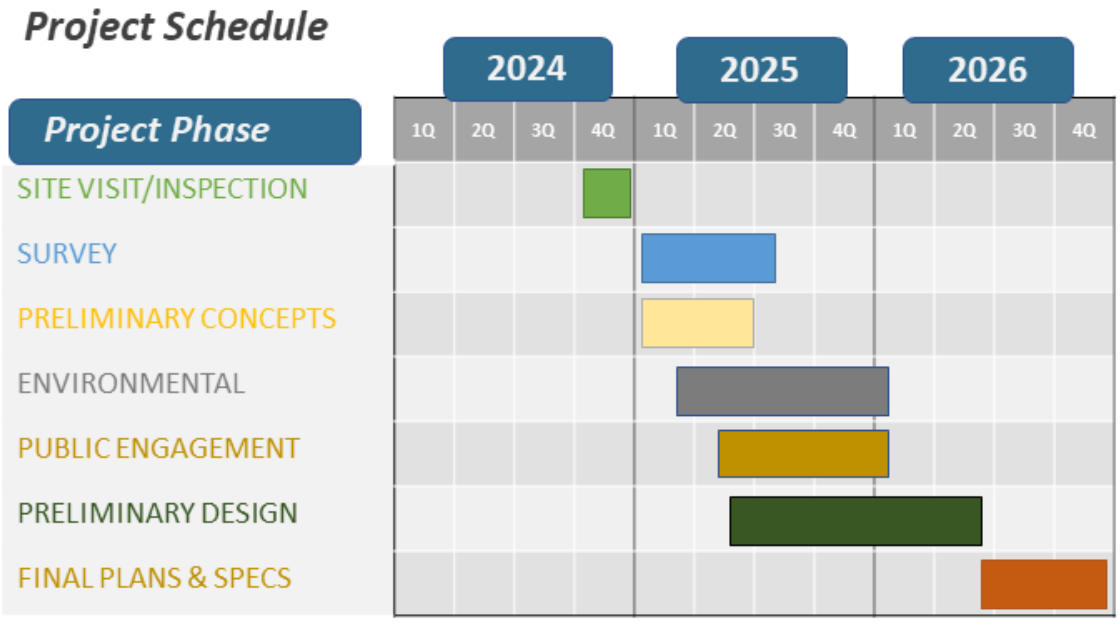
Project Readiness

Project Schedule

The Spirit Lake Tribe (SLT) has long identified the need for the Project, however, due to the significant investment required for project construction, SLT has only recently added it to their transportation program. It is anticipated that should planning grant funding be awarded, planning activities can be completed within 26 months from the funding obligation. Following the completion of final design plans and specifications, construction is projected to take place in several phases due to the cost and size of the project.



Public Involvement Plan

Since the project is still in the planning phase, a formal public engagement plan has not been developed. As the project moves along, SLT would utilize tactics and community involvement techniques as outlined in the USDOT'S Promising Practices for Meaningful Public Involvement in Transportation Decision Making Guide. Public outreach efforts would focus on reaching the people to ensure equitable representation from the disadvantaged and underrepresentation populations in the community.

There are multiple strategies which can be utilized in our public engagement process. Purposed public engagement may include:

- Targeted Outreach to the SLT Tribal Council – In an effort to keep maintain open communication with Council, project information will be shared at Tribal Council

meetings to gather feedback, answer questions, and ensure project goals are adhering to SLT's overall identified strategy.

- Presenting the Project at District Meetings and Pop-Up Events – We want to meet the community where they are at, which means we will set up at events or locations that people already frequent. Contact cards will be provided and information for newsletters or other communication will be available.
- Stakeholder Interviews and Meetings - Stakeholder meetings will be held throughout the Project to offer insights into the needs and concerns to be addressed and the anticipated impacts throughout the construction process.
- Virtual Outreach with an Interactive Project Website – An interactive project website will be available that will have all project materials and encourage ongoing public engagement through interactive maps, comment boards, surveys, and videos.

SLT recently held a Public Input Meeting for another project immediately preceding a General Assembly meeting (with all four Districts). We found that to be convenient for stakeholders and the public, and we plan to do that again for stakeholder meetings.

Environmental Risk Assessment

Required Approvals

Through the planning process necessary approvals will be obtained including right-of-way, cultural resource inventories, acquisition plans, NEPA in accordance with BIA and FHWA guidelines, and environmental studies such as hydraulic analysis.

