

PAWNEE NATION OF OKLAHOMA
LONG RANGE TRANSPORTATION
PLAN

2020 – 2039



Prepared By:

Pawnee Nation Transportation Staff

PAWNEE NATION OF OKLAHOMA LONG RANGE TRANSPORTATION PLAN

Table of Contents

1	INTRODUCTION	4
1.1	PURPOSE	4
1.2	BACKGROUND.....	4
1.2.1	Pawnee Nation Historical Background.....	5
1.2.2	Pawnee Nation Today	6
1.3	REGIONAL CONTEXT.....	7
1.4	THE PLANNING AREA.....	9
1.5	THE PLANNING PROCESS	9
1.6	PUBLIC PARTICIPATION	10
1.7	PURPOSE, GOALS AND OBJECTIVES.....	10
1.7.1.	Tribal Transportation Five-Year Objectives.....	10
1.7.2.	Tribal Transportation Long-term Goals.....	11
2	THE TRANSPORTATION SYSTEM.....	13
2.1	INTRODUCTION.....	13
2.2	MODES OF TRAVEL.....	15
2.2.1	Automobiles and Trucks	15
2.2.2	Bicycle/Pedestrian Facilities.....	16
2.2.3	Railroads	16
2.2.4	Airports	16
2.2.5	School Buses.....	16
2.2.6	Public Transportation.....	17
2.2.7	Telecommuting	17
2.3	THE TRANSPORTATION CONTEXT.....	17
2.3.1	Functional Classification Verify	17
2.4	ROAD INVENTORY	19
2.5	SAFETY.....	19
2.6	ACCIDENTS	19
3	PAWNEE NATION TRANSPORTATION DEPARTMENT.....	21
3.1	DEPARTMENT HISTORY.....	21
3.2	TRANSPORTATION DEPARTMENT TODAY	23
3.3	PAWNEE NATION ROAD INVENTORY FIELD DATA SYSTEM.....	23
4	FUTURE IMPACTS AND SYSTEM PERFORMANCE.....	24
4.1	INTRODUCTION.....	24
4.2	CULTURAL IMPACTS	24
4.3	SOCIO/ECONOMIC IMPACTS	24
4.3.1	Population Growth.....	24
4.3.2	Employment Growth.....	28
4.3.3	Land Use and Development Impacts	28
4.3.4	Economic Activity	29
4.3.5	Tourism and Recreation.....	29
4.4	TRAVEL FORECASTS AND ADT.....	29

4.5	ENVIRONMENTAL IMPACTS	30
4.6	Energy and Commitment of Resources	31
5	PUBLIC INPUT	31
5.1	Contacts and Comments	31
5.2	Pawnee Nation Corporations, Commissions and Departments Comments and Suggestions	31
5.2.1	Tribal Development Corporation	31
5.2.2	Division of Planning	31
5.2.3	Gaming Commission	32
5.2.4	Division of Property	32
5.2.5	Division of Law Enforcement	32
5.2.6	Division of Health and Community Services Outreach in Home Care Department	32
5.2.7	Housing Authority	33
5.2.8	Pawnee Nation College	33
5.2.9	Division of Natural Resources and Safety	33
6	TRANSPORTATION NEEDS AND PROJECTS	34
6.1	INTRODUCTION	34
6.2	RIGHT OF WAY ISSUES	35
6.3	EXISTING IRR INVENTORY ROAD CONDITONS	35
6.4	IDENTIFIED TRIBAL TRANSPORTATION NEEDS AND GOALS	36
6.4.1	Land Use and Zoning Plan	36
6.4.2	SHORT TERM GOALS	36
6.5	SPECIFIC PROJECTS IDENTIFIED IN THE 20-YEAR PRIORITY LIST ...	37
6.6	BRIDGE NEEDS	39
7	TRANSPORTATION FUNDING OPTIONS	40
7.1	INTRODUCTION	40
7.2	FUNDING OPTIONS	41
7.3	TRIBAL FUNDING SOURCES	42

APPENDIX

- A. ROADS TO BE ADDED TO INVENTORY
- B. EXISTING INVENTORY ROUTE DESCRIPTIONS
- C. BRIDGE INVENTORY PAWNEE COUNTY / PAWNEE CITY

1 INTRODUCTION

1.1 PURPOSE

The purpose of this plan is to provide a comprehensive transportation plan for the Pawnee Nation to guide short-range and long-range improvements to the Pawnee Nation transportation system. The Pawnee Nation Transportation Department Staff revised this plan to ensure implementation of Tribal goals and objectives, and resident's concerns.

The Pawnee Nation has conducted transportation research to create a transportation plan under the guidelines of the Tribal Transportation Program; Final Rule (25 CFR Part 170). The Pawnee Nation has developed this plan to reflect Tribal values and concerns. Several objectives of the plan are:

- To provide safe and efficient public access to all Tribal properties and areas within the jurisdictional boundaries of the Pawnee Nation.
- To complement surrounding transportation facilities as part of the area-wide transportation system, where possible, and
- To assist in the economic development of the Pawnee Nation, while protecting natural and cultural resource values.

This plan was written under the direction provided by the Indian Reservation Roads Program; Final Rule (25 CFR Part 170 §170.410-§170.415), which encourages greater tribal involvement in transportation planning and implementation. Included is an updated general inventory of Pawnee Nations Indian Reservation Roads and Bridges. Existing transportation problems within the system are analyzed and recommendations made for future improvements.

1.2 BACKGROUND

The Tribal Transportation Program; Final Rule (25 CFR Part 170) requires all Tribes to prepare a Long Range Transportation Plan which also includes a 20-year Tribal priority list. From this 20-year priority list, the Tribal Transportation Department, will prepare a short term priority list of projects that is presented to the Pawnee Business Committee for approval. The Pawnee Business Council prioritizes the projects included into the Tribal TIP. The Tribal TIP is then included into the Oklahoma Transportation Improvement Program (STIP).

The Indian Reservation Roads Program; Final Rule (25 CFR Part 170§170.200-.202) established a funding allocation formula based upon the "relative needs" to improve roads. This is done to find out how much each Tribe will receive from the BIA IRR funding.

1.4.1 Pawnee Nation Historical Background

The Pawnee Nation of Oklahoma is a federally recognized sovereign American Indian Nation. The Pawnee are comprised of four distinct bands: (1) the Chaui (2) the Kitkehahki (3) the Pitahawirata and (4) the Skidi. The Pawnee Nation's traditional homelands lie in what are now the present day states of Nebraska and Kansas. The Kawarakis Pawnees, the ancestors of the Chaui, Kitkehaki, and Pitahawirata Bands, settled in southeastern Nebraska in approximately A.D. 900. The Chaui, Kitkehaki and the Pitahawirata speak the South Band dialect and the Skidi Band possesses their own dialect.



Among the Plains Indians, the Pawnee Nation had one of the most sophisticated cultures and societies. Its history is rich in oral and cultural traditions handed down over centuries. According to Pawnee Creation stories, the first humans were created by *Tirawahut*, the Creator, and spiritual powers in the sky and carried to earth on a whirlwind. Pawnee traditional lifeway's were rich in complex cosmology, ceremonies, songs, customs and traditions that ordered the daily life and social, cultural, and political organization of the Pawnee.

Under three treaties with the United States-1833, 1843, and 1857-the Pawnee ceded all of their lands to the United States Government except a reservation 10 miles wide by 30 miles long along the Loup River in Nebraska. This reservation was sold and in 1876 the Pawnee Nation purchased 283,020 acres in what is now Pawnee and Payne Counties in Oklahoma. By 1893 individual allotments of 160 acres had been made to 821 Tribal members. The remaining surplus lands, 169,320 acres were opened up for white settlement.

According to historical accounts, the Pawnee population was estimated to be 20,000-25,000 in the early part of the nineteenth century. After that, the population underwent a steady decline, due in large part to warfare and newly introduced diseases. In 1859 they had an estimated population of about 4,000; this dropped to 2,477 in 1872. From their arrival in Oklahoma in 1876 until shortly after the turn of the century, the population of the Pawnee Nation steadily declined. Few Tribal members' farmed and little income was received from the leasing of their lands. These circumstances coupled with disease, a shortage of government supplies, and poor crops, saw only 600-700 Tribal members still living at the start of the twentieth century. The Pawnee population has subsequently rebounded to the present day enrollment of 3,102 Tribal members. Nearly one-half of this number has moved from the immediate original reservation area in Oklahoma. However, though many Tribal members have moved away from the immediate vicinity of the Pawnee reservation, they still maintain strong ties to the Pawnee Nation, its culture, and homeland.

1.4.2 Pawnee Nation Today

Today, the Pawnee Nation of Oklahoma represents a modern day sovereign tribal government. The supreme governing body of the Pawnee Nation is the Pawnee Business Council, an eight-member council. Executive and legislative powers are vested in the Business Council. The Pawnee Nation also has its traditional council of Chiefs, the Nasharo Council, comprised of two chiefs from each of the four bands. The Nasharo Council's duties are to review acts of the Business Council that are related to: 1) treaty rights protection, and 2) tribal membership.

