SHOSHONE-PAIUTE TRIBES
LONG RANGE TRANSPORTION PLAN
(UPDATE APRIL 2024)

DUCK VALLEY RESERVATION

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Contents

1.1 Study Overview

The Shoshone-Paiute Tribes in cooperation with the Federal Highway Administration (FHWA) conducted a long-range transportation plan to identify and address the most critical current and future transportation needs on the Duck Valley Reservation. The study was funded by the FHWA and administered through Tribal Transportation Program (TTP).

The primary goal of this study was to develop a transportation improvement plan that promotes safety and mobility, enhances economic vitality, improves community livability, encourages environmental and cultural sensitivity, and supports current and planned economic development. The study also included a comprehensive inventory update of the Shoshone-Paiute Tribe's roads in the National Tribal Transportation Facility Inventory (NTTFI), Roadway conditions currently in the inventory to be updated, roadways added, and some roads removed.

1.1.1 Background

The Shoshone-Paiute Tribes of the Duck Valley Indian Reservation are a federally recognized tribe. The Tribes are governed by the Business Council which is composed of a Chairman, Vice-Chairman, and five Council Members. The Tribes once roamed the areas that are now Idaho, Nevada, and Oregon. Descendants of the Western Shoshone and the Northern Paiute Tribes now mainly occupy the land known as the Duck Valley Indian Reservation in Idaho and Nevada. The Duck Valley Indian Reservation covers 289,819 acres held in trust by the U.S. Government. Tribal membership is over 2,000 with approximately 1,700 living on the reservation (www.shopaitribes.org/culture/).

Given the rural location, public transit is not available, so workers take to the roads for their daily commute. Most of the employed population work in the census defined workforce category of "Public Administration" on the Reservation. The following table is the breakdown of the workforce industry on the Duck Valley Indian Reservation.

Table 1. Workforce Characteristics of the Duck Valley Indian Reservation (ACS 2019 5-Year Estimates)

	Estimate	Percent
Civilian employed population 16 years and over	460	100%
Agriculture, forestry, fishing and hunting, and mining	33	7.20%
Construction	17	3.70%
Manufacturing	4	0.90%
Wholesale trade	0	0.00%
Retail trade	13	2.80%
Transportation and warehousing, and utilities	2	0.40%
Information	0	0.00%
Finance and insurance, and real estate and rental and leasing	13	2.80%
Professional, scientific, and management, and administrative and waste management services	9	2.00%
Educational services, and health care and social assistance	150	32.60%
Arts, entertainment, and recreation, and accommodation and food services	30	6.50%
Other services, except public administration	10	2.20%
Public administration	179	38.90%

1.1.2 Study Area Overview

The Duck Valley Indian Reservation straddles the state line of southern Idaho and northern Nevada, approximately 100 miles north of Elko, Nevada and 100 miles south of Mountain Home, Idaho. Owyhee is the location of tribal headquarters, 142 miles southwest of Boise, Idaho (See Figure 1). The reservation was established by the Executive Orders of April 16, 1877, May 4, 1886, and July 1, 1910, and by an Act of Congress of June 18, 1934. Reservation lands are all contiguous in a near block with the exception of the 3,981.68 federally owned acres at the Wildhorse Reservoir. There are 144,274.3

acres of tribal lands in Nevada and 145,545 acres in Idaho for the Duck Valley Reservation.

Nevada State Highway 225, which becomes Idaho State Highway 51, runs north-south through the reservation.

The community contains the Tribal Headquarters, a retail center, health center, police station and correctional facility, Tribal courthouse, post office, Owyhee Combined Schools, day care center, community center, and powwow grounds.

Figure 1: Duck Valley Reservation Vicinity Map

1.1.3 Purpose and Need

The Long-Range Transportation Plan for the Shoshone-Paiute Tribe's was initiated to develop a phased, planning strategy to guide multimodal improvements with the goal of enhancing safety, accessibility, mobility, and economic growth. The need for this study stemmed directly from the Tribe's desire to increase economic vitality, improve community livability, update the existing roadway inventory, and to enhance transportation conditions along major local and regional transportation routes. The purpose of the project is demonstrated with the following statements of need:

- **Update the Tribe's Roadway Inventory.** No official road condition survey has been completed on the Duck Valley Indian Reservation since 2010. To qualify for federal funding, the Tribe's roadway inventory needs to be updated to reflect existing roadway conditions.
- **Promote Economic Growth and Community Livability.** A plan for transportation investments that encourages economic growth while maintaining the cultural and historic nature of the study area needs to be developed. Transportation investments that provide multimodal, transportation choices and connections at the local and regional level can spur business growth and job creation, provide much needed transportation for the underserved area, encourage physical activity among residents and promote tourism.
- **Accommodate Planned Growth.** A plan for transportation needs to provide access for new housing and new or expanded business developments.
- **Address Safety, Mobility, and Operational Needs.** The current roadway network needs to be evaluated to identify solutions to improve safety and mobility, optimize traffic operations, and develop maintenance procedures. Key issues that need to be addressed include:
    - Existing paved and unpaved roadways are in poor condition and are deteriorating; a strategic improvement plan needs to be developed to maximize funding.
    - Several Bus Routes are currently gravel roads. High use bus routes will be evaluated to determine pavement needs.
    - Roadways need to be upgraded to meet BIA design standards.
    - The area has limited pedestrian walkways, crosswalks, bicycle facilities, and trails.
    - There is currently no public transit service for local or regional needs.
- **Provide Bicycle, Pedestrian, and Trail Connections Between Activity Centers.** Sidewalks and bike paths are limited and unsafe within numerous locations of the study area. Improvements are necessary to provide continuous and safe connections between business and activity centers for residents and for recreational purposes.

The primary purpose of this study is to develop a comprehensive, phased transportation improvement plan that can provide guidance to the Shoshone-Paiute Tribe's when making future land use and transportation decisions. Recommendations in this study will enable the Tribe's,

Owyhee County, and the Idaho and Nevada Department of Transportation to facilitate safer and more efficient infrastructure for the traveling public and guide the development along the study roadways. Study findings will also be used to update the BIA's Road Inventory Field Data System (RIFDS) to include changes to the Tribe's National Tribal Transportation Facility Inventory (NTTFI), and the Tribal Transportation Improvement Program (TTIP) for the next 5-year, 10-year and 20-year planning horizon periods.

1.1.4 Goals and Objectives

With the overall goal to improve safety and mobility, the primary purpose of this study was to:

- Conduct a comprehensive evaluation of the multimodal transportation network within the Duck Valley Indian Reservation.
- Develop a three-phased Improvement Plan that promotes safety and mobility, supports economic development, and improves community livability.
- Identify specific improvement strategies to address the needs of the study area.
- Conduct a roadway field inventory and update the BIA RIFDS database.
- Develop a roadway maintenance plan that provides guidance on preservation, striping, signage, and pavement maintenance/re-paving cycle.
- Communicate with stakeholders, Tribal members, Tribal officials, Owyhee County, and State DOT's at appropriate intervals to present results and obtain feedback.

1.1.5 Tribal Transportation Program (TTP)

Jointly administered by the U.S. Department of Transportation, FHWA and the Department of Interior, BIA, the Tribal Transportation Program (TTP), formerly known as the Indian Reservation Roads (IRR) program, addresses the transportation needs of Tribal governments by providing safe and adequate transportation and public road access to and within Indian Reservations, Indian lands, and Alaska Native Village communities. Under the Infrastructure and Investment Jobs Act (IIJA), the TTP generally continues the IRR program, but includes two additional 2% takedowns for bridge replacement and safety projects.

The NTTFI is a comprehensive national inventory of tribal transportation facilities that are eligible for assistance under the TTP. To obtain proper funding, it is imperative that the NTTFI accurately reflects the conditions of the tribal roadways. As a part of this study, a comprehensive roadway inventory was conducted to update the Shoshone-Paiute Tribe's NTTFI, which was last updated 2010.

1.2 Previous Studies, Reports and Plans

To understand how the transportation system functions on the Duck Valley Indian Reservation an inventory of those elements comprising the existing system was conducted. Conducting this inventory was an integral step of the planning process to identify areas in need of improvement over the 20-year planning period. This inventory was based on available data compiled by the BIA, Tribe, State, Township, data available through Geographic Information System (GIS) database, and additional information compiled through supplemental field data collection efforts. This data included traffic counts, accident history, bicycle and transit routes, and classification.

This section describes the transportation system, as it presently exists. While the emphasis will be on the road system, related systems (such as school buses, public transit, and postal routes) will be addressed.

1.2.1 2010 Long Range Transportation plan

The 2010 Shoshone-Paiute Tribes 20 Year Long-Range Transportation Plan identified the multimodal transportation needs for the next 20 years within the Duck Valley Indian Reservation, in conjunction with development strategies for implementing improvements. Based on analysis of existing and future needs and deficiencies, the study developed a prioritized project list to guide roadway and bridge improvement projects. The first item on the list was the improvement of ten bus routes. The list contains twenty-four other transportation improvement projects.

1.2.2 Road Safety Audit

Recognizing the transportation safety concerns of the Duck Valley Indian Reservation, a road safety audit (RSA) was conducted on Nevada State Route 225 and Idaho State Highway 51 that runs through the most populated part of the reservation. This RSA took place during June of 2013 and identified key safety issues along the state highways.

1.2.3 Strategic Transportation Safety Plan (STSP)

The purpose of this STSP was developed to improve the transportation safety management efforts of the Duck Valley Indian Reservation (DVIR). The plan was developed through the cooperative efforts of the Shoshone-Paiute Tribes, federal and state governments, and other agencies with a vested interest in transportation safety and will address safety issues through the four Es: Engineering, Enforcement, Education, and Emergency Medical Services. The plan identified transportation safety concerns and proposed action steps to be taken to improve transportation safety on the Reservation.

1.2.4 Tribal Transportation Improvement Projects

Within the Long-Range Transportation Plan, the school helped identify several roadway sections that need to be paved to improve the safety of school bus routes. The existing road surface types of these roads are gravel or earth. Proposed improvements include an asphalt pavement surface. These roadways have been prioritized and five have been specifically chosen and scheduled for reconstruction because they are the more heavily traveled of the bus routes (See Section 1.5.4 for maps of prioritized projects).

Roadway construction projects that designed and on file to be constructed when funding is available are (See Section 1.5.4 for Project Maps):

- Route 2 – Sheep Creek Rd (2.5 miles)
- Route 13 – Manning Rd West (1.0 mile)
- Route 14 – S. Thacker Rd (1.0 mile)
- Route 141 – Jones Rd (0.5 miles)
- Route 142 – Premo Ln (0.5 miles)
- Route 301 & 304 – Black Eagle Rd (0.3 miles)

Roadway Rehabilitation (CRABS) projects that designed and on file to be constructed when funding is available are (See Section 1.5.4 for Project Maps):

- Route 12 – Fawn Creek Rd (1.5 miles)
- Route 13 – Manning Rd East (0.5 mile)
- Route 15 – Crows Nest Rd (1.0 mile)

Roadway Rehabilitation (CRABS) and Preventative Maintenance (Chip Seal) projects that were constructed in 2020:

- Route 2 – Chinatown Rd Rehabilitation (3.0 miles)
- Route 3 – Airport Rd Chip Seal (2.6 mile)
- Route 7 – Thomas Loop Rd Chip Seal (2.0 mile)
- Route 9 – Boney Ln & Pleasant Valley Rd Chip Seal (5.3 mile)
- Route 14 – Thacker Lateral Rd Chip Seal (4.7 mile)
- Route 902 – Blue Creek Rd Chip Seal (1.2 mile)

1.3 Land Use and Socioeconomic Conditions

This section summarizes current and future land use and socioeconomic conditions for the study area.

1.3.1 Land ownership

The Duck Valley Indian Reservation dates back to the Treaty of Ruby Valley signed by the United States and the Western Shoshone Tribes in 1863. Ancestral lands of the Western Shoshone and Northern Paiute tribes make up the present-day Duck Valley Indian Reservation. In the 1800's Euro-Americans moved onto the lands of the bands and extended families.

A Shoshone leader named Captain Sam, looking for a home for his people, inspected the Duck Valley region in 1870 and recommended to the federal government that they be allowed to settle there. The government supported his request, establishing the reservation by Executive Order in 1877.

In 1886 President Cleveland issued an executive order adding land to the Duck Valley Reservation for the use of the Paiutes. President Taft added additional acreage to the reservation in 1910. The two Tribes share the reservation to this day.

Tribal Realty Department indicated that the Duck Valley Indian Reservation is made up of a total of 291,481.41 acres of land. 289,497.83 acres are in Tribal Trust and 1,983.83 are Fee lands (See Figure 2, Reservation Map).

Figure 2: Duck Valley Indian Reservation Map

1.3.2 Land Use

Integrating land use into transportation planning is essential so communities can support "smart growth" processes and promote sustainable development. Sustainable development improves mobility, supports economic growth, and ensures the financial stability of the transportation system. This approach helps maintain the quality of living for the people, the quality of the community, and reduces the need for roadway expansion.

Residential:
The Shoshone-Paiute Tribes has its own housing authority (See Figure 3), which reports directly to the tribal business council, also supervises a home improvement program, and manages a total of 445 homes throughout the Duck Valley Reservation.

Farming and Ranching:
Farming and Ranching are mainstays for the Tribes and is reflected in the over 12,000 acres of subjugated lands. Included in the total acreage of the Reservation is 22,231 acres of Wetlands. The Wildhorse Reservoir irrigation project was constructed in 1936 to support farming and ranching activities. The reservoir is approximately 12,800 which is located 35 miles downstream of Wild Horse Dam and provides water for irrigation and stock raising.

The 12,800-acre irrigation project lies at the center of the Duck Valley Indian Reservation and is separated into two district units. Duck Valley Unit and the Pleasant Valley Unit. Both irrigate lands along with Owyhee River but are separated from each other by a basalt restriction in the river channel called the "Narrows." The Duck Valley Unit lies upstream and to the south of the Narrows; the Pleasant Valley Unit lies downstream and to the North of the Narrows.

Public and Recreation:
The Shoshone-Paiute Tribes manages three rainbow trout fisheries: Lake Billy Shaw (fly fishing), Mountain View, and Sheep Creek Reservoirs (See Figure 2 above). The three fisheries and a stretch of the Owyhee River are open to angling at certain times of the year (See Figure 2 above). A tribal fishing permit is required to fish the Duck Valley waters. In addition, the Tribes have guided wildlife hunts to the public.

The Tribes also have several camping areas at Wild Horse Reservoir, located 30 miles south of the reservation boundary.

The Shoshone-Paiute Tribes maintains a Recreation Program that is part of the Owyhee Community Health Facility. The Recreation program provides the community with activities, to enhance their physical, emotional, spiritual, and social well-being.

The Recreation Program also provides a facility that the community can utilize for birthday parties, meetings, powwows, funerals, and a place to get some much-needed exercise.

Health:
Owyhee has two health care centers: the Owyhee Community Health Facility and the Owyhee Public Health Service Indian Hospital (See Figure 4). The tribe also has a community health representative. The economic development strategic plan of 1999 prioritized increased access to health care, including the creation of more extensive specialized services such as an alcohol/drug abuse center, a nursing home for elders, home health care services, and a domestic violence safe house. Emergency medical services are provided 24 hours a day.

Education:
The local school system, the Owyhee Combined Schools, is operated by the Elko County School District (See Figure 4). It serves grades K-12, including children from off the reservation. Vocational, GED, and college courses are available on the reservation from Great Basin Community College in Elko. Grants for higher education and adult vocational training are available to all tribal members.

Institutional/Government:
Most Tribal and government institutions are located within the Reservation along SH-51 and SH-225. Government facilities include the Tribal Headquarters, Juvenile Detention Center, Daycare, Senior Center, Housing Authority (HA), U.S. Post Office, Tribal Court/Justice Department, Emergency Services (Police and Fire Departments), Water and Sanitary Services, and Health and Human Services (See Figures 3 & 4).

Commercial:
Commercial services within the Reservation are primarily located within the town of Owyhee, Nevada except for a business complex just south of the Idaho/Nevada border. Within Owyhee commercial land includes a café, hotel/lodge, and drive-thru fast food. Just south of the Idaho/Nevada border along SH-225 within the business complex (Gas N Go) is the gas station, grocery market, RV hookups, deli, and hardware store (See Figures 3 & 4).

Industrial:

The Shoshone-Paiute Tribes owns and operates a gravel pit south of Owyhee along SH-225. Currently gravel is screened and used on local projects (See Figure 5).

