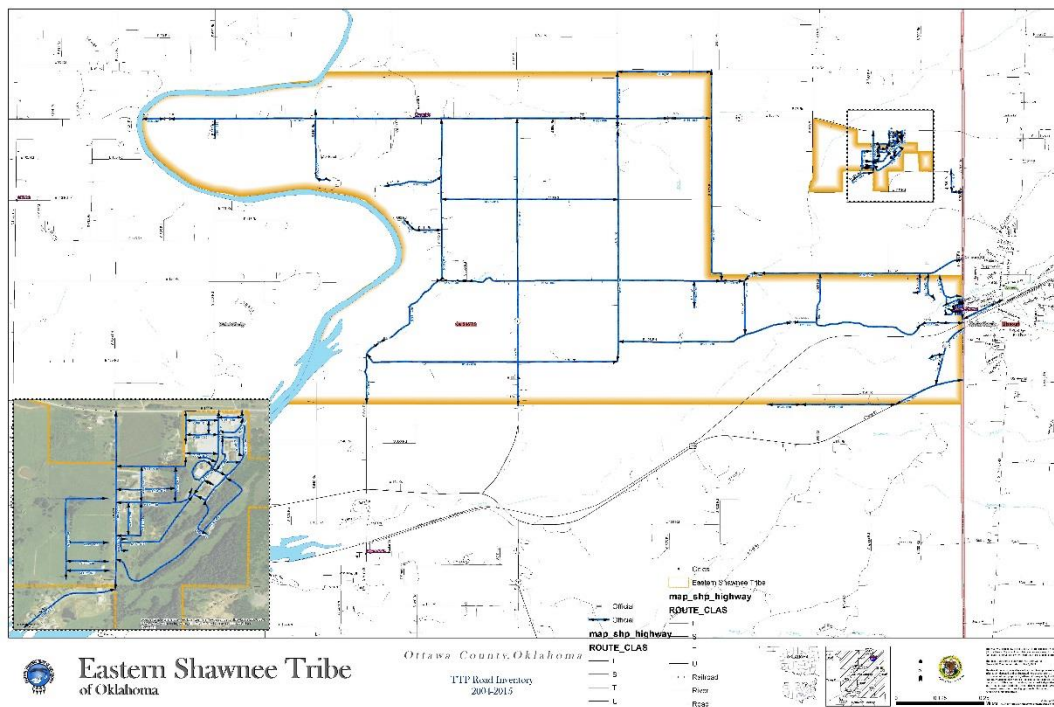




Long Range Transportation Plan



FY2022

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Introduction

The Bureau of Indian Affairs (BIA), in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and Federal Highway Administration, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updated state that all BIA shall carry out a transportation planning process for Tribal Transportation Program (TTP) to support road construction and improvement programs. The Fixing America's Surface Transportation Act or FAST Act continues the TTP, which provides access to basic community services to enhance the quality of life in Indian country. This is in conjunction of 25 CFR Part 170 which was approved November 7, 2016. Division A of the Bipartisan Infrastructure Law contained a new authorization for federal surface transportation programs, including the Tribal Transportation Program (TTP). This authorization, entitled the Surface Transportation Reauthorization Act of 2021 (STRA-21), replaces the previously extended authorization, known as the Fixing America's Surface Transportation Act or the FAST Act, and runs through the end of Fiscal Year 2026.

What is the Tribal Transportation Program (TTP)

The Tribal Transportation Program was known as the Indian Reservation Roads (IRR) Program until Congress changed the name to the Tribal Transportation Program. The TTP is authorized as part of the Federal Lands Highway Program under Chapter 2 of Title 23, to address the surface transportation needs of Tribes. The mission of the TTP is to provide safe and adequate transportation and public road access to and within, or provide access to, Tribal land, or are associated with a Tribal Government, visitors, recreational users, and others, while contributing to economic development, self-determination and employment of Native Americans.