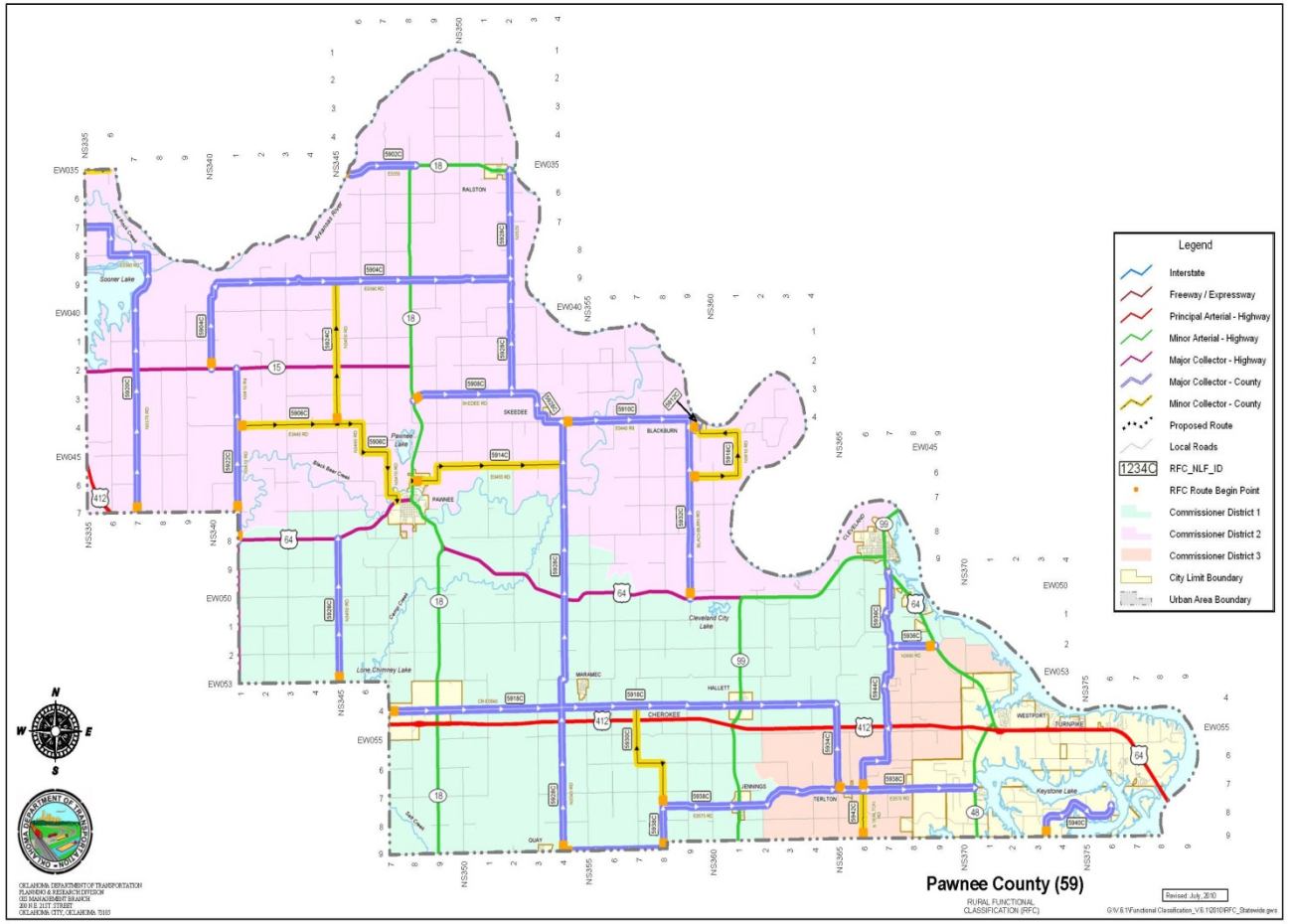


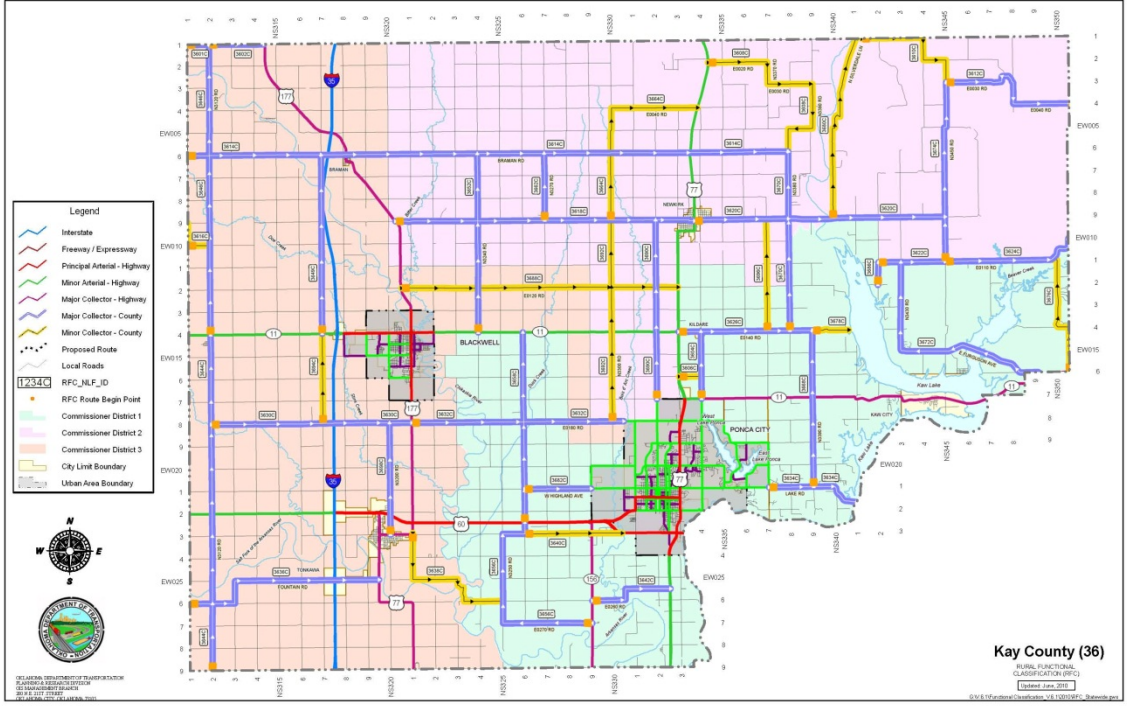
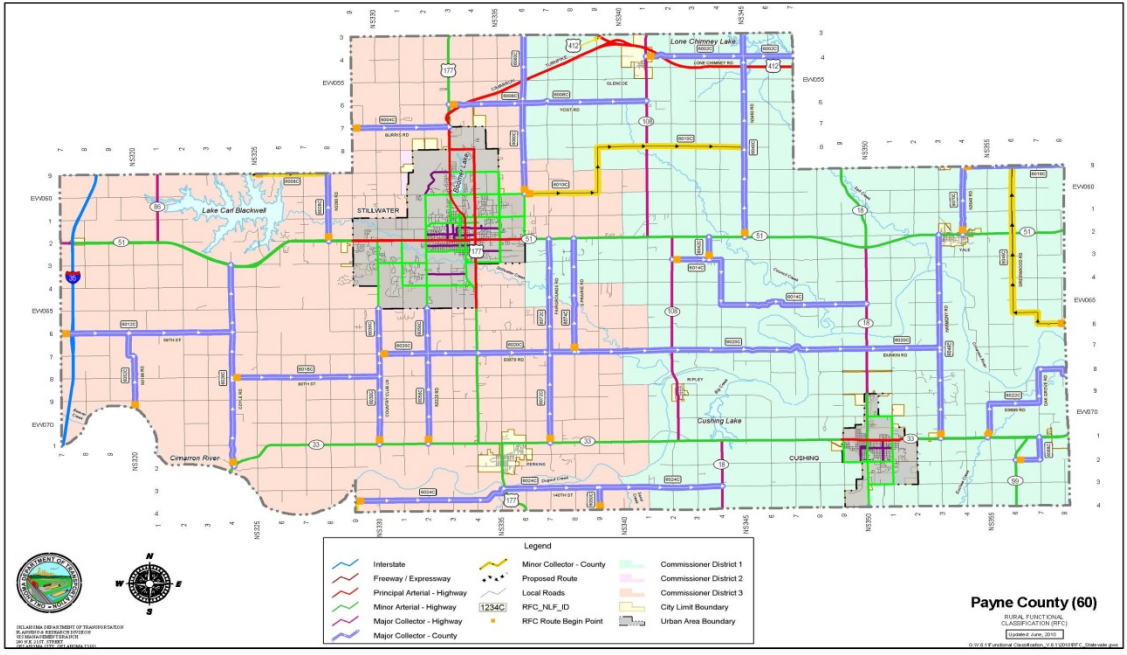
The Pawnee Business Council and Pawnee Nation Executive Director oversees forty departments and programs, including the Title VI Elderly Meals and Caregiver Support Programs, that provide year-round programs and services to more than 1,000 tribal members who still reside within the Pawnee jurisdictional boundaries.

The Pawnee Nation has undergone unprecedented levels of growth and development. From 1995 to present the Pawnee Nation tribal budget has increased from \$3 million to about \$22 million. The number of tribal employees has also increased from 40 employees in 1995 to around 125 employees currently, the majority of which are Tribal members. In the last ten years, the Pawnee Nation has constructed a new Wellness and Multi-Purpose Community Center; \$19 million IHS Clinic, the largest of its kind in the United States; a state-of-the art Travel Plaza; and a Fitness and Child Care Facility, a new Law Enforcement Center 2010, renovations to our Roundhouse 2011, a \$2.1 million New Entry Bridge and Roadway in 2012, new Elder's Center 2014, new Resource Center 2016, new Community Playground 2016, 2019 Pawnee Nation Safety & Enhancement Projects using the Construction Manager/ General Contractor (CM/GC) method, which consisted of 13 projects \$6.1 million. The Nation will also pursue major expansion and development of existing and new business enterprises. After more than century of hardship, poverty, and underdevelopment the Pawnee Nation is poised to fulfill its long held aspirations to provide sustainable economic development, opportunities, cultural renewal, and an improved quality of life for our Tribal members and those generations yet to come.

1.5 REGIONAL CONTEXT

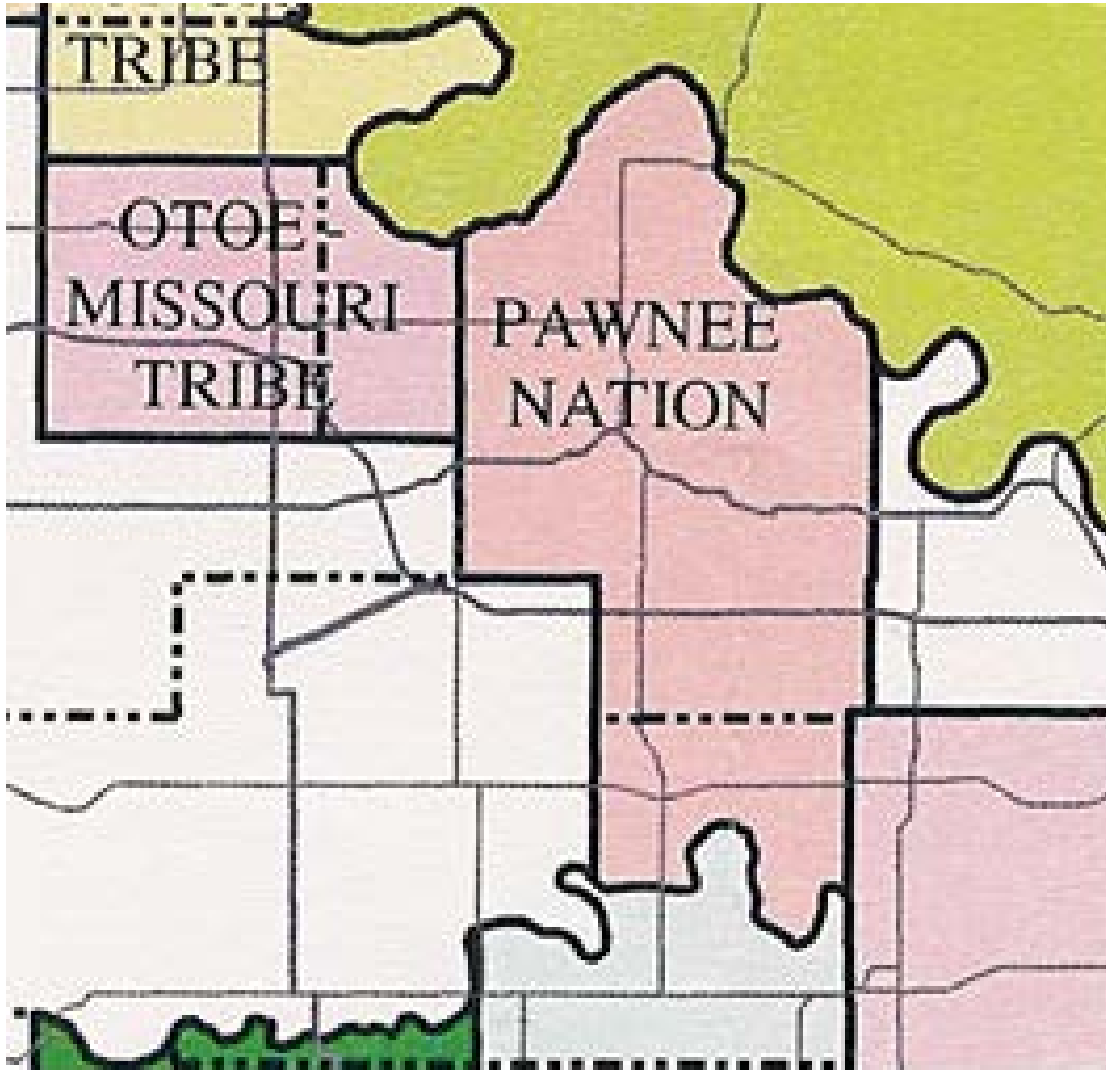
The Pawnee Nation jurisdictional area covers portions of Pawnee, Payne, and Kay Counties in north central Oklahoma. The largest city in Pawnee jurisdiction is the City of Pawnee with a population of 2,230. The City of Pawnee is also the County Seat for Pawnee County. The total population for Pawnee County is estimated to be 16,390 according to the 2018 US Census Bureau. There is a multitude of State Highways that service this area, along with the turnpike (I-412) that is a major thoroughfare through Oklahoma.





