OMAHA TRIBE
LONG RANGE TRANSPORTATION PLAN
2019

PREPARED BY
BUREAU OF INDIAN AFFAIRS
GREAT PLAINS REGIONAL OFFICE
DIVISION OF TRANSPORTATION
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PREPARED FOR:
OMAHA TRIBE
MACY, NEBRASKA

Long Range Transportation Plans are an essential document of a Tribe's transportation planning process. This document serves as the foundation for the development of the Tribe's Tribal Transportation Improvement Program (TTIP).

Omaha Tribal Resolution 20-12, dated Dec. 13, 2019 acknowledges and approves the 2019 Omaha Tribal Long Range Transportation plan.

Brandy Red Wing — 12/16/2019

Regional Transportation Engineer — Date

Isaac Thunder Jr. — 12/16/2019

Tribal President — Date

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1.0 Introduction

The Omaha Indian Reservation is located in Thurston County, Nebraska. Omaha Tribe has a reservation population of 2,476. Enrolled in the Omaha Tribe are over 5,427 members with trust acreage of 27,828. The Tribal administrative offices are in Macy, Nebraska.

The town of Macy is contained within the boundaries of the Omaha Indian Reservation, Thurston County and the State of Nebraska. The highway system serving the area consists of three highways providing north and south access to the Reservation. US Highway 75 and US Highway 77 are located near the center of the Reservation, while Interstate 29 is adjacent to the eastern boundary of the Reservation. These highways are in good condition, but often become treacherous during the winter months. County roads and Bureau of Indian Affairs (BIA) roads serve the rural areas within the reservation.

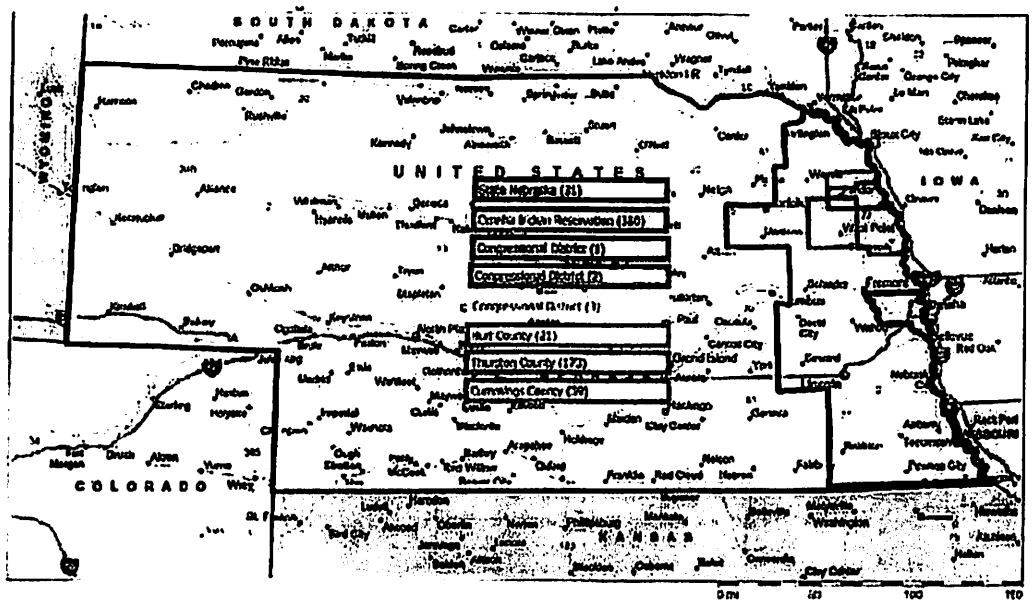
The Omaha Tribe (Tribe) has requested the Bureau of Indian Affairs (BIA), Division of Transportation (DOT), develop a Long Range Transportation Plan (LRTP). This effort is in accordance with the Code of Federal Regulations (CFR) Title 25, Part 170 – Tribal Transportation Program (TTP), and Fixing America's Surface Transportation Act (FAST ACT), which has authorized the monies to be used for the development of a LRTP under the TTP program.