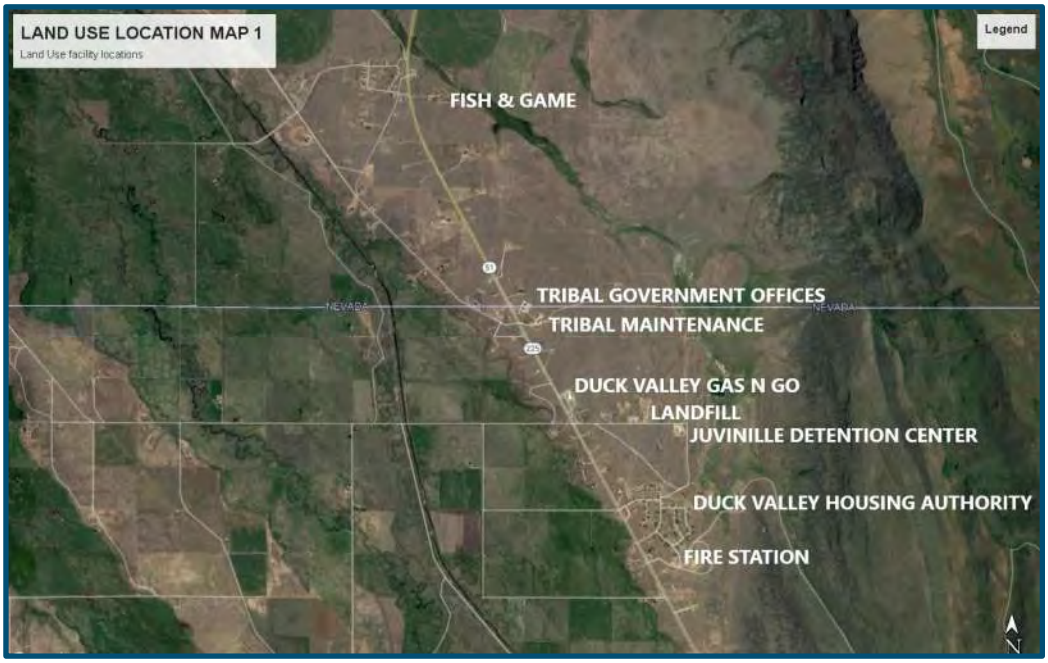

Figure 3: Land Use Location Map 1

Figure 4: Land Use Location Map 2

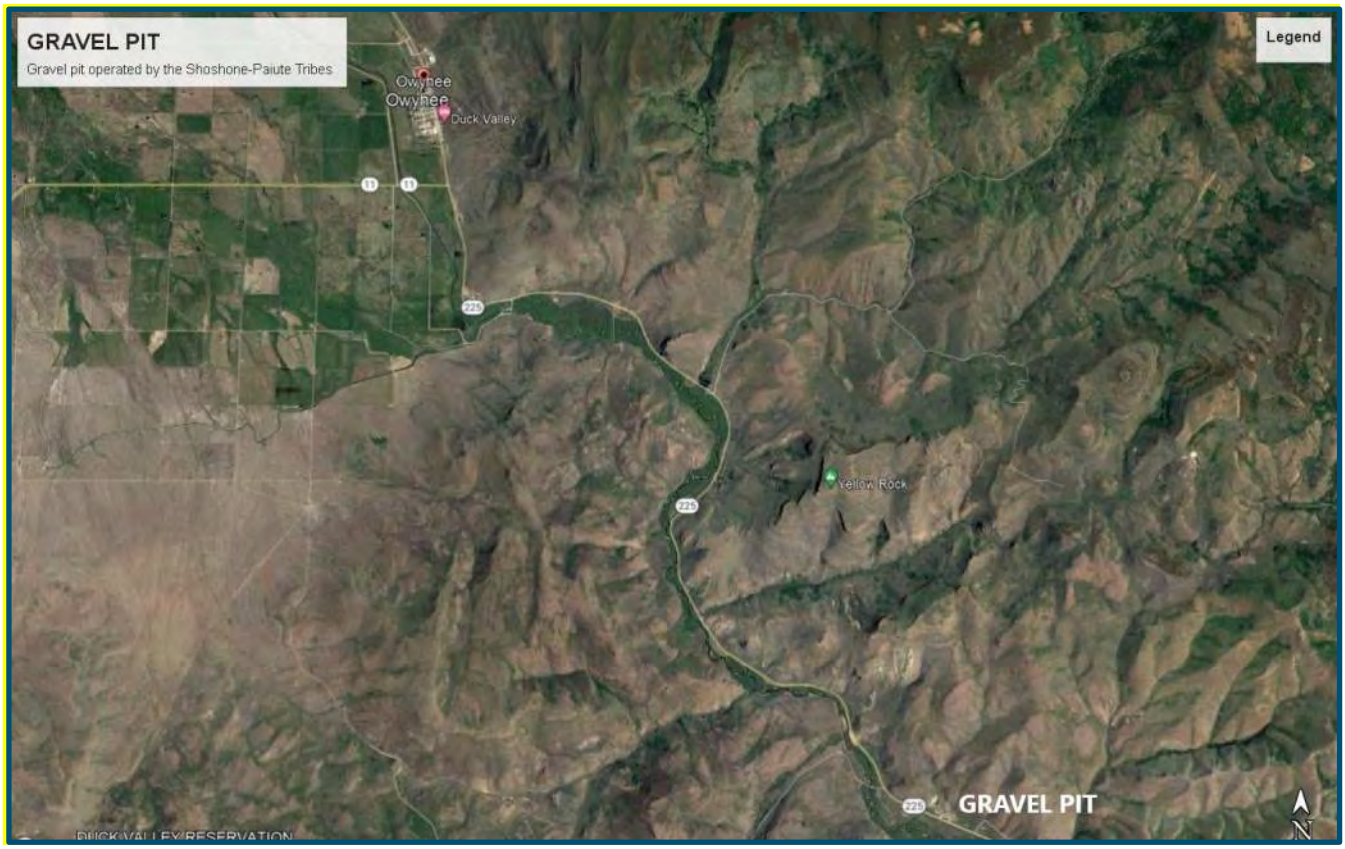

Figure 5: Shoshone-Paiute Tribes Gravel Pit

1.3.3 Existing Socioeconomical Conditions

A review of the existing population and employment was conducted to understand the demographic characteristics of the Duck Valley Indian Reservation and the surrounding region. As identified by the US Census Bureau, the below table summarizes the population and housing growth trends from 2010 to 2020 for the Duck Valley Indian Reservation, Owyhee County, Idaho, and Elko County, Nevada, and the States of Idaho and Nevada. According to the US Census Bureau, the Duck Valley Indian Reservation had a slight increase in total population since 2010.

Table 1. Population and Housing Unit Growth Trends

Graphic Area	Population		Population Growth	Housing Units		Housing Unit Growth
	2010	2020		2010	2020	
Duck Valley Indian Reservation	1,309	1,338	2.2%	493	527	6.9%
Elko County, NV	48,818	53,702	10%	19,566	21,770	11.3%

Owyhee County, ID	11,389	11,913	4.60%	4,781	4,719	-1.3%
Nevada	2,700,551	3,104,614	15%	1,173,814	1,281,018	9.1%
Idaho	1,567,582	1,839,106	14.8%	667,796	751,859	12.6%

Source: 2020 US Census, 2010 US Census

Employment overview

To determine primary employment industries and current employment levels within the Reservation, data was compiled from the United States Census Bureau. Based on this there are approximately 460 employees within the Duck Valley Indian Reservation. Based on the census major employers for Tribal members include:

- Tribal government/Administration - 150 employees
- Educational services, and health care and social assistance - 179 employees

1.3.4 Future Development and Growth Trends

Forecasting socioeconomic conditions allows planners to anticipate changes in future travel demand and to envision potential solutions. Development of rational projections for population, housing units, and employment for each horizon year is vital to the process of forecasting realistic traffic volumes. Potential future developments within the study area identified in the Shoshone-Paiute Tribes Economic Summit report, Market Analysis & Business Plan Development, future planned housing development from the Tribal Housing Authority, and input received from Tribal officials are outlined below:

Potential Study Area Developments

Planning Area **Potential Development**

101 Ranch - Recreation

- Lodging (Bed and Breakfast)
- Catch and release fishing
- Wildlife viewing
- horseback riding

Rizzi Ranch - Recreation

- Develop hot springs
- Hunting operation

USFA Transfer of Land to the Tribes - 15 miles from the Shoshone Paiute Tribal Community Center in Owyhee, Nevada

- Seven (7) houses on it in varying stages of disrepair to develop for Tribal employees

Wild Horse Reservoir – Campgrounds and Site Improvements

- Improve ten (10) campsites
- Reinstate full-service RV park site
- Create day-use areas
- Implement Master Plan

Mountain View Lake – Implement Master Plan

- Add Cabins/Tepee lodging on the site, potable water, irrigation, bathroom upgrades and overall site improvements.
- Evaluate Mountain View Reservoir improvements to determine application to Billy Shaw Reservoir and Sheep Creek Reservoir.

Fish Hatchery

- Fish, Wildlife and Parks currently purchases all stocked fish from an outside source at a cost of
  approximately $200,000 annually. This expenditure could be transferred to the operations of a Tribal-owned hatchery, which would take care of local needs and provide employment.

Infrastructure Plans at Existing Developments or Unknown Locations

- Airport Communications at the Airport
- Internet Café in the Deli
- Wildhorse Marina (renovate and open)
- Auto Repair Shop

Economic Development Plans

- Fly Fishing Guide Service
- Hunting Guide Service – Game Birds
- Bed & Breakfast Lodge
- RV Park Expansion at the Travel Plaza
- Arts and Crafts Marketplace at the Travel Plaza
- Wilderness Camping
- Sportsman's Shop

Housing Development Plans – Housing development is planned along SH-225

- 35 lots, 35 new homes
- Community Center.

New Combined Owyhee School – New School, all Grades, is planned off SH-225, east of the grocery store

- School Building K-12
- Outdoor Gathering Area
- Outdoor Stadium

- Maintenance Building/Area
- Parking Areas

1.4 Existing and Future Transportation Conditions

Public Roads within the Reservation were constructed and are being maintained by the Nevada Department of Transportation, Idaho Department of Transportation, and the Bureau of Indian Affairs. The current (2021) IRR system mileage for the Duck Valley Indian Reservation, according to a Miles of Road by Organization and Surface Type report from NTTFI, is 355.6 miles; 297.6 miles of BIA roads and 40.8 miles of State highways. Below table shows road mileage type.

Table 2: Selected Characteristics of Public Roads on the Duck Valley Indian Reservation

Jurisdiction	**Road Mileage by Surface Type**							
	Paved	Gravel	Concrete	Earth	Primitive/Trail	Proposed	None	Total Miles
BIA Roads	29	59.4	0.4	35.5	172	1.2	0.0	297.5
State Highways	40.8	0.0	0.0	0.0	0.0	0.0	0.0	40.8
County Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tribal Road	0.7	0.7	0.2	2.0	5.0	0.0	0.9	9.5
Federal Roads	0.0	6.5	0.0	0.1	1.1	0.0	0.0	7.7
TOTAL	70.5	66.6	0.6	37.6	178.1	1.2	0.9	355.5

Source: Miles of Road by Organization and Surface Type report from NTTFI, FY 2021

Recommended revisions to the - Indian Reservation Road system are outlined in Section 1.5.6 herein, and are subject to the approval of the Shoshone-Paiute Tribal Business Council and the BIA.

This section inventories essential elements of the existing transportation system and documents the status/condition of each element. Major elements inventoried include roadway characteristics, crash history, and roadway performance conditions.

1.4.1 Roadway Inventory

A two-phase roadway inventory program was developed to identify roadway conditions on major roadways and for the update of the NTTFI. The first phase of the roadway inventory was conducted in February 2022 of major roadways within the Duck Valley Indian Reservation and other major regional routes utilized by Tribal members. Phase two of the roadway inventory was conducted in April 2022 that primarily included rural and other lesser traveled roadways within the reservation.

In order to streamline data collection, a field inventory data collection sheet, where needed, was developed to document roadway characteristics per the requirements set-forth by the BIA. Upon completion, field data collection sheets will be transferred to BIA inventory forms, along with photo and map attachments, for submittal to Road Inventory Field Data System (RIFDS). The roadway inventory included conducting a windshield survey to capture the following key items:

- Road identification - length, class, location, road purpose
- Roadway conditions - number of lanes, width, surface conditions, shoulders
- Drainage - bridge locations and drainage conditions
- Alignment conditions
- Safety hazards

The following sections provide an overview of information provided in the NTTFI as well as conditions identified during a comprehensive field review conducted by the study team.

1.4.2 Existing Roadway Characteristics

The study area is comprised of a network of over 323 miles of paved and unpaved roadways. Regional roadways that serve the Duck Valley Indian Reservation include a network of roadways that connect residential areas with employment and educational facilities. Major roads serving the Reservation include SH-225 and SH-51 regionally connecting the Reservation to Elko, Nevada, Mountain Home and Boise Idaho. Numerous minor roadways to residential, farming and ranching, and recreation areas.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes according to their role of moving traffic through a roadway network. Planners and engineers utilize this hierarchy to establish a roadway's design standards, speed, capacity, access management features, and land use development. Functional classification also impacts a roadway's eligibility for federal transportation funds for road improvements and maintenance. Roads within the Duck Valley Indian Reservation are classified by both FHWA and BIA functional classification system. Below are descriptions of each.

FHWA Functional Classification

Federal Functional Classification is assigned to all public roads using federal guidelines and is approved by FHWA. Below is an overview of each FHWA approved classification within rural areas. Whereas the majority of funding does come from BIA, for the purposes of transportation, FHWA provides for a majority of funding for Tribes in a program agreement with FHWA and the and the only other funding provided by BIA is the maintenance funding they are required to use to maintain BIA

owned facilities. Roadways that do not have a FHWA-approved functional classification are deemed ineligible for federal funding.

FHWA Functional Classification Definition

Classification	Description
Principal Arterial	Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. They serve and connect most areas with populations of 25,000 or more and provide an integrated network of continuous routes without stub connections.
Minor Arterial	Link cities and larger towns and form an integrated network providing interstate and inter-county service. Are spaced at appropriate intervals to allow for a reasonable distance from developed areas. They have relatively high travel speeds and minimum interference to through movements.
Major Collector	Primarily serve intra-county rather than statewide travel, by linking county seats, larger towns, and other traffic generators to nearby towns and cities or higher classified routes.
Minor Collector	Provide access for population and traffic from local's roads to major collectors. Typically serve smaller communities and link local, traffic generators. Local Roads Provide access to land next to the collector network and several travelers over short distances.

BIA Functional Classification

The BIA Road system has several classes of routes. Functional classification means an analysis of a specific transportation facility considering 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 of funding under the TTP program. As part of the TTP system management, all transportation facilities included on or added to the roadway inventory must be classified according to the following functional classification system:

BIA Functional Classification Definition

Class	Description
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.
2	Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. 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.
3	Streets that are located within communities serving residential areas.
4	Rural major collector road is collector to rural local roads.
5	Rural local road that is either a section line and/or stub type roads, make connections within the grid of the TTP 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 forests, grazing, mining, oil, recreation, or other use purposes.
6	City minor arterial streets that are located within communities and serve as access to major arterials.
7	City collector streets that are located within communities and serve as collectors to the city local streets.
8	This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.
9	This classification encompasses other transportation facilities such as public parking facilities adjacent to TTP routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.
10	This classification encompasses airstrips that are within the boundaries of the TTP system grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.
11	This classification indicates an overlapping or 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.

Right-of-Way Status

The BIA Road System is defined in 25 CFR 170.5, as existing and proposed roads on the TTP system for which the BIA has or plans to obtain legal right-of-way. The BIA Road system was compiled and established in 1974, based on a field survey performed by FHWA. Initially, BIA system roads were roads that were used to provide public access to and within Indian lands. Many of these roads had no recorded rights-of-way. Since then, rights-of-ways have been obtained as the roads were reconstructed and/or improved. A right-of-way over Indian land must be approved by the BIA in the form of a grant of easement signed by a BIA Agency Superintendent. Specific requirements for obtaining rights-of-way over Indian lands are contained in 25 CFR 169. At present, road rights-of-way within the Duck Valley Indian Reservation are owned by the State of Nevada, State of Idaho, and the BIA. For the most part, there are no rights-of-ways on unimproved BIA system roads.

Traffic Control

Traffic control devices are all signs, signals, markings, and devices placed on, or adjacent to, a street or highway by a public body having authority to regulate, warn, or guide traffic.

The Manual on Uniform Traffic Control Devices is the publication that sets forth the basic principles which govern the design and usage of traffic control devices. The Manual was prepared by a National Committee which included state, township, and municipal representation.

Traffic control on the reservation is provided by traffic lights, stop signs, speed limit signs and directional signs as well as surface painted lines, directional arrows and other parking and traffic related signage throughout the reservation.

Traffic control existing throughout the BIA road system is overall deficient however, eighteen miles of BIA roads were improved in 2020 that included improvements to all signing and striping.

Drainage and Bridges

Even though their primary function is for the movement of traffic, roads and streets need to be designed with drainage in mind. The drainage facilities associated with a designed street network offers one of the most economical and expedient means of conveying storm water through a developed area. Continuing improvement to the Reservation's Street and road system will provide great benefits to the Tribe's drainage problems. It will be important for the two systems, drainage, and road improvements, to evolve concurrently.

Many premature pavement failures have been traced to inadequate surface and subsurface drainage. This has been observed throughout the reservation by deficient pavement cross-slope and vegetation growth along the edges of the pavement that does not allow water to drain from the pavement and shallow ditches. Numerous cracks in the pavements were observed that allow stormwater to propagate through the pavement into the subsurface.

Bridges

A bridge is defined as a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under-copings of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller continuous opening. TTP Bridges are inspected (inventoried) periodically, depending on their condition. The result of these inspections is provided to BIADOT and recorded in the Bridge Inventory System Supplemental (BISS) database.

Per FHWA: "A Structurally Deficient (SD) bridge is one that (1) has been restricted to light vehicles only, (2) is closed, and/or (3) requires immediate rehabilitation to remain open. A Functionally Obsolete (FO) bridge is one in which the deck geometry, load carrying capacity (comparison of the

original design load to the State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system.

There eleven (11) BIA owned bridges identified in the TTP Inventory for the Duck Valley Indian Reservation. The bridge numbers assigned to these bridges are: H302, H305, H309, H311, H312, H323, H324, H325, 326H, H327 and H328. Two of these Bridges (H309 and H327) are listed in the BIA Bridge Inventory with a sufficiency rating lower than 50, two Bridges (H324 and H328) do not have inspection reports. H324 appears to be in fair to good condition, H328 appears to be in poor condition. One bridge (326H) is a proposed Bridge on BIA Route 141.

School and Bus Routes

Children attend the Owyhee Combined School located at 100 Academic Way in Owyhee, Nevada. The school is for kindergarten through twelfth grade.

School buses have specific routes within the reservation boundary depending on the driver and where they are picking up the children. Many of the bus routes are currently gravel roads, the Tribe has made it a priority to pave the existing bus route gravel roads as listed in the priority projects section of this report.

Mail is delivered to the US Post office located at 1 Main Street, Owyhee, Nevada. Tribal facilities also receive mail and fed ex.

1.4.3 Existing Traffic Conditions

The measurement of traffic volumes is one of the most basic functions of roadway planning and management. Traffic volume counts are the most common measure of roadway use, and they are needed as input to most traffic engineering analysis. The objectives of a traffic volume study are to estimate the Annual Average Daily Traffic (AADT) volumes and peak- hour traffic on any routes affecting traffic within the reservation and other public roads within the TTP system. This data is used to update the road inventory files, determine capacity deficiencies, and identify potential roadway improvement projects.

During development of the previous LRTP, hour traffic volume counts on the Duck Valley Indian Reservation were completed at potential high traffic areas. Based on the low population growth for the area new counts were not necessary and these results were used for this study.

Traffic volumes derived from those traffic counts were then used to compute current and projected (20-year) ADTs. Once the current ADTs were generated, projected (20-year) ADTs were computed. The Bureau of Indian Affairs Department of Transportation (BIADOT) has established a growth rate of

2% per year for BIA inventory purposes. Future ADTs were computed by multiplying the current ADT by a factor of 1.485. This factor represents a compound traffic growth rate of two percent per year for 20 years.

Results of Traffic Study

The results of the twenty-four-hour traffic counts, completed previously, including vehicle classification percentages and counts obtained from other sources are summarized on the Table "Duck Valley Indian Tribe Traffic Counts" contained in Appendix A.

Traffic volume data is provided annually by the Nevada and Idaho Department of Transportation for all roadways in the state on the Federal Aid System. Roadway classifications on the Federal Aid System in urban areas include the following five classes of roadways: 1. Interstates; 2. Other expressways; 3. Principal arterials; 4. Minor arterials, 5. Major collectors. For areas considered to be rural, the road classifications are identical to the above for urban areas with minor collector roadways added to the mix.

Typically, under this scenario, traffic volume data is not provided for local roads. Local roads tend to carry a lower volume of daily or annual traffic, but collectively they represent the roadways with the greatest number of linear miles of pavement.

In Addition, two intersection turn movement counts at the locations of State Route 225 and Boney Road (BIA Route 9) and State Route 225 and School Entrance.

The outcome of the capacity analysis that was previously completed determined the levels of service (LOS), shown on Table 3 for each intersection analyzed. The analysis was performed using the Capacity Software (HCS). In general, LOS is defined in terms of delay, i.e., the measure of a driver's discomfort, fuel consumption, and lost travel time. The LOS criteria for unsignalized intersections are related to general delay ranges. No time values (i.e., number of seconds per delay) are assigned. Criteria are based on the unused capacity of the lane in question and are rated from "A" through "F" with "A" meaning little delay and "F" denoting long delays and heavy congestion.