1.6 THE PLANNING AREA

The area covered by this plan is limited to the roads and transportation facilities within the Pawnee Nation jurisdictional area which includes portions of Pawnee, Payne and Kay County.



1.7 THE PLANNING PROCESS

Transportation planning is a process that involves an in-depth and comprehensive evaluation of many factors influencing the orderly growth and development of the transportation system and surrounding land uses. The planning process objective is to establish a definitive system for determining the needs of the transportation system commensurate with social, environmental, and economic conditions. The planning process should expand the narrow focus on roads, to include all modes of travel, such as transit, carpooling, vanpooling, bicycling and walking.

The planning process used this plan is outlined below:

1. Review of the existing transportation system.
 - A. Data collection
 - B. Review of planning efforts
 - C. Identify and inventory all IRR roads and bridges
 - D. Identify current goals, objectives and standards
2. Determine the deficiencies that exist.
 - A. Ascertain public needs
 - B. Determine needs for recreation, health and safety, fire control, economic development, and tourism
3. Identify future problem areas
 - A. Consider the effect of transportation decisions on land use and development
 - B. Determine the social, economic, energy, and environmental effects of transportation decisions
4. Resolve the problems
 - A. Develop and evaluate alternatives
 1. Include alternative modes of travel
 - B. Gather public and interagency input
 - C. Program and implement improvements

1.8 PUBLIC PARTICIPATION

A notice was published on the Pawnee Nation website in accordance with 25 CFR 170.413 for the purpose of soliciting input for the preliminary Long Range Transportation Plan and gaining interest from residents on May 8 through June 8, 2020. A copy of the Preliminary Plan was presented for review in our office at 301 Agency Rd., Pawnee, OK 74058.

1.9 PURPOSE, GOALS AND OBJECTIVES

As stated in the IRR Final Rule, the purpose of the Indian Reservation Road Program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and communities for Indians and Alaska Natives, visitors, recreational users, resource users, and others, while contributing to economic development, self-determination, and employment of Indians and Alaska Natives.

The Pawnee Nation's transportation goal is to promote a transportation system that supports existing and potential resource development and use that is balanced with other resource qualities. The Pawnee Nation intends to balance the protection of sensitive areas and other resource values with transportation development.

1.7.1. Tribal Transportation Five-Year Objectives

- Pursue the opportunity to expand the Pawnee Nation IRR inventory by adding all eligible roads and bridges within the Pawnee jurisdictional area.

- Expand Geographical Information System (GIS) capabilities for future planning, including placing all IRR routes and bridges in a GIS format.
- Continue to provide roads for the economic development of the Tribe through construction.
- Continue to provide roads to assist with the expansion of the development by the Pawnee Nation Tribal Development Corporation.
- Continue to improve and maintain roads infrastructure.
- Continue to maintain an ongoing pavement preservation program.
- Continue implementing the sign assessment and management method to maintain minimum levels of road traffic sign retroreflectivity.
- Continue to contract cooperative transportation projects with the Counties and the Cities within the Pawnee Nation boundary.
- Continue to increase the cooperative effort between the Pawnee Housing Authority and the Pawnee Transportation Department through the construction of new housing clusters around the Pawnee Nation.
- Seek funding to develop a Tribal Transit System to service the needs of the residents residing within the Pawnee Nation service area.
- Use and seek funding through Grant's to create better livability and sustainability through walking and biking.
- Provide a Transportation Safety Management Plan to ensure safe access into the tribal complex.
- Provide sidewalks into the tribal complex to enable and ensure safe access by pedestrians and bicyclists into the tribal complex.

1.7.2. Tribal Transportation Long-term Goals

- Identify and designate transportation and utility corridors to accommodate future growth and help protect aesthetics and the environment.
- Pursue federal contract funds to operate the Tribal Transportation Program for integrated planning of all transportation systems affecting Tribal resources.
- Continue to promote alternate transportation modes (such as rail and bus service) to provide a variety of services and reduce energy consumption.
- Continue with cooperative agreements with City, County, and State agencies to help maximize the money spent on transportation related projects.
- Continue to meet the needs of Tribal members by building clusters of homes in various locations in the Pawnee Nation area.
- Encourage landscaping, buffering and construction designs for transportation and facility projects that are compatible with the natural features of the surrounding environment.
- Continue to require and participate in development of environmental studies and road management plans to establish construction and maintenance requirements that protect resource values and minimize environmental damages.
- Promote a pavement management system that will ensure the infrastructure is maintained after being reconstructed.

- Promote livability and sustainability by creating new sidewalks and updating our old ones to help create a healthy nation.

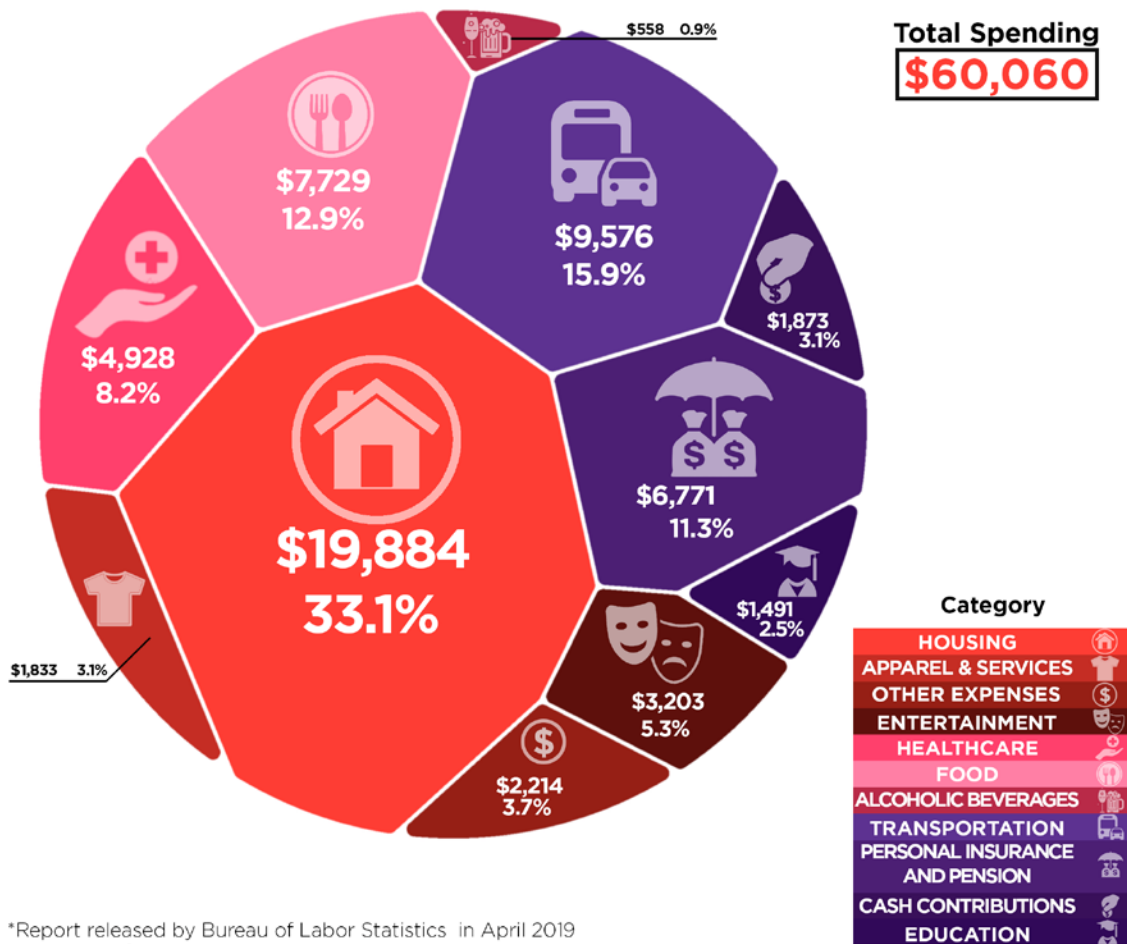
2 THE TRANSPORTATION SYSTEM

2.1 INTRODUCTION

Today, people have developed high expectations for mobility. The average American drives or rides more than 12,000 – 15,000 miles per year. Most Americans own at least one vehicle and many have more than one. The willingness to pay for transportation suggests how integrated it has become into our lifestyles. A relative high percent of income is spent on personal transportation. The graphic below shows the cost of average annual expenses.

2019 Family Spending Habits

Consumer Spending in the United States
Average Annual Personal Expenditures by Category



*Report released by Bureau of Labor Statistics in April 2019

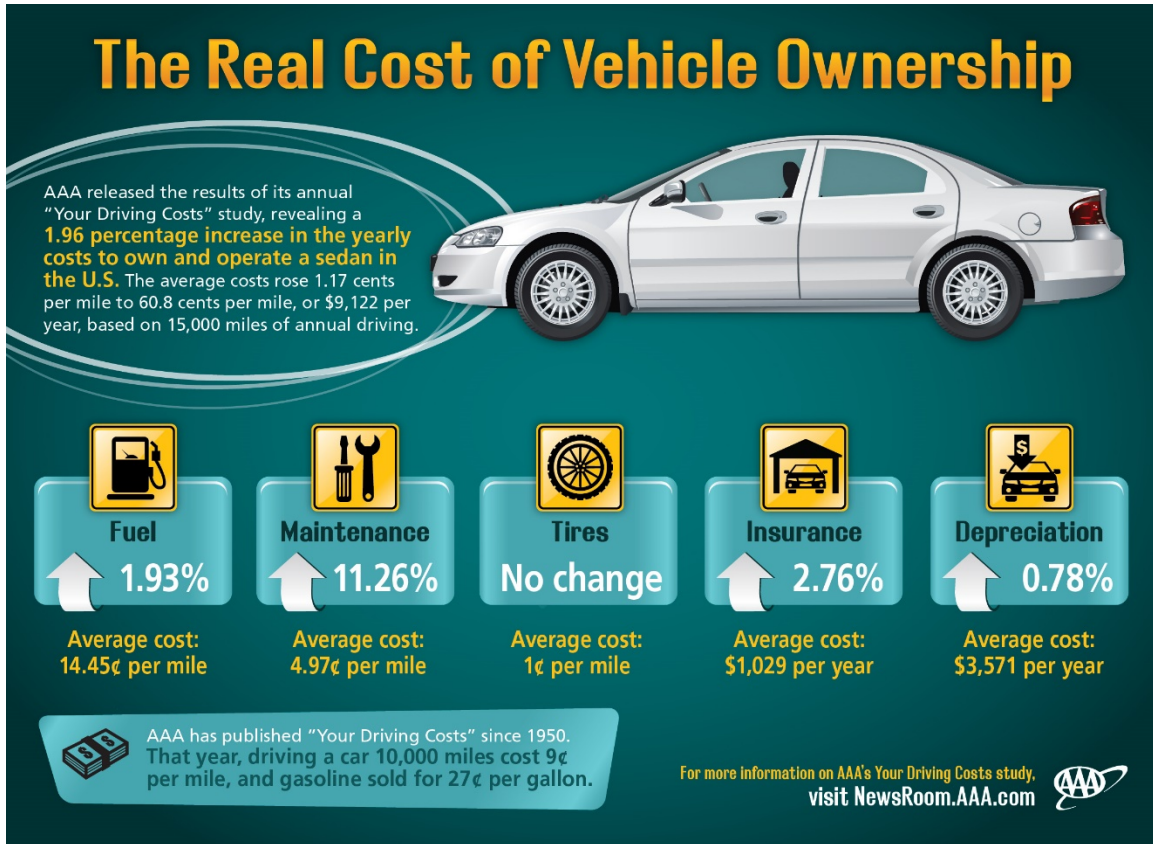
Article and Sources:

<https://howmuch.net/articles/consumer-spending-in-the-united-states>

U.S. Bureau of Labor Statistics - Consumer Expenditure Survey, 2017 - <https://www.bls.gov>

howmuch.net

In April, of 2017, [AAA](#) released the results of its annual 'Your Driving Costs' study today, revealing a 1.96 percent increase in the cost to own and operate a sedan in the U.S. The average cost rose 1.17 cents to 60.8 cents per mile, or \$9,122 per year, based upon 15,000 miles of annual driving.