Under CFR 170.410, the purpose of tribal long-range transportation planning is to clearly demonstrate a tribe's transportation needs and fulfill tribal goals by developing strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. *(Source: 25 CFR part 170.410 'a', 2005)*

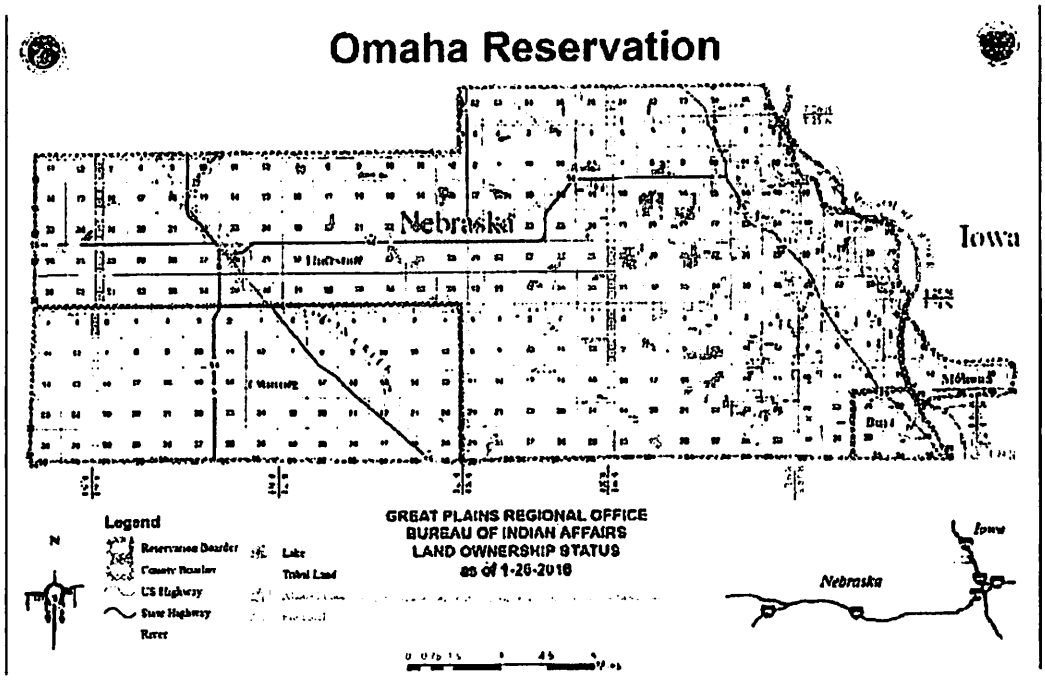
This LRTP supersedes the 2006 Omaha Tribe LRTP. It fulfills the requirements outlined in the 25 CFR Part 170, Tribal Transportation Program. In compliance with those requirements, this LRTP is a 20+ year strategy and capital improvements program developed to guide the effective investment of Tribal Transportation Program (TTP) funds. The 25 CFR Part 170 requires that the LRTP is updated every five years.

Existing Transportation System

Map 1-1 Nebraska and Boundary



Map 1-2 Omaha Boundary



2.0 Background

2019 Long Range Transportation Plan

The intent of this document is to update the 2006-2027 Omaha Tribal Long Range Transportation Plan (LRTP). The LRTP acknowledges transportation based accomplishments from 2006 to present and provides an update of these projects. From 2006 to present, the Tribe has successfully planned, designed, constructed, and finalized roadway projects. All Tribal transportation projects described in the previous LRTP and projects described in this LRTP will be part of the Omaha Tribal TIP.

Comparing the LRTP to the Tribal Transportation Improvement Program (TTIP)

TTIP is a financial plan very closely tied to each project in the LRTP, while the LRTP is a verbal and pictorial narration of the Tribe's past, present and future transportation projects. The TTIP provides the most recent financial description of future Tribal Transportation projects as described in the LRTP. Although the Tribe carefully plans out each transportation projects, it is certain that most transportation projects will evolve somewhat over time. The budget for each project is within the financial constraints of the Tribe.

Importance of Transportation Planning to the Tribe

Tribal staff has virtually no funding for transportation needs outside of the Tribal Transportation Program (TTP). Tribal staff continuously explores how to improve both mobility of tribal members and tribal transportation infrastructure. It is essential and cost effective to remain innovative and tenacious in applying for grant opportunities to help offset costs for projects. Tribal staff have been proactive in establishing contacts throughout Indian Country and local entities to complete transportation projects collaboratively to help minimize the cost.

3.0 Tribal Transportation Program (TTP)

The TTP is comprised of four funding categories. The funding categories are tribal shares, tribal planning, bridge, and safety. Tribes receive funding annually per the Fixing America's Surface Transportation Act (FAST ACT), a five-year funding bill passed in 2015.