Road Systems within the TTP

Bureau of Indian Affairs Road System means the BIA Road System under the National Tribal Transportation Facility Inventory (NTTFI) and includes those existing and proposed facilities for which the BIA has or plans to obtain legal right-of-way. The BIA has the primary responsibility to improve and maintain the roads on this system. Any changes must be supported by a tribal resolution.

Bureau of Indian Affairs System Inventory means BIA System Inventory under the NTTFI that includes the BIA Road System, tribally owned public roads, and facilities not owned by an Indian Tribal government or the BIA in the States of Oklahoma and Alaska that were³ used to generate road mileage for computation of the funding formula in the Indian Reservation Roads program prior to October 1, 2004.

Highway Trust Fund Road System means existing BIA routes or sections of routes which were constructed or improved using Highway Trust Funds.

Tribal Road System means public roads whose rights-of-way are under the jurisdiction of a tribe.

County or Township Road System means public roads whose rights-of-way are under the jurisdiction of a state.

State Highway System means public highways whose rights-of-way are under the jurisdiction of a state.

Other Federal Agency Public Roads means public roads whose rights-of-way are under the jurisdiction of various federal agencies such as the Bureau of Land Management, Forest Service, Corps of Engineers, National Park Service, Bureau of Reclamation, Department of Defense, and others.

Purpose and Scope of the Long Range Transportation Plan

The purpose of the Long Range Transportation Plan (LRTP) is to identify broad goals to meet transportation needs. The multimodal strategies for achieving these goals can and should address current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs, among others.

This Long Range Transportation Plan is prepared to meet the Eastern Shawnee Tribe's goal of identifying and inventorying roads eligible for the TTP system so as to secure funding for needed transportation improvements.

The Eastern Shawnee Tribe of Oklahoma is under the jurisdiction of the BIA's Eastern Oklahoma Regional Office (EORO), which must review the contents and methodologies of this LRTP to fulfill the requirements set forth in FAST Act.

The Eastern Shawnee Tribe of Oklahoma

The Eastern Shawnee Tribe of Oklahoma is one of three federally recognized Shawnee tribes that are successor tribes of the original Shawnee Nation. The Shawnee lived throughout the region east of the Mississippi River, centered on today's states of Indiana, Ohio, Michigan, Kentucky, Pennsylvania, West Virginia, and Tennessee. Their historic geographical territories were mountainous regions, dense forests, and scattered prairies.

The Shawnee People were a highly mobile, wide-ranging, nomadic people who lived as hunters and planters organized into small bands. Because of their geographic location

and the focus of their subsistence pursuits, they are generally known as Eastern Woodlands Indians.

Extended warfare between the Shawnee and their European and American adversaries had split the Shawnee Nation into eight separate bands by 1813. These bands were located throughout Ohio, Indiana, Missouri, and Canada. One of the bands, the Lewistown Band of Shawnee, was the ancestral group of today's Eastern Shawnee Tribe. The Lewistown Band was granted a reserve in western Ohio in 1817. They shared the reserve with an independent band of mixed Seneca and Cayuga Indians who had earlier split from the Six Nations of New York and Canada and allied themselves with the Shawnees.

In 1830 the Lewistown Shawnees and their Seneca-Cayuga allies were forced to move west and negotiate a treaty to exchange their Ohio lands for a reservation in Indian Territory (Oklahoma). Consequently, the Lewistown Band and the Seneca-Cayuga became known as the Mixed Band of Seneca and Shawnee, a name which they retained until 1867. At this time the two groups separated, and each received its own area of land. The US Government re-named the Lewistown Shawnees the Eastern Shawnees, as they were the eastern-most tribe of Shawnees in Indian Territory.

Background

Transportation systems have long been a vital and necessary part of society. Therefore, the evaluation of an existing transportation network or projection of future transportation needs requires an understanding of existing land use, future land use, economic activity, and development trends.

Tribal Demographic

As of 2022, there are 3,494 enrolled members of the Eastern Shawnee Tribe. Approximately 1,211 enrolled members live in Oklahoma. The gender ratio is approximately 56% males and 42% female.

