



Shoshone-Bannock Tribe's Department of Transportation Transportation Plan 2016 update



Shoshone-Bannock Tribes

TRANSPORTATION

RESOLUTION

WHEREAS, the Fort Hall Business Council formally approved the 2001 Comprehensive Transportation Plan (Transportation Plan) and Tribal Transportation Improvement Program (TTIP) in 2001 with Resolution #CTRT-02-0009; and


WHEREAS, the Comprehensive Transportation Plan and Tribal Transportation Improvement Plan are continuously evolving and changing to meet the needs of the Fort Hall Indian Reservation; and

WHEREAS, the Department of Transportation has been updating information and plans with the Transportation Plan and the TTIP and will continue to update and improve the information within the plans; and

NOW, THEREFORE, BE IT RESOLVED BY THE BUSINESS COUNCIL OF THE SHOSHONE-BANNOCK TRIBES, that the Department of Transportation's Transportation Plan/TTIP for 2016 is hereby approved for implementation and shall be forwarded to the BIA Regional office and the Federal Highways Administration office as a deliverable.

Authority for the foregoing resolution is found in the Indian Reorganization Act of June 18, 1934 (48 Stat, 984) as amended, and under Article VI, Section 1 (a, g, r) of the Constitution and Bylaws of the Shoshone-Bannock Tribes of the Fort Hall Reservation of Idaho.

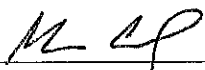
Dated this 04th day of March 2016.


Blaine J. Edmo, Tribal Chairman
Fort Hall Business Council

S E A L

CERTIFICATION

I HEREBY CERTIFY, that the foregoing resolution was passed while a quorum of the Business Council was present by a vote of 5 in favor, 1 absent (BJE), and 1 not voting (LJT) on the date this bears.


Marcus Coby, Tribal Secretary
Fort Hall Business Council

CTRT-2016-0311

RESOLUTION

WHEREAS, the Fort Hall Business Council previously passed the 2016 Transportation Plan Document (TRVS-2013-0004), including Appendix A, B and C as part of this document; and

WHEREAS, amendments have been made to the appendices' pertaining to measured/added road miles, add/subtract/corrections of roads, etc; and

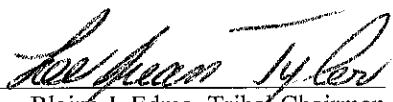
WHEREAS, continual updates are required to accurately update the Road inventory to reflect infield conditions; and

WHEREAS, these appendices' are in the form of a living document that needs to be continually updated throughout the year;

NOW, THEREFORE, BE IT RESOLVED BY THE BUSINESS COUNCIL OF THE SHOSHONE-BANNOCK TRIBES, that the final approval of appendices' pertaining to measured/added road miles, add/subtract/corrections of roads, etc., be given the Transportation Director. The Director's approval will be in the form of a signature and date added to the appendices' to reflect the current state of the Road Inventory System.

Authority for the foregoing resolution is found in the Indian Reorganization Act of June 18, 1934 (48 Stat, 984) as amended, and under Article VI, Section 1 (r) of the Constitution and Bylaws of the Shoshone-Bannock Tribes of the Fort Hall Reservation of Idaho.

Dated this 04th day of March 2016.


Blaine J. Edmo, Tribal Chairman
Fort Hall Business Council

S E A L

CERTIFICATION

I HEREBY CERTIFY, that the foregoing resolution was passed while a quorum of the Business Council was present by a vote of 5 in favor, 1 absent (BJE), and 1 not voting (LJT) on the date this bears.


Marcus Coby, Tribal Secretary
Fort Hall Business Council

TRVS-2016-0312

September 1, 2016

Executive Summary:

The 2001 Comprehensive Transportation Plan (Plan) for the Shoshone-Bannock Tribes (Tribes) was completed over a four year period by Eastern Washington University (EWU) Urban Planning Programs, working closely with the Transportation Department and the Tribes Transportation Committee. The project started in the Summer/Fall of 1998 when EWU consultants began work on the updated road inventory.

Since 2001, the Shoshone-Bannock Tribes 2001 Comprehensive Transportation Plan has guided transportation activities on the Fort Hall Indian Reservation. The plan reflects local Tribal values and concerns. The 2001 Comprehensive Transportation Plans goals are:

- To provide safe and efficient public access within the Reservation.
- To compliment surrounding transportation facilities as part of an area wide transportation system, where possible, and
- To assist in the economic development of the reservation, while protecting natural and cultural resource values.

The Shoshone-Bannock Tribes 2001 Comprehensive Transportation Plan was accepted by the Fort Hall Business Council with resolution number CTRT-02-0009 on January 7, 2002, as the official Transportation Plan for the Shoshone-Bannock Tribes.

2012 Transportation Plan update:

A transportation plan is a living document, and is to be updated annually or as needed to include new or updated information. The 2012 Transportation Plan will be the first since the completion of the 2001 Comprehensive Transportation Plan.

Since 2001 there have been numerous changes within the Tribes' transportation system. In 2002 the Shoshone-Bannock Tribes completed the process to contract the Bureau of Indian Affairs local Road Maintenance Department, in essence taking over the road maintenance duties on the reservation. With this contract (P.L. 93-638) came the development of the Shoshone-Bannock Tribes' Transportation Department. Since that time, the Transportation Department has continued to develop the road maintenance program, planning and road construction, Technical Services, administration and Public Transit Program.

Each department/program plays a key role in the operations of the Department of Transportation. For instance, the Technical Services Department currently assists in any need for Right-of-Ways for road construction, tribal member assistance or other needs. The Engineer Techs for this department are also heavily involved in the 2012 update, completing road counts on all Indian Reservation Program roads, then moving to all main

September 1, 2016

artery roads on the reservation, regardless of jurisdiction, so we can get and maintain an accurate count on travelers within the reservation.

The newest department/program in the Department of Transportation is the Public Transit Program. The Transportation Department has requested approximately \$800,000.00 in grant funds to start a Public Transit Program. Four transit buses were purchased through one grant opportunity. Staff and program funds have been requested through another funding opportunity. A Public Transit Plan has been written and is being reviewed for comment as this update is written.

The completion of Ariwite road and Agency road, and the major road construction of Bench/Marshall roads, on the Tribal Improvement Program (TIP) show a significant improvement in gaining construction of roads on the Fort Hall Indian Reservation.

Introduction:

Transportation is defined as means of conveyance or travel from one place to another. Transportation is essential for community development, no matter if the community is as large as a sprawling metropolitan area or as small as a residential development. Accessibility and circulation is basic to human survival and can be as simple as a walking path or as complex as a metropolitan multi-modal network which includes vehicular, train, subway, biking, walking, and air transportation. The Fort Hall Indian Reservation's community's transportation system is a vital component of all daily operations and aspects of life. The transportation system also constitutes a major portion of the tribal budget, including: vehicle purchases and maintenance; road design, construction and maintenance; and management of these operations.