If consumers paid the full cost of using their automobile by way of fuel prices, the retail cost of fuel would have to be substantially higher than current rates. The full cost would include traffic regulation, police and fire protection, highway construction and maintenance, accidents and related health care costs, environmental costs, and tax losses from land paved over for highways.

Current land use patterns are a major result of the increasing dependence upon the automobile, which has resulted in larger sprawling cities with suburbs and scattered rural development. Living many miles and even hours away from one's place of employment is possible.

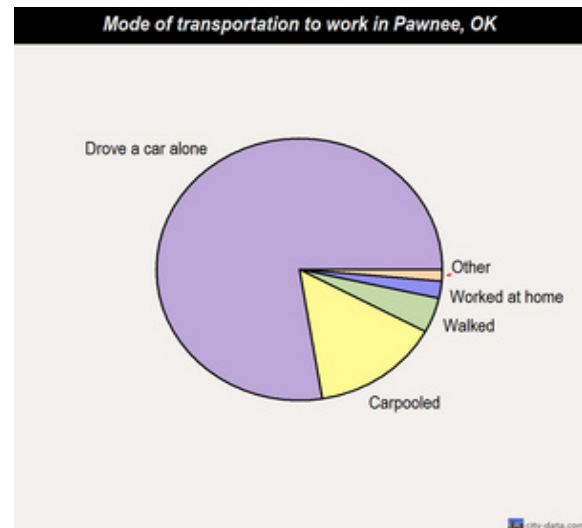
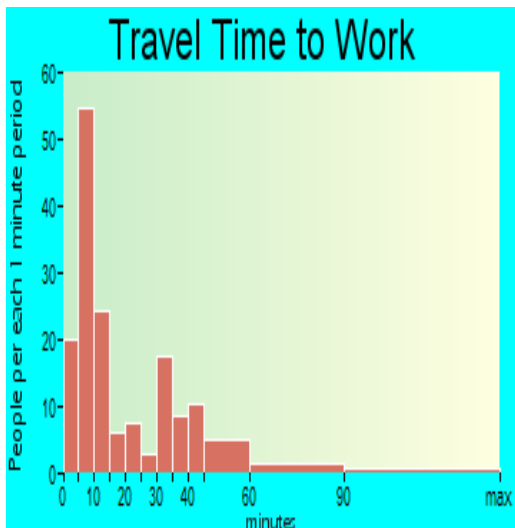
The movement of people and goods through time and space is the basis of a transportation system. The key elements that make up a transportation system can be grouped into:

- The mode of travel, i.e., automobile, train, walking.
- Time spent in travel.
- The transportation context, or one's environment, i.e., traveling on a road, water, air.
- The number of people or amount of goods moved.
- The energy needed to power mobility.

2.2 MODES OF TRAVEL

2.4.1 Automobiles and Trucks

The mode of travel is the type of transportation chosen to travel from point A to point B, such as walking, driving or flying. The most often used mode of travel is still the automobile as can be seen below.



Wikipedia - 2012

Most people and goods in the Pawnee Nation area move by means of an automobile or truck. Single occupant vehicles account for an average of 75 % of all modes of travel used.

2.2.2 Bicycle/Pedestrian Facilities

Bicycle and pedestrian traffic is mostly concentrated within areas of very low volume intercommunity travel such as the housing areas, community centers, and Tribal complex. At least one reason for this is the lack of and narrow shoulders along the highways and the lack of pavement on most county roads. Plans for the tribal complex and surrounding area are to create a better livability and sustainability environment by creating sidewalks to accommodate both bicycles and pedestrians to promote a health nation and community. The recently completed 1st Street Safety Project created sidewalks from the Pawnee Nation Housing Authority into the Pawnee Nation and Also provide Rapid Flashing Beacons to assisted crossing the highway.

2.2.3 Railroads

The Burlington Northern Railroad services the Pawnee Nation area with a track that runs east-west through Pawnee County. The track splits the Pawnee Nation Tribal Complex and City of Pawnee and at times leaves the north side blocked to restricting access for emergency services.

2.2.4 Airports

There are three airports in the Pawnee area, Pawnee Municipal Airport, Cleveland Municipal Airport, and Westport Airport. Each airport is used for private planes and does not service any commuter flights.

2.2.5 School Buses

There are 4 public school districts within the Pawnee Nation area. Each district runs a number of buses that travel the City, State and County roads within their districts. The condition of the roads and bridges plays a major factor in the successful operation of each school districts requirement to transport the children to their schools on a regular scheduled basis. Table 5 gives the name, location, and number of students in each district.

TABLE 5

FY 17/18 SCHOOL DISTRICTS ENROLLMENT		
DISTRICT	LOCATION	NO. OF STUDENTS
PAWNEE COUNTY		
Cleveland	City of Cleveland	1,719
Jennings	City of Jennings	215
Pawnee	City of Pawnee	694
PAYNE COUNTY		
Yale	City of Yale	408

As can be seen by the number of school districts and students within the Pawnee Nation area, the safety of the children riding the school buses is a top priority to all those involved in the transportation field.

2.2.6 Public Transportation

There is one public transportation system in the Pawnee Nation. The Pawnee Nation has developed a transit program for medical necessity only. They service any Native American with a CDIB and referral from Doctor. They are limited to two vehicles and service as far as 177 miles. (Pawnee to Lawton.)

The Pawnee Nation Department of Transportation & Safety (PNDOTS) is a recipient of a \$25,000 Planning Grant from the Federal Transit Administration (FTA) that was received in late 2012. In May of 2014, PNDOTS sent out a Request for Proposal (RFP) for Consultant services to help in developing a Pawnee Nation Assessment and Planning Document. With this document the PNDOTS will be able to apply for FTA grants for the development of a Pawnee Nation Transit Program.

2.2.7 Telecommuting

Due to the sophisticated telephone services, personal computers linked to the internet and data systems, fax machines, and electronic mail services, people can increasingly have a choice of where they can work. This technology is allowing a migration of people to reside in more rural areas while working out of their homes, connected by technology to their employer or clients hundreds or thousands of miles away.

2.3 THE TRANSPORTATION CONTEXT

The largest and most commonly used facet of the transportation system is the network of roads and highways. Roads are classified according to how they are used or how they function.

2.4.1 Functional Classification Verify

Functional classification is the grouping of roads, streets, and highways into integrated systems, each ranked by their importance to the general welfare, the motorist, and the land-use structure.

The Bureau of Indian Affairs (BIA) through the IRR Final Rule has developed a hierarchy of roads within a transportation system. The IRR Final Rule defines functional classifications as an analysis of a specific transportation facility taking into account current and future traffic generators, and their relationship to connecting or adjacent BIA, state, county, Federal, and/or local roads and other intermodal facilities. Functional classification is used to delineate the difference between the various road and/or intermodal transportation facility standards

eligible for funding under the IRR Program. As a part of the IRR Inventory system management, all IRR transportation facilities included on or added to the IRR Inventory must be classified according to the following functional classifications:

Class 1: Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic.

Class 2: Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. They may also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at least inter-county or inter-State service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day.

Class 3: Streets that are located within communities serving residential areas.

Class 4: Rural Major collector Road is a collector to rural local roads.

Class 5: Rural Local Road is either a section line and/or stub type roads that collect traffic for arterial type roads, make connections within the grid of the IRR System. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forest, grazing, mining, oil, recreation, or other use purposes.

Class 6: City Minor Arterial Streets are located within communities, and serve as access to major arterials.

Class 7: City Collector Streets are located within communities and serve as collectors to the city local streets.

Class 8: This classification encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trial bikes, snowmobile, all-terrain vehicles or other uses to provide for the general access of non-vehicular traffic.

Class 9: This classification encompasses other transportation facilities such as public parking facilities adjacent to IRR routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.

Class 10: This classification encompasses airstrips that are within the boundaries of the IRR System grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.

Class 11: This classification indicates an overlapping of a previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.

2.5 ROAD INVENTORY -

The physical dimensions of roads and their conditions are recorded in a road inventory. The surface condition should be inspected every two years based on field observations.

The FHWA and the BIA officially established the first BIA road inventory in 1974. Since that time the BIA has continued to revise and refine RIFDS for the Indian Reservation Roads (IRR) inventory. Table 6 defines the number of miles and number of bridges on the Pawnee Nation IRR inventory.

Table 6

Class	Total Road Length (Miles)	Number of Bridges	Total Bridge Length (FT)
Class-3	1.0	0	0
Class-4	114.4	34	2362
Class-5	236.1	6	421
Class-9	11.5	0	0
Total	363.0	40	2,783

The roads on the Pawnee Nations existing inventory are classified according to the BIA 5704 report (2014) (Appendix B). As the Pawnee Nation submits its TIP each year, the roads will be reclassified according to the IRR Final Rule definitions.

2.6 SAFETY

Safety is the prevention of accidents and preparation of emergencies after an accident. This can involve making physical improvements to a highway, programs to reduce the number of drunk drivers, better law enforcement and driver's education programs, and better preparation for emergencies, i.e. medical facilities, personnel, and hazardous materials teams. The Pawnee Nation Department of Transportation staff has developed a safety plan that will help guide us on areas of improvement for the safety of the Pawnee Nation and surrounding communities. This plan has already helped in being awarded FHWA Safety grants for the following: Emergency Services (Communications), Engineering (1st Street Safety Project), and Education (Impaired Driving Outreach).

2.7 ACCIDENTS

Accidents are likely to occur when drivers are unable to respond properly, for example, where a truck is descending a grade. Most accidents occur because of

driver error. Either the driver does not know what is required to operate a vehicle, is unfamiliar with the area, is inattentive, falls asleep, has been drinking, is under time pressure, or must make complex decisions.

The Pawnee Nation Department of Transportation has been setup as a user of the SAFE-T database, maintained by the Oklahoma Department of Transportation, which collects and stores crash data reported from law enforcement agencies from across the State of Oklahoma.

Oklahoma Highway Safety Office crash data statistics for 2016:

Every day in 2018

...195 crashes occurred.

...89 persons were injured in a crash.

...1.8 fatalities occurred on Oklahoma roads.

On the clock

8 crashes occurred every hour.

1 crash occurred every 7.4 minutes.

1 fatality occurred every 13.4 hours.

MORE CRASHES OCCURRED

...on Friday than any other day of the week

...in October than any other month of the year.

...between 5:00pm and 5:59pm than any other hour of the day.

MORE FATALITIES OCCURRED

...on Friday than any other day of the week.

...In June than any other month of the year.

...between 1:00pm and 1:59pm, :00pm and 6:59 pm, than any other hour of the day.

Pawnee County had 2 Fatal Crashes, 54 injury crashes and a total of 178 crashes for 2018

3 PAWNEE NATION TRANSPORTATION DEPARTMENT

3.1 DEPARTMENT HISTORY

The Pawnee Nation first began their Transportation Program working with the Bureau of Indian Affairs (BIA) in 1995.

The Pawnee transportation department began contracting with the BIA under the PL93-638 program in 1996 with the Pawnee Agency Complex Road project. The transportation program has been able to complete a number of projects under the PL93-638 program and has used the profits from these projects for a number of transportation related activities. These activities have included administrative capacity building, roads construction equipment, roads maintenance, and as matching funds for social and public projects such as the Community Wellness Center/Gymnasium and the Pawnee Nation Fire Station.