- Level of Service A — Best, free flow operations (on uninterrupted flow facilities) and very low delay (on interrupted flow facilities). Freedom to select desired speeds and to maneuver within traffic is extremely high.
- Level of Service B — Flow is stable, but presence of other users is noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within traffic.
- Level of Service C — Speed is becoming affected by the presence of other users. Maneuvering within traffic requires substantial vigilance on the part of the user.

- Level of Service D — High density but stable flow. Speed and freedom to maneuver are severely restricted. The driver is experiencing a generally poor level of comfort and convenience.
- Level of Service E — Flow is at or near capacity. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within traffic is extremely difficult. Comfort and convenience levels are extremely poor.
- Level Service F — Worse, facility has failed, or a breakdown has occurred.

The Transportation Research Board's Highway Capacity Manual recommends that the capacity under ideal conditions for unsignalized intersection two-way stop control should not exceed 1,060 passenger cars per hour per lane or movement.

In general, for rural areas, LOS A and B represent no congestion, LOS C and D represent moderate congestion, and LOS E and F represent severe congestion.

The results of the previously completed intersection turning movement counts are summarized in Appendix A. In general the highest peak volumes were observed during 7:30 am to 8:30 pm and 3:30 pm to 5:45 pm. Over the past 10 years there has only been a total of 2.25% growth on the reservation that equals a growth rate of .22% a year. The traffic volumes have not had any significant growth in the past 10 years and are currently not projected to have significant growth in the future. The projected ADT's in Appendix A are significantly higher than the 2042 projected ADT's based on actual growth rate therefore, the cost to collect additional traffic counts would not add value to this report. In addition, no traffic volume issues were observed or reported at these intersections. All intersections have a level of service "A", representing free flow, freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Minimum speed — 60 miles per hour (mph).

Table 3: Turning-Movement-Count Intersections: Level of Service (LOS)

Intersection	Peak Hour Analyzed	Signalized	Level of Service
State Route 225 & Boney Road (BIA Route 9)	7:00am – 8:00am	No	A
State Route 22S & Boney Road (BIA Route 9)	8:00am – 9:00am	No	A
State Route 225 & Boney Road (BIA Route 9)	4:00pm – 5:00pm	No	A

State Route 225 & Boney Road (BIA Route 9)	5:00pm – 6:00pm	No	A
State Route 225 & School Entrance	7:00am – 8:00am	No	A
State Route 225 & School Entrance	8:00am – 9:00am	No	A
State Route 225 & School Entrance	4:00pm – 5:00pm	No	A
State Route 225 & School Entrance	5:00pm – 6:00pm	No	A

1.4.4 Other Modes of Traffic

Existing Pedestrian, Bicycle, and Equestrian Facilitates

Currently there are 2 crosswalks on SH-225 at the Owyhee School with no receiving handicap ramps or sidewalks at either end. There are some intermittent sections of sidewalks within developments inside the town of Owyhee but no sidewalks along the public roads. Pedestrians primarily use the shoulders of the roads for walking.

A new gravel path was recently constructed along SH-225 from the Owyhee townsite north to the Shoshone-Paiute Tribes Government Center.

Currently there are no bicycle lanes or designated equestrian trails within the study area. Bicyclists, particularly along SH-225, are forced to utilize vehicle travel lanes because of narrow shoulders Along SH-225.

Pedestrian Needs

The Reservation currently has limited pedestrian and bicycle facilities, input from stakeholders and community members suggests an overriding need for increased pedestrian access between residential areas and activity centers. Sidewalks, paths, pedestrian related needs, and bicycle facilities include:

- Sidewalks with additional street lighting are needed in the Owyhee School area and townsite for children to walk to/from schools.

- Sidewalks are needed along the BIA roads and SH-225 throughout the Owyhee townsite for pedestrian movement.
- The newly constructed gravel path needs to be paved in the future and lengthened to the north to the waste management site.

Existing Transit Services

Currently there is no official public transit service within the Duck Valley Indian Reservation. Elko County has the Southern Nevada Transit Coalition. This is a private, non-profit organization. However, it currently does not serve the Duck Valley Indian Reservation.

The Owyhee Community Health Facility who provides Ambulatory Care Services has been awarded funding to increase its transit capabilities.

Amtrak is operated out of Elko, Nevada. There are several train schedules available. Union Pacific Railroad also operates out of Elko.

Scenic Byways

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States. Idaho and Nevada have designated Scenic Byways; however, there are none within the Duck Valley Indian Reservation.

Aviation

The closest airport to the Duck Valley Indian Tribe is their airport located west of Owyhee. In September 2010, the existing airport was renovated.

The Owyhee Airport is a public use airport located west of the central business district of Owyhee in Elko County Nevada. It is owned by the Shoshone-Paiute Tribe and is within the Duck Valley Indian Reservation. The airport was originally built by the United States Army Air Force in 1942 and was known as Owyhee Flight Strip.

Figure 6: Owyhee Airport Location

The Boise Airport, also known as Gowen Field is located approximately 140 miles northwest from the Duck Valley Indian Reservation. Gowen Field is a joint civil-military, commercial and general aviation airport. The airport is operated by the city of Boise Department of Aviation and is overseen by the Airport Commission. Boise is a landing rights airfield requiring international general aviation flights to receive permission from a Customs and Border Protection officer before landing on the field. In addition to being a commercial and general aviation airport, Boise also sees usage by the Idaho Air National Guard on the Gowen Field Air National Guard Base portion of the airport. The National Interagency Fire Center is based in the city of Boise and the Boise Airport is used for logistical support. The United States Forest Service also uses Boise Airport as a base for aerial firefighting air tankers during the wildfire season.

The Elko Regional Airport is located approximately 97 miles southeast from the Duck Valley Indian Reservation. Elko Regional Airport has two runways: commercial and general aviation. General Aviation hangers and tie downs are located on the east end of the airport. The new Air Carrier Passenger Terminal is 20,000 square feet and is located on the interior of the airport. The new terminal is accompanied by a 300-space vehicle parking lot accessible from Mountain City Highway.

1.4.5 Future Traffic Conditions

In its most basic form, travel demand is a measure of the number of people (or their vehicles) who travel to and from all the various possible locations within and outside of a given area. That travel must take place on a transportation system or network, in this case, a road network. Projection of travel demand has three components: trip generation, trip distribution, and trip assignment.

The type and degree of development projected for the year 2042 on the reservation or in its vicinity is based on information provided by tribal members, staff and other officials or agencies.
The factors used in the generation of trips were determined from a review of the Shoshone-Paiute Tribes Economic Summit report, Market Analysis & Business Plan Development, and future planned housing development from the Tribal Housing Authority.

In developing a 20-Year Transportation Plan for the community, we have made assumptions based upon the awareness of the existing conditions and of the plans to meet current and future needs. Using these assumptions, we have projected the degree of development that is probable by the year 2042 given the population to be served and the economic resources available for implementing development plans.

The road network must accommodate existing as well as projected traffic volumes that can be determined through present and projected growth patterns.

1.4.6 Development Plans

The following projects have been identified as potential development plans for the Shoshone-Paiute Tribes based on the Economic Summit report, Market Analysis & Business Plan Development, and future planned housing development from the Tribal Housing Authority.

Planning Area Potential Development

101 Ranch - Recreation

- Lodging (Bed and Breakfast)
- Catch and release fishing
- Wildlife viewing
- horseback riding

Rizzi Ranch - Recreation

- Develop hot springs
- Hunting operation

USFA Transfer of Land to the Tribes - 15 miles
from the Shoshone Paiute Tribal Community Center in Owyhee, Nevada

- Seven (7) houses on it in varying stages of disrepair to develop for Tribal employees

Wild Horse Reservoir – Campgrounds and Site Improvements

- Improve ten (10) campsites
- Reinstate full-service RV park site
- Create day-use areas
- Implement Master Plan

Mountain View Lake – Implement Master Plan

- Add Cabins/Tepee lodging on the site, potable water, irrigation, bathroom upgrades and overall site improvements
- Evaluate Mountain View Reservoir improvements to determine application to Billy Shaw Reservoir and Sheep Creek Reservoir

Fish Hatchery

- Fish, Wildlife and Parks currently purchases all stocked fish from an outside source at a cost of approximately $200,000 annually. This expenditure could be transferred to the operations of a Tribal-owned hatchery, which would take care of local needs and provide employment.

Infrastructure Plans at Existing Developments or Unknown Locations

- Airport Communications at the Airport
- Internet Café in the Deli
- Wildhorse Marina (renovate and open)
- Auto Repair Shop

Economic Development Plans

- Fly Fishing Guide Service
- Hunting Guide Service – Game Birds
- Bed & Breakfast Lodge
- RV Park Expansion at the Travel Plaza
- Arts and Crafts Marketplace at the Travel Plaza
- Wilderness Camping
- Sportsman's Shop

Housing Development Plans – Housing development is planned along SH-225

- 35 lots, 35 new homes
- Community Center

New Combined Owyhee School – New School, all Grades, is planned off SH-225, east of the grocery store

- School Building K-12
- Outdoor Gathering Area
- Outdoor Stadium
- Maintenance Building/Area
- Parking Areas

The most reliable way to estimate the traffic generated by a proposed development is to use the trip generation rates observed at an existing development of similar land use and building type. For these types of developments, the accepted source document of trip generation rates (Trip Generation, current Edition - Washington, D.C., Institute of Transportation Engineers) should be used.

Trip generation calculations will need to be performed for average weekday trips and weekday AM and PM peak-hour trips 20 years beyond the initiation of each development. This information is used to develop recommendations for road improvement programs. Future volumes, including programmed improvements, are analyzed against the capacities of existing roadways to develop road improvement projects.

1.5 Evaluation of Improvements

This section presents the initial improvement concepts and the criteria used for evaluating recommendations for the study area. Initial concepts were developed based on deficiencies and needs identified in the existing conditions analyses, future land use, socioeconomics, traffic conditions, and the goals and objectives established by the Shoshone-Paiute Tribes.

1.5.1 Evaluation Criteria

Transportation system deficiency analysis and input from the public, stakeholders, and Transportation Safety Plan resulted in a comprehensive list of existing and future transportation issues and needs for the Shoshone-Paiute Tribes. Potential improvements identified were evaluated and prioritized to determine the projects/improvements that best serve the needs of the Duck Valley Indian Reservation. The following summarizes the criteria utilized to evaluate and to quantify the benefits of each potential transportation improvement option. Based on the results of the evaluation, projects were prioritized into short-, mid-, and long-term implementation phases. Planning level cost estimates were also developed based on typical per mile/foot construction costs in 2022. Estimated costs for each project are expressed in 2022 dollars and do not include ROW acquisition costs. This report assumes the Tribes will donate needed ROW for transportation needs. Actual costs for projects could vary at the time of implementation; therefore, a detailed analysis should be performed on a case-by-case basis to determine actual costs. Unless otherwise noted, the recommended projects are not yet funded.

Safety

- **Objectives**
  - Reduce vehicle, pedestrian, and bicycle collisions
  - Improve access for emergency services
- **Measures**

- Improves overall Safety
- Serves as alternative/emergency access route
- Enhances pedestrian/bicyclist Safety

Infrastructure Preservation/Maintenance

- **Objectives**
  - Preserve and maintain existing transportation infrastructure.
- **Measures**
  - Preserves existing infrastructure

Mobility and Accessibility

- **Objectives**
  - Reduce congestion, bottlenecks, and travel times for all modes
  - Support future traffic demand
  - Improve linkages between vehicular, transit, pedestrian, and bicycle modes
- **Measures**
  - Improves overall Safety
  - Serves as alternative/emergency access route
  - Enhances pedestrian/bicyclist Safety

Economic Development

- **Objectives**
  - Support economic growth
- **Measures**
  - Serves tourist or economic development

Environmental and Title VI Impacts

- **Objectives**
  - Protect natural and cultural environment
  - Avoid or minimize negative impacts on Title VI population groups
- **Measures**
  - Impact on environmental/cultural resources
  - Impact on Title VI

Implementation Feasibility

- **Objectives**
  - Minimize capital cost of improvements, including preservation of ROW
  - Reduce ROW impacts
  - Implementable and flexible
- **Measures**
  - Construction feasibility
  - Cost effectiveness
  - ROW impacts

1.5.2 Paved Road Treatments

On-going, paved road maintenance and pavement reconstruction is critical to the overall safety and convenience of the Shoshone-Paiute Tribe's transportation network. Maintaining a road's pavement condition can lessen maintenance costs on vehicles, improve overall safety, and provide motorists with a smoother, more comfortable ride. Pavement improvement projects include:

- Pavement Rehabilitation: Minor rehabilitation consists of non-structural enhancements to eliminate age-related, top-down surface cracking that develops in flexible pavements due to environmental exposure. Major rehabilitation consists of structural enhancements that both extend the service life of an existing pavement and/or improve its load-carrying capability. Surface treatment methods include micro surfacing, chip seal, slurry seal, and crack seal.

- Pavement Reconstruction: Complete removal and replacement of the existing pavement structure. Required when a pavement has either failed or has become functionally obsolete. Reconstruction is also warranted when pavement needs to be widened to meet roadway standards.

Most of the paved BIA roads within the reservation are in poor condition due to lack of preventative maintenance in the past. The only roads that are in good repair are Route 2, Chinatown Road and Route 3, Airport Road since Airport Road was reconstructed in 2010 and Chinatown Road was rehabilitated (CRABS) in 2020. This only makes up approximately 5 miles of the 25.2 miles of BIA paved roads within the Reservation. There are still over 20 miles of paved roads that need rehabilitation or full reconstruction however, these type of construction activities are cost prohibitive compared to the annual FHWA funding currently available to the Tribes. The Tribes receive just over 1.1 million dollars in funding a year to perform transportation improvement on their system.

TYPE OF IMPROVEMENT	COST PER MILE
Full Reconstruct	$ 2,800,000
Rehabilitation (CRABS)	$ 700,000
Preventative Maintenance (Chip Seal w/ Crack Seal)	$ 130,000

Based on the costs shown above and without additional funding available it, is cost prohibitive to fully reconstruct the BIA roads. The Tribes annual funding is not enough to reconstruct ½ mile of road each year. In addition, as shown below in the priority projects there are over 6 miles of existing gravel roads that are bus routes that the Tribes would like paved. With the economical constraints the Tribes will put forth a cost-effective approach to improving the roadway system using preventative measures and rehabilitation measures, where applicable. Outside funding in the form of grants will

be pursued to perform the cost prohibited reconstruction projects. Available grants will be discussed in section 1.7.1 of this report.

1.5.3 Unpaved Road Treatments

Paving road surfaces results in several benefits, including reduced vehicle maintenance, improved driving experience and safety, and reduced dust emissions. The priority list below identifies gravel roads the Tribes want to pave. Most roads located within the Duck Valley Indian Reservation are unpaved roads. Since these roads are low volume facilities, they generally do not meet the minimum requirements to qualify for paving; therefore, continued maintenance of these roads will be required. Gravel roads often have the advantage of lower construction and sometimes lower maintenance costs. If properly maintained, a gravel road can safely serve traffic for many years.

1.5.4 Shoshone-Paiute Tribes Proposed Projects

The recommended 20-year transportation plan for the Duck Valley Tribe consists of an integrated set of roadway improvements/construction projects needed to meet current and projected goals.

This list has been prepared to allow some items that could be delayed due to State funding and/or negotiations/discussions with other agencies, the potential to 'slide' (up or down) within the list until such time as funding becomes available.

The "Short Term Projects" are being put forth to identify the projects proposed first (highest priority) at this time.

5-YEAR TRANSPORTATION IMPROVEMENT PROJECTS (TTPTIP, See Figure 23)

1. **Rodeo Grounds Road, Route 102**
   Rodeo Grounds Road is the main access to the Tribal Fire Station and Rodeo Grounds. PS&E has been completed to reconstruct and pave 0.25 miles (See Figure 8).

2. **Newtown Subdivision Improvements**
   Pave, curb and gutter, sidewalk. These will need to be placed on the TTP road inventory (See Figure 7).

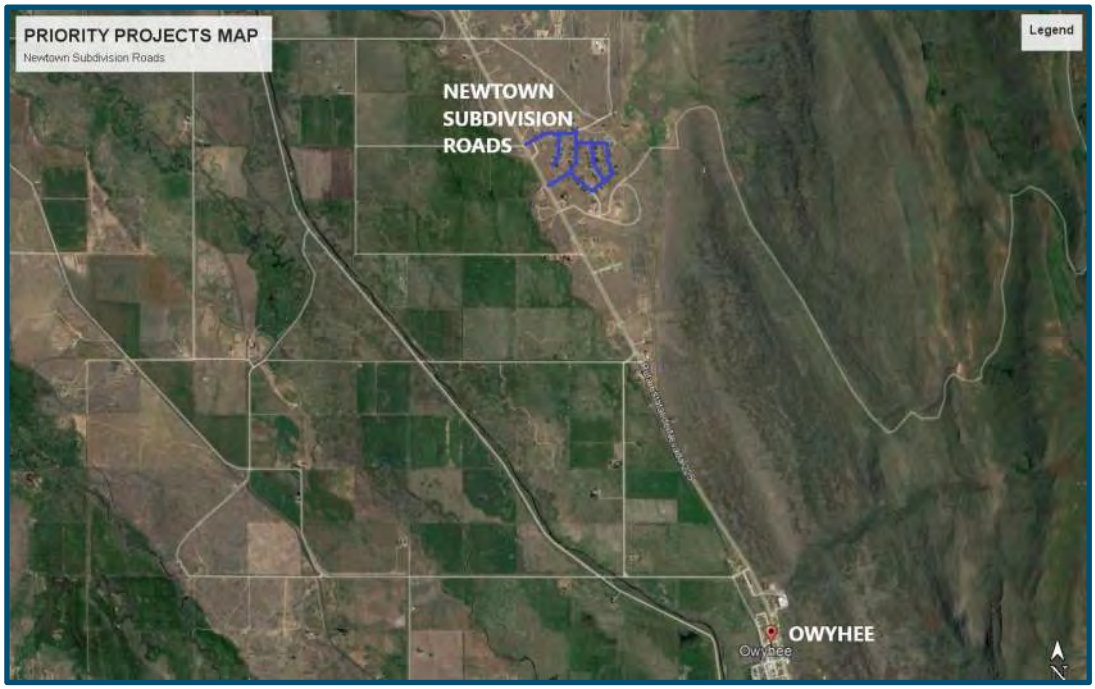

Figure 7: Priority Project #2

3. **Chinatown Loop, Routes 12, 13, and 15**
   Improve deteriorated paved road bus routes. PS&E has been completed to pulverize, mix asphalt with base, add cement, compact, and repave 2.5 miles (See Figure 8).

4. **Boney Lane, Route 9**
   Pavement repair, crack seal, chip seal 3 miles (See Figure 8).

5. **S. Thacker Lateral, Route 14**
   Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 1.0 miles (See Figure 8).

6. **Manning Rd, Route 13**
   Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 0.8 miles (See Figure 8).

7. **Premo Ln, Route 142**
   Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 0.5 miles (See Figure 8).

8. **Jones Rd, Route 141**
   Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 0.6 miles (See Figure 8).