This planning study recognizes the principle that transportation systems, land use, and economic activities are interdependent. The way in which the residents of the community use the land determines, to a great extent, the number and variety of trips occurring on the transportation system. On the other hand, the location and quality of transportation facilities influence the development of land and the location of major activities by connecting people with these activities.

Indian Reservation Roads

Indian Reservation Roads (IRR) are public roads that are located within or provide access to Indian reservation or Indian trust land or restricted Indian land that is not subject to fee title alienation without the approval of the Federal Government. The IRR system, therefore, includes BIA, Tribal, state and county roads and bridges which are integral to the Shoshone-Bannock Tribes.

September 1, 2016

Governmental Responsibilities and Coordination

Transportation administration is a complex task requiring close coordination between various governmental agencies in order to perform the interrelated administrative and operational functions of planning, managing, constructing and maintaining the system.

At least four levels of government (Federal, State, local, and tribal) interact to administer the transportation system serving the community. Administrative functions differ between levels of government because of differences in responsibilities. Agencies have been established within each of these governmental levels to deal specifically with these administrative responsibilities.

The Federal Government has a wide variety of administrative responsibilities pertaining to highway transportation, including the administration of the Highway Trust Fund and other designated transportation funds, safety standards, regulations, and other programs and services required by law. Most of the administrative responsibilities for highway transportation rest with the Federal Highway Administrative (FHWA) of the U.S. Department of Transportation (DOT). Implementation of these Federal policies and programs is usually carried out by other Federal agencies, or by agencies at the state or local levels.

The Bureau of Indian Affairs (BIA), a part of the Department of the Interior, is one of the Federal agencies charged with implementing basic DOT and FHWA policy on the reservation. This charge is carried out by the Bureau through its Transportation Division in Albuquerque, the BIA Northwest Region Area Roads Engineer, through the Shoshone-Bannock Tribes Department of Transportation and the Tribal Governing Board.

The Department of Transportations' Director will have authority to make any changes needed in the Tribal Improvement Plan, RIFDS changes or the overall Transportation Plan and updates as needed as outlined in the attached resolution.

Transportation and Road Maintenance Partners:

Idaho Transportation Department-District 5

Ed Bala-District Engineer
P.O. Box 4700
Pocatello, Idaho 83205-4700
Telephone: 208-239-3300

Bannock Transportation Planning Organization-(BTPO)

September 1, 2016

Mori Byington, Planning Director
P.O. Box 6129
Pocatello, Idaho 83205-6129
Telephone: 208-233-9322 ext. 23

Bingham County Road and Bridge

Dave Babbitt, Director
501 N. Maple #209
Blackfoot, Idaho 83221
Telephone: 208-782-3173

Power County Road and Bridge Department

Steve Lusk, Director
542 Bannock Ave.
American Falls, Idaho 83211
Telephone: 208-226-7610

Caribou County Road and Bridge

Kim Spencer, Supervisor
11 N. Hooper
Soda Springs, Idaho
Telephone: 208-547-7940

Pocatello Regional Transit

David Hunt, Director
1207 South Second Street
Pocatello, Idaho 83205
Telephone: 208-239-0545

Project Approach

The project approach used in this study is comprised of four phases: collection of existing data; collection of new data; data analysis; and plan development. This approach requires that both transportation data as well as socio-economic and environmental data be investigated simultaneously during the data collection and analysis phases of the project. Each of the four phases of the project approach is described below:

Collection of Existing Data

This phase of the Study involved collecting existing data from State and local governments, the BIA and tribal sources. On the transportation system side, information was gathered on system administrators, operators and users. The data collected includes previous planning studies, existing inventory data, travel demand and traffic counts, accident data, and maintenance data. The information accumulated on the environmental

and socio-economic side includes data such as existing land use activities, economic development plans, demographics, cultural information, housing, infrastructure and environmental concerns.

Collection of New Data

This phase involved collecting new data pertinent to the study area. The information on the transportation system side includes data gathered during the road inventory, traffic counts, up-dated accident data. Other new data for consideration includes proposed economic development and other land use developments; population projections are examined to determine the demand for future development; and environmental constraints were reviewed to identify areas suitable for development.

Purpose, Objectives and Strategies

Defining the purpose, objectives and strategies gives direction to the plan and planning process. The following is the purpose for developing a transportation plan:

Purpose: To provide a framework for effective decision-making, resulting in the efficient investment of limited funds for transportation projects.

Objectives are an expression of the desired, measurable end results of the plan. Objectives of this planning process include:

- Improve the maintenance of the existing road network.
- Upgrade and improve road segments.
- Increase the safety of the road network.
- Develop a multi-modal network which includes trails.
- Develop new roads in coordination with community and economic development.
- Increase transit oriented opportunities.
- Increase transportation funding opportunities.

Strategies are broadly stated means of deploying resources to achieve the objectives.

Through the process of collecting data, developing this plan, strategies have been developed. Strategies are listed in the Long Range Improvement Plan section of this plan.

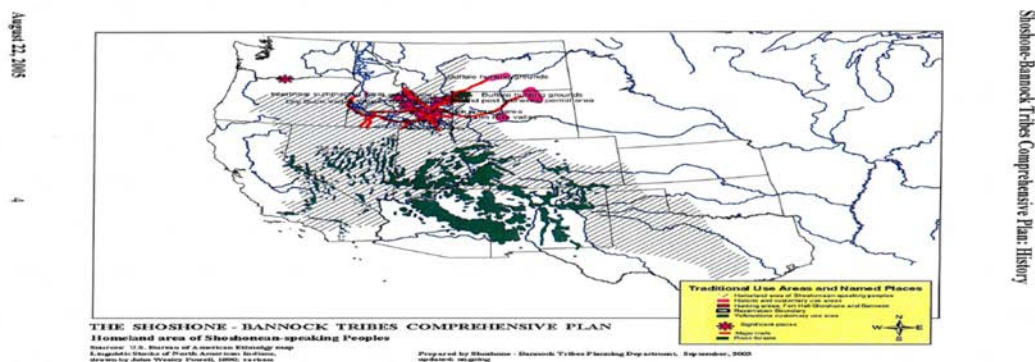
September 1, 2016

Action plans outline the tasks required to implement the strategies. The Tribal Transportation Improvement Plan (TTIP) is an action plan for implementation for the next 3 to 5 years and further into the future.

Community Profile: History:

The ancestors of the Shoshone and Bannock people now living on the reservation ranged over great areas of what is now the inland northwestern United States and Canada, east into the Great Plains and south into the Great Basin and Colorado Plateau. Typically bands would form to take advantage of the various resource opportunities found in different areas, moving with the seasons. For hundreds, perhaps thousands of years the ancestors would base themselves in the Portneuf, Boise, Bruneau, Blackfoot, Lemhi and Snake River Valley areas, wintering there and using it as their base for the rest of the year. Traditional subsistence use of natural resources persists to this day, particularly fish and wildlife, but also a wide variety of plants. Traditional hunting and gathering activities are not limited to the reservation but extended throughout much of the aboriginal territory of the Shoshone and Bannock peoples.