TTP Tribal Shares and Tribal Planning

TTP tribal shares covers construction projects such as a reconstruction of a roadway, asphalt mill and overlay, culvert replacement, and road maintenance activities. Tribal planning covers cost for planning activities such as development of Tribal priority list, TTIP, LRTP, and other activities included in 25 CFR 170. The Tribe receives approximately $581,000.00 for tribal shares and $13,000.00 for tribal planning.

TTP Bridge Funds

Under the FAST ACT, up to 3% of TTP funds are available each year for improving deficient bridges. A federally recognized Tribe may submit an application at any time for eligible tribal transportation bridges for planning, design and construction to replace or rehabilitate a bridge.

TTP Safety Funds

Each year, under the FAST ACT, 2% of available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian Tribes through a competitive, discretionary program.

The Tribe was awarded $12,500.00 to generate a Tribal Transportation Safety Plan. The Tribe plans to hire a consultant to facilitate the Tribal Transportation Safety Plan.

American Recovery and Reinvestment Act of 2009 (ARRA)

ARRA an economic stimulus package enacted by Congress in 2009, created in response to the Great Recession. The Tribe received funding through ARRA to complete the Macy Street Chipseal Project and the Omaha Gravel Re-Surfacing-BIA Routes 1, 3, 5 & 10.

4.0 Projects

At this juncture, it is important to consider all the accomplishments of the past several years and determine what course tribal staff should take in the future. This LRTP is widely acknowledged as an effective tool to stimulate dialogue between all parties, internally and externally and to ensure continued growth and improvement in infrastructure development.

Completed Projects

Below is summary of past roadway projects from 2006 to present.

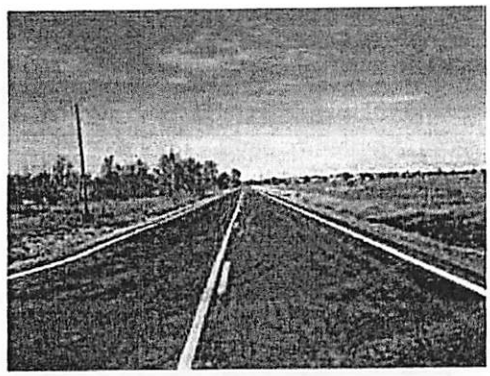
Project	Years	Description	Project Cost
Northside Road Project	2006	Project consists of reconstruction of Northside Road Project length is 2.03 miles.	$ 1,521,583.00
Blackbird Trail	2006	Project consists of construction of a multi-use pathway. Project length is 1.50 miles.	$ 452,236.00
Flood Road(Heritage Hills)	2010	Project consists of asphalt paving, BIA 6, BIA 18, and BIA 803. Project length is 2.24 miles.	$ 1,825,601.00
BIA Route 3 Culvert Replacement Project	2015	Project includes installation of 72 inch diameter RCP culvert.	$ 256,138.00
BIA Route 2 Rehabilitation Project	2017	Project consists of reconstruction of BIA Route 2 Project length is 7.14 miles.	$ 2,271,369.48
Main Street Rehab and Parking Project	2018	Project consists of on-street parking on Main Street. Project length is 800 feet.	$ 357,084.22

