



Nez Perce Tribe Transportation Program

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- Introduction
- Overview of Nez Perce Tribe & Reservation
- Nez Perce Tribe Transportation Program
 - Planning
 - Road Maintenance
 - Transit
- Priority Project of the Tribe
- Communication/Coordination/Cooperation



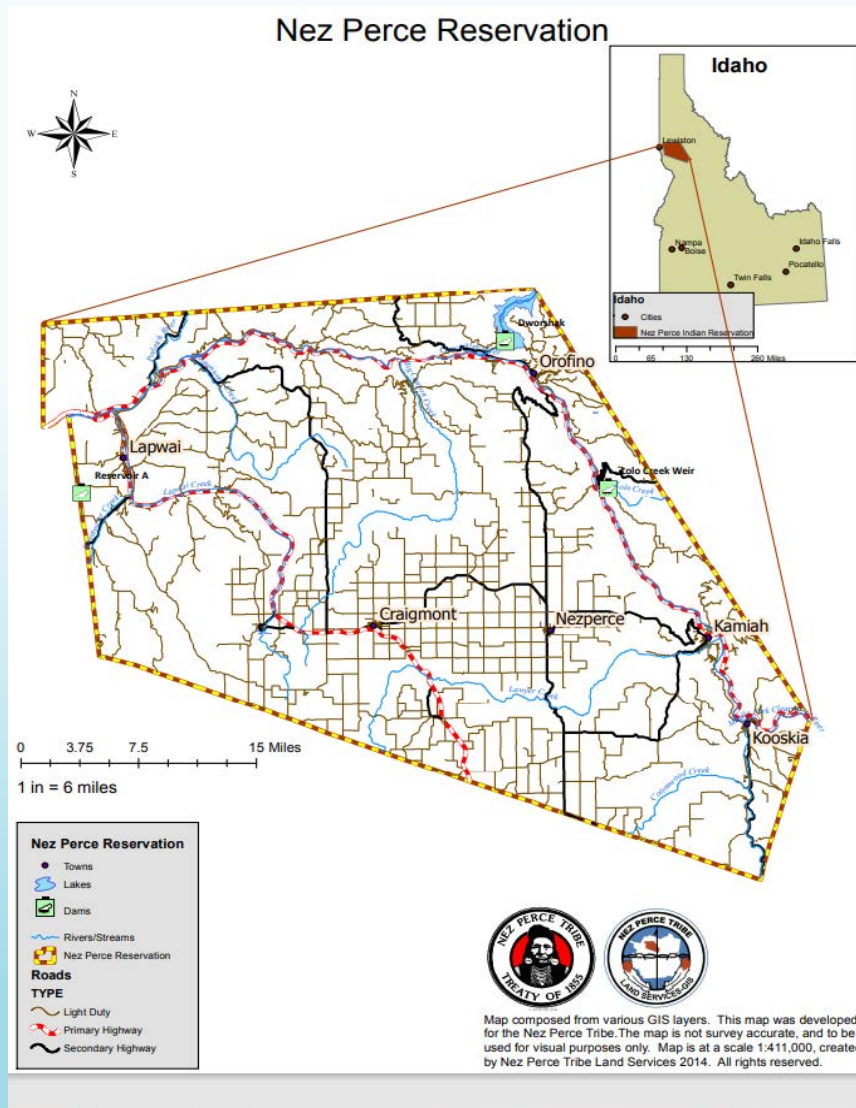
Introduction

- 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 overseas, 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?