The Peoples who lived in the region of the present Fort Hall Indian Reservation were in the main hunters and gatherers from the earliest times. Studies on file with the Shoshone-Bannock Tribes refer to very early hunting camp sites discovered throughout the great basin and Columbia Plateau area. The earliest include large buffalo kills and numerous early sites where large numbers of mountain sheep and elk were butchered dried and eaten. Archaeological evidence shows that the entire Great Basin and Columbia Plateau supported established populations of hunter-gatherers.¹



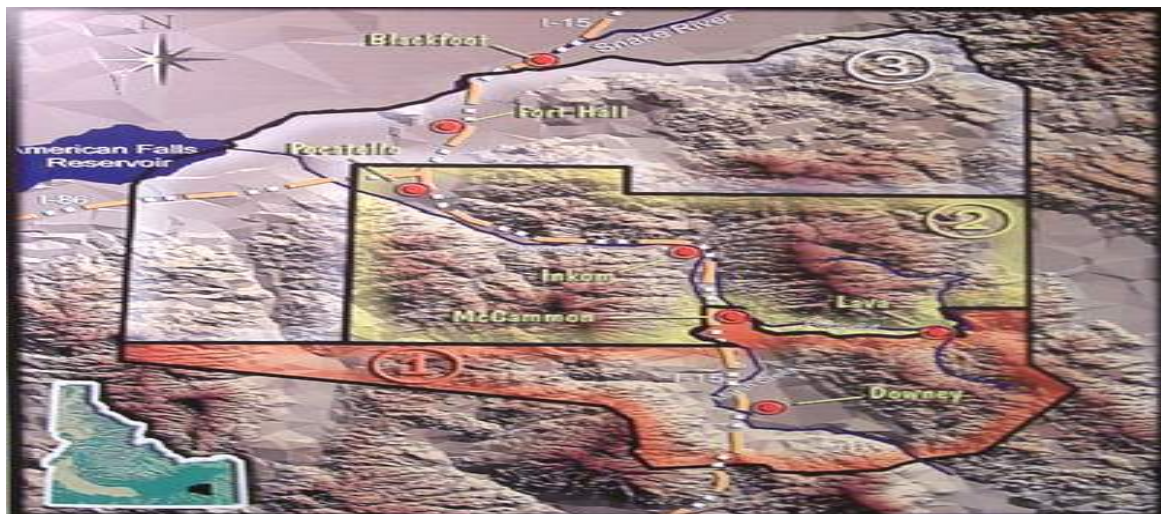
¹ From the History section of the Comprehensive Plan Draft 2006

September 1, 2016

Many of these historical, traditional use and culturally identified places are still in use on an on-going basis and must be added to any transportation plan due to their relevance.

The current reservation is made up of approximately 544,000 acres (817 square miles), down from the original of about 1.8 million acres. The reservation has four Idaho counties within the boundaries; Bannock County, Bingham County, Caribou County and Power County. The Shoshone-Bannock Tribes and Tribal member land owners maintain approximately ninety-six percent (96%) ownership of the land within the reservation boundaries.

There is a population of just less than 5800 on the reservation, with approximately 3610 of those being Native American according to the 2000 census figures. According to the US-91 North Corridor Plan, Highway 91 carried between 8000 and 10,000 vehicles per average day through the reservation, from Pocatello to Blackfoot. Due to the high agricultural usage of the lands on and around the Fort Hall Indian Reservation approximately 10% is heavy truck traffic.

**Socio-Economic:**

According to the Shoshone-Bannock Tribes' Comprehensive Plan Draft (2006) from the Planning Department, the 2000 Census reported there was a total population of 5759 residents' of the Fort Hall Indian Reservation. The non-Indian population was reported as 1792 residents with the Indian population reported at 3609. Latino (369), Asian-American (15), Hawaiian/Pacific Islander (9) and other races (298) are also reported. It is reported the enrollment for the Shoshone-Bannock Tribes is 4852. Current enrollment (2009) is over 5000.

The situation at Fort Hall with regard to elderly is similar to that of the United States, where the elderly are the fastest –growing age group. The 1996 Fort Hall Test Census showed a total of 173 Native

September 1, 2016

Americans over the age of 65 and living on the reservation, 62 men and 11 women. By the Year 2000 these numbers has increased to 82 men and 125 women, an increase of also most twenty percent.²

One of the greatest obstacles faced on the reservation is transportation. As noted with a growing number of elders, a relatively high unemployment rate, lack of advanced educational studies, etc., transportation is key to developing services for all these program areas.

3

Shoshone-Bannock Tribes Comprehensive Plan: Demographics and Statistics

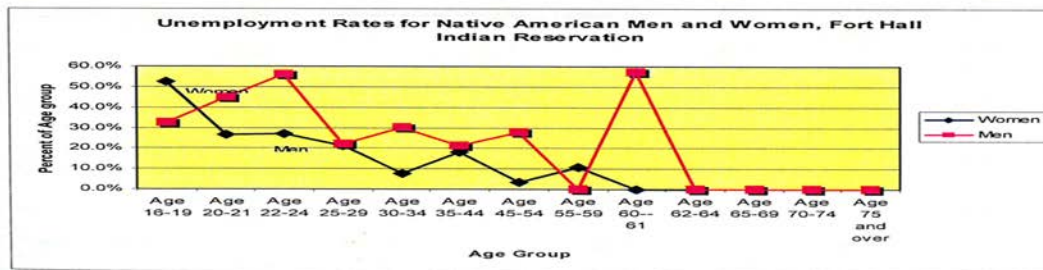
Unemployment Rates

We have derived overall, male and female unemployment rates for the Reservation as a whole and in an approximate fashion for the communities.

	Overall	Female	Male
Fort Hall IR	21.7%	16.7%	27.2%
Bannock Creek	12.2%	19.4%	6.5%
Buffalo Lodge	34.8%	31.6%	37.3%
Fort Hall community	24.1%	10.4%	42.9%
Gibson	20.9%	15.9%	26.5%
Lincoln Creek	18.0%	9.7%	28.4%
Ross Fork	26.1%	26.2%	26.0%