From the start of the program in 1996 until the year 2000, the Pawnee Transportation program was funded approximately \$370,000 per year. From 2001 until 2004, the program was funded approximately \$540,000 per year. The actual amounts drawn down for PL93-638 projects (Design, Planning, and Construction) varied from year to year depending on how many projects were on-going. Over the course of the Pawnee Nation involvement in the IRR program, approximately 7% of the funding has been spent on Transportation Improvement Planning and Capacity Building, 9% on design, 76% on construction, and 8% on roads related activities and project support.

The Pawnee Business Council (PBC) established as the first priority of the Pawnee Transportation Program, the reconstruction and improvement of the roads, streets, and parking lots of the interior roads system of the Pawnee Nation Reservation. This project, named Pawnee Agency Complex Roads, provided for the improvement of existing roads and the construction of new facilities serving the Pawnee Administration buildings, the Pawnee Indian Health Center, and Social Program facilities and buildings.

The second major project provided paving of the entry road and interior roads of the North Pawnee Indian Cemetery. The third project was a new construction project providing streets and parking areas for the Pawnee Nation Social Services Park. The Social Services Park includes four separate buildings housing the Educations programs, TERO, Food Distribution, Community Health Representatives, Elder Meal program and dining hall, a meeting center, After School Program, Day Care, Headstart, a basketball gymnasium and family fitness center. Other projects included providing entry and interior roads to the West and South Cemeteries, a lagoon access road and fire station driveway.

Additional projects completed:

- Access road for the new Pawnee Health Center

- Road/parking lot in support of the Pawnee Travel Plaza
- Parking lot for Family Development Center at the Social Park
- Bridge CN37 and reconstruction of road on IRR
- Parking lot and driveway to Roam Chief Center and Food Distribution services area
- New daycare facility parking and driveway
- Parking lot for New Law Enforcement Center
- Parking lot for New Elders Center
- Construction of New Entry Bridge and Roadway into the Tribal Complex
- 2019 Pawnee Nation Safety & Enhancement Projects (CM/GC) -13 suite of projects

At the start of the Pawnee Nation participation in the Indian Reservation Roads Program, the Pawnee inventory consisted of BIA roads only, approximately 39 miles. Since that time the Pawnee Nation has added to the inventory by adding routes serving Tribal members and facilities. The Pawnee IRR inventory at the present time consists of approximately 363 miles of roads and parking facilities.

In 2008, the Pawnee Nation of Oklahoma Business Council made the decision to terminate its relationship with the BIA transportation department and work directly with the Federal Highway Administration (FHWA). This decision would allow the Pawnee Nation to receive funds directly from the FHWA and take a more active part in developing its transportation department.

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 also changed the name from “Indian Reservation Roads (IRR)” to “Tribal Transportation Program (TTP).”

On December 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, or “FAST Act.” The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

In short, the Pawnee Nation places pronounced emphasis on improving the condition of the roads system supporting the infrastructure. Secondary emphasis

has been in support of new public, social and economic enterprises. A significant part of the growth of the roads inventory has been adding Pawnee County roads. These roads are used by Tribal members and City of Pawnee constituents for the purpose of school routes, routes to health care facilities, mail routes, routes to employment location, or routes for recreational purposes.

3.2 TRANSPORTATION DEPARTMENT TODAY

The Pawnee Nation transportation department receives funds from the FHWA. However, with the recent inflation of material cost the transportation department has to keep looking for grant opportunities to receive more funds to be able to complete more projects. We currently have 4 full time employees which have allowed the department to do a lot of construction ourselves at a reduced cost.

3.3 PAWNEE NATION ROAD INVENTORY DATA SYSTEM-

The Pawnee Nation inventory consists of 363.0 miles of roadway and 40 bridges. Appendix B (IRR Inventory Data Sheet) identify each route and bridge presently on the Pawnee Nation inventory according to the Bureau of Indian Affairs (BIA), Roads Inventory Field Database (RIFDS).

FY13/14 130+ miles were assessed for update on RIFDS. Remaining routes will be assessed for update in FY17 until the March 15th deadline. Any route not updated in the prior two years will be assessed and added the next year. All routes on the inventory will then be assessed every other year. Additional routes will be identified and assessed to be proposed.

Update all non-official routes listed on APPENDIX A so they become official for the FY17/FY18 program year.

3 FUTURE IMPACTS AND SYSTEM PERFORMANCE

4.1 INTRODUCTION

This chapter describes impacts caused by transportation and, in turn, the impacts to the transportation system from other factors. Effects that may result from changes in transportation include community cohesion, culture, the availability of public facilities and services, in-migration, employment, taxes and property values, displacement of people and relocation of structures, impacts on land use, farmland, historic structures, water quality, wetland, floodplains, air quality, noise, threatened or endangered species, visual quality, and impacts during construction. Impacts to the transportation system include changes in traffic volumes, and surface wear from traffic and weather.

Population and traffic growth projections are estimated. Cultural, social, and environmental impacts and potential mitigation measures are addressed.

4.2 CULTURAL IMPACTS

Historical and prehistoric cultural sites are investigated with every project. Direct impacts to cultural sites from road projects can occur, especially when additional right-of-way is required or when projects are located in Cemetery areas. The Tribes' Cultural Preservation Office is consulted and reviews each proposed transportation project.

The Tribal culture in the Pawnee Nation area will have an impact on what projects get done and how they get done. It will also have an impact on growth and development and general attitudes of the residents.

Proposed construction activities can also impact sites that are formally recorded on the National Register of Historic Places. Impacts to these and other eligible properties need to be addressed when affected by a particular project.

4.3 SOCIAL/ECONOMIC IMPACTS

This section examines population growth and economic activity.

4.3.1 Population Growth

Population growth affects transportation by placing greater demands on transportation systems. Oklahoma's total population is estimated to grow by approximately 19 percent between 2007 and 2035, the population of individuals age 65 and over is predicted to increase by over 60 percent from 2007 to 2030.

The expected population growth would generate traffic growth on all roads in the Pawnee Nation area, especially the arterials and collectors.

The rural lifestyle, the natural environment, and recreational opportunities attract people into the area. Development in the rural areas is increasing at a much more rapid pace than it is in the towns.

The U. S. Census shows population growth for the rural counties in Oklahoma and the Pawnee Nation area in the following chart.

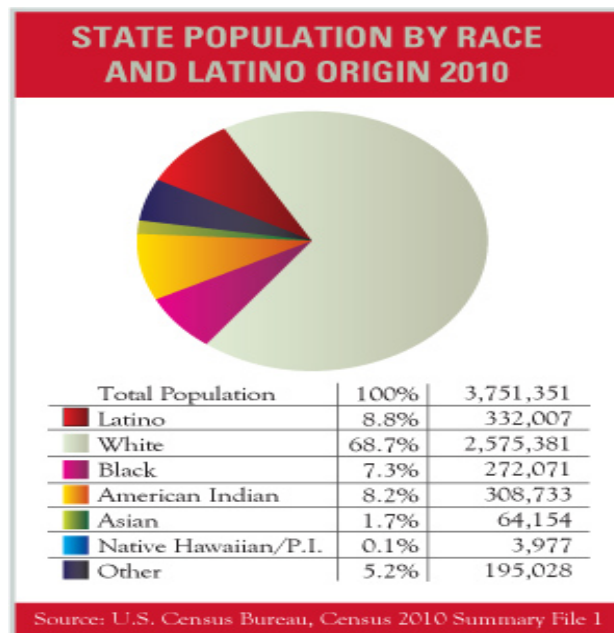
ODOT Division	Rural Counties	Population of Rural Counties					
		2000	2007	2015	2025	2030	2035 ¹
Division 1	Adair, Haskell, McIntosh, Okmulgee	91,971	92,887	107,700	119,400	125,000	130,800
Division 2	Atoka, Choctaw, Latimer, La Flore, McCurtain, Marshall, Pushmataha	147,275	149,222	166,200	179,800	186,400	193,400
Division 3	Coal, Garvin, Hughes, Johnston, Lincoln, Okfuskee, Seminole	126,696	124,289	137,700	146,400	150,400	154,400
Division 4	Grant, Kingfisher, Noble	30,481	29,889	33,600	36,000	37,200	38,400
Division 5	Beckham, Blaine, Custer, Dewey, Greer, Harmon, Kiowa, Roger Mills, Tillman, Washita	106,462	104,756	112,300	117,200	119,700	122,200
Division 6	Alfalfa, Beaver, Cimarron, Ellis, Harper, Major, Woods	39,381	36,334	39,000	39,200	39,400	39,600
Division 7	Caddo, Cotton, Grady, Jefferson, Love, Murray	110,552	113,838	121,000	128,600	132,400	136,300
Division 8	Craig, Delaware, Mayes, Nowata, Ottawa, Pawnee	150,771	154,500	176,400	194,700	203,500	212,700

Source: Oklahoma Department of Commerce (2007–2030).

¹The State of Oklahoma and most local authorities will not develop 2035 population projections until data from the 2010 Census become available. The 2035 projections were estimated by assuming that the projected growth rate for 2025–2030 would continue in 2030–2035.

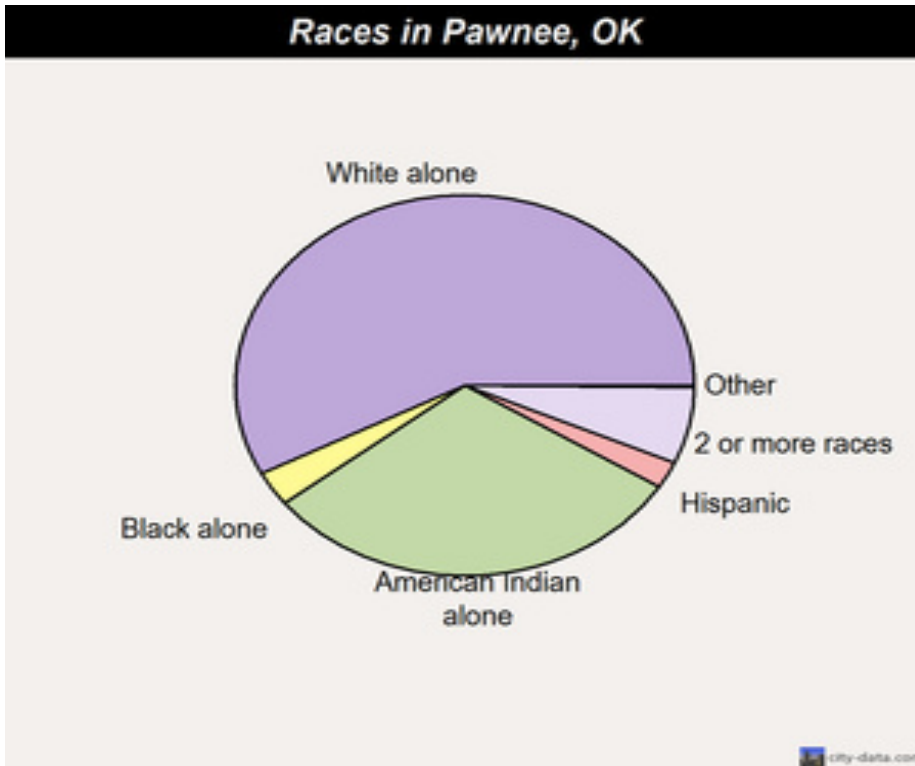
The following charts illustrate the race and ethnicity in Oklahoma and of Pawnee County.