Physical Characteristics

The Eastern Shawnee Tribe area, located within the Ottawa Service Area, is located in northeastern Oklahoma and is bounded by the Missouri State line to the east, the Modoc and Peoria Tribes to the north, US Highway 60 to the south, and the Spring River to the west.

The area is characterized by rolling hills of grassland and an abundance of trees, which are primarily oak. Northeast Oklahoma enjoys a mild climate, with an early spring, a warm fall, and a mild winter. The average temperature is 60 degrees Fahrenheit, with seasonal averages of 79 degrees in summer and 39 degrees in winter. Annual rainfall averages 35 inches and annual snowfall is approximately 10 inches.

Approximately 71% of Ottawa County is farmed. As much as 60% of the county's

agricultural income comes from livestock and dairy products, and the rest from such crops as wheat, corn, grain sorghums, soybeans, and grass.

Land Ownership

The Eastern Shawnee Tribe, like all tribes in Oklahoma, does not own a reservation. However, the tribe has actively taken steps to regain land ownership in the area of its original allotment in Oklahoma. The tribe owns a total of 1,233.9 acres of land which is held in trust status by the US Department of Interior, and additional 573.9 acres within the vicinity of the tribal complex located near Seneca, Missouri.

Residential

Most tribal members reside in private housing. The Eastern Shawnee Housing Authority owns a 15-unit housing development, called Dogwood Hills, located south of State Highway 10-C. The Eastern Shawnee Tribe also owns 12- elder independent units, called the Woodlands.

Public Service and Institutional Facilities

The Eastern Shawnee Tribe has two tribal complexes. The first complex is located immediately west of Seneca, MO. The second complex is located on the south side of State Highway 10-C. Both complexes hold an array of different tribal programs such as: Indian Child Welfare and Child Care Program, Environmental Services, Education, Nutrition Program, Library, Print Shop, Public Safety, Gaming, etc.

Commercial

The Eastern Shawnee is engaged in a number of economic development ventures to provide tribal revenue.

- Bordertown Casino and Arena- Located immediately west of Seneca, MO.
- Indigo Sky Casino- Located south of State Highway 60.
- Outpost Casino- Located south of State Highway 10-C.
- Eastern Shawnee Travel Center- Located south of State Highway 10-C.
- Shawnee Skies Shooting Complex- Located west of State Line Road.
- Eastern Shawnee Wellness Center- Located south of State Highway 10-C.
- Eastern Shawnee Learning Center- Located south of State Highway 10-C.

Historical/Cultural

The tribe's Powwow grounds are located immediately west of Seneca, MO.

Transportation System

This section describes the road system utilized by Eastern Shawnee tribal members. While emphasis is on the road system, public transit and other service routes, such as school bus and mail delivery, are also addressed.

Existing Roadway System

Public roads within the Eastern Shawnee service area are constructed and maintained by county governments and ODOT. There are no BIA-maintained roads within the service area. Currently there are 41.2 miles of public roads within the Eastern Shawnee service area that are eligible for inclusion into the TTP system.

National Tribal Transportation Facility Inventory (NTTFI)

NTTFI, according to 25 CFR 170.5, means at a minimum, transportation facilities that are eligible for assistance under the Tribal transportation program that an Indian Tribe has requested, including facilities that meet at least one of the following criteria:

1. Were included in the Bureau of Indian Affairs system inventory prior to October 1, 2004.
2. Are owned by an Indian Tribal government ("owned" means having the authority to finance, build, operate, or maintain the facility.)
3. Are owned by the Bureau of Indian Affairs ("owned" means having the authority to finance, build, operate, or maintain the facility).
4. Were constructed or reconstructed with funds from the Highway Trust Fund under the Indian reservation roads program since 1983.
5. Are public roads or bridges within the exterior boundary of Indian Reservations, Alaska Native villages, and other recognized Indian communities (including communities in former Indian reservations in the State of Oklahoma) in which the majority of residents are American Indians or Alaska Natives.
6. Are public roads within or providing access to either:
 - (i) An Indian reservation or Tribal trust land or restricted Tribal land that is not subject to fee title alienation without the approval of the Federal Government; or
 - (ii) Indian or Alaska Natives whom the Secretary has determined are eligible for services generally available to Indians under Federal laws applicable to Indians.
7. Are Primary access routes requested by Tribal governments for inclusion in the

NTTFL, including roads between villages, roads to landfills, roads to drinking water sources, roads identified for economic development, and roads that provide access to intermodal terminals, such as airports, harbors, or boat landings.