Source: Year 2000 US Census P150C

Underemployment



DRAFT: April 20, 2006

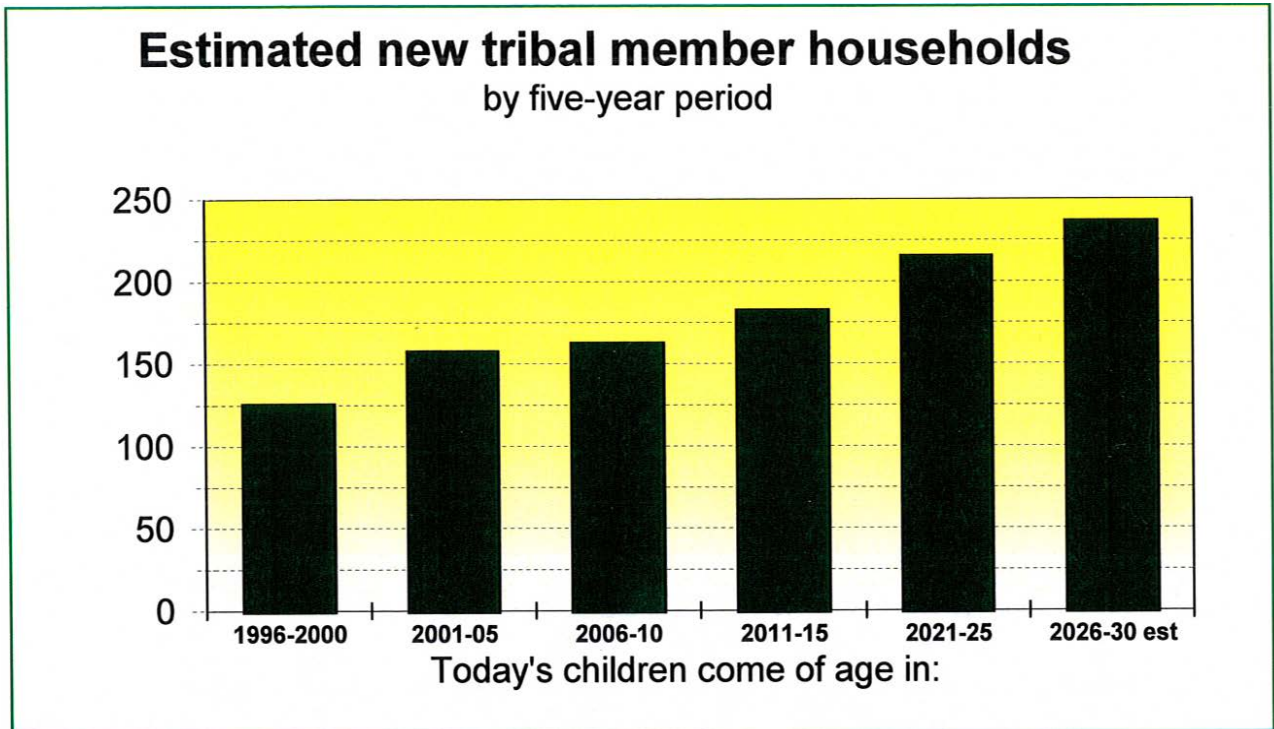
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² Shoshone-Bannock Tribes Comprehensive Plan Draft 2006 Demographics and Statistics section

³ Shoshone-Bannock Tribes Comprehensive Plan Draft 2006 Demographics and Statistics section

September 1, 2016

4

**Transportation Influences:**

There are several major transportation influences on the Fort Hall Indian Reservation, due to the varied activities within the reservation. Passenger vehicles' driving to and from work makes up a major portion of the traffic on reservation roads on a daily basis. There is a high volume of traffic on Highway 91 during peak hours before work in the morning and after work in the late afternoon. With the reservation being between two major employment areas, the Cities of Pocatello and Blackfoot, as well as the large amount of employment at the Fort Hall agency area, there is significant traffic during peak periods.

Agricultural activities also constitute a large portion of transportation on the reservation. During the farming season, there is a significant farm usage of most roads within the Indian Reservation Roads Program, of large farm hauling trucks, tractors pulling implements, and farm workers going from field to field on a daily basis.

With the Interstate crossing the reservation in four directions (I-15 North and South & I-86 East and West) and three Interstate exits within the reservation, there is also

⁴ Shoshone-Bannock Tribes Comprehensive Plan Draft 2006 Demographics and Statistics section

September 1, 2016

a high volume of traffic within these general exit areas. The Shoshone-Bannock Tribes has constructed truck stops at each of the three exits that are heavily used by those from the Interstate, as well as the local community.

TRAFFIC GENERATION/INFLUENCES:

For several years the traffic generation has been stable in the “Agency” area with the exception of the former Trading Post area and gaming areas. For several years these areas did not change. Over the last two or three years there have been some dramatic changes in the general “Agency” area and other areas as well, including around the new Justice Center that has been open about two years.

The Trading Post complex has been torn down and replaced with the Shoshone-Bannock Tribes Motel and Convention Center. The Trading Post Store has been constructed on the intersection of Ross Fort and Eagle roads. This has caused a great influx of traffic in the area around the I-15 Exit 80 interchange.

Sage Hill Truck Stop has also been constructed on exit 89 off I-15-Blackfoot South. This has caused a great influx of traffic in that general area. In general, there has been a growth of traffic in most areas of the reservation, especially in areas of retail or gaming, with little being done to alleviate congestion that has come with the traffic and additional activities. Some minor adjustments like adding turn lanes to existing road structures has been done, but no actual widening of road surface. Not having a plan and developing projects without transportation issues being addressed does cause some traffic problems. Need to have better planning and coordination with other projects regarding traffic issues.

PEDESTRIAN DEMAND:

A majority of the pedestrian activity is in the general area of the Agency Campus and up to exit 80 Interstate 15, approximately a five square mile area. This area includes a majority of the Tribal/BIA/IHS governmental services. This area also has many of the Tribes’ major businesses and housing areas. Most of the streets around this 5 square mile area have sidewalks and are moderately to highly use by local workers and residents in the area for walking, biking or vehicle traffic.

Three of the major streets in the area have bike and pedestrian paths, but the remainder of the roads have not been upgraded in recent years, thus do not. There are several other areas on the rural roads that are used by local for walking that also need upgrading with walking paths.

September 1, 2016

ROAD COUNTS:

Interstate 15 and Interstate 86

Roadway	Section	Peak Hour	AADT
I-15 Flying Y to Blackfoot		1035-1105	22000
I-86 American Falls To Pocatello		670-690	10000

**Both Interstates transverse the Fort Hall Indian Reservation between these locations

Roadway	Section	Peak Hour	AADT
Yakima Avenue	10	8-15	106
Councilmen's Way	10	55-91	729
Bannock Avenue	10	77-188	896
Bannock Avenue	20	52-91	642
Osage Avenue	10	36-58	442
Putnam Avenue	10	53-71	571
Shoshone Drive	10	23-53	225
Shoshone Drive	20		50
Pima Drive	10	73-115	815
Pima Drive	20	28-51	281
Pima Drive	30	6-20	50
Navajo Drive	10	14-26	135
Navajo Drive	20	23-40	226
Santee Way	10		896

** Roads in the Agency Campus

Roadway	Section	Peak Hour	AADT
Eagle Road	10	4-8	52
Eagle Road	20	148-239	2873
Eagle Road	30	130-164	1548
Eagle Road	40	5-8	55
Faulkner Loop	20	4-6	162
Ferry Butte Road	10	9-13	110
Dunn Road	10		50
Racehorse Lane	10/20/30		50
Lincoln Creek Road	10		50
Siler Road	10/20/30	34-90	195-320
Broncho Road	10/20/30/40		255-388
Hawthorne Road	60/70	51-83	217-431
Truchot Road	10/20/30	11-13	349-651

**Sample Local Roadways

September 1, 2016

The recent road counts are very important to the Tribes Department of Transportation for a couple of reasons: 1) there has not been a comprehensive count of vehicles traveling on the roadways on the reservation, period. If you look at the legacy book that was developed by the Bureau of Indian Affairs, dated 1974, all the road counts shown on their data sheets are default numbers.