Local Approvals

The roadway and pathway reconstruction projects and 911 address mapping are identified in the SLT Long Range Transportation Plan. Long Range projects are those anticipated to be completed after the year 2024. While many of these projects are desired sooner, funding limitations indicate that it may not be possible to complete them during the short-range element of the plan. Some of these projects may become short-range projects if the Spirit Lake Tribe is able to obtain funding from alternative sources.

The 2021 SLT Long Range Transportation Plan recognizes the need for pedestrian and bicycle improvements as stated:

"The Spirit Lake Nation has a high percentage of people who walk, bike and/or use transit as their primary means of travel. Therefore, it is very appropriate to devote significant attention to finding opportunities to improve non-vehicular modes of transportation."

Although pathway conditions on the Reservation vary, many of the pathways observed are aging and have settled, causing trip hazards, or other issues associated with disrepair or a lack of maintenance. In addition, the majority of the pedestrian facilities are not compliant with the Americans with Disabilities Act (ADA), due to inadequate ramp design or a lack of ramps at intersections, excessive slopes, or gaps in the pathway system.

Assessment of Project Risks and Mitigation Strategies

Through the planning and preconstruction activities, a risk mitigation plan will be developed to identify any risks, such as procurement delays, environmental uncertainties, increases in costs, legal acquisitions, and equipment availability, to mitigate delays in the project areas moving into construction phases.

Technical Capacity Assessment

SLT is committed to maintaining their infrastructure investments as they are critical to the Reservation and local communities' economic competitiveness and quality of life for residents. Tribal Transportation Program (TTP) is the primary source of transportation funding for SLT. This accounts for roughly 90 percent of total Tribal transportation funding with other Federal and state funding sources accounting for the remainder amount. SLT has extremely limited resources for local funds, so they heavily rely on federal and state programs to maintain a safe and efficient transportation system. SLT has diligently worked to identify and prioritize project needs against available funds. The roadway and pathway reconstruction projects and 911 address mapping are identified in the 2021 SLT Long Range Transportation Plan. The Tribe has successfully and responsibly spent their limited funds on necessary and high-priority transportation improvement projects while making all necessary efforts to leverage additional funds from competitive funding programs such as those identified in the following table:

FUNDING PROGRAM	FUNDING MECHANISM	TYPICAL PROJECT TYPE
Tribal Transportation Program Funds (TTP)	Direct Allocation	Roads
Tribal Safety Funds (TTPSF)	Discretionary Application	Studies, guardrail, hazard reduction
Transportation Alternatives Funding (TA)	Discretionary Application	Sidewalks, shared use paths, lighting
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Discretionary Application	Road, rail, transit, and port projects
Federal Transit Administration (FTA)	Discretionary Application	Transit buses, transit shelters
Nationally Signification Federal Lands and Tribal Projects (NSFLTP)	Discretionary Application	Highways, roads, bridges, rails, transit on or adjacent to Tribal or Federal land
FEMA Building Resilient Infrastructure and Communities (BRIC)	Tribal Set-Aside	Hazard mitigation projects including roads and culverts

SLT is in the process of implementing a FY2023 FEMA BRIC award for a Comprehensive Flood Protection and Interior Drainage Scoping Project. This will include assessment, alternative analysis and design for the following routes: BIA Route 4, BIA Route 5, Jetty Dam, St. Michael Dam, Kurtz Dam, and St. Michael Dam. Interior Drainage options within the area protected by these structures will be investigated. The anticipated outcome is to have planning and design

completed through this scoping project and apply for funding through FEMA and other sources for construction. This project is anticipated for completion in December of 2026. An engineering consultant has been contracted to complete the scoping activities and the Spirit Lake Tribal Planning office is managing all grant activities.

SLT has consistently proven to be a good steward of Federal funding and is well-versed in the reporting requirements associated with Federal grants. The Project will comply with all Federal requirements including Buy America provisions, ADA regulations, Civil Rights requirements, and Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations.

Financial Completeness

The Project budget is current and has been calculated based on known variables. The budget contains adequate contingency to address any potential overruns, but if actual costs exceed the RAISE grant funding, Spirit Lake will dedicate funding from their Tribal Transportation Program Funds (TTP) to cover any cost overruns beyond the grant receipts. Budget estimates were completed by a professional engineering firm based on extensive experience with similar projects in scope, location, and anticipated schedule for both planning and construction. Based on experience with similar projects, SLT Roads feels confident that the schedule and budget are feasible, reasonable, and commensurate with the work as outlined in the Project application. *Please see attached Project Budget.*