Functional Classification of Roadways

Roads are classified or grouped into integrated systems by the functions they perform with regard to moving traffic and providing property access. Each road is ranked by its relative importance and the function it is intended to serve. Within the TTP system there are two types of road classification systems: State Highway Classifications and BIA Road Classifications. Both the state and the BIA use functional classifications as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the two systems.

Functional Classification Definitions

Functional Classification identifies the role each street or highway plays in channeling traffic through a rural and/or urban environment in a logical and efficient manner. There are three general functional classification categories: arterials, collectors, and local roads. An arterial's function is to move through-traffic at high speeds over long distances with limited access. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban systems are comprised of urban principal arterials, urban collectors, and urban local roads. Rural systems are comprised of rural principal arterials, rural minor arterial, rural collectors, and rural local roads. General definitions of the three functional classifications, along with desirable characteristics, are given below

Arterials- Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: Principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with a population greater than 50,000, and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and intercounty service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterial usually has four traffic lanes (two lanes in each direction), provide left-turn lane. Minor arterials may only have two traffic lanes and generally provide left –turn lanes at major intersections. A minimum right-of-way are needed for arterials with more than four

lanes.

Collectors- Collectors generally serve intra-county and regional travel that has shorter travel distances that are supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is a desirable for a collector.

Local Roads- Local roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may also serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

State Highway Classifications

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocation funds to local units of government, and establishing appropriate design standards.

NTTFI Road Classifications

The TTP road system has 11 classes of routes: seven vehicular, and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven TTP road system classes are given below, together with the list of roads the TTP-DOT inventory includes in each class.

- **Class 1-** These are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There are no Class 1 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 2-** Class 2 roads are rural minor arterials which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. Class 2 routes provide for at

least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 10.1 miles of Class 2 roads identified on the Eastern Shawnee Tribe's TTP System.

- **Class 3-** Class 3 routes are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are 0.5 miles of Class 3 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 4-** Class 4 routes are rural major collectors who collect traffic from rural local roads. There are 34.4 miles of Class 4 roads identified on the Eastern Shawnee Tribe's TTP System.
- **Class 5-** These are local rural roads that may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions, or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are 15.8 miles of Class 5 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 6-** These are city minor arterial streets that are located within communities and provide access to major arterials. There are no Class 6 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 7-** These are city collector streets that are located within communities and provide access to city local streets. There are no Class 7 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 8-** Class 8 Routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 0.3 miles of Class 8 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 9-** Class 9 routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There 0.8 miles of Class 9 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 10-** Class 10 routes are defined as airstrips that are within the boundaries of the TTP system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are no Class 10 roads on the Eastern Shawnee Tribe's TTP System.
- **Class 11-** This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This is used for reporting and identification purposes only. There are no Class 11 roads on the Eastern Shawnee Tribe's TTP System.

Rights-of-Way

No right-of-way issues were identified.

Bridges and Drainage Structures

Route #	#Roadway Name/Number	Section #	NBI #	Mile Post	Length	Surface
119	CR E 127	20	08158	0.5	27 Feet	Paved
121	CR E 128	40	09276	0.2	42 Feet	Concrete
120	CR S 670	20	H000	2.9	57 Feet	Concrete
121	CR E 128	20	9210121020G	1.7	60 Feet	Wood
153	CR S 645	20	08158	0.5	27 Feet	Paved
186	SH 10-C/ CR E100	10	12853	0.0	498 Feet	Paved
186	SH 10-C/ CR E100	30	12850	0.2	397 Feet	Paved
186	SH 10-C/ CR E100	50	09038	4.3	30 Feet	Paved
186	SH 10-C/ CR E100	70	09035	5.1	29 Feet	Paved

GPS and Inventory show that nine bridges located on existing TTP roadways, or roads that are eligible for addition to the TTP system. The above table shows a summary of bridge information.