Omaha Tribe Completed Projects 2006 to Present

Northside Road Project 2006

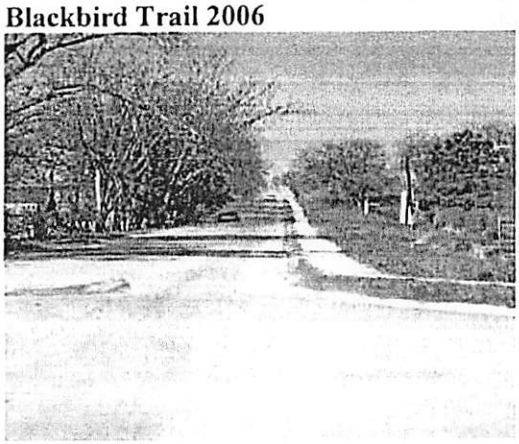


Before



After

Blackbird Trail 2006



Before

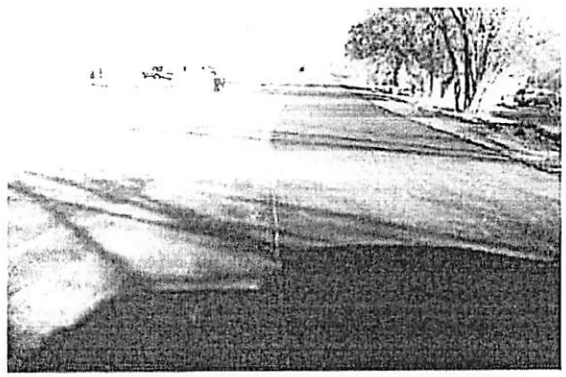


After

Flood Road (Heritage Hills) 2010



Before



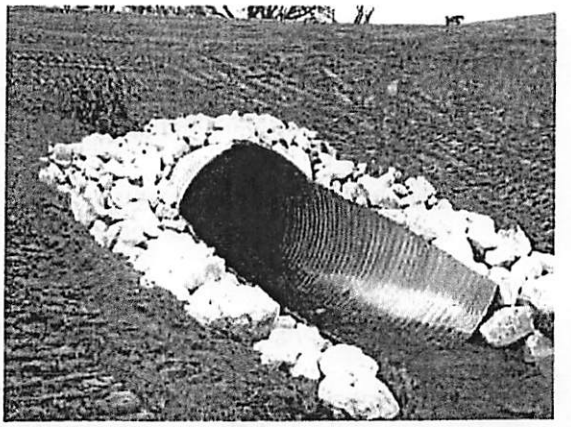
After

Omaha Tribe Completed Projects 2006 to Present (Continued)

BIA Route 3 Culvert Replacement Project 2015



Before



After

BIA Route 2 Rehabilitation Project 2017



Before



After

Main Street Rehab and Parking 2018



Before



After

Future Projects

Prioritization of projects are in line with available funding, and success in applying for competitive funding, and project needs.

State highway improvements are based upon state and federal funding availability and upon their own prioritization methodology. Project prioritization may vary upon infrastructure needs.

Short and Long Range Project Recommendations

Short range projects should be initiated or completed within five years of this LRTP. To maintain the Tribe's economic sustainability, project prioritization and fund distribution is carefully chosen.

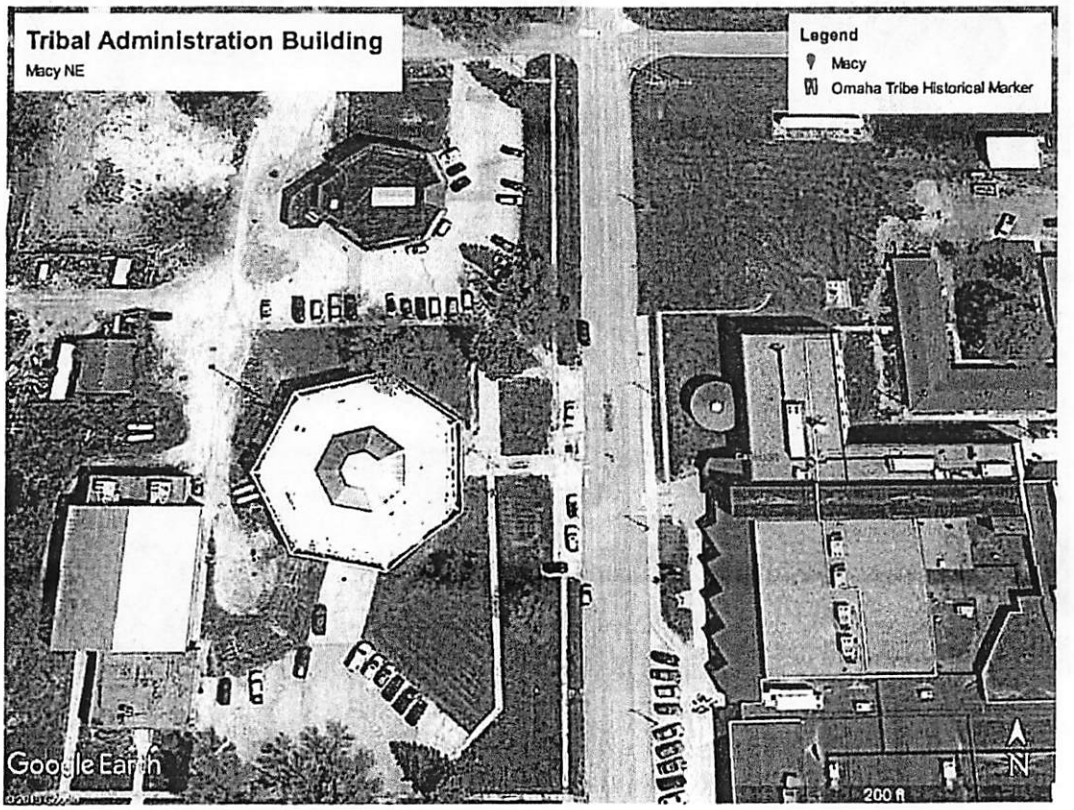
Long range projects should be completed after five years. These projects are currently considered long range because current and projected funding doesn't indicate the ability to initiate or complete them within five years. If funding becomes available or if priorities change, it is possible that some of these projects will move into the short range projects.

