Nez Perce Tribe
Transportation Program

June, 23, 2022
BY: Mary Beth Clark, Transportation Manager
marybethf@nezperce.org
Introduction

Overview of Nez Perce Tribe & Reservation

Nez Perce Tribe Transportation Program
  • Planning
  • Road Maintenance
  • Transit

Priority Project of the Tribe

Communication/Coordination/Cooperation
Introduction

- 29 Years Planning and Transportation
  - Colville Tribes 1993-2005 Transportation Planner & Planning Director
    - North Central RTPO
    - Northeast Washington RTPO
    - TTPO
    - Various State Boards/Committee’s
  - EPA Region 10 Senior Tribal Policy Advisor (2 Yr. Contract)

- Nez Perce Tribe Transportation Manager (2007-Current)
  - Idaho Interagency Workgroup Transit
  - Intertribal Transportation Association (ITA) President
  - Tribal Transportation Program Coordinating Committee
  - Negotiating Rulemaking for USDOT Tribal Self Governance
Nez Perce Tribe Snapshot

- Aboriginal Area Encompasses over 17 Million Acres in WA, OR, MT, WY, and Idaho

- Current Reservation is 770,000 Acres

- Total Miles within the exterior boundaries of Reservation is 2,991 miles. Mainly State and County roads.

- Nez Perce Tribe is one of the top 3 largest employer in the Region

- The Tribe has BIA and Tribal roads; some are located outside reservation.

- Clarkston Golf Course was purchased by Tribe approximately 2 years ago.
NPT Transportation Program

Annual TTP approximately $550,000
TTP is used for Administration of Program and Road Maintenance Division. Contracts with consultants and/or match for various grants.

• Planning
  • Drafting/Approving Guiding Documents: LRTP, TTIP, Safety Plan, NTTFI, etc.
  • Proposed Project Planning Phase I
  • PS&E

• Road Maintenance Division
  • Established 4 years ago
  • $45,000 budget to complete seasonal Road Maintenance work.
  • LTAP Road Scholar and Road Masters Certification
NPT Appaloosa Express Rural Transit

- Appaloosa Express began operations 2008 as a 5311
- FTA/Idaho State/NPT Fuel Tax for Operations
- FTA and State grants for various purposes: Fleet/Prev Main etc.
- Drive over 360,000 miles annually
- Three main routes: Lewiston Valley, Orofino, Kooskia
- Transit facility built 2012 with ARRA funding and TTP funding
- Difficulty: Keeping Drivers
NPT Priority Project

• Aht’Wy Interchange | HWY 95/12
• State/Tribe concerns on safe egress/ingress
• State of Idaho “Most dangerous section of highway in Idaho”
• Over 15 years in planning stages
• Received FY2020 BUILD Grant $19 million
  • Dec 2021 Shortfall 1.2 million
  • Delayed Turn-around time FHWA Review-escalating costs
• Went to bid in March-April
• War began oversees, supplies, fuel, materials costs significantly increased.
• April identified $6.5 million shortfall | submitted for FY2020 $30.6 M Reallocations funds
  • FHWA will not notify until mid summer
• Searching for other funding opportunities due to continued inflation of cost
• ITD facility when completed.
• Utilized over $2.5 million of TTP funds over the years of this project.
Communication | Coordination | Cooperation

• Continue to build the relationship between WSDOT and Tribes.

• Continue support to Tribal Liaison: Wonderful communication on current and future transportation issues and opportunities.

• WSDOT is a positive “model” that other States should consider to follow regarding relationship with sovereign nations.

• TTPO membership and activity is active and is an asset to WSDOT.
Thank You!

Questions?