2) The default numbers are usually set at 50 vehicles, if you look at the counts provided recently by the Department of Transportation, some of the local road counts are in high hundred counts per day, and even into the 1500-2500 range count on some roads. We are not getting the numbers in the RFDIS system we should.

We will have all the roads in the reservation road counts completed in short order and a new completed road inventory done as soon as possible.

Special Transportation Issues:

Major Facilities: Within the last five (5) years there have been many facilities constructed that has changed some of the traffic patterns in the local area:

SAGE HILL Gas Station and Casino: Highway 91 and Exit 89 off I-15- Construction of a large gas station/Casino –has changed the traffic pattern from a flow through area two lane highway, to multiple turn-outs heavy traffic entering and exiting Sage Hill area.

JUSTICE CENTER- Agency road-New Justice Center with courts/jail/police. Will have greater traffic into and out of Justice Center as well as employee traffic.

MOTEL & CONVENTIOIN CENTER- Ross Fork road and Exit 80 I-15-just completed Motel convention center bringing additional traffic to the general area.

TRADING POST store- Ross Fork and Eagle road- New trading post store constructed on the intersection of these two roads. Additional traffic noted in and around this intersection. **AADT-2873**

Eagle Road East of Ross Fork Intersection: This area is to be one of the economic development sites for the Tribes and if constructed, will add traffic to this road in the future.

OTHER POSSIBLE FUTURE DEVELOPMENT AREAS:

Natural Resources Building- Agency Campus area

Fish and Wildlife Building- Agency Campus area

Shoshone-Bannock Tribes Sports and Wellness Center-Ross Fork and Mission roads: 156,000 square foot center with health programs and fitness programs for the

September 1, 2016

community and others. Construction to start mid-2014. This project will add additional AADT to the Ross Fork Road, Mission and Eagle road areas.

Land Use-existing uses and demand:

Current land use is largely agricultural and rural housing throughout the reservation. There are sections of commercial/business in almost every district within the reservation, and that will be one area that will continue to grow in land use. Housing/residential and commercial uses will show the biggest growth in future years, mainly due to the growing population of tribal members, as well as non-Indian living on the reservation.

The Shoshone-Bannock Tribes Planning Department has developed a Comprehensive Plan that includes several changes and development in land use zoning. Some of the greatest changes will be in the commercial/business areas of land use and development. These changes will bring to bear a need for transportation management and maintenance in the Tribes' commercial and business areas to cope with additional traffic needs.

Environmental Opportunities and constraints:

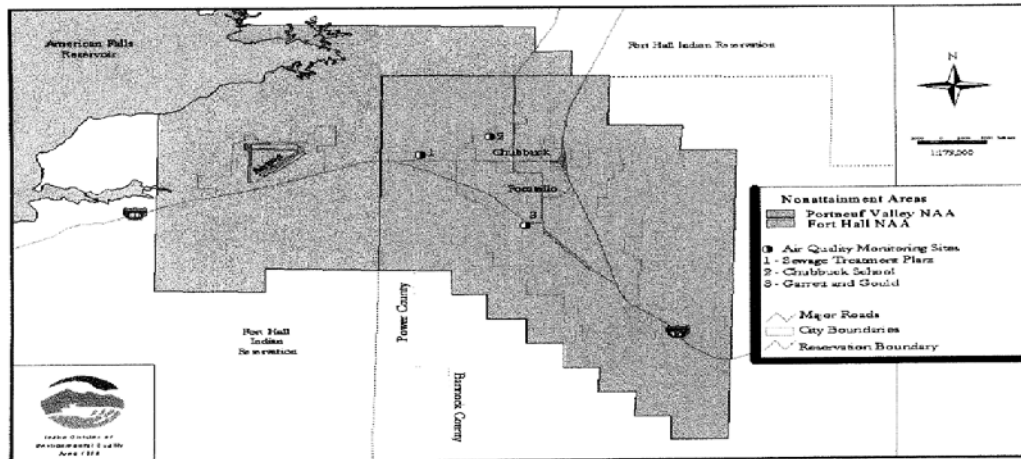
Due to the possible impact on the resources that are found in the natural environment (air, earth, plants and animals) or that require special protection (cultural resources), any heavy/major/new construction projects will require an environmental assessment via the NEPA process. The Shoshone-Bannock Tribes has an Interdisciplinary Team made up of various natural resource and environmental and Cultural disciplines that can review each project. Protection of natural environment and cultural resources are mandated in all projects.

Areas of the Fort Hall Indian Reservation are also part of a non-attainment area for particulate matter in the air (PM-10). The Shoshone-Bannock Tribes Air Quality Department and the U.S. Environmental Protection Agency monitor air quality standards. In some cases, work on roads, heavy maintenance or construction could pose a violation of particulate standards. Also with the many miles of gravel road surfaces, dust can be a major problem. The use of dust suppression to control fugitive dust is required by both Tribal Ordinance and the Federal Air Rule for Reservations (FARR Rule).

The use of Magnesium chloride for dust suppression should be used to control areas of high dust and during construction/maintenance if dust problems are foreseen. In addition use of Magnesium Chloride also has a de-icing benefit that could assist in safety of roadways in the winter, especially on road corners or intersections.

September 1, 2016

Non-Attainment Areas



Transit-existing and planned transport system:

Previously the lone transit system in southeastern Idaho is Pocatello Regional Transit (PRT) which is located just off the reservation to the south. PRT does respond to the reservation for ridership and delivers riders to various places for school, medical, shopping in the city of Pocatello. PRT also transports to Blackfoot and Idaho Falls to the north of the reservation.

The Shoshone-Bannock Tribes Department of Transportation is currently operating a rural transit to the department. Two grants have been received to Federal Highways Department requesting (1) the purchase of 4 transit buses and (2) start-up costs for personnel and development needs. The Transportation Department has also developed a draft Transit Plan that has been out for public review and accepted via Tribal Council resolution.

The Transit service will include a transit bus to be assigned to the five (5) districts on a demand-response as well as a fixed route system. The fifth district will be serviced by transitioning the other four buses as available to the fifth district for riders. (Draft Transit Plan attached)

Transit operations started in November of 2011 and as of July 2012 the transit buses have driven over 88,000 miles and transported over 6,600 riders. We hope to have over 10,000 riders by new fiscal year.

September 1, 2016

Railroad and Airport:**Railroad:**

The railroad has been part of the reservation almost since the treaties were signed. In 1878 the Utah and Northern Railroad Company constructed a rail line running north and south through the Fort Hall Indian Reservation. From 1878, when the line was constructed, to September 1, 1888, this line was in trespass as no agreements had been made regarding this line.

July 3, 1882, the Act of July 3, 1882, 22 Stat. 148 was enacted for the Utah and Northern Railroad Company for the construction of the east and west rail lines. "A strip of land not exceeding on hundred feet in width (except at the Pocatello Station), where it is two hundred feet.