Oklahoma race by population percentage:



Pawnee County race by population percentage:

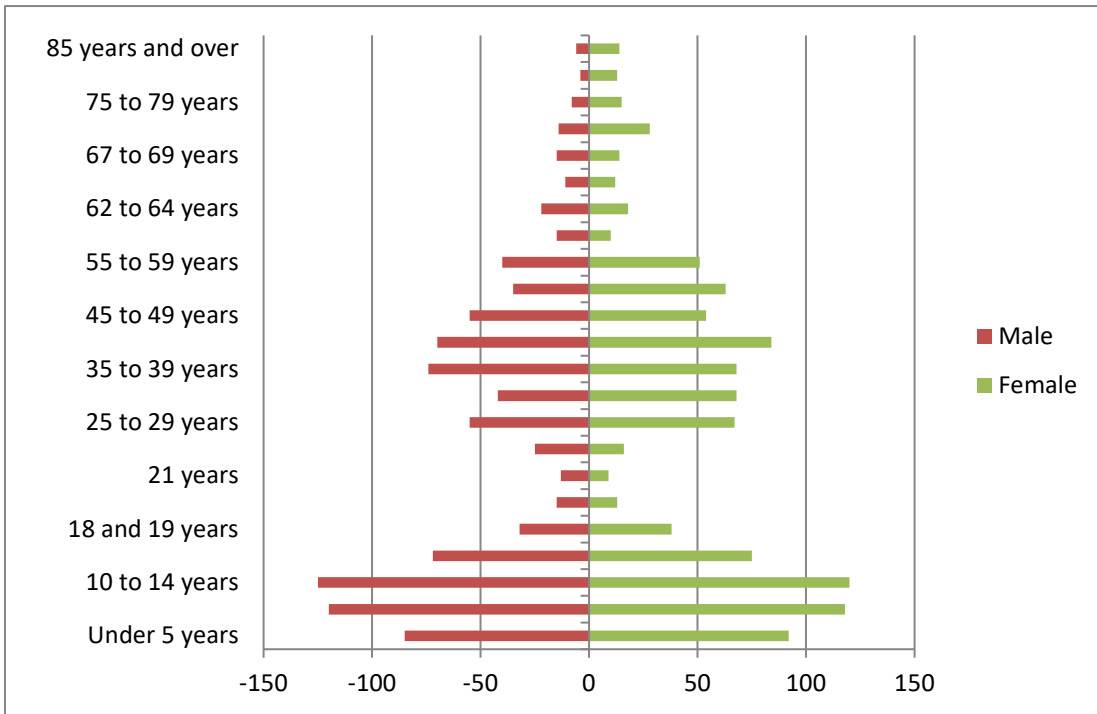
- White alone -1,267 (57.7%)
- American Indian alone – 669 (30.5%)
- Two or more races – 143 (6.5%)
- Black alone – 64 (2.9%)
- Hispanic – 49 (2.2%)
- Asian alone – (0.09%)
- Other race alone – 2 (0.09%)



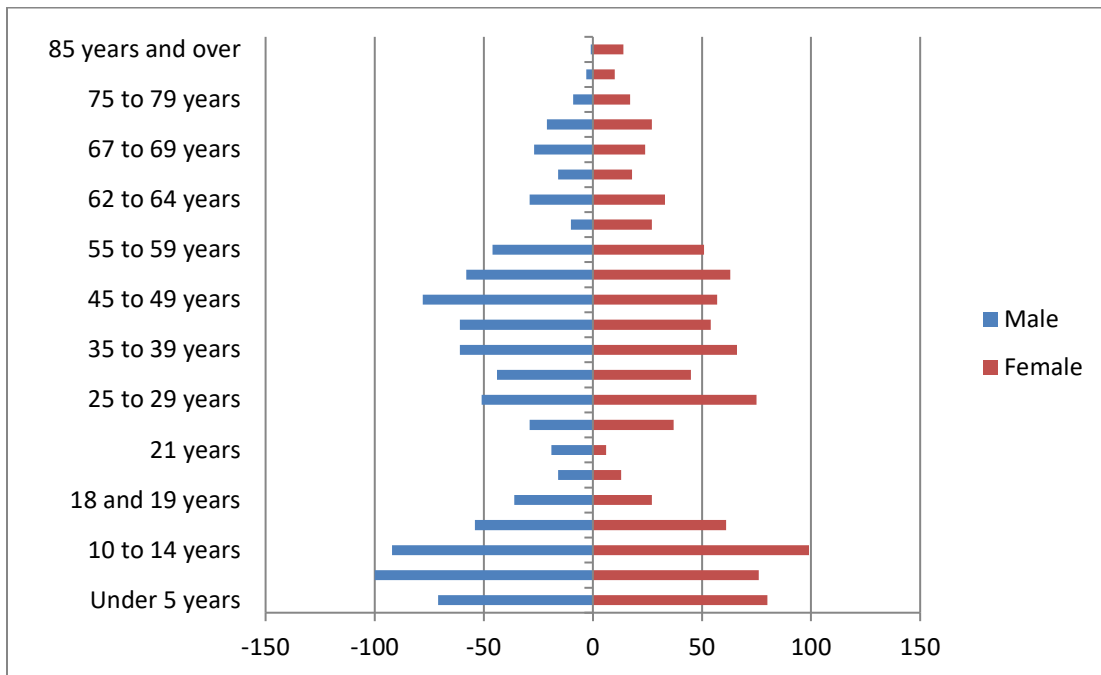
Wikipedia - 2012

Pawnee Nation tribal member population by age and gender located in the Pawnee Nation jurisdiction:

Year 2000



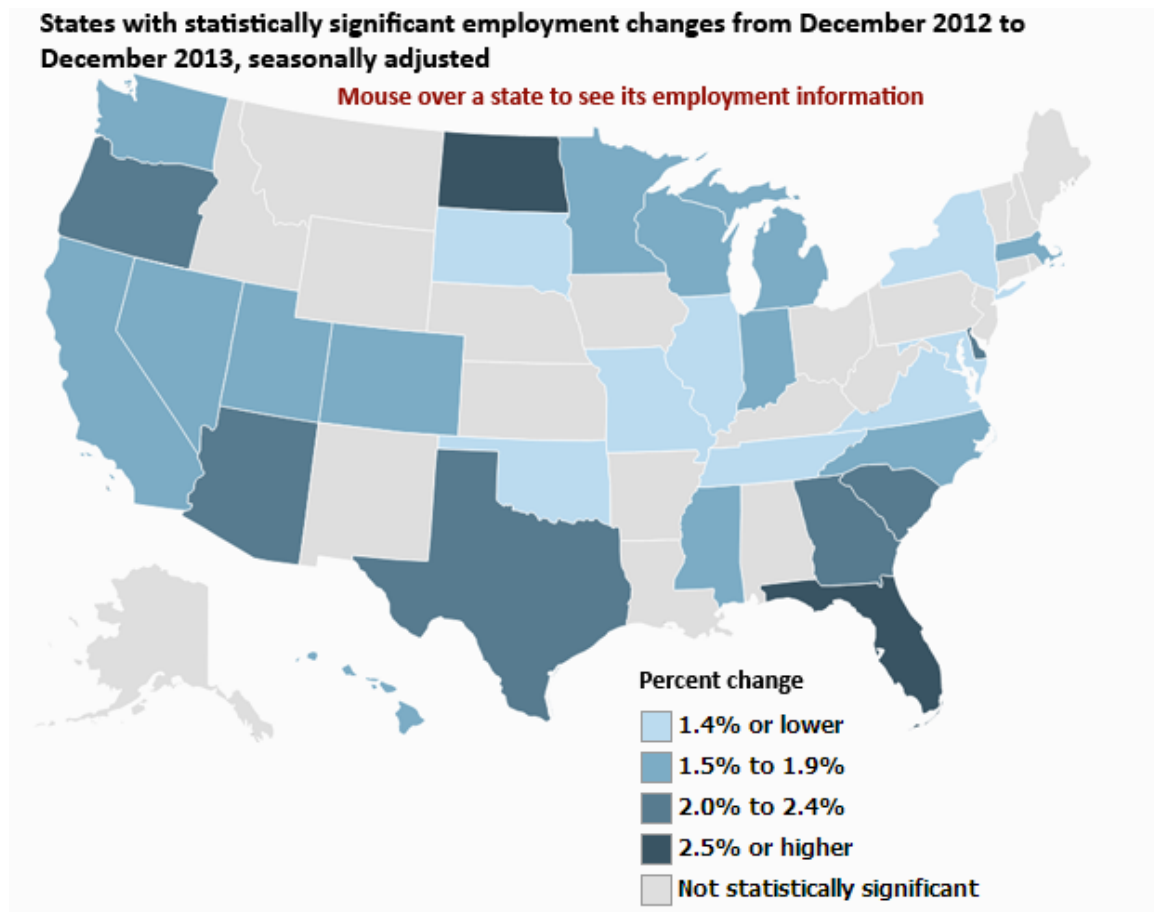
Year 2010



4.3.2 Employment Growth

Table 3.3.2 shows the employment growth for Oklahoma from the year 2012 – 2013, a 1.2% increase.

TABLE 3.3.2



4.3.3 Land Use and Development Impacts

Transportation improvements such as highway widening and paving gravel roads are one of many variables that may encourage more development. Development, in turn, places greater demand on the transportation network, increasing maintenance and improvement costs. Arterials and collectors are most affected by development because traffic becomes more diffuse as it moves to roads of a lower functional classification. Highway improvements most likely to have the strongest impacts on rural lands are improvements made to roadways in or near the rural fringe and areas attractive to non-residential development. A highway

improvement must substantially reduce the travel time from a rural area to an urban area to have an impact. Highway projects have a larger impact on land of relatively low value than on land of high value. Growth on the rural fringe may encourage low densities and urban sprawl. The largest impact on rural land occurs when an improvement project provides access to land desirable for commercial or industrial users.

4.3.4 Economic Activity

One of the most important goals of transportation is to serve economic interests. Economic growth is dependent on many factors, including availability of natural resources, proximity to export markets, capital availability, and type of labor force. However, transportation is often the factor that provides the means by which economic growth can occur.

Transportation partners with the Indian Community Development Block Grant (ICDBG) coordinator, Pawnee Nation Housing Authority, and Tribal Development Corporation to coordinate economic growth of the Pawnee Nation.