9. **BIA Route 2, Sheep Creek Road, after the 'Y'**
   Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 2.1 miles (including bus turn around), from existing paving to the southwest to (and including) the bus turn around (See Figure 8).

Figure 8: Priority Projects, #1, 3, 4, 5, 6, 7, 8, 9, & 11

10. **New BIA Route (Access to New Owyhee Combined School)**
    Construct new route to proposed Owyhee Combined School. Will need to be placed on the TTP road inventory (See Figure 9).

11. **New BIA Route, Transfer Street (Access to New Owyhee Combined School)**
    Reconstruct new route to access proposed Owyhee Combined School. Will need to be placed on the TTP road inventory (See Figure 9).

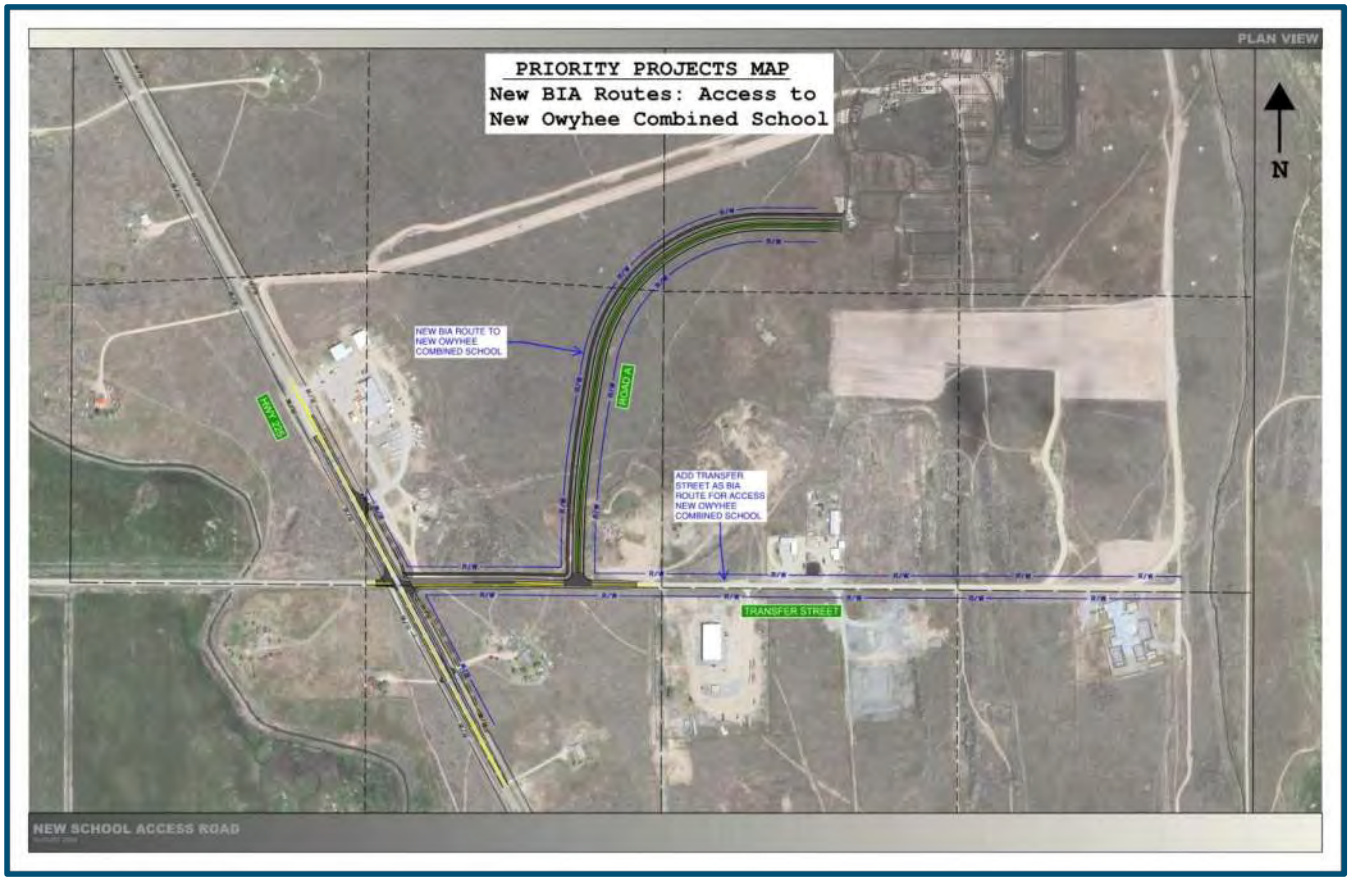

Figure 9: Long-Term Priority Project #10 and 11

LONG-TERM TRANSPORTATION IMPROVEMENT PROJECTS (TTPTIP shown in table further below)

12. **Route 22**
    Grade and pave from BIA Route 14 (Thacker Lateral Road) to SR 225 (See Figure 12).

13. **Black Eagle Rd, Routes 301/304**
    Pave to improve safety on gravel road bus routes. PS&E has been completed to pave the gravel roadway for 0.5 miles (See Figure 8).

14. **BIA Route 101 (Owyhee Community Streets)**
    Reconstruction with curb and gutter and sidewalks (See Figure 10).

Figure 10: Long-Term Priority Project #14

15. **Pathway- Along West Side of SH-225**

    The pathway has been started. Along west side of SH-225 from the post office to the State line. From the Owyhee townsite to the Tribal Business Center gravel has been placed with some ADA ramps. Complete the pathway to the State line and fully pave it (See Figure 11).

Figure 11: Long-Term Priority Project #15

16. **Jones Rd, Route 141**

    From BIA Route 14 (Thacker Lateral Road) to SR 225 (2.25 miles): This project consists of grading, draining, and paving 1.0 mile of unimproved road; the remaining of 1.25 miles of gravel road will consist of grading, draining, and paving as well. (See Figure 12).

17. **Mountain View Road, Route 8**

    Grade and pave from Mountain View Reservoir to SR 225 (See Figure 13).

18. **Sunset Drive, Route 104**

    Grade and pave Gah Nee employee housing road (See Figure 12).

19. **National Guard Road, Route 901**

    Construct new road to extend Route 901 to connect roadways (See Figure 12).

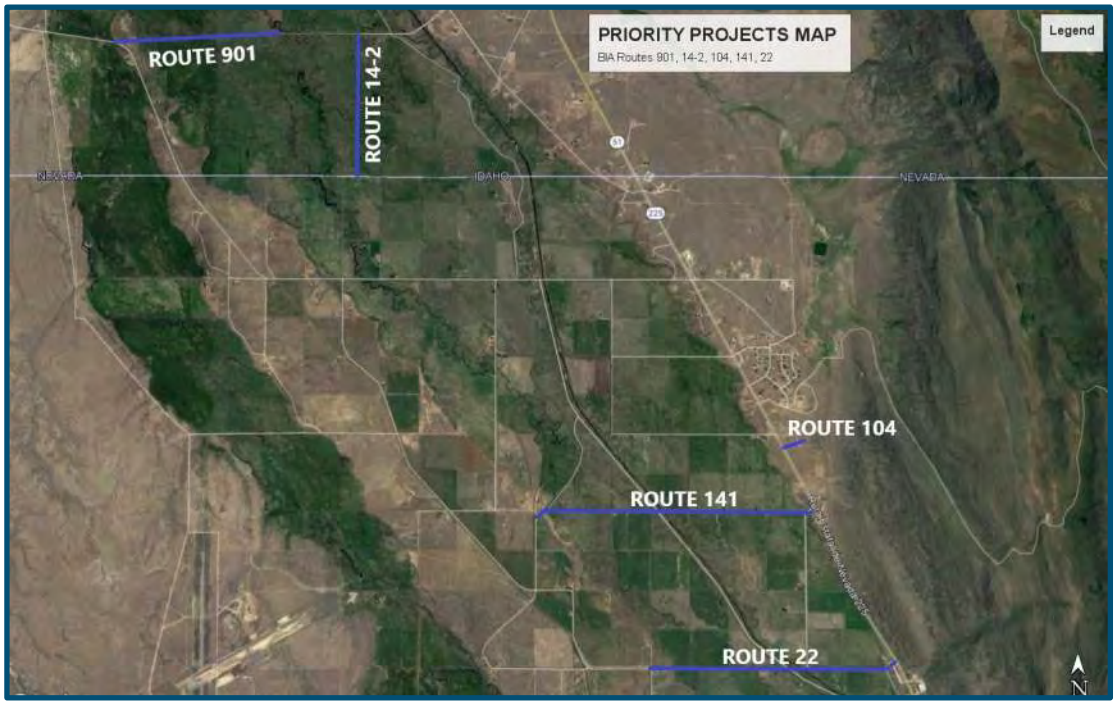

Figure 12: Long-Term Priority Projects #12, 16, 18, 19, & 21

20. **Pleasant Valley Road, Route 903**

Grade and pave from existing gravel to mouth of canyon (See Figure 13).

Figure 13: Long-Term Priority Projects #17 & 20

21. **Thacker Lateral, Route 14-2**

Construct new road between Boney Lane to National Guard (See Figure 12).

22. **Spring Valley Roadways**

Make improvements to the existing urban roadways. These will need to be placed on the TTP road inventory (See Figure 14).

Figure 14: Long-Term Priority Project #22

23. **Thomas Loop Subdivision Improvements**

Pave roadways and driveways. These will need to be placed on the TTP road inventory (See Figure 15).

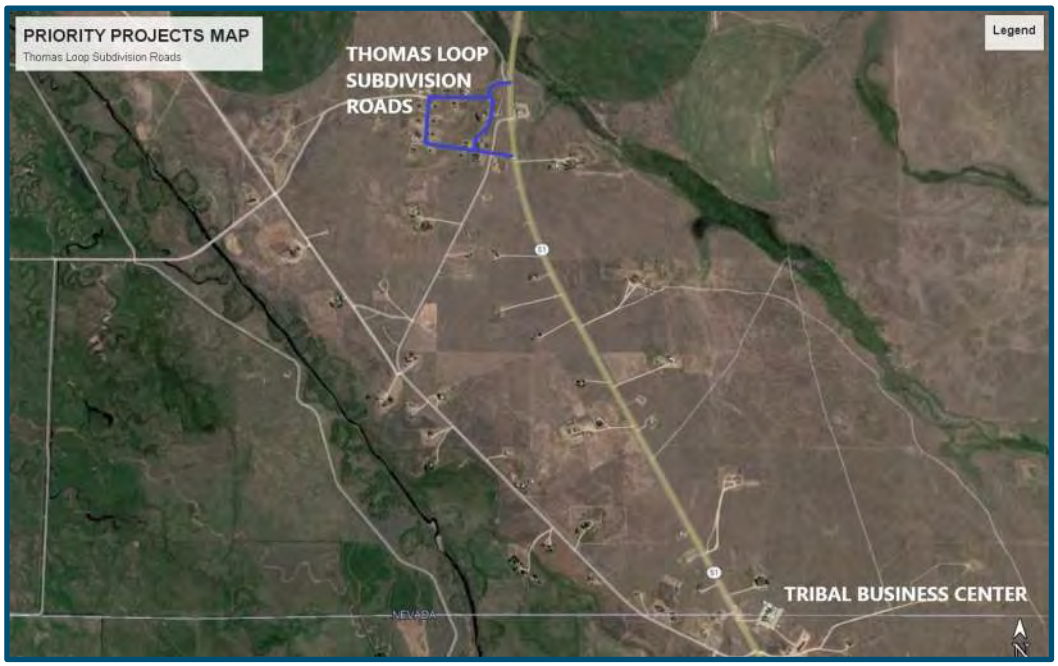

Figure 15: Long-Term Priority Project #23

24. **Duck Valley housing Authority New Subdivision**
    Off SH-225, Proposed subdivision roads with 35 lots. These will need to be placed on the TTP road inventory (See Figure 16).

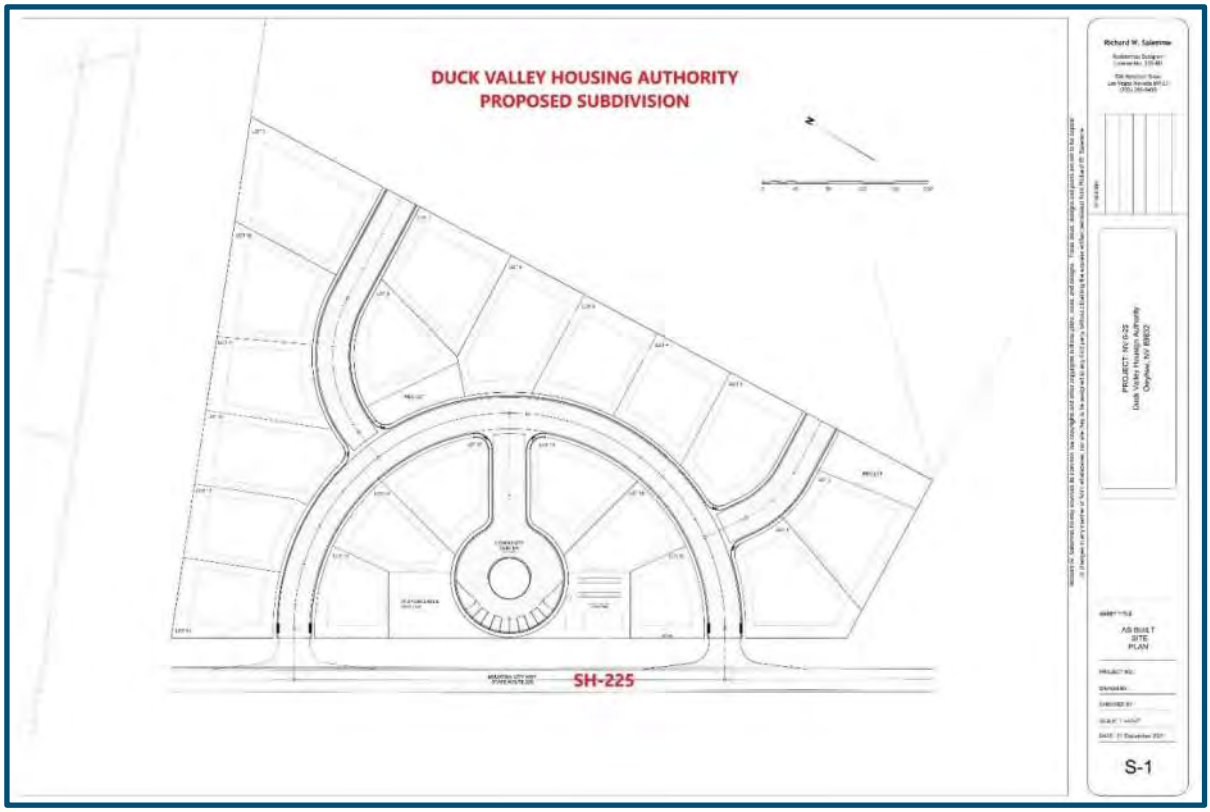

Figure 16: Long-Term Priority Project #24

5-YEAR TRANSPORTATION BRIDGE IMPROVEMENT PROJECTS (TTPTIP, See Figure 24)

1. **H328**
   Existing 100-foot span bridge on Route 22 needs replaced based on visual inspection (See Figure 17).

2. **326H**
   New 100-foot span bridge on Route 141 (See Figure 17).

3. **H327**
   Existing 130-foot span bridge on Route 203 with a sufficiency rating well below 50 needs to be replaced (See Figure 18).

4. **H309**
   Existing 23-foot span bridge on Route 12 with a sufficiency rating well below 50 needs to be replaced (See Figure 17).

Figure 17: Priority Bridge Projects #1, 2, & 4

Figure 18: Priority Bridge Project #3

LONG-TERM TRANSPORTATION BRIDGE IMPROVEMENT PROJECTS

1. **DVIR 124**
   Construction of a new bridge across the Owyhee River on BIA Route 124 to provide safe, all-weather access to agricultural areas in the far southeastern portion of the reservation. (Sugar Loaf area).

2. **DVIR 123**
   Construction of a new bridge across the Owyhee River on BIA Route 123 to provide safe, all-weather access to agricultural areas in the far southeastern portion of the reservation.

3. **DVIR 909**
   Construction of a new bridge across the Blue Creek on BIA Route 909 to provide safe, all-weather access to agricultural areas in the far north-central portion of the reservation.

SAFETY IMPROVEMENT PROJECTS (See Figures 19, 20, and 21)

1. **Miscellaneous Projects: Signing, Striping, Guardrail, Etc.**
   Traffic signs and striping communicate rules, warnings, and guidance to drivers to navigate the roadway system safely and effectively. Guardrail provides safety to the driver where objects and non-traversable side-slopes exist. Many of the BIA roads do not have adequate signage, striping and guardrail. Projects need to be planned to make the necessary safety improvements throughout the reservation.