On September 1, 1888 the Act of 1888, 25 stat. 452 was enacted for the Utah and Northern Railroad Company and the north and south rail lines. Also included in this agreement was 1840 acres in Pocatello for the establishment of the rail yard, Depot and other such buildings.

Section 11 of this agreement states, in part; "and when any portion thereof shall cease to be so used, such portion shall revert to the tribe or tribes of Indians for which the same shall have been taken, or in case they shall have ceased to occupy said reservation, to the United States;"

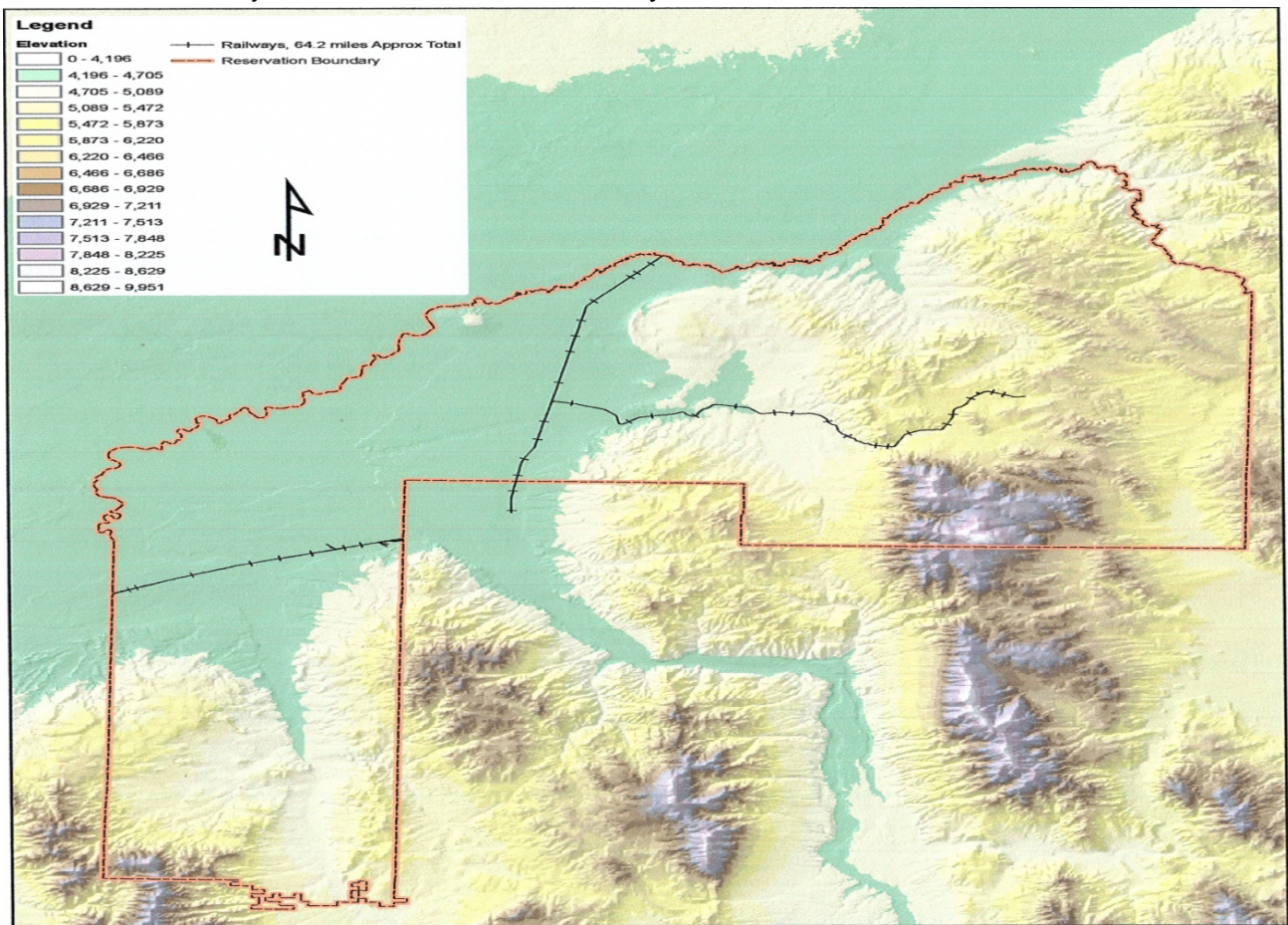
Currently there are approximately 64.2 miles of rail lines crossing the Fort Hall Indian Reservation, including the former FMC line to the Gay Mine area.

The Union Pacific rail line parallels US-91 immediately east of the highway north of Ballard Road. It is considered a main rail line and runs between Pocatello and Ox Bow, Montana. The line has a high level of usage measured in gross-ton-miles, and contributes to the economic viability of Union Pacific. The availability of reliable rail service in the region has stimulated industrial uses within the corridor area. The physical presence of the rail line and the restricted crossings of it have largely precluded non-farm residential and commercial development along the eastern side of US-91.

Just north of Ballard Road, within the Reservation, and extending northward into the City of Idaho Falls, the Union Pacific (UP) Railroad line parallels the east side of US-91. Residential and agricultural uses are located east of the railroad track, with limited private at-grade access points across the railroad line. Few dwellings and a single

September 1, 2016

restaurant are sited along US 91 within the Fort Hall town site. Most of the town is located between US-91 and I-15; north of Ross Fork and south of Agency Road. The Shoshone-Bannock Tribal Center complex and associated Bureau of Indian Affairs offices, school, and residential uses are located here. Access to this area and the Shoshone-Bannock High Stakes Bingo and Casino, lying west of I-15 at the Ross Fork Road Interchange, from US-91 is by way of Agency Road (classified as a local road). Ross Fork Road, which is classified as a major collector, does not directly connect to US-91.ⁱ



The railroad has been an important part of the reservation since 1878 when the original rail lines were placed on the reservation. During the most recent period of mining on the Fort Hall Indian Reservation, a rail line was placed through the Fort Hall areas and into the Ross Fork/Lincoln Creek districts to bring Phosphate from the Gay Mine onto the main rail line to disperse throughout the country. Today, the Gay Mine rail is not used and the mine has been closed down for the past several years. The Gay Mine contributed to the economic base of the reservation for several decades, with employment, leasing and other opportunities.

September 1, 2016

Railroad crossings:

Within the Transportation Plans' Safety Elements, railroad crossing in many of the high traffic areas are deficient. On most railroad crossings within the reservation, there are no safety lights, no crossing arms, and the approaches to many are broken up with paved surfaces crumbling, swelling and uneven, cause major passage car crossing problems.

In one instance, the Tribal SBTDOT has spearheaded addressing a railway crossing problem at Agency Road and Highway 91, with the Idaho Department of Transportation and the Union Pacific Railroad, but funding has stymied this project. As one of the most used railroad crossings on the reservation, numerous upgrades have been planned for and designed. This project has been initiated during the summer of 2012 and will be completed by November of 2012.