4.3.5 Tourism and Recreation

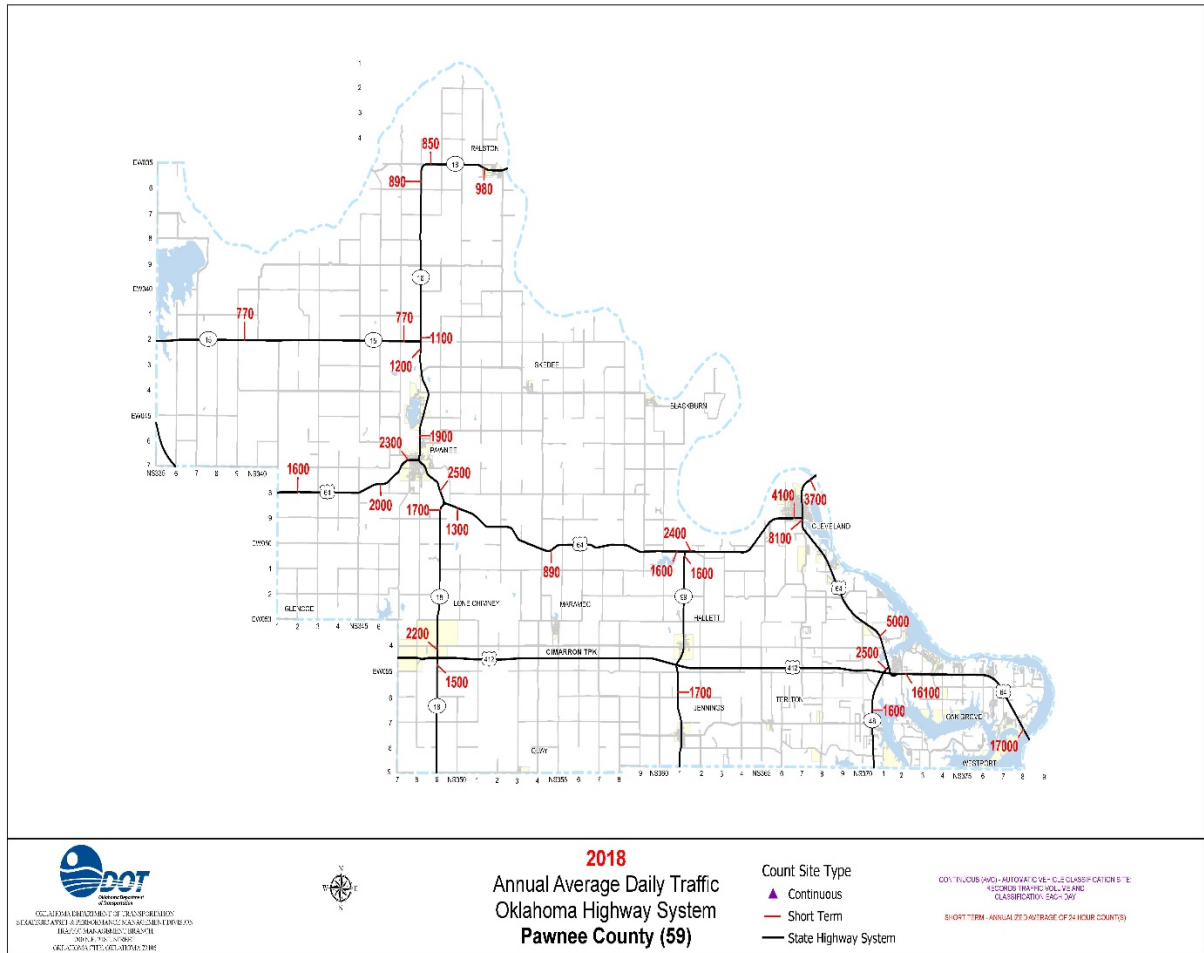
The Pawnee Tribal Reserve, which is located adjacent to the City of Pawnee, is not a tourist destination. It is not located in an area where people would travel through on a regular basis, only people who live there or who have specific business in Pawnee pass through this area.

However, with increased economic growth the Pawnee Nation can very well be appealing and become an attraction for tourism and recreation.

4.4 TRAVEL FORECASTS AND ADT

Planning for future development of highway and road facilities within the Pawnee Nation area is based, in part, on existing and projected traffic volume. Average Daily Traffic (ADT) volumes on all Oklahoma State highways have historically increased at approximately 2% to 3%. Traffic volumes differ by road type, level of development, and the amount of tourists or through traffic.

An analysis of the traffic volume data suggests that growth is not happening uniformly on all roads. Some are growing in volume much faster than the statewide average while others are growing only slightly or none at all. Traffic volumes on all major highways are highest near population centers and decrease relative to the distance from population centers. This shows that travelers prefer certain roads to reach their destination and increased development is happening along these corridors.



4.5 ENVIRONMENTAL IMPACTS

All transportation projects that receive federal funding must comply with the National Environmental Policy Act (NEPA). Environmental Assessments prepared for transportation projects should consider the following factors: System linkage, existing capacity, ADT and future ADT, access management, traffic flow, safety, roadway deficiencies, cumulative and indirect impacts.

A detailed analysis of cumulative and indirect impacts from projects proposed herein requires substantial time and resources that are outside the purview of this document. However, most proposed Tribal road projects are short in length and would serve local residents. The cumulative, negative impacts to the environment and the socio/cultural element should be minimal. Some projects are done for safety reasons and the effects overall should be positive.

4.6 Energy and Commitment of Resources

Transportation projects are carried out to make travel easier, more convenient and safe; however, there are other direct and indirect reasons and consequences. Transportation improvements should normally lead to less travel time, fuel savings, and a decrease in vehicle wear, which should result in a decrease in energy use.

To achieve more efficient and safe transportation objectives, certain commitments in resources are necessary. Land used for a facility is an irreversible commitment. Fuels used, labor and construction materials are generally irretrievable. Usually materials are not in short supply and their use will have no adverse effect upon their continued availability.

The commitment of resources is based on the idea that residents in the Pawnee Nation area will benefit by the improved quality of the transportation system. These benefits will consist of improved accessibility and safety, savings in time and greater availability of services. These are anticipated to outweigh the commitment of resources.

PUBLIC INPUT

5.1 Notice

Public input requested for the preparation of this Long Range Transportation Plan. A public request notification was made on Pawnee Nation Web site per 25 CFR 170.413 requesting input on the LRTP and availability for review. Interested parties could review, obtain a copy, ask questions and state or submit comments. Table 5.1 lists contacts and comments made during the review and comment period.

Table 5.1

5.2 Pawnee Nation Corporations, Commissions and Departments

5.2.1 Tribal Development Corporation

The Tribal Development Corporation plans for the future growth and expansion of future business developments for the Pawnee Nation. The corporation is presently working on several different business developments that will bring new revenue to the Pawnee Nation and aid the Nation in becoming more self sufficient

5.2.2 Division of Planning

The Division of Planning is responsible for looking at the long term goals of the Nation and working to coordinate the long range plans for each division, department and program incorporating them into one long range plan for the

Pawnee Nation. The Planning Department is currently working on the following items:

- In conjunction with the various departments, a master land use plan is being developed to establish zoning, business codes, and a master land use map for the Tribal Complex property.
- In conjunction with all Pawnee Nation Divisions and Public meeting create a long range plan for Pawnee Nation
- Planning for a new youth center and Museum at the Tribal Complex.
- Continuous planning to develop economic enterprises that will provide employment opportunities for Tribal members in the hopes that more Tribal members will return to the area to work.

5.2.3 Gaming Commission

The Pawnee Nation Gaming Commission is a regulatory commission which regulates Pawnee Nation gaming operations. This commission works closely with the National Indian Gaming Commission to ensure Pawnee Nation gaming facilities comply with all Nation, State Compact and Pawnee Nation Laws.

5.2.4 Division of Property

This department is responsibility for Indian Community Development Block Grant (ICDBG) grants and the operation of the Academy. This department is currently working on a number of different projects:

- Working with the planning department to apply for grants to rehabilitate all of the existing buildings that will eventually be used as classrooms for the Academy or office spaces.

5.2.5 Division of Law Enforcement

The Pawnee Nation Police Department has 5 full-time officers and 5 police vehicles. The police officers patrol the Pawnee Nations Indian land located in Pawnee, Payne, and Kay counties. The officers average approximately 4,000 miles (combined) per month.

5.2.6 Division of Health and Community Services Outreach in Home Care Department

- CHR Program: The purpose of the Community Health Representatives/Emergency Medical Services is to act as an advocate and facilitator for families and individuals to gain access to comprehensive health care services as well as provide opportunities to enhance the quality of life for the people they serve. The target population is eligible Indian residents living within the Pawnee Tribal Service Area in Pawnee County and the city limits of Stillwater, OK in Payne County.

- Health Education: The purpose of the Health Education program is to establish identifiable health education components within the tribal health department. The Health Education program strives to promote awareness, guidance & counseling, and prevention of diseases and/or disability among Indian people. The target population is eligible Indian people, including the non-Indigenous share, within the Pawnee Service area.

5.2.7 Housing Authority

There are several Housing Authorities operating within in the original boundaries of the Pawnee Nation of Oklahoma. These authorities are responsible for their own planning, purchasing, constructing, and operations of their housing units. The Housing Authority has several units that are presently in operation.

5.2.8 Pawnee Nation College

The Pawnee Nation College seeks to meet the higher education and cultural needs of the Pawnee Nation, other surrounding Indian nations, and all who have the desire to engage in a life of learning. Pawnee Nation College is dedicated to promoting social responsibility, service community, and research that contribute to the cultural, social, and economic well-being of the Pawnee Nation, other Indian nations, and surrounding communities.

5.2.9 Division of Natural Resources and Safety

The Pawnee Nation Division of Natural Resources and Safety was established and implemented in 2010. It consists of four Departments:

- Department of Environmental Conservation and Safety,
- Department of Transportation and Safety,
- Department of Fire and Rescue, and
- Department of Emergency Management.

Although each Department within the Division has its own mission and service objectives, each Department shares many common interest and overlapping services concerning natural resources and safety. Placing these Departments under a common Division enables direct collaboration and efficient services.

6 TRANSPORTATION NEEDS AND PROJECTS

6.1 INTRODUCTION

While many transportation needs have been identified for the Pawnee Nation area, the transportation plan is still fiscally constrained to fit projects into the Transportation Improvement Program better. The process used to determine projects is discussed below.

The TTIP is a five-year list of transportation projects that are eligible for federal funds. The TTIP is revised annually to reflect changing priorities.

The Tribal TIP process begins with looking at areas that serve tribal members. Input is gathered from various sources to further refine the project list by looking at a variety of criteria to rank potential projects. Each potential project is analyzed to figure out what rehabilitation, reconstruction or construction is needed, the lead-time required, and an estimated cost for each phase of each project. Once completed, the list is taken before the Pawnee Business Council for final prioritization and is approved by resolution.

After completion, the TTIP is sent to the Office of Federal Lands Highways, TTP Program Tribal Coordinator. The TTP Program Coordinator then sends the control schedule to the FHWA in Washington D. C. for their signatory approval and the TIP projects are then sent to each respective FHWA regional and division office and finally to the state DOT. Once a final TTIP document is finished at the Tribal level, it may take another eight to twelve months before the state receives it and places it in their Statewide Transportation Improvement Plan (STIP).

Each Tribal project then goes through the following step-by-step process before construction is completed.

1. Cultural clearance
2. Research of right-of-way (ROW) ownership
3. Consent to survey
4. Preliminary survey
5. National Environmental Policy Act compliance
 - a. Categorical Exclusion; or
 - b. Environmental Assessment and Finding of No Significant Impact; or
 - c. Environmental Impact Statement and Record of Decision.
6. State Historic Preservation Office
7. Request Title Search Request (Tribal Land) or Memorandum of Title (fee land)
8. Design Survey
9. Soils investigation
10. Maintenance consideration for design
11. Permits
12. Design

13. Construction document preparation
14. Submission of design documents to FHWA/BIA
15. BIA and FHWA approval
16. Prepare the documents and descriptions for ROW acquisitions
17. Appraisals if necessary
18. Purchase of ROW
19. Bidding of construction contract
20. Contract award to construction contractor
21. Preconstruction conference with contractor
22. Construction phase
23. Inspections during construction
24. Final inspection upon project completion
25. Contract closeout

Because all of the procedures entailed in getting a project to completion, having adequate time before scheduling projects for construction is necessary. The time required varies from one to two years.

6.2 RIGHT OF WAY ISSUES

Every project is designed with ROW issues in mind, due to the difficulty of securing ROW on both fee land and Trust property. Each design is completed in such a way as to require the least amount of ROW. In most construction contracts that the Pawnee Nation has completed, the agreement has been that the County Commissioner would acquire the fee land ROW and the Tribe, through the BIA, would acquire any Trust property ROW. This system has worked well through the years and very few projects have been held up due to ROW issues.

During the design phase the design engineer will prepare all ROW drawings and easements for the ROW acquisition. On fee property the County Commissioner has the right to negotiate with the land owners to secure the ROW without an appraisal. On any Trust property, an appraisal has to be completed by a certified and licensed appraiser before the BIA can negotiate with a land owner.

As of 2018 the Pawnee Nation Department of Transportation is beginning to handle ROW access and permitting with the Pawnee Nation jurisdiction, in conjunction with the BIA.

6.3 EXISTING IRR INVENTORY ROAD CONDITIONS

Each of the roads on the Pawnee Nation IRR inventory has been evaluated to determine the current conditions of the roads and to help in the prioritization process. The Route Condition table in Appendix B lists the conditions for each route.