2. **LIGHTING PROJECTS**
   Street and pedestrian lighting is intended to create a safe, nighttime environment by increasing visibility between pedestrians, motorists, and their surroundings. For motor vehicles, installing street lighting improves driver's visibility and in turn can reduce the risk of traffic accidents and the severity of crashes. Good outdoor lighting can also create and encourage a pedestrian friendly environment by providing extended hours of light to utilize pedestrian facilities. The following locations/intersections need lighting:
   - Duck Valley Gas N Go

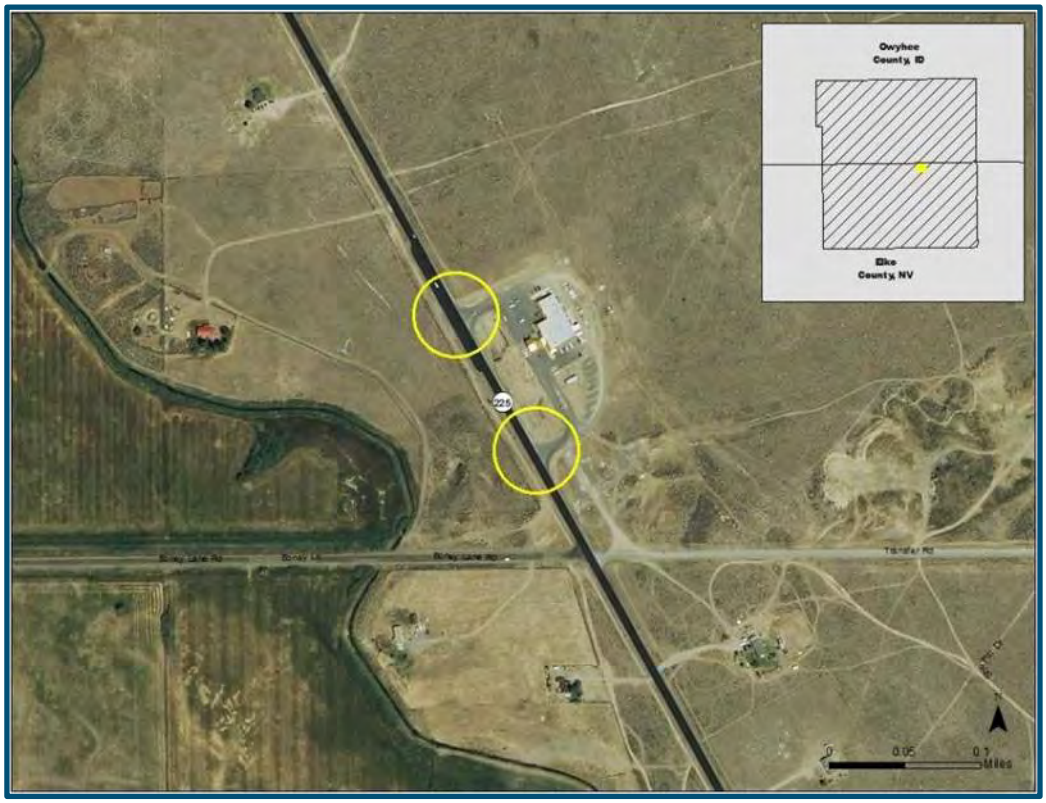

Figure 19: Proposed Lighting at the Gas N Go

- SH-225 and Academic Way

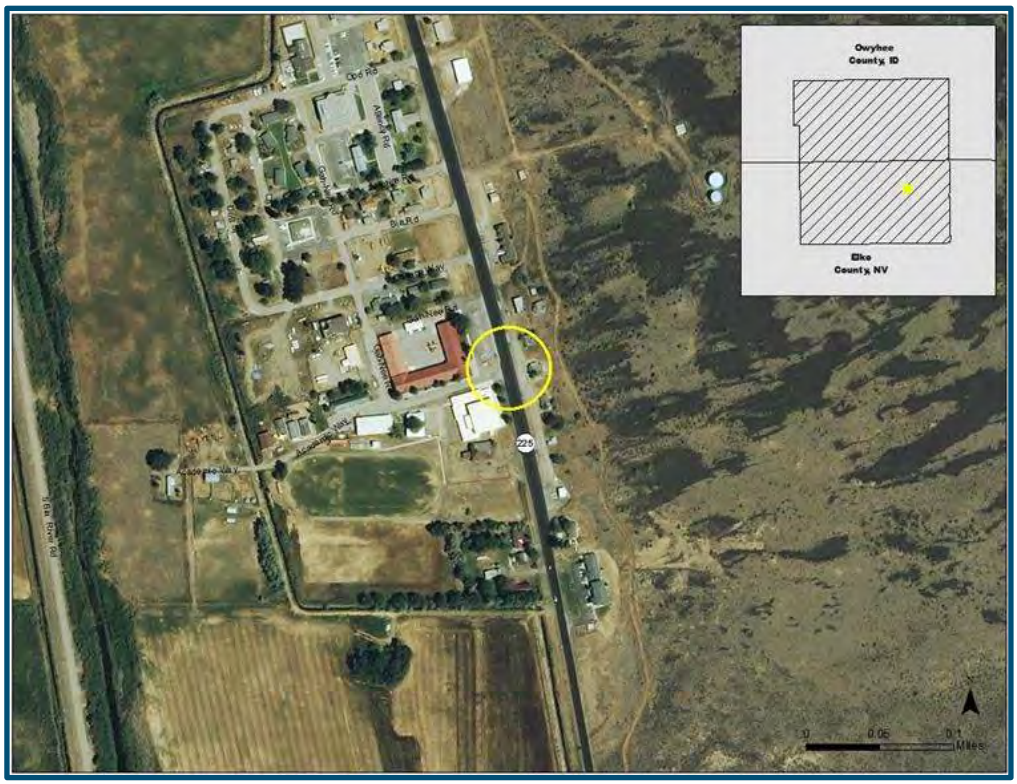

Figure 20: Proposed Lighting at SH-225 and Academic Way

- SH-225 and Sho-Pai St.

Figure 21: Proposed Lighting at SH-225 and Sho-Pai St.

MAINTANANCE IMPROVEMENT PROJECTS

1. **Culvert Replacement Program**
   Existing culverts throughout the Reservation are in very poor condition and need to be replaced before failure occurs. Currently there is one culvert that has failed requiring the Tribes to close the route. This program will include culvert inspection, evaluation, reporting and ultimately replacement of culverts specified for replacement. A schedule of the culverts to be replaced will be developed for the next 5 years.

Figure 22: Typical Culvert Replacement

2. **Pavement and Asset Management System/Prev. Maint. & Rehab Projects**
   Acquire Software, collect data, analyze, develop reports, and plan, and perform preventative maintenance and rehabilitation projects on TTP roads.

   This system will provide a systematic process of collecting and analyzing pavement data so that cost-effective strategies can be selected to provide and maintain pavements in a serviceable condition. The following routine maintenance activities will be developed and scheduled over 20-years for all BIA routes.

- Pavement Patching, Crack Sealing, Chip Sealing, Overlays, Full-Depth Reclamation/Rehabilitation, Reconstruction
- Shoulder Maintenance, Drainage and Structure Clean-out and Repair, Guardrail Replacement, Repair, and Cleaning
- Striping, Sign Replacement, Fence, Cattleguard, and Gate Clean-Out and Repair

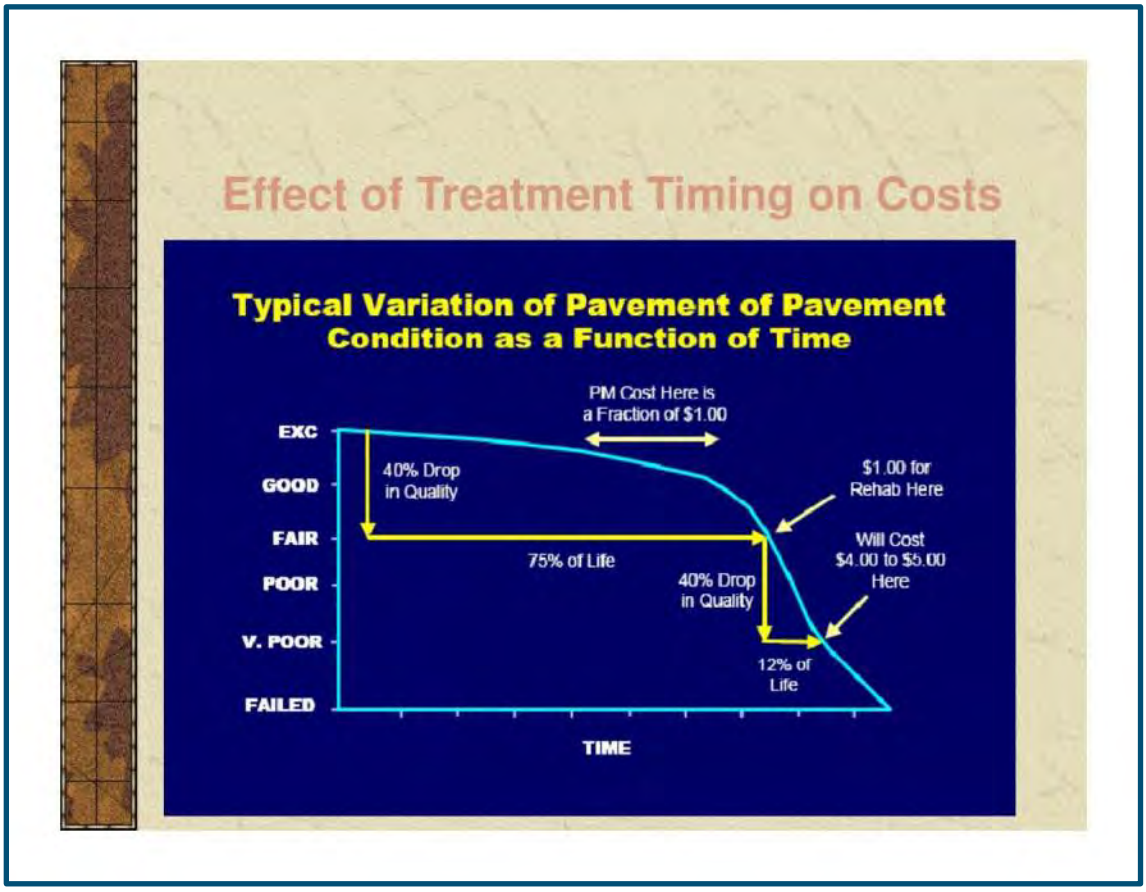

Figure 23: Pavement Condition Versus Time Curve

TRANSPORTATION IMPROVEMENT PROJECTS (TTPTIP fiscally constrained)

SHOSHONE-PAIUTE TRIBES
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Tribal Transportation Program (TTP), Improvement Projects 2023 to 2027 (TIP) — Yellow Denotes Potential Construction Year

Priority	Road Name	Route No.	Action	Length /Mi.	Funding from RAISE Grant Submitted in 2024	Carryover TTP Funds	Annual Funding Obligation 2023	2024	2025	2026	2027	Total
1	Rodeo Grounds Road, 2 phase; build to firestation;	Sec. 010 Rt. 102	Grade and Pave - Design, ROW, Environmental Completed	0.25		$1,200,000.00	$100,000.00		Construct to Firestation			$1,300,000.00
2	Newtown Subdivision Improvements	102	Pave, curb and gutter, sidewalk	2		$1,816,000.00	$700,000.00	$200,000.00	Construction $$ from previous years: $250,000 design.			$2,716,000.00
3	Chinatown Loop; BIA Rte #12, #13,and #15	12, 13, 15	CRABS improvement process for construction - Design, ROW, Environmental Completed	2.5		$1,450,000.00		$500,000.00	Construction Year			$1,950,000.00
4	Boney Ln, BIA Rte #9	9	Pavement repair, chip seal	3	$700,000.00					Construction Year	2 years to complete	$700,000.00
5	S. Thacker Lateral, BIA Rte #14	14	Grade and Pave - Design, ROW, Environmental Completed	1	$1,900,000.00			Apply for grant		Construction Year	2 years to complete	$1,900,000.00
6	Manning Rd, BIA Rte #13	13	Grade and Pave - Design, ROW, Environmental Completed	0.8	$1,600,000.00			Apply for grant		Construction Year	2 years to complete	$1,600,000.00
7	Premo Ln, BIA Rte #142	142	Grade and Pave - Design, ROW, Environmental Completed	0.5	$1,750,000.00			Apply for grant		Construction Year	2 years to complete	$1,750,000.00
8	Jones Rd, BIA Rte #141	141	Grade and Pave - Design, ROW, Environmental Completed	0.6	$1,683,078.30			Apply for grant		Construction Year	2 years to complete	$1,683,078.30
9	BIA Rte #2, Sheep Creek Road, after the 'Y'	2	Grade, Pave and Widen - Design, ROW, Environmental Completed	2.1	$9,350,000.00			Apply for grant		Construction Year	2 years to complete	$9,350,000.00
10	New School Road BIA Rte TBD	TBD	Grade and Pave, New Road	0.5				$300,000.00	$1,000,000.00	$1,000,000.00	$200,000.00	$2,300,000.00
11	Transfer Street BIA Rte TBD	TBD	Grade and Pave, Existing Road	0.75						$200,000.00	$1,000,000.00	$200,000.00
			TOTAL:	14.00	$16,983,078.30	$4,466,000.00	$800,000.00	$1,000,000.00	$1,000,000.00	$1,200,000.00	$1,200,000.00	$25,449,078.30

Note: PS&E, Environmental, and ROW Clearances for all above projects has been completed

Future Tribal Transportation Program (TTP), Improvement Projects (TIP)

Priority	Road Name	Route No.	Action	Length/ Mi.	Total	
12	Mckinney Lane BIA Rte #22	22	Grade and Pave	3	$5,000,000.00	**Note:** From BIA Route 14 (Thacker Lateral Road) to SR 225
13	Black Eagle Rd BIA Rte #301/#304	301, 305	Grade and Pave	0.5	$2,000,000.00	**Note:** PS&E, Environmental, and ROW Clearances has been completed
14	BIA Route 101 (Owyhee Community Streets)	101	Reconstruction with curb and gutter and sidewalks	1.6	$2,500,000.00	**Note:** Some roads have been completed with no curb and gutter or sidewalks
15	Pathway- Along west side of SH-225	225	Construct/Pave	5	$8,000,000.00	**Note:** The pathway has been started. Along west side of SH-225 from the post office to the State line. From the Owyhee townsite to the Tribal Business Center gravel has been placed with some ADA ramps.
16	Jones Rd BIA Rte #141	141	Grade and Pave	2.25	$4,000,000.00	**Note:** From BIA Route 14 (Thacker Lateral Road) to SR 225 (2.25 miles): This project consists of grading, draining, and paving 1.0 mile of unimproved road; paving 1.25 miles of grade and drain, gravel road
17	Mountain View Road BIA Rte #8	8	Grade and Pave	2.5	$4,500,000.00	**Note:** From Mountain View Reservoir to SR 225
18	Sunset Drive BIA Rte #104	104	Grade and Pave	0.1	$12,000,000.00	**Note:** Gah Nee employee housing is gravel needs to be paved
19	National Guard Road BIA Rte #901	901	Construct New Road	1	$1,300,000.00	**Note:** Extend Route 901 to fill the gap between roadways
20	Pleasant Valley Road BIA Rte #903	903	Grade and Pave	3	$5,000,000.00	**Note:** Pave from existing gravel to mouth of canyon
21	Thacker Lateral BIA Rte #14-2	14	Construct New Road	2	$3,750,000.00	**Note:** Boney Lane to National Guard
22	Spring Creek Roadways	N/A	Misc. roadway Improvements	TBD	$5,000,000.00	**Note:** Need to be placed on the inventory
23	Thomas Loop Subdivision Improvements	N/A	Pave road and driveways	0.1	$500,000.00	**Note:** Need to be placed on the inventory
24	Duck Valley housing Authority New Subdivision	N/A	New roads and Driveways	0.3	$2,000,000.00	**Note:** off SH-225, Proposed subdivision roads with 35 lots, Need to be placed on the inventory

Tribal Transportation Program (TTP), Bridge Improvement Projects 2023 to 2027 (BTIP)

Yellow Denotes Potential Construction Year

Priority	Bridge Name	Route No.	Action	Length /Ft.	Structure No.	GRANT TTPBP	Annual Funding Request (Design/Construction) 2023	2024	2025	2026	2027	Total
1	H328	22	Replace	100	H328	All funds from Bridge Program	$300,000.00		$2,000,000.00			$2,300,000.00
2	326H	141	New	100	326H	All funds from Bridge Program	$300,000.00			$2,000,000.00		$2,300,000.00
3	H327	203	Replace	130	H327	All funds from Bridge Program		$370,000.00			$3,000,000.00	$3,370,000.00
			TOTAL:				$600,000.00	$370,000.00	$2,000,000.00	$2,000,000.00	$3,000,000.00	$7,970,000.00

Safety Improvement Projects 2022 to 2027

Sign and lighting Management Plan-Reservation Wide — All funding from Grants

	Annual Funding Request 2023	2024	2025	2026	2027	Total
Gattle Guard Replacement and adjacent Pavement Repair	$20,000.00	$150,000.00				$170,000.00
Miscellaneous Projects: Signing, Striping, Guardrail, Etc	$20,000.00	$40,000.00	$40,000.00	$40,000.00	$40,000.00	$180,000.00
Lighting Projects: Duck Valley Gas N Go, SR 225 and Academic Way, SR 225 and ShoPai	$20,000.00	$60,000.00	$60,000.00	$60,000.00		$200,000.00
	$60,000.00	$250,000.00	$100,000.00	$100,000.00	$40,000.00	$550,000.00

Road Maintenance 2023 to 2027

All funding from TTP Funds

							Annual Funding Request 2023	2024	2025	2026	2027	Total
1	Pavement, Culvert Condition/Replacement and Asset Management System/Prev maint. & Rehab Projects	All	Acquire Software, collect data, analyze, and report / Projects. Culvert replacement and pavement preventative and rehab projects will be scheduled for the next 5 years.	N/A		$200,000.00	$200,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00	$1,600,000.00

Figure 24: Fiscally Constrained TTIP

1.5.5 State Department Proposed Projects

The Statewide Transportation Improvement Program (STIP) is a four-year financial document that lists all projects expected to be funded in those four years with Federal participation. The current document for the state of Nevada is for federal fiscal years 2021 through 2024. The STIP is updated periodically throughout its life. The January 28, 2021, approved project listing provides information on all Nevada Department of Transportation projects. The County of Elko further identities these projects that are only within Elko County.

NEVADA DEPARTMENT OF TRANSPORTATION PROJECTS

1. **Duck Valley Shoshone Paiute Tribe Van Acquisition for New Transit Program (2021 - $73,605)**
   Duck Valley Shoshone Paiute Tribe Van Acquisition for New Transit Program - Duck Valley Shoshone Paiute Tribe is a rural private non-profit and tribal (Native American) agency that is seeking to start transit service for the public with special consideration to the elderly and persons with disabilities. The funding will be used to purchase an accessible van to provide access to services within the community and in larger nearby communities with more amenities and services.

IDAHO TRANSPORTATION DEPARTMENT PROJECTS

Idaho's Statewide Transportation Improvement Program is for Fiscal Years 2022 through 2028. The Duck Valley Indian Reservation falls within District 3 for the state. There are no programmed projects at this time that would have any impact on the Duck Valley Indian Reservation.

1.5.6 Tribal Transportation Program Update Recommendations

The National Tribal Transportation Facility Inventory (NTTFI) is a comprehensive national inventory of all tribal transportation facilities that are eligible for TTP funding, and includes specific facility information, such as classification, route/bridge number, current and projected traffic volumes, pavement conditions, etc., and is utilized for the ongoing review of facility conditions. This inventory is utilized as the basis to identify a tribe's transportation system, determine the transportation needs of a tribe, and serves as a basis for apportioning federal funds.

To obtain funding and accurately report the status of the tribe's transportation system, the current NTTFI for the Shoshone-Paiute Indian Tribes was reviewed against field review conditions and to identify necessary corrections and updates. Below Tables provide summaries of the proposed mileage revisions to the Tribe's NTTFI. Figures shown further above illustrate the roadways recommended for inclusion in the NTTFI.

TABLE 4: SUMMARY OF PROPOSED BIA ROAD SYSTEM MILEAGE REVISIONS

	Miles
Existing BIA DOT Inventory	297.5
Roads to be Added to BIA System	3.9 plus Rizza and Mt City Roads, New Owyhee Combined School Access Rd
Roads to be Deleted from BIA System	0.0
Other Route Mileage Corrections	0.0
Proposed BIA Road System	301.4 plus Rizza and Mt City Roads TBD

TABLE 5: SUMMARY OF PROPOSED TRIBAL ROAD SYSTEM MILEAGE REVISIONS

	Miles
Existing Tribal Inventory	9.5
Roads to be Added to BIA System	0.0
Roads to be Deleted from BIA System	0.0

Other Route Mileage Corrections	0.0
Proposed Tribal Road System	9.5

TABLE 6: SUMMARY OF PROPOSED NON-BIA ROAD SYSTEM MILEAGE REVISIONS

	Miles
Existing Non-BIA DOT Inventory	48.5
Roads to be Added to Non-BIA System	0.0
Roads to be Deleted from Non-BIA System	0.0
Other Route Mileage Corrections	0.0
Proposed Non-BIA Road System	48.5

1.5.7 BIA Road Maintenance

The BIA is obligated by CFR 25, Part 170, to maintain the BIA Road System to a safe and satisfactory standard based on the availability of funds and the road's as-built condition. Road maintenance funds are appropriated by Congress and allocated to the BIA separately from the Federal Highway Trust Funds (HTF) used for initial construction. Road maintenance funds are used to provide an optimal level of road maintenance based on the road condition and the availability of funds. Road Maintenance activities include: the preservation and repair of the road surface, blading roadway shoulders and ditches, clearing drainage structures, snow removal and the installation/replacement of traffic control, directional and street signs.