In accordance to the Act of September 1, 1888, 25 Stat. 452 Section 13: "That said railway company shall fence, and keep fenced, all such portions of its road as may run through any improved lands of the Indian, and also shall construct and maintain continually all road and highway crossings and necessary bridges over said railway, wherever said roads and highways may be, by the proper authorities, laid out across the same."

In the course of the Transportation Plan Update several of the railroad crossings were looked at and found to be deficient. Three of the main crossings in the Fort Hall area, Sheepskin Road, Agency Road, and Boarding school crossings are identified specifically within the update, but numerous other crossings are in dire need of repair also.

At this time, the Transportation Department is working with the Fort Hall Business Council and the Bureau of Indian Affairs Fort Hall Agency Superintendent to establish communication with the railroad in pursuit of gaining some ability to develop a progressive program to address the safety and construction deficiencies of all the railroad crossings on the Fort Hall Indian reservation.

Activities:

1. Complete a reservation wide rail-crossing safety and construction survey.
2. Detail and report rail-crossing safety deficiencies and report them to the FHBC/BIA Superintendent and submit to railroad for action.

Bridges:

September 1, 2016

Many of the roadway bridges on the reservation are also showing deficiencies. While many of the structures themselves are safe for use, there are numerous non-structural safety deficiencies that have been identified that must be addressed. Many of the bridges have poor safety features, such as signage, guard rails that are needed, bridge markers and other such items need attention. In some cases, the Pier end caps are beginning to decay, while the remainder of the structures is sound, but these items need addressed for the longevity of the bridge structure.

Activities:

1. Complete reservation wide bridge safety survey.
2. Detail and report bridge safety concerns for funding to elevate deficiencies.
3. On-going safety surveys of bridges prioritizing any additional bridge safety needs.

¹ Shoshone-Bannock Tribes Department of Energy Program-Land Information Services Map-2009

September 1, 2016



Picture 4 Railroad Crossing at Sheepskin and Highway 91

- Rough crossing from both sides of crossing
- Swelling of approach on roadway and between rails
- No crossing arms
- Ties collapsing
- Narrow road/crossing



Picture 5 Railroad crossing at Hiline and Highway 91 (Boarding School Crossing)

- Major swelling on east side-approach
- Extremely rough crossing with high amount of traffic
- Extremely narrow crossing



Picture 6 Railroad crossing at Hiline and Highway 91 (Boarding School crossing)

- Spikes lifting out of rail/ties
- Ties breaking up-splintering at ends
- Some spike completely removed, falling out onto the railway

September 1, 2016



Picture 7 Railroad crossing at Hiline and Highway 91 (Boarding School crossing)

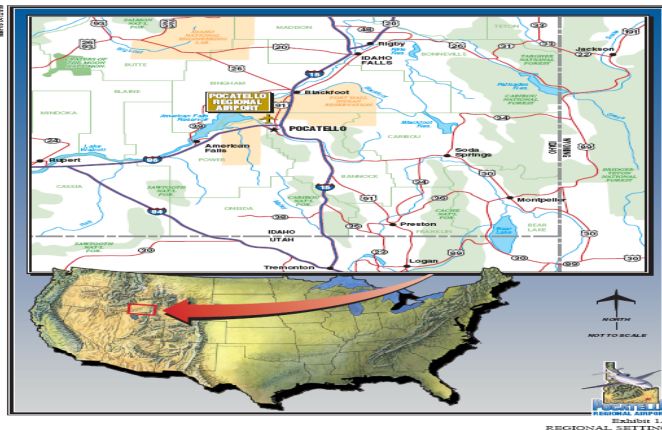
- Extremely rough crossing
- Rail ties splitting
- Width of crossing very narrow for major crossing
- Spikes loose and falling out.

Pocatello Regional Airport:

The Pocatello Regional Airport lies within the boundaries of the Fort Hall Indian Reservation.

Pocatello's original airport, McDougall field was built in 1928 and was a two lane landing strip of approximately 5000' x 2640'. This field was just off the reservation boundary.

In 1942, the current Airport was activated as an army Airbase for the military effort.



The Army Airbase was closed by the military in 1952 and obtained by the city of Pocatello for a commercial airport. The City of Pocatello accepted ownership in 1949 under a Quick Claim Deed (PL 289)

September 1, 2016

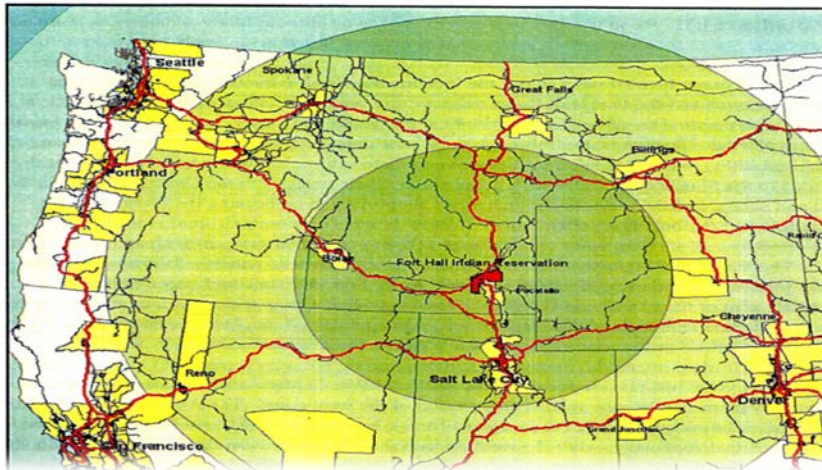
According to the Airport Master Plan of February 2000 by Coffman Associates Inc.
Current Air Traffic at the Pocatello Regional Airport consists of: 45,378 aircraft operations recorded in 1997:

7,708 Air carrier operations
6,500 Air Taxi operations
18,582 General Aviation operations
12,282 Local General aviation
306 Military operations

** Information from the Pocatello Airport Master Plan February 2000
Coffman Associates Inc.

Much of the land that makes up the airport was taken from the Tribes/allottees of the Shoshone-Bannock Tribes for the development of the Military Airport. It was believed that this property was to be returned to the Tribes/allottees when the airport was no longer used as a military base.

Shoshone-Bannock Tribes Comprehensive Plan: Economic Development



The Pocatello Regional Airport is located at a nexus of rail and interstate highway corridors.

Local Highway Safety Data:

Road Safety Information:

Fort Hall Police Department information from January 1, 2008 to January 31, 2008

Vehicle accidents on the Reservation	123
DUI Arrests on the Reservation	121

September 1, 2016

Traffic Tickets by Tribal Police	786
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US-91 North Corridor Plan from the Idaho Department of Transportation has studied US-91 from Siphon road through Blackfoot into Idaho Falls, which is approximately 44 miles. This study was conducted for the years 2001 through 2006. Of those 44 miles in the Study 20 miles are within the reservation boundaries. The Corridor Plan breaks the roadway into 5 segments.