Street Lighting

There are currently no concerns over street lighting.

Public Transit Service and School Bus Routes

Regional transit is provided by Pelivan Transit, which passes through Miami and Afton. The North Miami Quapaw Transit system also services Eastern Shawnee Tribal Members. There are 22 school districts within Ottawa County. All of the schools have enrolled Native American students, and all of the schools provide school bus service to their students.

Postal Delivery Routes

The US Postal Service delivers mail to addresses throughout the Eastern Shawnee Service Area, either to private mailboxes or rural cluster boxes.

Law Enforcement

Tribal members who reside within the Eastern Shawnee Service Area are under the jurisdiction of the Miami Agency BIA Law Enforcement Services, as well as state, county, and city law enforcement. An ongoing detention agreement is in place between the Miami BIA Law Enforcement Services and the Ottawa County Sheriff's Office. The agreement enables BIA Law Enforcement officers to place BIA prisoners in county jail facilities. The Miami Agency also operates its own court, which opened in 1991.

Annual Average Daily Traffic

Annual Average Daily Traffic or AADT, is a measure used primarily in transportation engineering and retail location. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. AADT is a simple, but useful, measurement of how busy the road is when a seasonal adjustment factor from ODOT is applied. If there are concerns of roads, road intersections, or traffic volume for a business, the Eastern Shawnee Tribe can perform the traffic counts for those areas.

Proposed Projects

This section describes several proposed road and other transportations-related improvement projects. The projects on this list may be revised, deleted or expanded during the review period that commences with the submittal of this plan. Once the project list is completed, the projects on that list must be ranked according to tribal priority. The prioritized list must then be approved by Tribal Resolution prior to its submittal to the BIA as the final Transportation Improvement Program. The transportation projects are:

PP #1 0182 E 110 Road

Construct, pave, and widen E. 110 road.

PP #2- A125 Welcome Center Entrance and Parking lot

Pave and widen existing earth roadway.

PP #4- A122 Future Housing Project

Construct and pave new roads for a future housing project.

PP #5- A119 Dam Road

Construct a road on a future Dam that will be constructed southwest of Bluejacket Road and East of S. 695 Road.

Government Agency Responsibilities

Since various government entities are responsible for different roads, the improvement previously described may fall within the jurisdiction of different agencies. Recommended improvements under the jurisdiction of the county or state are included in a state transportation planning process by which they are placed by priority in a five-year Transportation Improvement Program of either STIP or CIRB. The Tribe submits Tribal Transportation Improvement Program based on the priority list annually to the BIA and FHWA for review/approval.

Revisions to the NTTFI Road Network

The objective of this LRTP is to identify roads and bridges that should be added to or deleted from the Eastern Shawnee TTP Inventory or renumbered to more logically reflect their relationship with intersecting roads.

Revisions to the NTTFI Inventory Mileage

The 2019 inventory update increases the Eastern Shawnee TTP Inventory from 61.9 to 62.1 miles.

Existing Road Sections to be added to the NTTFI System

The following routes will be added to the NTTFI for the Eastern Shawnee Tribe:

There are no new routes to be added in the NTTFI.

Road Sections to be deleted from the NTTFI System

Currently there are no existing road sections to be deleted from the TTP System.

NTTFI Inventory

Attached with this report is the National Tribal Transportation Facility Inventory for the Eastern Shawnee Tribe.

Public Involvement

The route and LRTP is put on the Business Committee Agenda. It is then discussed and possibly approved by the Business Committee. It is then posted on the Tribe's website and also meeting minutes are posted in the Tribe's newsletter, *The Shooting Star*.