONEER PARKWAY – MAPLE AVENUE Date 2-25-02 INPUT RECORDS PAGE 1 OF 1					
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	42000				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	1.00				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23	9				
10	LENGTH OF BRIDGE (L.F.)	24	500				
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34	01				
15	ADT (EXISTING)	36	2,500				
16	ADT (ESTIMATE ADT YR + 20)	40	4,000				
17	% TRUCKS	44	9.4				
18	SHOULDER WIDTH	46	2 / 10				
19	SHOULDER TYPE	48	2 / 3				
20	SURFACE WIDTH	49	22				
21	SURFACE TYPE	51	4				
22	FUTURE SURFACE TYPE	52	4				
23	ROADWAY WIDTH	53	26 / 42				
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64	8				
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92	2				
47	ROAD CATEGORY	93	22				
48	OWNER NUMBER	97	42000				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				
AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02							



SWINOMISH INDIAN RESERVATION

PIONEER PARKWAY - MAPLE AVENUE
 CR ROUTE 42000 - SECTION 10
 SKAGIT COUNTY
 T 34 N, R 2 E, SECTION 36, W.M.



**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 42600: SUNSET DRIVE Date 2-25-02 INPUT RECORDS PAGE 1 OF 1	
1	AREA/AGENCY	1	P10
3	RESERVATION	4	122
4	ROUTE NUMBER	7	42600
5	SECTION NUMBER	11	10
6	CLASS	14	3
7	LENGTH OF SECTION (MILES)	15	.2
8	BRIDGE NUMBER	19	
9	BRIDGE CONDITION	23	
10	LENGTH OF BRIDGE (L.F.)	24	
11	COUNTY	27	57
12	CONGRESSIONAL DISTRICT	30	2
13	STATE	32	53
14	ADT YEAR	34	
15	ADT (EXISTING)	36	
16	ADT (ESTIMATE ADT YR + 20)	40	
17	% TRUCKS	44	
18	SHOULDER WIDTH	46	
19	SHOULDER TYPE	48	
20	SURFACE WIDTH	49	0
21	SURFACE TYPE	51	3
22	FUTURE SURFACE TYPE	52	
23	ROADWAY WIDTH	53	
24	ADEQUACY DESIGN STANDARD	55	
25	TERRAIN	57	
26	MAXIMUM GRADE	58	
27	P.S.D. ALLOWABLE	59	
28	NO CURVES > MAX. ALLOWABLE	60	
29	NO. OF STOPPING RESTRICTIONS	62	
30	SAFETY STUDY	64	8
31	FOUNDATION	65	
32	WEARING SURFACE	66	
33	DRAINAGE	68	
34	SHOULDER	69	
35	N. R.R.X-INGS	70	
36	TYPE R.R. X-INGS	71	
37	SNOW & ICE CONTROL	72	
38	RIGHT OF WAY (M-\$)	73	
39	INCIDENTAL CONSTR. (M-\$)	75	
40	GRADE & DRAIN (M-\$)	78	
41	GRAVEL SURFACING (M-\$)	81	
42	BITUMINOUS SURFACING (M-\$)	84	
43	BRIDGES (M-\$)	87	
44	LEVEL OF MAINTENANCE	90	
45	OWNERSHIP	91	5
46	CONSTRUCTION NEED	92	2
47	ROAD CATEGORY	93	12
48	OWNER NUMBER	97	42600
49	R/W STATUS	102	
50	R/W WIDTH	104	
51	DATE OF CONST. CHANGE	107	
52	DATE OF UPDATE	109	02
53	ATLAS MAP NUMBER	111	
54	TERMINAL REASON	113	8
55	END OF ROUTE	114	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 43600: CHILBERG AVENUE Date 2-25-02		INPUT RECORDS PAGE 1 OF 1			
1	AREA/AGENCY	1	P10				
3	RESERVATION	4	122				
4	ROUTE NUMBER	7	43600				
5	SECTION NUMBER	11	10				
6	CLASS	14	3				
7	LENGTH OF SECTION (MILES)	15	.78				
8	BRIDGE NUMBER	19					
9	BRIDGE CONDITION	23					
10	LENGTH OF BRIDGE (L.F.)	24					
11	COUNTY	27	57				
12	CONGRESSIONAL DISTRICT	30	2				
13	STATE	32	53				
14	ADT YEAR	34					
15	ADT (EXISTING)	36					
16	ADT (ESTIMATE ADT YR + 20)	40					
17	% TRUCKS	44					
18	SHOULDER WIDTH	46					
19	SHOULDER TYPE	48					
20	SURFACE WIDTH	49					
21	SURFACE TYPE	51					
22	FUTURE SURFACE TYPE	52					
23	ROADWAY WIDTH	53					
24	ADEQUACY DESIGN STANDARD	55					
25	TERRAIN	57					
26	MAXIMUM GRADE	58					
27	P.S.D. ALLOWABLE	59					
28	NO CURVES > MAX. ALLOWABLE	60					
29	NO. OF STOPPING RESTRICTIONS	62					
30	SAFETY STUDY	64					
31	FOUNDATION	65					
32	WEARING SURFACE	66					
33	DRAINAGE	68					
34	SHOULDER	69					
35	N. R.R.X-INGS	70					
36	TYPE R.R. X-INGS	71					
37	SNOW & ICE CONTROL	72					
38	RIGHT OF WAY (M-\$)	73					
39	INCIDENTAL CONSTR. (M-\$)	75					
40	GRADE & DRAIN (M-\$)	78					
41	GRAVEL SURFACING (M-\$)	81					
42	BITUMINOUS SURFACING (M-\$)	84					
43	BRIDGES (M-\$)	87					
44	LEVEL OF MAINTENANCE	90					
45	OWNERSHIP	91	5				
46	CONSTRUCTION NEED	92					
47	ROAD CATEGORY	93					
48	OWNER NUMBER	97	43600				
49	R/W STATUS	102					
50	R/W WIDTH	104					
51	DATE OF CONST. CHANGE	107					
52	DATE OF UPDATE	109	02				
53	ATLAS MAP NUMBER	111					
54	TERMINAL REASON	113	8				
55	END OF ROUTE	114	E				