Typically, the Agency Road Engineers/Managers work with the tribes in establishing a road maintenance program to determine the type and level of maintenance to be performed on BIA roads within each reservation based on Agency's road maintenance budget. Maintenance priorities are frequently determined by weather and/or road conditions which inhibit access to and from communities to employment centers, community services and health facilities. Emergency road conditions have highest priority. Other priorities are determined based on surface type and use.

If roadways funded and constructed with HTF are not properly maintained, then future HTF road construction funds can be withheld. This situation might occur if maintenance funding is limited such that adequate repairs and upkeep of the roadway are not possible.

1.6 Affective Environment and Environmental Concerns

Inventory of the physical, natural, and cultural environment is an important component of the transportation planning process. When environmental conditions and concerns are reviewed in the early stages of the transportation planning process, transportation solutions can be developed to

avoid or lessen the negative impacts on the natural environment. This chapter presents a review of environmental conditions within the study area.

1.6.1 Topography and Geology

The general project area, the Owyhee River Valley, and associated drainages, provide subsistence for numerous species of plants and animals. The immediate project area which includes the Duck Valley Reservation is in the Lower Middle Snake Sub Basin. Elevation varies greatly. Higher elevations include the Owyhee Mountains that include South Mountain (7,850 feet), Juniper Mountain (6,775 feet) and the Silver City Range (8,100 feet). The mountain ranges are carved by canyons which drain into the Owyhee and Snake Rivers. A sagebrush steppe environment characterizes much of the region with the area receiving levels of precipitation ranging between eight and twelve inches annually.

Recommendations for Further Analysis

A geotechnical evaluation of soils will need to be conducted during the design phase of project implementation to determine pavement, slope protection, and structural needs.

1.6.2 Vegetation

Approximately 30 percent of the region's vegetation is composed of exotic annuals, which include exotic mustards, cheatgrass, and others. About 40 percent consists of native shrub communities, including big sagebrush, winterfat, and shadscale communities. The remaining area is dominated by native perennial grasses-chiefly Sandberg's bluegrass and bottlebrush squirrel tail.

The native vegetation types surrounding the flatter, valley floor study areas have been highly manipulated due to agricultural practices. These low-lying areas are primarily used for grass, hay, and pasture. The wetland plant community dominants within the study area include sandbar willow, broadleaf cattail, reed canary grass, Baltic rush, and meadow barley. Some of the roadsides within the irrigated agricultural area have stands of sandbar willow but facultative upland plants dominate the understory. Wood's rose, which is also facultative upland, was also mixed in with the willow in several locations.

Recommendations for Further Analysis

Any roadway improvement projects have the potential to affect native plants. During the design phase, a detailed review will need to be conducted to identify impacts on protected plant species.

1.6.3 Biology

Within the region, there are several animal species found in association with the modern vegetative distributions. These are part of the Northern Great Basin Complex which includes mule deer, jack rabbits, coyote, badger, Townsend's ground squirrel, kangaroo rat, and mice. Several species of avifauna inhabit the area as well, including eagles, hawks, owls, falcons, larks, curlews and magpies.

The United States Fish and Wildlife Service (USFWS) has identified three (3) federally listed species that may be present in the study area. See Table 7. No designated or proposed critical habitat areas were identified.

Table 7: USFWS Federally Listed Threatened and Endangered Species for the Study Area

Common Name/ Scientific Name	Status	Habitat
Columbia Spotted frog (Rana luteiventris)	Candidate	Riparian areas where emergent vegetation and standing water are present, within the sage-juniper shrublands; in or near permanent bodies of water.
Greater sage-grouse (Centrocercus urophasianus)	Candidate	Sage-brush areas at elevations ranging from 4,000 to over 9,000 feet.
Gray wolf (Canis lupus)	Proposed Endangered	Habitat varies from temperate forests, mountains, tundra, taiga, and grasslands; require ungulate prey and human caused mortality rates that are not excessive.

The USFWS also identified 15 migratory birds of concern that may be present in the study area. See Table 8.

Table 8: Migratory Birds Potentially Present in the Study Area

Common Name	Scientific Name	Seasonal Occurrence in the Project
Brewer's Sparrow	Spizella breweri	Breeding
Calliope Hummingbird	Stellula calliope	Breeding
Greater sage-grouse	Centrocercus urophasianus	Year-round
Bald eagle	Haliaeetus leucocephalus	Wintering
Eared Grebe	Podiceps nigrocollis	Breeding

Burrowing Owl	Athene cunicularia	Breeding
Green-tailed Towhee	Pipilo chlorurs	Breeding
Sage Thrasher	Oreoscoptes montanums	Breeding
Olive-sided flycatcher	Contopus copperi	Breeding
Lewis's Woodpecker	Melanerpes lewis	Breeding
Loggerhead Shrike	Lanius ludovicianus	Breeding
Long-Billed curlew	Numenius americanus	Breeding
Fox Sparrow	Passerella liaca	Breeding
Short-eared Owl	Asio flammeus	Year-round
Swainson's hawk	Buteo swainsoni	Breeding

The protection of birds is regulated by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the USFWS. Any potential projects within the study area have the potential to affect nesting birds protected under the MBTA, if any migratory birds are present in the proposed project areas.

Recommendations for Further Analysis

Construction within the study area may have the potential to affect the USFWS threatened and endangered species list and nesting birds protected. During the design and environmental overview phase of project implementation, a detailed biological analysis will need to be conducted to determine the specific presence/absence of projected species and potential mitigation measures.

1.6.4 Hydrology

The study area is located within the Duck Valley Indian Reservation, an area containing the Owyhee River, Sheep Creek Reservoir, Mountain View Reservoir, and lake Billy Shaw as well as numerous sloughs, streams, and springs. Duck Valley also contains several large irrigation canals including the Duck Valley Canal, the Thacker Lateral Canal, and the Agency Canal. Water features in Duck Valley contribute water to the Owyhee River which flows northwest into Lake Owyhee and eventually the Snake River in eastern Oregon.

Water Quality

The Shoshone-Paiute Tribes operate the Water Pollution Prevention (WPP) program to protect the Water Resources on lands owned by the Shoshone Paiute Tribes. These lands are the Duck Valley Indian Reservation (DVIR) and lands recently acquired south of the DVIR. The Water resources are Surface Water and Groundwater.

The Tribes WPP program is supported by CWA 106 funds administered through the U.S. Environmental Protection Program. Hence two of the primary goals of the program is to satisfy the goals set forth by the Clean Water Act and to satisfy administrative goals of the Shoshone-Paiute Tribes. Section 101 of the CWA states “The objective of this Act is to restore and maintain the chemical, physical, and Biological integrity of the Nation’s waters.” Likewise, the goal of the Tribes is to manage its resources so that the water bodies on tribal lands are fully supporting designated or existing beneficial uses in accordance with the Tribes Water Quality Standards.

The program works with- others to achieve results. These include other tribal programs as well as the administration and Tribal Council. The government entities that the WPP program works on are projects for Federal and State. Professional consultants contribute to the success of the Shoshone-Paiute Tribal Water Pollution Prevention program.

Wetlands

The study area is located within the High Desert Wetlands sub-region of the greater Northern Basin and Range Ecoregion. This sub-region includes valleys which contain remnant wetlands, floodplains, alluvial terraces, lakes, reservoirs, and perennial/ephemeral streams. Vegetation commonly found in wetter areas includes sedges, rushes, tufted hairgrass, meadow barley, creeping wildrye, and bluegrass. Uplands are generally composed of various sagebrush species and native grasses (EPA 2012). The study area also contains several large irrigation canals including the Duck Valley Canal, the Thacker Lateral Canal, and the Agency Canal. Water features in Duck Valley contribute water to the Owyhee River which flows northwest into Lake Owyhee and eventually the Snake River in eastern Oregon. Agriculture is the primary land use within the study area. Wetlands are defined by the Environmental Protection Agency (EPA) as lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. Wetlands typically are areas where water covers the soil or is present at/near the surface of the soil year-round or during varying periods throughout the year.

With the goal of maintaining or increasing wetland area, enhancing wetland function, establishing wetland parameters data, and identifying wetland areas in need of protection and/or restoration the Shoshone-Paiute Indian Tribes, in accordance with Section 404 of the Clean Water Act, must take into consideration potential impacts to waters of the U.S. (WOUS) and special aquatic sites as a result of any proposed projects.

Recommendations for Further Analysis

A drainage analysis will need to be conducted during the design phase to determine the degree of impacts on the area's hydrological features and to identify potential mitigation measures. During the

design process, coordination will need to occur with the USFWS and EPA to identify and to incorporate elements that protect wetlands in and around the study area.

1.6.5 Prime Range and Farmlands

Agriculture is the primary land use within the study area. During the site visit multiple fields were observed being irrigated and hayed or grazed to provide feed for livestock.

Recommendations for Further Analysis

If land in the area of proposed projects is considered prime agriculture use, as identified by the Tribes, analysis needs to be conducted to determine whether water delivery irrigation systems associated with these lands are adversely affected by the recommended improvements.

1.6.6 Air Quality

Under the Clean Air Act (CAA), EPA sets limits on certain air pollutants, including setting limits on how much can be in the air anywhere in the United States. The Clean Air Act also gives EPA the authority to limit emissions of air pollutants coming from sources like chemical plants, utilities, and steel mills. Individual states or tribes may have stronger air pollution laws, but they may not have weaker pollution limits than those set by EPA.

Dust, due to most roadways being unpaved, is the main pollutant on the Reservation.

Recommendations for Further Analysis

During the proposed project construction best management practices should be used by the Contractor or Tribes to control particulate matter (dust). Dust control procedures for existing gravel roads using Calcium Chloride or Magnesium Chloride should be implemented each year.

1.6.7 Cultural Resources

Cultural resources are properties that reflect the heritage of local communities, states, and nations. Properties judged to be significant and to retain sufficient integrity to convey that significance are termed “historic properties” and are afforded certain protection in accordance with state and federal legislation.

History

Descendants of the Western Shoshone and the Northern Paiute occupy the Duck Valley Indian Reservation of Idaho and Nevada. Various bands of the two closely related tribes have jointly utilized the area from time immemorial.

On April 16, 1877, United States President Rutherford B. Hayes established the reservation for the Western Shoshone and on May 4, 1886, United States President Grover Cleveland expanded the Reservation for the Northern Paiute through respective Executive Orders. On July 01, 1910, United States President William H. Taft further expanded the reservation by yet another Executive Order.

In the early days of the Duck Valley Reservation the people lived in earthen willow and sagebrush huts. The tribal bands located at Duck Valley existed as best as they were allowed under the watchful eye of the Indian Agent and Indian Police. Farming and ranching were the mainstay for the people. The Shoshone and Paiute united at Duck Valley under the Indian Reorganization Act of 1934 and formed a tribal government through a Constitution and Bylaws which was adopted in 1936.

Farming and Ranching are still mainstays for Duck Valley and is reflected in the 12,000 acres of subjugated lands. The Duck Valley Reservation is composed of 289,819 acres held in trust by the United States Government for the use and occupancy of the Shoshone-Paiute Tribes. Included in the total acreage of the Reservation is 22,231 acres of Wetlands. Wildhorse Reservoir was constructed in 1936 for the Duck Valley Irrigation Project. Tribal membership is over 2,000 with approximately 1,700 living on the reservation. The Shoshone-Paiute Tribes of Duck Valley continue to exist within the original territories of their ancestors.

Section 4(F) and Section 6(F) resources

Section 4(f) of the US Department of Transportation Act of 1966 and the Section 6(f) of the Land and Water Conservation Fund (LWCF) Act are intended to protect the nation's recreational resources from significant transportation-related impacts. Section 6(f) is a component of the LWCF Act of 1965 that protects recreational properties acquired or developed with LWCF Act funds that could be affected by transportation projects. No Section 6(f) properties have been identified in the Duck Valley Indian Reservation.

Section 4(f) stipulates that the FHWA and other DOT agencies cannot approve the use of land for transportation improvements on publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible or prudent alternative, or the projects include all possible planning to minimize harm to the property. The "use" of Section 4(f) is defined in CFR Title 23, Part 771.135(p) as:

- When property is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose; or
- When there is a constructive use of a Section 4(f) property. A constructive use of Section 4(f) resource occurs when the proximity impacts of a proposed project adjacent or nearby a

Section 4(f) property results in a substantial impairment to the property's activities or features that qualify a resource for protection under Section 4(f).

A historic site is considered a Section 4(f) property if it is eligible for the National Register of Historic Places (NRHP) under Criterion A, B, or C if the site is associated with events that have made a significant contribution to the broad patterns of our history, associated with the lives of persons significant in our past, or embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a significant distinguishable entity whose components may lack individual distinction. Within the immediate area of the Reservation, a number of small-scale surveys have been conducted. Potential Section 4(f) properties within the study areas include:

- Small historic trash scatters and isolates.
- 11 historic buildings have been recorded with only the following 2 of these considered eligible
    - Old Jail (Building 334)
    - Old Powerhouse (Building 333)

Recommendations for Further Analysis

Additional analysis needs to be conducted into resources eligible for protection under Section 6(f) and Section 4(f) to evaluate potential impacts of the proposed improvements on these resources.

1.6.8 Environmental Justice Review

Title VI of the Civil Rights Act of 1964 and related statutes ensure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance based on race, color, national origin, age, sex, and disability. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dictates that programs, policies, and activities identify and address, as appropriate, disproportionately high adverse human health and environmental effects on minority and low-income populations. Protected populations considered in this analysis include minority, elderly, low-income, and disabled populations.

Multimodal transportation improvements would provide numerous positive impacts to environmental justice populations in the study area. Enhanced pathways that provide bicycle and pedestrian facilities would increase protected population's ease of access to local activity centers, places of employment, medical services, and community facilities. Additionally, proposed roadway improvements would benefit traffic accessing traditional Native American gathering areas, residential access, and farming and ranching uses of these roadways, as well as postal and bus routes. During construction, there would be only minimal, temporary restrictions to travel, which would impact all users of the roadways equally.

Recommendations for Further Analysis

The potential positive and negative impacts on the protected populations should be discussed in the environmental analysis of the design phase. Consideration should be given during the construction phase of project implementation on the impacts to minority-owned businesses, the mobility needs of the protected populations, and on residential parcels of protected populations. In addition, on-going outreach efforts need to be made to include meaningful participation by all residents, including low-income, disabled, below poverty and minority populations, throughout projects.

1.7 Transportation Plan Implementation and Updating

This transportation plan presents the results of a study completed in 2022. It reflects the current requirements for transportation facilities to satisfy the Community's needs and is based upon the existing conditions and anticipated future development within the Community and Tribal Priorities. The plan should not be thought of as a static document. It should be viewed as a dynamic document capable of being modified to meet changing social and economic development demands.

The plan should be reviewed by the Tribe and Federal Lands Highway office on an annual basis to keep up with changes in Community development that may warrant a change in the project listing and/or a change in a project's priority. Changes in the project listing should be coordinated with and accomplished within the time frames established by the funding agency so as not to hamper the implementation of the agency's road improvement program on the Community. The overall Community transportation plan should be reviewed and updated every five years, or when there are major changes in the tribe's land use plan. Five-year updates are currently planned by the Tribes and/or FLH.

1.7.1 Funding Sources

The successful implementation of the Long-Range Transportation Plan for the Shoshone-Paiute Tribes is contingent upon the availability of funding for design and construction of the improvement projects. Primary funding sources for the area include Federal programs, BIA, NDOT, ITD, and other regional government agencies.

Through the continuing appropriations act, the Infrastructure Investment and Jobs Act (IIJA).

Infrastructure Investment and Jobs Act:

- Generally referred to as the bipartisan infrastructure bill, this law authorizes $1.2 trillion in total spending, including $550 billion of new spending on hard infrastructure.

- The law also addresses climate change as it pertains to surface transportation.

- It revises Buy America procurement procedures for highways, mass transit, and rail.
- It implements new safety requirements for all modes of transportation.
- It directs the Department of Transportation (DOT) to establish a program to ensure the long-term solvency of the Highway Trust Fund.
- In total, this law addresses federal aid for highways and transit; highway and motor carrier safety; hazardous materials; and rail programs of the Department of Transportation (DOT).
- It incorporates and extends through 2022 the 2021 federal-aid highway, transit, and safety programs as well as the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs from 2023 through 2026.
- The Infrastructure Investment and Jobs Act includes the $1.75 trillion+ **Build Back Better Act** or social infrastructure plan. Together, the passage of both laws would necessitate spending more than $3 trillion.
- While the enacted Infrastructure Investment and Jobs Act legislation deals primarily with so-called hard infrastructure—including roads, bridges, waterways, and other physical structures—the Build Back Better Act is a social safety net and climate bill (although the Infrastructure Investment and Jobs Bill also contains climate-related provisions).

Under the Infrastructure Investment and Jobs Act the Tribal Transportation Program (TTP) provides 3 billion over 5 years with the ultimate goal to provide safe and adequate transportation and public road access to and within Indian reservations and Indian lands. The TTP also includes a certain percentage of funds allocated for tribal bridge and tribal safety projects. The Tribal Transportation Program is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. Funds are allocated among Tribes using a statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula. In accordance with the Infrastructure Investment and Jobs Act, Tribes may utilize up to 25% or $500,000 of their TTP funds, whichever is greater, for eligible road maintenance activities identified in 25 CFR 170.800.

Table 9 presents a comprehensive matrix of potential funding sources for roadway, safety, pedestrian and bicycle, and transit improvements that the Shoshone-Paiute Tribes can apply for funding to implement the Plan for Improvements. The following resources also provide additional information related to funding sources.