6.4 IDENTIFIED TRIBAL TRANSPORTATION NEEDS AND GOALS

With all of the economic development plans being undertaken at this point in time, the Pawnee Nation is at a major turning point in the history of the Tribe. As each future development is planned and executed, it is crucial how they will affect the various departments in the Tribe and especially how they relate to the Pawnee Transportation Department.

6.4.1 Land Use and Zoning Plan

The Transportation Department should be directly involved with the Pawnee Nation Tribal Planner in the development of all plans to help analyze how and where certain transportation systems could be constructed on the Pawnee Nation Reserve.

To develop a truly useful land use planning document, the entire Pawnee Nation Reserve should be surveyed. This would give the exact locations of all existing building, roads, utilities, drainage systems and contours for site planning purposes. This drawing can then be used to identify any restricted areas such as floodplains or culturally sensitive areas. Once these areas have been identified the drawing can be used to create areas for future uses. It will also be important to analyze the utility requirements of each improvement on the Pawnee Reserve.

Future energy developments will definitely need the cooperation of the Transportation Department to construct the roads that a project such as this would require.

6.4.2 SHORT TERM GOALS

To serve the Tribal Community and create a more connected transportation system, the Pawnee Nation has set the following short- term goals for the next 5 years.

- Pursue the opportunity to expand the Pawnee Nation IRR inventory by adding all eligible roads and bridges within the Pawnee jurisdictional area.
- Expand Geographical Information System (GIS) capabilities for future planning, including placing all IRR routes and bridges in a GIS format.
- Submit grants to improve infrastructure of roads, bridges and sidewalks for safety.
- Maintain roads, parking lots, and sidewalks on Pawnee Nation Campus.
- Continue to update by way of projects as rules and regulations change.
- Continue to reconstruct as many road and bridge projects as the transportation budget will allow.
- Continue to contract cooperative projects with the Counties.
- Continue to contract cooperative projects with the surrounding Cities.

- Continue to increase the cooperative effort between other Pawnee Nation Departments and the Pawnee Transportation Department through the construction and renovation around the Pawnee Nation Complex.

6.5 SPECIFIC PROJECTS IDENTIFIED IN THE 20-YEAR PRIORITY LIST

Table 6.5 identifies the projects that have been placed on the Tribes 20-year priority list.

TABLE 6.5

PAWNEE NATION 20-YEAR PROJECT PRIORITY LIST		
PRIORITY	ROUTE NO.	PROJECT NAME
FY 2021 - 2040 Reoccurring activity		
	Existing Routes on TTP Inventory	Assessment of 1/3 routes on Roads Inventory Field Database update with current assessment information
	Assessment, Update, Propose	Pawnee County Routes to NTTFI
	Assessment, Update, Propose	Payne County Routes to NTTFI
	Assessment, Update, Propose	Town of Maramec Routes to NTTFI
	Assessment, Update, Propose	City of Pawnee to NTTFI
FY 2021		
251	PC29	Reconstruction Green Bridge
	PC29/6055	Harrison/Agency Rd. Planning and construction: lighting.
	PC29/6055	Harrison/Agency Rd. Planning and construction: overlay, sidewalk, & striping
2065	6263	ICDBG FY20 Public Safety Center
		Review and Update Pawnee Nation Safety Plan
2064	6266	ICDBG FY18 Greenhouse
		SRTS, TAP Planning , Pre-construction, and Construction
		Stonewolf new parking lot addition
FY 2022		
		ICDBG FY21
	Existing Routes on IRR Inventory	Assessment of 1/3 routes on Roads Inventory Field Database and update information as needed
FY 2023		

	6269	Beck Drive: Planning reconstruction to include ADA compliant sidewalks
		ICDBG FY22
	Existing Routes on IRR Inventory	Assessment of 1/3 routes on Roads Inventory Field Database and update information as needed
FY 2024		
	Existing Routes on IRR Inventory	Assessment of 1/3 routes on Roads Inventory Field Database and update information as needed
	6269	Beck Drive: Planning reconstruction to include ADA compliant sidewalks
		ICDBG FY23
FY 2025		
227	6269/6247/PC34	Beck Dr. – construction: grade, drain, base, sidewalk, asphalt & striping
	6247	N3490 - planning roadway reconstruction sidewalk/trail construction
	6105	E0450 - planning roadway reconstruction sidewalk/trail construction
	Existing Routes on IRR Inventory	Assessment of 1/3 routes on Roads Inventory Field Database and update information as needed
		ICDBG FY24
FY 2026		
	IRR 6030/6243	9 th St. - planning
	PN Campus	PN Road Preservation Project
	Existing Routes on IRR Inventory	Assessment of 1/3 routes on Roads Inventory Field Database and update information as needed
FY 2027		
	6104/6244	4 th St. - planning
FY2028		
	IRR 6030/6243	9 th St. - construction
FY 2029		
	PN Campus	PN Road Preservation Project
FY 2030		
	IRR 6055	Evaluate curve to get to IHS
	PN Campus	PN Road Reconstruction- planning
FY 2031		

	6230	Lone Chimney Rd – Hwy 18 to 9 th St - planning
FY 2032		
	6104/6244	4 th St. - construction
FY 2033		
	City of Pawnee	Bridge Panning
FY 2034		
	City of Pawnee	Bridge replacement
FY 2035		
	PN Campus	PN Road Reconstruction overlay, striping, curb, gutter, sidewalks
FY 2036		
	594	Overpass - planning
FY 2037		
	Prop. Route	Chilocco Roads and parking lots
FY 2038		
	6230	Lone Chimney Rd – Hwy 18 to 9 th St grade, drain, base, overlay
FY 2039		
	6230	Overpass - Construction
FY 2040		
	6230	Overpass - Construction

6.6 BRIDGE NEEDS

Bridges on the Pawnee Nations TTP inventory are in desperate need of repair. As can be seen in the table in Appendix C, the majority of the bridges on the inventory are load rated and a school bus could not legally cross a large number of them. Oklahoma ranks last in the United States in the condition of its bridges. Many of the bridges are over 50 years old and were not built for today's traffic demands. As can be seen in the photos of each bridge, a majority of them do not have any type of guard rail and are very narrow. This presents a significant hazard to the driving public especially at night. The Pawnee Nation has worked closely with the County Commissioners in their area and has replaced a number of bridges with IRR funds. In the future the Pawnee Nation intends to work with the Commissioners to identify and replace as many bridges as possible using IRR funds, special bridge funds and cooperative agreements with the County's.

7 TRANSPORTATION FUNDING OPTIONS

6.1 INTRODUCTION

The Tribal Transportation Program (TTP) receives its funds from the Department of Transportation (DOT) appropriation. The Federal Highway Administration (FHWA) reserves an amount specified in MAP-21 §1119; 23 USC 201, 202. The BIA and the FHWA jointly administer the distribution of TTP funds under applicable laws and regulations.

Funds will be allocated among the Tribes using a new statutory formula based on tribal population, road mileage and average tribal shares of SAFETEA-LU TTP funding. For the new formula, *tribal shares* are determined as follows, using FY 2012 national tribal transportation facility inventory data and the most recent population data on American Indian/Alaska Native Reservation or Statistical Area, as computed under the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA, 25 USC 4101 et seq.):

- 27% on eligible road miles
- 39% on tribal population
- 34% divided equally among the 12 Bureau of Indian Affairs (BIA) regions and then distributed among Tribes in that region based on each Tribe's average FY 2005-FY 2011 formula distribution compared to that region's total FY 2005-FY 2011 distribution.

The MAP-21 formula is to be phased in over a 4-year transition period as follows:

- FY 2013 – 80% of funds distributed based on tribal shares in FY 2011, with remainder using the new formula.
- FY 2014 – 60% of funds distributed based on tribal shares in FY 2011, with remainder using the new formula.
- FY 2015 – 40% of funds distributed based on tribal shares in FY 2011, with remainder using the new formula.
- FY 2016 and thereafter – 20% of funds distributed based on tribal shares in FY 2011, with remainder using the new formula.

Prior to distribution to Tribes, the following amounts may be deducted:

- Up to 6% for program administration, including funding for Tribal Technical Assistance Centers (TTAPs). These funds may be used by the Secretary or the Secretary of the Interior for program management and oversight and project-related administrative expenses. [§1119; 23 USC 202(a)(6)]
- Up to 2% per year for transportation planning, to be allocated among Indian tribal governments that applies for transportation planning. [§1119; 23 USC 202(c)]
- Up to 2% per year for a nationwide priority program for improving eligible deficient bridges. [§1119; 23 USC 202(d)]

- Up to 2% per year for safety projects, to be allocated to applicant tribal governments for eligible projects. [§1119; 23 USC 202(e)]

Tribal supplemental funding -- The amount to be set aside is determined as follows:

- 30% if the TTP funding level is ≤ \$275 million.
- If the TTP funding level is greater than \$275 million, \$82.5 million plus 12.5% of the excess over \$275 million.

The FAST ACT, which was enacted on December 4, 2015, authorizes \$305 billion over fiscal years 2016 through 2020. The FAST Act authorizes a total combined amount (\$39.7 billion in FY 2016, \$40.5 billion in FY 2017, \$41.4 billion in FY 2018, \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020).

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$465 M	\$475 M	\$485 M	\$495 M	\$505 M

As under MAP-21, the FAST Act allocates TTP funding among the Tribes through a statutory formula based on tribal population, road mileage and average tribal shares under the SAFETEA-LU Indian Reservation Road program. The FAST Act continues this formula without modification. [23 U.S.C. 202(b)]

6.2 CONSTRUCTION & FUNDING OPTIONS

There are several funding options that can be used by the Tribe to fund projects related to the Transportation Department.

- ❖ TTP funds
- ❖ Funds available for consultation, collaboration, and coordination activities:
 - Tribal Priority Allocation (TPA) funds
 - Administration for Native Americans (ANA) funds
 - Economic Development Administration (EDA) funds
 - United State Department of Agriculture (USDA) Rural Development funds
 - Community Development Block Grant (CDBG) funds
 - Indian Housing Block Grant (IHBG) funds
 - Indian Health Service Tribal Management Grant (IHSTMG) fund
 - National Highway Traffic Safety Administration (NHTSA) and other FHWA safety funds for highway safety projects

- Transit funding – Federal Transit Authority Regional Transit Assistance Program (RTAP)
- TTP Highway Bridge Replacement and Rehabilitation Program
- TTP Safety Funds
- Accelerated Innovation Deployment (AID) funds

6.2.1 Construction alternatives

In 2018 the Pawnee Nation passed a Resolution recognizing the need and importance to have a Construction Manager under a Construction Management General Contractor contract involved during the planning, design and Construction of eligible infrastructure projects to reduce time and cost.

The Pawnee Nation approved and authorized the procurement for construction Manager services under a Construction Management General Contractor Contract; and the bundling of identified infrastructure projects including the repair, restoration and new construction of roads, bridges, and vertical infrastructure contingent on available state and federal funds.

6.3 TRIBAL FUNDING SOURCES

- Motor Fuels Compact Revenues – A portion of these monies may be allocated by the Pawnee Business Council in support of the Pawnee Transportation Department.
- Pawnee Nation Tax Revenues – The Pawnee Nation Tax Ordinance defines transportation as one of the programs that may be supported by tax revenues. The revenues are transferred to the General Fund and are in turn allocated by the Pawnee Business Council.
- Pawnee Nation Gaming Revenues – These funds are similar to tax revenues, in that uses for these funds, when available, will be determined by the Tax Ordinance and Pawnee Business Council allocation plan.

At present, the Pawnee Nation Department of Transportation and Safety currently receives no funding from any of the above listed Tribal sources.

6.3.1 PARTNERSHIPS

City and County Partnerships – The PNDOTS will continue to build strong working relationships with the cities and counties where the PNDOTS has routes. The PNDOTS has and will enter into mutual aid projects with these entities in order to stretch our roads monies and to build working relationships between the local and tribal governments.