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02

**BUREAU OF INDIAN AFFAIRS
DIVISION OF TRANSPORTATION
INDIAN ROADS NEED DATA**

FIELD DESCRIPTION		ROUTE NAME: ROUTE 49900: PADILLA HEIGHTS ROAD Date 2-25-02 INPUT RECORDS PAGE 1 OF 1	
1	AREA/AGENCY	1	P10
3	RESERVATION	4	122
4	ROUTE NUMBER	7	49900
5	SECTION NUMBER	11	10
6	CLASS	14	3
7	LENGTH OF SECTION (MILES)	15	.11
8	BRIDGE NUMBER	19	
9	BRIDGE CONDITION	23	
10	LENGTH OF BRIDGE (L.F.)	24	
11	COUNTY	27	57
12	CONGRESSIONAL DISTRICT	30	2
13	STATE	32	53
14	ADT YEAR	34	
15	ADT (EXISTING)	36	
16	ADT (ESTIMATE ADT YR + 20)	40	
17	% TRUCKS	44	
18	SHOULDER WIDTH	46	
19	SHOULDER TYPE	48	
20	SURFACE WIDTH	49	18
21	SURFACE TYPE	51	
22	FUTURE SURFACE TYPE	52	
23	ROADWAY WIDTH	53	18
24	ADEQUACY DESIGN STANDARD	55	
25	TERRAIN	57	
26	MAXIMUM GRADE	58	
27	P.S.D. ALLOWABLE	59	
28	NO CURVES > MAX. ALLOWABLE	60	
29	NO. OF STOPPING RESTRICTIONS	62	
30	SAFETY STUDY	64	
31	FOUNDATION	65	
32	WEARING SURFACE	66	
33	DRAINAGE	68	
34	SHOULDER	69	
35	N. R.R.X-INGS	70	
36	TYPE R.R. X-INGS	71	
37	SNOW & ICE CONTROL	72	
38	RIGHT OF WAY (M-\$)	73	
39	INCIDENTAL CONSTR. (M-\$)	75	
40	GRADE & DRAIN (M-\$)	78	
41	GRAVEL SURFACING (M-\$)	81	
42	BITUMINOUS SURFACING (M-\$)	84	
43	BRIDGES (M-\$)	87	
44	LEVEL OF MAINTENANCE	90	
45	OWNERSHIP	91	5
46	CONSTRUCTION NEED	92	
47	ROAD CATEGORY	93	
48	OWNER NUMBER	97	49900
49	R/W STATUS	102	
50	R/W WIDTH	104	
51	DATE OF CONST. CHANGE	107	
52	DATE OF UPDATE	109	02
53	ATLAS MAP NUMBER	111	
54	TERMINAL REASON	113	8
55	END OF ROUTE	114	E

AREA COORDINATOR _____ INVENTORIED BY: Valerie J. Southern – Transportation Consultant 2-25-02