Local Public Agency Projects Manual for Federal-Aid Funded Projects

The NDOT Local Public Agency Projects Manual provides information and guidance to assist local public agencies (i.e., counties, cities, towns) and tribal governments with projects funded through the Federal Highway Administration from planning to final acceptance. The manual outlines the NDOT and FHWA policies and procedures when developing, delivering, and administering transportation projects. The Manual is available at the following website link:

https://www.dot.nv.gov/home/showdocument?id=1541

Additionally, another available tool is the Federal-aid Essentials. It is web-based and can be accessed at:

http://www.fhwa.dot.gov/federal-aidessentials/index.cfm

Table 9: Potential Funding Sources

Funding Program	Eligible Uses	Administering Agency	Program and Funding Details	Contact Information
Tribal Transportation Program (TTP)	Transportation planning, research, maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of tribal transportation facilities; Operation and maintenance of transit programs and facilities that are located on, or provide access to, tribal land or are administered by a tribal government.	FHWA	Formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula	**Kevin Spohrer** Tribal Coordinator Office of Tribal Transportation Federal Highway Administration **610 E. 5th Street Vancouver, WA 98661** ☎ Cell Phone: 512-468-9615 **E-mail:** Kevin.Spohrer@dot.gov
Tribal Transportation Planning Program	Transportation planning procedures for the TTP must be consistent with Statewide and Metropolitan	FHWA	Funded by a set-aside of up to 2% from TTP funds. Funds are allocated directly to	**Kevin Spohrer** Tribal Coordinator Office of Tribal Transportation Federal

	planning processes.		Tribe based on a formula.	Highway Administration **610 E. 5th Street Vancouver, WA 98661** ☎ Cell Phone: 512-468-9615 **E-mail:** Kevin.Spohrer@dot.gov
Tribal Transportation Program Safety Funds (TTPSF)	Each year under the FAST Act, 2% of the available TTP funds are set aside to address transportation safety issues in Native America.	Federal Funds are allocated to the Regional Office based on approved Tribal Applications for these funds.	Projects ranked by BIA, FHWA and Tribes. **Development of new tribal safety plans:** up to $12,500 **Update existing tribal safety plans over 3 years old:** up to $7,500 **Funding for safety infrastructure projects and other eligible activities is variable:** The total funding available is $10,000,000.	**Adam Larsen** TTPSF Program Manager Federal Highway Administration **1200 New Jersey Avenue SE., Washington, DC 20590** ☎ Phone: **360-619-7751; Cell: 360-619-2601** **E-mail:** adam.larsen@dot.gov
Tribal Bridge Program	Funds may be used for planning, design, engineering, preconstruction, construction, and inspection of a project to replace, rehabilitate,	Federal Funds are allocated to the Regional Office based on approved applications	Funded by a set-aside of up to 3% from TTP funds.	**Russell Garcia** Tribal TTP Bridge Program Manager, Tribal Transportation Federal Highway Administration

	seismically retrofit, paint, or for anti-icing and deicing, or to implement any countermeasures (Including multiple-pipe culverts) for eligible tribal transportation facility bridges. To be eligible, a bridge must have an opening of at least 20 FT, be classified as a tribal transportation facility, and be structurally deficient or functionally obsolete.	from the Region for these funds.		**1200 New Jersey Avenue, SE Washington, DC 20590** ☎ Cell Phone: 703-404-6223 **E-mail:** russell.garcia@dot.gov
Nevada Transportation Alternatives Program (TAP)/Surface Transportation Program (STP)	There are two broad types of eligible activities: 1) Transportation infrastructure (constructed improvements); and 2) Non‐infrastructure projects (efforts related to Education, Encouragement, Enforcement and Evaluation) that effect kindergarten (K) through eighth (8th) grade students.	NDOT	Fixing America's Surface Transportation (FAST) Act was enacted and TAP was replaced with the "STP Set‐Aside" under the Surface Transportation Block Grant Program and is now called TAP/STP Set‐aside. Funding amount of maximum soft cap of $750,000.	**Coy Peacock** Transportation Alternatives Program (TAP)/STP Set‐aside Manager NDOT **1263 S. Stewart Street Carson City, NV 89712** ☎ Cell Phone: **775-888-7124** **E-mail:** cpeacock@dot.state.nv.us

RAISE Discretionary Grants	Fund road, rail, transit and port projects that promise to achieve national objectives.	U.S. Department of Transportation	Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly $9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.	**Office of Infrastructure Finance and Innovation** Office of the Secretary of Transportation 1200 New Jersey Ave, SE Washington, DC 20590 United States Phone: **202-366-0301** **E-mail:** RAISEgrants@dot.gov
Transit Rural Area Program	Program administration, capital expenses and operating expenses to providers of general-public transportation services in small urban and rural areas.	The NDOT acts as a pass-through agency to provide Section 5311 federal funding.	Section 5311 funding assistance can assist with up to 80% of program administration, up to 95% of capital or mobility management expenses, and up to 59.38% of operating or intercity bus expenses.	Nevada DOT Transit Office Federal Grant Application **1263 S. Stewart Street, Room 320 Carson City, NV 89712** Cell Phone: **775-888-7124** **E-mail:** **transitteam@dot.nv.gov**
Nevada State	"Expend money in	NDOT	The Federal	Nevada

Fund for Aviation	the Fund to award grants to a county, city or other local government in this State for obtaining matching money for federal programs and any other programs relating to airports or for the planning, establishment, development, construction, enlargement, improvement, or maintenance of any airport, landing area or air navigation facility owned or controlled by the county, city or other local government"		Aviation Administrations' (FAA) Airport Improvement Program (AIP) Matching Grant for airports that fall within the National Plan of Integrated Airport Systems (NPIAS) presently reimburses the sponsor up to the 6.25% local match for any Airport Improvement Program (AIP) grant from the FAA. Under the Nevada Fund for Aviation Grant Program some or all the 6.25% local match not covered by FAA AIP may be reimbursed from the Nevada Fund for Aviation, not to exceed $50,000.	Department of Transportation Aviation Planning Section **1263 S. Stewart Street** **Carson City, NV 89712** ☎ Cell Phone: **775-888-7353** **E-mail:** aviation@dot.nv.gov

Federal Lands Transportation Program (FLTP)	Eligible projects include, but are not limited to: • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of Federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to Federal lands open to the public.	FHWA	On October 1 of each fiscal year, funds will be allocated among Federal Land Management Agency (FLMA) partners	Office of Federal Lands United States Department of Transportation Federal Highway Administration **1200 New Jersey Avenue, SE Washington, DC 20590** ☎ Cell Phone: **202-366-9494** **E-mail:** **flh.webmaster@dot.gov**
AID Demonstration Program	Eligible projects: Projects submitted for an AID Demonstration grant must: • Be eligible for assistance under title 23, United States Code. • Be ready to initiate within 6 months of receiving an AID Demonstration award.	FHWA	The AID Demonstration Program provides funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies in highway transportation	**Fawn Thompson Contact** Program Coordinater, FHWA Innovative Technologies & Collaboration Team ☎ Phone: **404-895-6229** **E-mail:** fawn.thompson@@dot.gov

	• Involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction. • Include an innovation proven in real-world highway transportation application,* though not routinely used by the applicant or the subrecipient. • Address TIDP goals and other program requirement		projects. The Federal Highway Administration (FHWA) anticipates approximately $10 million to be made available for AID Demonstration grants in 2022 from amounts authorized within the Technology and Innovation Deployment Program (TIDP) under the Infrastructure Investment and Jobs Act. The grants are administered through the FHWA Office of Transportation Workforce Development and Technology Deployment.	
Federal Lands Access Program	Eligible projects include, but are not limited to: • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and	FHWA	The funds made available under this program will be available for the current year plus three additional years. Funds are distributed by formula	**James Herlyck FLAP Contact** James.Herlyck@dot.gov Central Federal Lands Federal Highway Administration, USDOT **12300 West Dakota Avenue**

	reconstruction of Federal Lands Access Transportation Facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to Federal lands open to the public		among States that have Federal lands	**Lakewood, CO 80228** ☎ Cell Phone: **720-963-3500** **E-mail:** **flh.webmaster@dot.gov**
Highway Safety Improvement Program (HSIP)	The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Any project on a public road, trail or path that is consistent with the state's Strategic Highway Safety Plan and corrects a safety problem is eligible for HSIP funding. Eligible projects include, but are not limited to: • Intersection	FHWA Funds Administered Through State DOT's and Planning Organizations	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on	**Karen Scurry** HSIP Program Contact ☎ Phone: 202-897-7168 **E-mail:** **karen.scurry@dot.gov**

	improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities. • Minimum standards of retro-reflectivity of traffic signs and pavement markings		performance.	
USDA Community Facility Grants	The USDA Community Facilities Direct Loan and Grant Program provides direct loans and/or grants for essential community facilities in rural areas. Priority is given to healthcare, education, and public safety projects. Funds may be used to purchase, construct, enlarge, or improve facilities.	USDA	USDA provides grants to assist in the development of essential community facilities in rural areas and towns with populations up to 20,000. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as nonprofit corporations and tribal governments.	**Jim Park** USDA Acting State Director **1390 South Curry Street** **Carson City, NV 89703-9910** ☎ Phone: **775-443-4750**

Transportation Alternatives Program (TAP)	4Projects Include: • On-road and off-road pedestrian and bicycle facilities • Infrastructure projects for improving non-driver access to public transportation and enhanced mobility • Community improvement activities • Environmental mitigation • Safe Routes to School projects • Streetscape improvements • Refurbishment of historic transportation facilities • Other investments that enhance communities	NDOT will administer Federal funds	The Transportation Alternatives Program provides federal funds for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.	**Janie Fromm** TAP Program Administrator ☎ Phone: **775-888-7727** **E-mail:** TAP-Program@dot.nv.gov
Low or No Emission Vehicle Program - 5339(c)	Eligible Activities Eligible projects include: purchasing or leasing low- or no-emission buses acquiring low- or no-emission buses with a leased power source constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or	Federal Transit Administration	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction,	Office of Program Management Federal Transit Administration **1200 New Jersey Avenue, SE** **Washington, DC 20590** ☎ Phone: **202-366-7951**

	no-emission buses constructing new public transportation facilities to accommodate low- or no-emission buses rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses Additionally 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI). Applicants for zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.		and leasing of required supporting facilities. FTA announced approximately $1.1 billion available for Fiscal Year 2022 grants to help modernize bus fleets and bus facilities across the country, including to help transit agencies purchase or lease low- or no-emission vehicles that use advanced technologies to help improve air quality and combat climate change.	
Grants for Buses and Bus Facilities Competitive Program	Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to	Federal Transit Administration	The FY22 grant opportunity is part of a larger package in FY22 competitive grant funds to	Office of Program Management Federal Transit Administration **1200 New Jersey Avenue, SE**

	construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants for zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.		help modernize bus fleets and bus facilities across the country, including $1.1 billion to help transit agencies purchase or lease low- or no-emission vehicles that use advanced technologies to help improve air quality and combat climate change.	**Washington, DC 20590** ☎ Phone: **202-366-7951**
Tribal Transit Program (TTP)	Eligible projects include public transportation capital projects for start-ups, replacement, or expansion, operating costs for start-ups, and planning.	Federal Transit Administration	Federal public transportation law (49 USC 5311(c)(1)(A)) authorizes the competitive amount of the Public Transportation on Indian Reservations (Tribal Transit Program or TTP) Program. The	Region 9 Office Federal Transit Administration San Francisco Federal Building **90 7TH ST STE 15-300 SAN FRANCISCO CA 94103-6701**☎ Phone: **415-734-9490**

			TTP is a set-aside from the Formula Grants for Rural Areas program that included a $30 million formula program and a $5 million competitive grant program.	

1.7.2 Implementation Guidelines

Implementation of the Plan for Improvements requires active participation from local citizens, private entities, and local, County, and State government officials. The following actions are recommended in order to successfully implement the Plan for Improvements developed as part of this study.

- The Shoshone-Paiute Tribal Business Council needs to formally approve this plan to initiate the process of requesting project inclusion in the BIA TTP TIP and to subsequently receive Federal funds.
- Coordinate with the BIA the entry of updated Tribal Road inventory data into the Road Inventory Field Data System (RIFDS) for inclusion in the National Tribal Transportation Facility Inventory (NTTFI).
- Establish a partnership with Elko County, ITD, and NDOT for the on-going planning, maintenance, improvement, and funding for roadways
- Solicit grants for bicycle and pedestrian improvements to add paths and enhance connections to existing facilities, and to construct new facilities in deficient locations.
- Further research and apply for funding for each project identified in the Plan for Improvements.

1.8 Public Involvement

Public involvement is the process of involving the public throughout the transportation planning process through meaningful communication with stakeholders and interested citizens. To ensure that transportation decisions reflect the public's best interests, public involvement is a critical component of the transportation planning process. To engage the public and stakeholders, the study work plan includes two working group meetings with the Tribal Council and Department Leads, and two public meetings to inform, discuss, and to seek input.

The working group meetings with Tribal Council and Department Leads were successful in obtaining information regarding the study and providing input for the recommended transportation improvements.

Phase I of public outreach efforts introduced the project to the public with a focus on existing and future conditions. The purpose of the meetings was to discuss the deficiencies and needs of the study area and elicit input on the public's "vision" for the future for the Duck Valley Indian Reservation. Phase II presented the draft transportation improvement plan to receive feedback and fine tune the study recommendations.

1.8.1 Working Group Meetings

The Shoshone-Paiute Tribes hosted two meetings one on March 1, 2022, and the other on June 14, 2022 at the Shoshone-Paiute Tribes Council Chambers with the study team and Tribal Council. The goal of the meeting was to obtain information regarding the study and receive input for the recommended transportation improvements. The meeting commenced with a brief presentation of the study goals and objectives by the study team. The presentation was followed by an opportunity for participants to discuss improvement options and provide recommendations on areas of improvement. Maps and estimated project costs were displayed to illustrate the existing road conditions and identify areas of concern.
Key comments received during the first working meeting included:

- The maintenance of the roads needs to be revisited and maintained often, for the safety of all traffic. Many of the gravel and earth roads need more attention specifically roads leading to the cemeteries. A meeting with the Tribes, study team, and BIA maintenance was discussed and will be conducted to discuss the Tribal Transportation Projects to coordinate with maintenance projects.

- Add Rizza Ranch Property Roads within Tribal property to tribal inventory.

- Add recently acquired Mountain City Property Roads within Tribal property to tribal inventory.

- Tribes to coordinate with BIA Irrigation regarding costs to replace irrigation culverts throughout the Reservation under the TTP roads. Culverts will be replaced with new construction projects.

- 4-year priority projects were selected during the meeting and will be place on the Tribal TIP.

Key comments received during the second working meeting included:

- The display boards that were going to be presented to the public were discussed.

- Bridge and road priorities were discussed with concurrence from the leaders regarding the list that was being presented.

1.8.2 Public Meeting

The Shoshone-Paiute Tribes and the study team hosted a public meeting on June 29, 2022, at the Shoshone-Paiute Tribes Council Chambers. The goal of the meeting was to inform the public of the project's goals and objectives, discuss the deficiencies and needs of the study area, and elicit input on the public's "vision" for the future of the Duck Valley Indian Reservation. In total, there were 8 members of the community in attendance, not including study team members. The meeting was held over 2.5 hours. Display boards were set-up showing the study goals and objectives, a summary of existing conditions, and key issues identified by the study team for the public to view and ask questions about. A questionnaire was handed out offering the opportunity for participants to pose additional questions, write comments, and to provide recommendations on areas of improvement and solutions. Throughout the 2.5 hours continued conversations between the public and study team members occurred regarding the Plan and priority project lists. The boards displayed included: study overview; map of current roadway issues within the Reservation as identified by the study team; and a map of the multimodal issues. Comment/questionnaire forms were also provided to each meeting attendee.

Key comments received during the public meeting included:

- The maintenance of the roads needs to be revisited and maintained often, for the safety of all traffic.
- Tribes need to pursue more funding for Transportation.
- Bus routes need to be improved.
- Multimodal paths need to be improved and constructed throughout the Reservation.
- Additional road signage is needed throughout the Reservation.
- Improve roads for emergency vehicles.

Appendix B provides a comprehensive summary of the public meeting.

APPENDIX A - TRAFFIC COUNTS

Duck Valley 2010
Traffic Counts

Site #	Route Number	Location	Month Counted	Volume Counted	Conversion Factors Month*	Current ADT**	Projected ADT***	% Heavy Trucks^
A	BIA Route 0022	West of Nevada State Highway 225	April	120	0.980	118	175	6.70%
	Section 020							
B	BIA Route 0101	Medical Falcility Entrance Road	April	386	0.980	378	562	13.30%
	Section 130	East of Nevada State Highway 225						
C	State Highway 51	Idaho State Highway 51	April	461	1.070	493	733	19.50%
	Section 820	North of Reservation Boundary						
D	BIA Route 0007	Thomas Loop Road	April	316	1.070	338	502	7.20%
	Section 020	West of Idaho State Highway 51						
E	BIA Route 0007	Thomas Loop Road	April	262	0.980	257	381	4.60%
	Section 010	West of Idaho State Highway 51						
F	State Highway 51	Idaho State Route 51	April	1122	1.070	1201	1783	13.80%
	Section 810	North of State Line						
G	BIA Route 0009	Boney Lane	April	623	0.980	611	907	8.50%
	Section 050	West of Nevada State Highway 225						
H	BIA Route 0102	Spider Lane	April	891	0.980	873	1297	5.10%
	Section 080	East of Nevada State Highway 225						
I	BIA Route 0102	Sho-Pai Drive	April	913	0.980	895	1329	5.20%
	Section 040	East of Nevada State Highway 225						
J	BIA Route 0002	Chinatown Road	April	776	0.980	760	1129	9.00%
	Section 040	West of Nevada State Highway 225						
K	State Highway 225	Nevada State Highway 225	April	2406	0.980	2358	3501	8.80%
	Section 875	South of Medical Facility Entrance						
L	BIA Route 0008	Mountian View Road	April	116	1.070	124	184	25.90%
	Section 010	West of Idaho State Highway 51						
M	State Highway 225	Nevada State Highway 225	April	289	0.980	283	421	19.30%
	Section 860	South of Reservation Boundary						
N	BIA Route 0002	Sheep Creek Road	April	192	0.980	188	279	17.70%
	Section 018	South of Airport Road (BIA 3)						
O	BIA Route 0003	Airport Road	April	128	0.980	125	186	14.80%
	Section 030	West of Chinatown Road (BIA 2)						
P	BIA Route 0002	Chinatown Road	April	432	0.980	423	629	14.70%
	Section 020	East of Thacker Lateral Rd. (BIA 14)						
Q	BIA Route 0014	Thacker Lateral Road	April	236	0.980	231	343	13.10%
	Section 020	North of Chinatown Road (BIA 2)						
R	BIA Route 0009	Boney Lane	April	470	0.980	461	684	10.80%
	Section 030	East of River Road (BIA 5)						
S	State Highway 225	Nevada State Highway 225	April	1404	0.980	1376	2043	67.20%
	Section 870	At Owyhee School Gymnasium						
T	BIA Route 0002	Chinatown Road	April	697	0.980	683	1014	13.50%
	Section 029	East of River Road (BIA 5)						

ABBREVIATIONS KEY

*Conversion Factors: NDOT & IDOT adjustment factors used to mitigate the impact of seasonal, daily, or other generally predictable fluctuations in traffic.

**Current ADT: Current Average Daily Traffic (Volume Counted with applied Conversion Factors)

***Projected ADT: Current ADT Projected twenty years.

^Heavy Vehicles, i.e., trucks (vehicles having more than 4 wheels) and buses.

^^Information from the Data BaseS of NDOT & IDOT.

APPENDIX B – PUBLIC INVOLVMENT – OPEN HOUSE

PLEASE JOIN US!
Shoshone-Paiute Tribes

Shoshone-Paiute Tribes Long Term Transportation Improvement Plan and Projects – Public Open House

Date: June 29, 2022

Time: 4:30 pm to 7:00 pm

Place: Tribal Headquarters Chambers

Action: The Shoshone-Paiute Tribes, in collaboration with the BIA and Federal Highways, is updating the Tribe's Long Range Transportation Plan (LRTP) and Tribal Transportation Improvement Projects (TTIP) Priority list. This Study is funded through the Federal Highway Administration (FHWA). The LRTP and TTIP will provide recommendations to improve automobile, bus, bicycle, equestrian, and aviation for the next 5, 10, and 20 years. Your knowledge and experience on recommendations for future transportation improvements for the community is needed.