Segment 1-Siphon Road to Sheepskin Road is about seven miles long, of which Approximately 6 miles are on the reservation. Segment 2-Sheepskin Road to South Blackfoot Interchange (Bannock Road) is approximately 9 miles is all on the reservation. Segment 3-South Blackfoot Interchange (Bannock Road) to Airport Road in the City of Blackfoot is approximately 5 miles of which approximately 3 miles in on the reservation.

Segment	Crashes	Fatalities	AADT	
Segment 1 Siphon to Sheepskin Road	104	4	4400	
Segment 2 Sheepskin to Bannock Road	33	1	3200	
Segment 3 Bannock Road to Airport road	181	0	7400	

Interstate traffic through reservation

Interstate-15	AADT- 20500
Interstate-86	AADT- 10500

Roadways and Safety:

Over the last year (2011/2012), while developing new road counts at various locations on the reservation, we have also been completing safety reports on each road that road counts have been completed. Each road was found to have a long list of safety hazards that can contribute to the safety of the driving public. Because many of the roads on the Fort Hall Indian reservation are rural and in farming areas several of the hazards are directly related to the farm areas. Items such as large canal systems running next to roadways, with no guardrails between the roads and the canals, concrete head-gates in the recovery zone with no guardrails, farmers plowing and planting crops into recovery zone and placing unused farm machinery or pipe in the recovery zones.

Other hazards include; lack of stop signs or other signs, mailboxes close to the roadway, telephone poles and utility boxes in the recovery zone and inside the road right-of-way, fence lines in the recovery zone, trees in the recovery zone or causing visibility problems and abrupt edges. Many of the roads do not have striping, road delineation or proper signage.

September 1, 2016

Another major problem we have in the farming areas are water sprinklers on the roadways. This not only causes problems with breaking up the roadways, but also for drivers hitting the water and possible hydroplaning, temporary blindness due to heavy water hitting the windshield of vehicles.



Siler Road-

*End gun from wheel line
spraying water on roadway-
2009*

Historically, safety hazards have been a contributing factor in vehicle accidents on the roadways, either contributing directly to the accident or contributing to increased damage or injury because of elements in the recovery zone.

A Road Hazard and Injury Assessment of Public Access Roadways were completed in 1989 by the Office of Environmental Health Services Branch, Indian Health Services. In that study, many of the same safety hazards were identified and have yet to be addressed, such as:

- a. Centerline and side striping was needed on almost all roads on the reservation;

September 1, 2016



Siler Road-No Centerline or side striping-2009



- b. Signs indicating intersections, curves and even roadways that received overspray from agricultural irrigation systems during growing seasons, were needed throughout the reservation;



Osborne Road and Ferry Butte- 2009

- c. An effective intersection warning device is needed at each paved intersection along U.S. 91;

September 1, 2016



Johnson Road-no stop signs/end of road sign-2009

- d. Repair of road surfaces was needed on a majority of paved roadways;



Siler Road-Road surface damage-2009



- e. The side slopes of roadways are frequently 3:1. This can cause a rollover when an automobile leaves the paved road surface.

September 1, 2016



Broncho Road-2009

- f. Gravel was present on top of paved surfaces at many intersections. The gravel should be routinely removed to prevent vehicle loss of traction and control.



Broncho Road-2009

- g. Utility poles, tress, buildings, and other immovable objects are currently located in the clear zone, between 3' to 14' from pavement edge. A clear zone is an area free from stationary objects and hazards that allow a motor vehicle to safely recover from an incident that caused it to leave the roadway. These objects create a hostile environment to the motor vehicle operator and should be removed, relocated or proper protection installed.

September 1, 2016



Broncho Road-ditch embankment in recovery zone-2009



Broncho Road-agricultural pipe in recovery zone-2009

Level of Service:

In developing the Level of Service (LOS) on the IRR road System for 2009, deficiencies on many of the roadways were identified, that were in the 1989 Road Hazard and Injury Assessment of Public Access Roadways, as well as the 2001 Comprehensive Transportation Plan. Most areas have not been addressed simply due to lack of funding, but in some cases due to lack of planning. Please see attached Level of Service Survey.

Pavement Management System:

Currently, the Transportation Department is working on a Pavement Management System-that will put the roadways on a rotating circuit to be addressed on an on-going basis. It is hoped the Pavement Management System, once fully developed will add longevity and continued system of maintenance to the roadways.

Road Safety Management System:

The Transportation Department is also developing a Road Safety Management System, which will include a formal safety performance examination of an existing or future road or intersection by a multidisciplinary team. The team will be utilized to identify remedies to location on public roads that are exhibiting the most severe safety needs.

Road Safety and Sign Management Needs:

September 1, 2016

Signs on Reservation roads represent a critical element in the safety of those roads. Signs must be properly located and designed to allow the driver adequate notice and time to follow signs instructions. In general, the Fort Hall Indian Reservation suffers from a lack of safety signs and maintenance/replacement of those signs, lack of street signs for identification of major roadways, and lack of center line and edge striping to enhance safety of drivers. The lack of signs was identified in the previous Plans as a major issue, and a funding need of \$10,000 was identified, but no action was ever taken to implement a sign program.

In recent years, additional problems have cropped up with the maintenance of signs. Roads signs being "TAGGED" or stolen by local gang related groups has become a major problem. A very large percentage of traffic signs on the reservation have been tagged or painted over, causing the original sign hard to distinguish.

The Transportation Department has been working with the Tribal Prosecutors office and Tribal Courts to catch and prosecute those found vandalizing traffic signs.

New stop signs need to be installed at many of the roadways within the reservation where it intersects with crossroads, due to the spray paint that has been sprayed on the signs. There are estimated to be 125 stop signs that need to be replaced. Cost estimate is \$3,625.00.

Many of the roadway curves have no warning signs or advisory speeds. Cost estimates would be \$1,200.00.

Many of the intersections do not have street name signs or are not of a recommended design. Cost estimate: \$4,000.00

Other safety areas need to be addressed as well, including guardrails needed in some areas, additional signs (crossroads, stop sign approach, slow of children, school bus stops signs and others. Including those noted above, the total cost of safety signs and guardrails would be approaching the \$30,000.00 dollar mark.

Tribal Transportation Improvement Program:

The Federal Highways Administration defines the TTIP as "a multi-year, financially constrained list of proposed transportation projects to be implemented within or providing access to Indian country during the next three or more years. It is developed from the tribal priority list. The TTIP is consistent with the Tribal Long Range Transportation Plan

September 1, 2016

and must contain all Indian Reservation Roads (IRR) funded projects. It may also contain information regarding other Federal, State, county, municipal, and tribal transportation projects initiated by or developed in cooperation with the Indian Tribal Government. Only those projects approved for funding by the sponsoring governmental entity may be included in the TTIP. It is reviewed and updated as necessary. The only entity that can change the TTIP is the Indian Tribal Government”.

Attachments: **Appendix A**
 Appendix B
 Appendix C
 Level of Service(LOS) Survey September 11, 2009
 Tribal Transportation Improvement Program (TIP) Schedule
 Pavement Management Sheet
 Shoshone-Bannock Tribes transportation Department-Public Transit Program Plan
 Tribal Senior Citizen Transportation Plan-Part I