Summary: This notice is to advise interested parties that an open house is being held, at the time and location listed above, to present the LRTP and TTIP.

The Shoshone-Paiute Tribes objective is to inform and receive feedback from the community and traveling public, to address any concerns and determine the need for other roadway enhancements regarding the LRTP and TTIP.

For Review of the Draft Plan and Additional Information: Additional information concerning this project can be obtained by contacting Renee' Thomas, at (208) 759-3100 Ext., 1255 or Mr. Jimmy Young, Consultant Project Manager, at (208) 463-4197.

Comments: For any individuals that may be unable to attend the open house you can send your comments/suggestions/concerns to:

Shoshone-Paiute Tribes, Tribal Headquarters
Attn: Renee' Thomas, Project Secretary
P.O. Box 219
Owyhee, NV 89832

HORROCKS ENGINEERS

Shoshone-Paiute Tribes Long Term Transportation Improvement Plan and Projects – Public Open House

SIGN-IN SHEET – June 29, 2022

1.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Nicole B	[illegible]	nbttsilly@hotmail.com
ADDRESS:		

2.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Kristin Pete	208-759-3100 x1240	Krstnpete33e yahoo.com
ADDRESS: PO Box 536 Owyhee, NV 89832		

3.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Cree-Lynn RainingBird	208 914 0929	rainingbird_cree@gmail
ADDRESS: PO Box 369		

4.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Christina Pete	7753851559	spn.reporter@shopai.org
ADDRESS: PO Box 427		

5.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Eulalia Cutchen	208 534-0429	
ADDRESS: PO Box 324 Owyhee, Nv. 89832		

6.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Tina Nino-Thomas	208 590-0363	Pnduchild@gmail.com
ADDRESS: Po Box 92-6800 Blue Creek Rd - Owyhee, NV 89832		

Shoshone-Paiute Tribes Long Term Transportation Improvement Plan and Projects – Public Open House

SIGN-IN SHEET – June 29, 2022

7.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Renee Thomas	208 943-1137	thomas.r@shopai.org
ADDRESS: P.O. Box 511 · Owyhee · NV · 89832		

8.

NAME:	PHONE NO:	E-MAIL ADDRESS:
Delfatia Sam	208 386 0939	samdemetria@shopai.org
ADDRESS: PO Box 42		

9.

NAME:	PHONE NO:	E-MAIL ADDRESS:
ADDRESS:		

10.

NAME:	PHONE NO:	E-MAIL ADDRESS:
ADDRESS:		

11.

NAME:	PHONE NO:	E-MAIL ADDRESS:
ADDRESS:		

12.

NAME:	PHONE NO:	E-MAIL ADDRESS:
ADDRESS:		

YOUR THOUGHTS, IDEAS, AND COMMENTS

What do you see as the top three transportation issues in and around the Duck Valley Reservation?

1) Potholes

2) Cattle gaurd replacement

3) Bus Roales

What do you feel are the major pedestrian, bicycle, and trail issues in the Duck Valley Indian Reservation (example: limited sidewalks, no bike lanes/paths, etc.)?

no bike lanes, pavement of the path way from THQ to New DV Housing area.

need one from THQ to Fish + Game

New DVHA Housing to DCHF to town of Owyhee.

Bathways around the reservoir

Please identify what you feel are the priority public transportation needs (projects)?

Bus Route to Chinatown

Potholes around various areas

YOUR THOUGHTS, IDEAS, AND COMMENTS

What solutions would you suggest for the issues presented?

Have the tribes get more $ to fix what they can.

Additional Comments:

Very good presentation & understandable material.

Thank you!

Your input is requested: Completion of this form is completely voluntary. All input will be incorporated into the study's documentation. Comment forms will be accepted until July 15, 2022, and can be submitted to the project team or mailed/e-mailed to:

Shoshone-Paiute Tribes, Tribal Headquarters
Attn: Renee' Thomas, Project Secretary
P.O. Box 219
Owyhee, NV 89832

thomas.r@shopai.org

YOUR THOUGHTS, IDEAS, AND COMMENTS

What do you see as the top three transportation issues in and around the Duck Valley Reservation?

1) Name of place - ex: entering name of place Entering Duck Valley Reservation. (North side)

2) Stop signs, speed limit signs along Hwy #225

3) Name of river, creek, pond

What do you feel are the major pedestrian, bicycle, and trail issues in the Duck Valley Indian Reservation (example: limited sidewalks, no bike lanes/paths, etc.)?

Along highway marked for bike riders, pedestrian Signs telling drivers, travelers watch out for Deer.

Please identify what you feel are the priority public transportation needs (projects)?

Pave road for fishings hole for fishermens
Signs for travelers to know where they are at.

YOUR THOUGHTS, IDEAS, AND COMMENTS

What solutions would you suggest for the issues presented?

Excellent pictures displayed, pamphlets for people to read/look at
Have everyones suggestions take into considerations not only on Nevada side.

Additional Comments:

Consider all inputs, ideas for the S-P long range transportation plan.

Your input is requested: Completion of this form is completely voluntary. All input will be incorporated into the study's documentation. Comment forms will be accepted until July 15, 2022, and can be submitted to the project team or mailed/e-mailed to:

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Owyhee, NV 89832

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YOUR THOUGHTS, IDEAS, AND COMMENTS

What do you see as the top three transportation issues in and around the Duck Valley Reservation?

1) All the potholes

2) Crawed roads

3) Dirt roads

What do you feel are the major pedestrian, bicycle, and trail issues in the Duck Valley Indian Reservation (example: limited sidewalks, no bike lanes/paths, etc.)?

no bike or walking paths & Dirt roads on side of highways.

Please identify what you feel are the priority public transportation needs (projects)?

All roads that our emergency Vehicles need access roads.

YOUR THOUGHTS, IDEAS, AND COMMENTS

What solutions would you suggest for the issues presented?

Additional Comments:

Your input is requested: Completion of this form is completely voluntary. All input will be incorporated into the study's documentation. Comment forms will be accepted until July 15, 2022, and can be submitted to the project team or mailed/e-mailed to:

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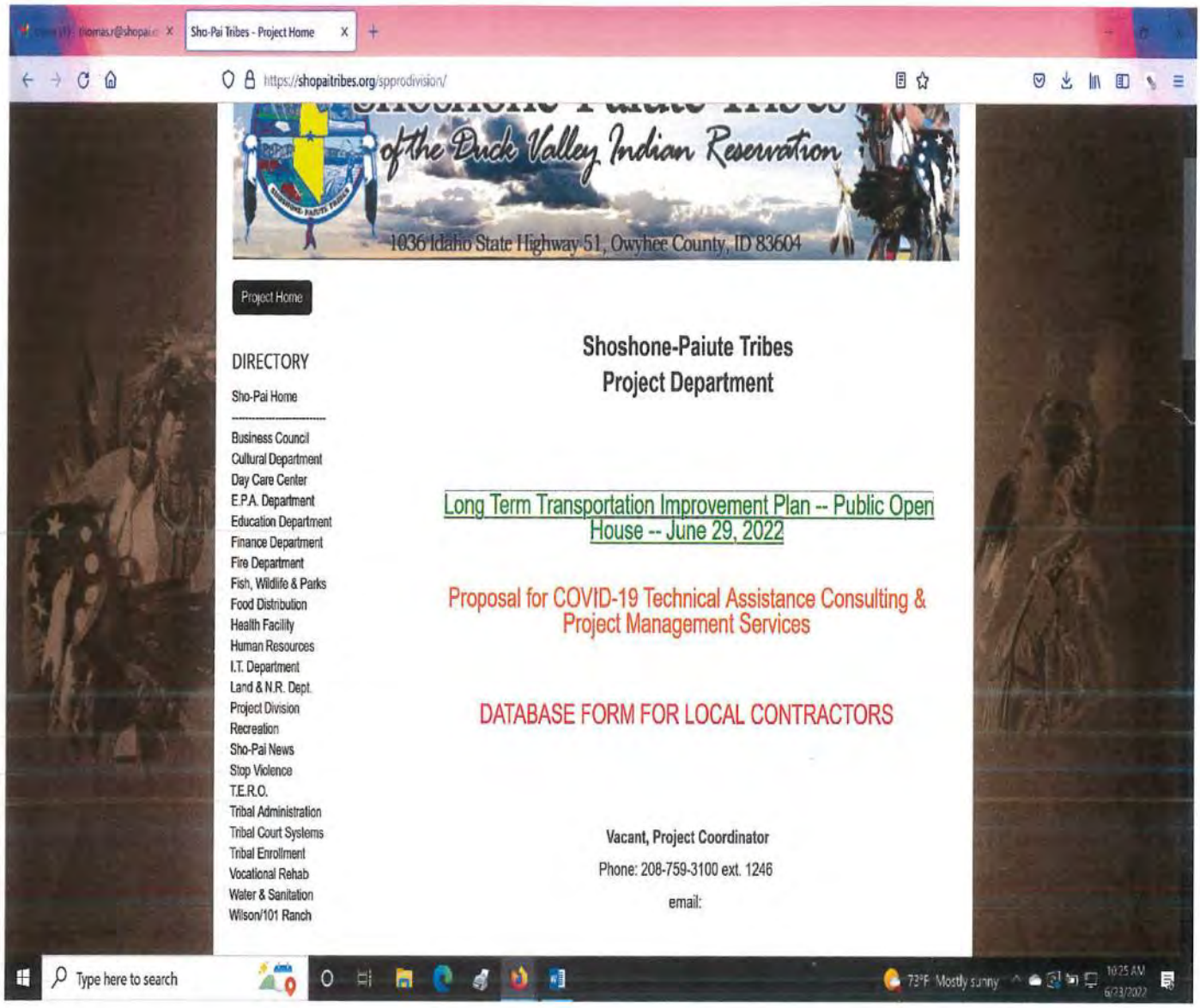
Sho-Pai Tribes - Project Home
https://shopaitribes.org/spprodivision/
of the Duck Valley Indian Reservation
1036 Idaho State Highway 51, Owyhee County, ID 83604
Project Home
DIRECTORY
Sho-Pai Home
Business Council
Cultural Department
Day Care Center
E.P.A. Department
Education Department
Finance Department
Fire Department
Fish, Wildlife & Parks
Food Distribution
Health Facility
Human Resources
I.T. Department
Land & N.R. Dept.
Project Division
Recreation
Sho-Pai News
Stop Violence
T.E.R.O.
Tribal Administration
Tribal Court Systems
Tribal Enrollment
Vocational Rehab
Water & Sanitation
Wilson/101 Ranch
Shoshone-Paiute Tribes
Project Department
Long Term Transportation Improvement Plan -- Public Open House -- June 29, 2022
Proposal for COVID-19 Technical Assistance Consulting & Project Management Services
DATABASE FORM FOR LOCAL CONTRACTORS
Vacant, Project Coordinator
Phone: 208-759-3100 ext. 1246
email:
Type here to search
73°F Mostly sunny
10:25 AM
6/23/2022

Sho-Pai News

May 2022 Volume 29 Issue 297

Newly Elected Tribal Business Council Members Sworn In

During the April 26, 2022 council meeting, the Election Board Chairwoman Tina Nino-Thomas presented the General Election results; Addie Parker 179, Lindsey Manning 121, LaDawna Rose 104 and Alice Genette came in with 94 tribal member votes. The 2022 election results were then accepted and certified by the business council.

On Tuesday, May 10th, 2022 Addie Parker and Lindsey Manning were sworn in to fulfill the two seats on the Business Council, terms ending in 2025. After the meeting minutes were read, it was motioned to move Addies committee resignation to item number one before the oath of office were read and the business concil meeting began.

Lynneil Brady, whose term was up and unfortunately did not advance to the General Elections back in March, said a few words before her time at the table was up, "I want to thank the community for allowing me to serve on the business council. It has been an experience working through the pandemic. I want to wish Addie and Lindsey well." James Blossom also welcomed and thanked the new council members as well extended his thanks to the current business council.

It was then brought to the table that they needed to appoint a new secretary. Vice Chairman Brian Mason then motioned to appoint Addie as the new Business Council Secretary and it was seconded by councilwoman Daliah Abel.

Lindsey Manning and Chairman Brian Thomas shake hands afrter swearing in during the May 10th BC meeting.

Addie Parker with right hand raised as she's read the Oath of Office in front of those who attended the BC meeting.

$1

DUCK VALLEY CELEBRATES ARBOR DAY AFTER TWO YEARS

On Friday, May 20th the Fish & Game Department held their annual Arbor Day at Mountain View Reservoir. The celebration kicked off at the Tribal Headquarters out in the front where just a handful of employees and community members signed up for a section of the reservation to pick-up trash. Some of the sections included the town of Owyhee, Newtown to Our Grocery Store, Thomas Loop Subdivision and many others. The Sho-Pai Tribes TEPP staff provided trash bags, gloves and safety vests for those who assisted with the clean-up.

All tribal employees were granted up to eight hours of administrative leave to help pick trash along Highway 225 and Highway 51. This Arbor Day didn't bring as much people out to help clean up the community as it has in the past and due to this being the first celebration since 2019 it seemed to be a success.

After the clean-up registration, begin at Mtn View Lake at 11:30 a.m. which included all attendees to sign up in the free raffle. June Racehorse said about 227 community members and 54 tribal employees came out to enjoy the beautiful day. Each tribal program was asked to donate some type of gift to the Arbor Day celebration. Those items included; fishing poles, plants, water bottles, t-shirts, tackle boxes and tons of other things. According to June Racehorse, Fish & Game Secretary, there were many great prize donations. The biggest donation to be raffled off last was a two-burner camp grill, donated by D & B, which was won by Michael Bullchief.

Tribal booths as well as a couple outside vendors were set up so people can get some information from programs or pick up some freebies. The Idaho Humane Society, a much-appreciated program that helps our community with free services for our pets, came and had a load of cat and dog treats, free t-shirts, free pet toys and much more. Local tribal and community member Paula Whiterock was also assisting at the booth the entire day. Other booths included; SPT Domestic Violence Program, SPT Greenhouse Project, Water Quality, SPT Vocational Rehabilitation and the Upper Snake River Tribes (USRT). USRT also gave out some different trees that would grow great in our area, but hds a limited supply.

Elder Virginia M. Jones gave a blessing before everyone lined up for lunch. A community BBQ was provided by the Fish & Game Department, on the menu was burgers, hotdogs, potato salad, salmon and bison burgers. The day was nice with a little wind chill, but all in all the event went great.

After lunch there was games for the children/ adults. Cash BINGO was also going on during the afternoon

"We have some amazing vendors who donate to our event, many thanks to them," says June. Those vendors are; Jim's Lumber, Lowes, D & B Supply, Lowes, Sears, Home Depot, Idaho Angler, Carl's Cycle, Commercial Tire, Napa Auto Parts, Ace Tire Shop. Coastline Equipment, True Value Home Center, Sportsmans Waehouse, A to Z lumber, ACE Hardware, Les Schwab Tires, Duck Valley Housing Authority, O'Rileys, Our Store, USRT, Auto Zone, Jumbo's, Grandview Gas, Terry's Tuck and RV, Mtn. Home Auto Ranch and Birds of Prey Motorsports.

Fish & Game staff, Adrian "Beaver" Black and Jesse Thomas grill up the yummy food for the community.

Idaho Humane Society's was one of the many booths that came out during the event.

A game of Tug-O-War, girls vs. boys took place in the afternoon.

Some of the tribal/non tribal booths that came out to enjoy the celebration festivities and the company of others.

Shoshone-Paiute Tribes Long Term Transportation Improvement Plan and Projects Public Open House

An informal gathering will be held June 29, 2022, from 4:30 pm to 7:00 pm, at the Tribal Headquarters Chambers. Shoshone-Paiute Tribes, in collaboration with the BIA and Federal Highways, is updating the Tribe's Long Range Transportation Plan (LRTP) and Tribal Transportation Improvement Projects (TTIP) Priority list. The LRTP and TTIP will provide recommendations to improve automobile, bus, bicycle, equestrian, and aviation for the next 5, 10, and 20 years. All interested individuals or groups are encouraged to attend.

Pes Mu Kegemuna, Zah Mi wa anjawa mi bi I.

Welcome, Language is powerful, it connects us to each other, our land, water, air, and animals. When we speak our ancestors listen and our children become culturally centered.

Weather

English	Shoshone (Newe)	Paiute (Numu)
Sun	Da bie	Taba
Clouds	Ga ga nie	Koomea
Fog	Bag a nup	Pagunabu
Wind	Nu ie	Hukwa
Rain	Ba ah wa	Powma
Snow	Da ka bee	Nubabe
Spring	Da wa. nee	Tomano
Summer	Da za	Tatza
Fall	Y aba nee	Yubano
Winter	Do mo	Tommo

How to Introduce Yourself in Shoshone

Tsaa Imaa	Good morning
Hakanni e'?	How are you?
Ne tsaa	I'm good
Ne nanihanna	My name is
Ne naite	I'm from
Ne apa'	My father is
Ne bia'	My mother is
Ne kenu	My grandfather on my dad's side
Ne Togo	my grandfather on my mother's side
Ne Huttsi	my grandmother on my dad's side
Ne gagu	My grandma on my mom's side

O'ose. That's it!

Shoshone-Paiute TERO Compliance / Safety Office

John Crum – TERO Director/ Safety Officer

I hope you are doing well. Spring is taking its time getting here though we did survive a challenging winter. I look forward to assisting Tribal members helping with Education, Employment and other opportunities.

The Employment Administrative Fee (sometimes referred to as TERO Tax) is now changed. The Shoshone-Paiute Tribes Business Council approved of the Ordinance Amendment 2022-SPO-01 on December 14, 2021. The document that also required Approval of the Bureau of Indian Affairs was not signed for months. This past week Bureau of Indian Affairs, Eastern Nevada Office Superintendent McDade provided guidance that if the Tribe has not received disposition within 90 days, the action would become Law without input from the BIA. SPT Vice Chairman and TERO Board Ex-Officio Mason provided this information. The Request for Public Comment period for the Ordinance Amendment was September 25, 2020 through October 9, 2020. The Amendment is as follows:

17.1 CONTRACTORS. Every Contractor conducting business on the Duck Valley Indian Reservation and with a contract of $25,000.00 or more shall pay a one-time Employment Administrative Fee of three (3) percent (3%) of the total amount of the contract, per each contract. Said fee shall be paid prior to commencing work on the Reservation. However, where good cause is shown, the fee may be paid in installments over the length of the contract, if approved by the Commission.

Training such as OSHA classes will be more available to due to the decreased threat of COVID 19 virus pandemic that has limited gatherings in the past two years. Flyers on public bulletin boards and the Tribe's Facebook site will provide more details.

Please contact me, TERO Director John Crum at (208) 759-3100 extension 1234 if you have questions or drop by the office located at the Resource building at Tribal Headquarters.