Short Range Projects

Tribal Administration Parking Lot

The proposed parking lot is adjacent to the Tribal Administration Building on Tribal Trust Tract T3122 in Macy, Nebraska.

The conditions of the existing parking lot is an unimproved earth lot with a small area of deteriorated concrete paving. The parking lot project will include paving, installation of concrete curb, gutter, attached sidewalk, and improve storm drainage infrastructure. The parking lot includes handicap parking to comply with Americans with Disabilities Act (ADA). The parking lot will accommodate parking for Tribal Administration building, as well as a new Community Center and Social Services building.



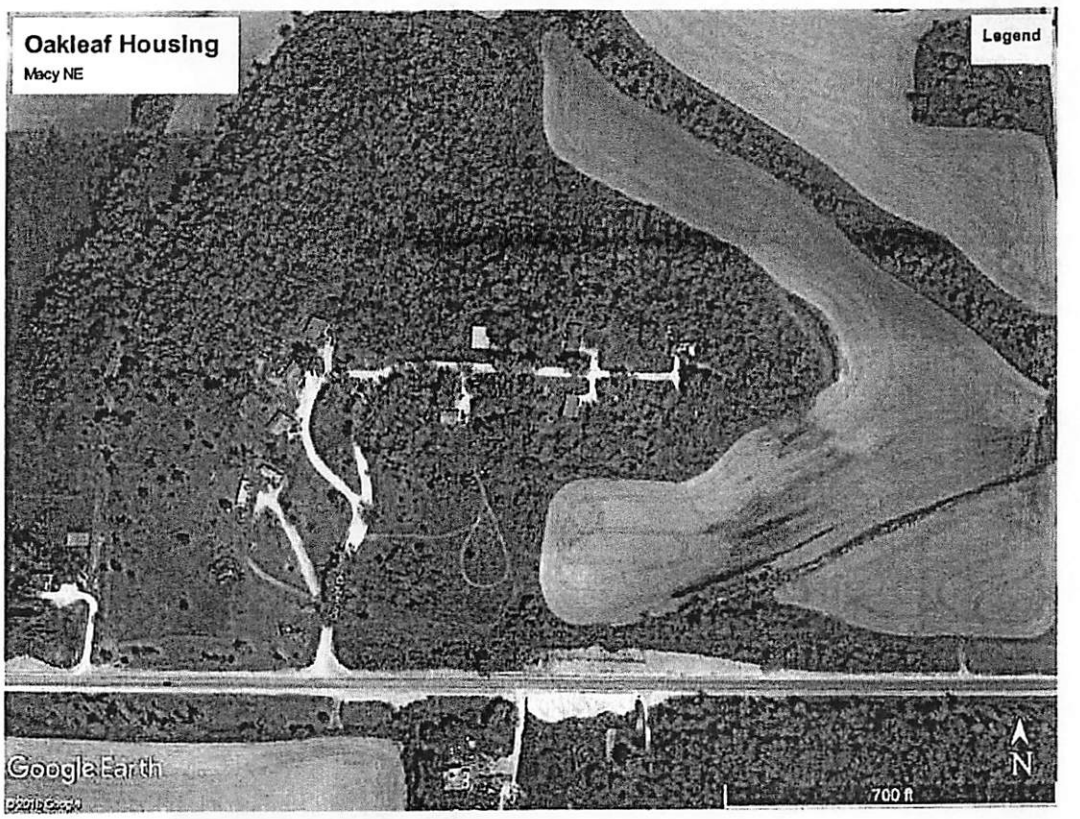
Pedestrian Crossing and Pathway

The Nebraska Indian Community College is located on the east side of State Highway 75 across from residential housing in Macy, NE. Some students walk from Macy to the Nebraska Indian Community College daily to attend classes. Highway 75 speed limit is 55 MPH. Highway 75 average daily traffic count is 1,100 vehicles. Considering, the high speed and amount of vehicles, it is not a safe environment for pedestrians crossing the roadway. Therefore, a grade separated pedestrian crossing underground is potentially the safest option for pedestrians.



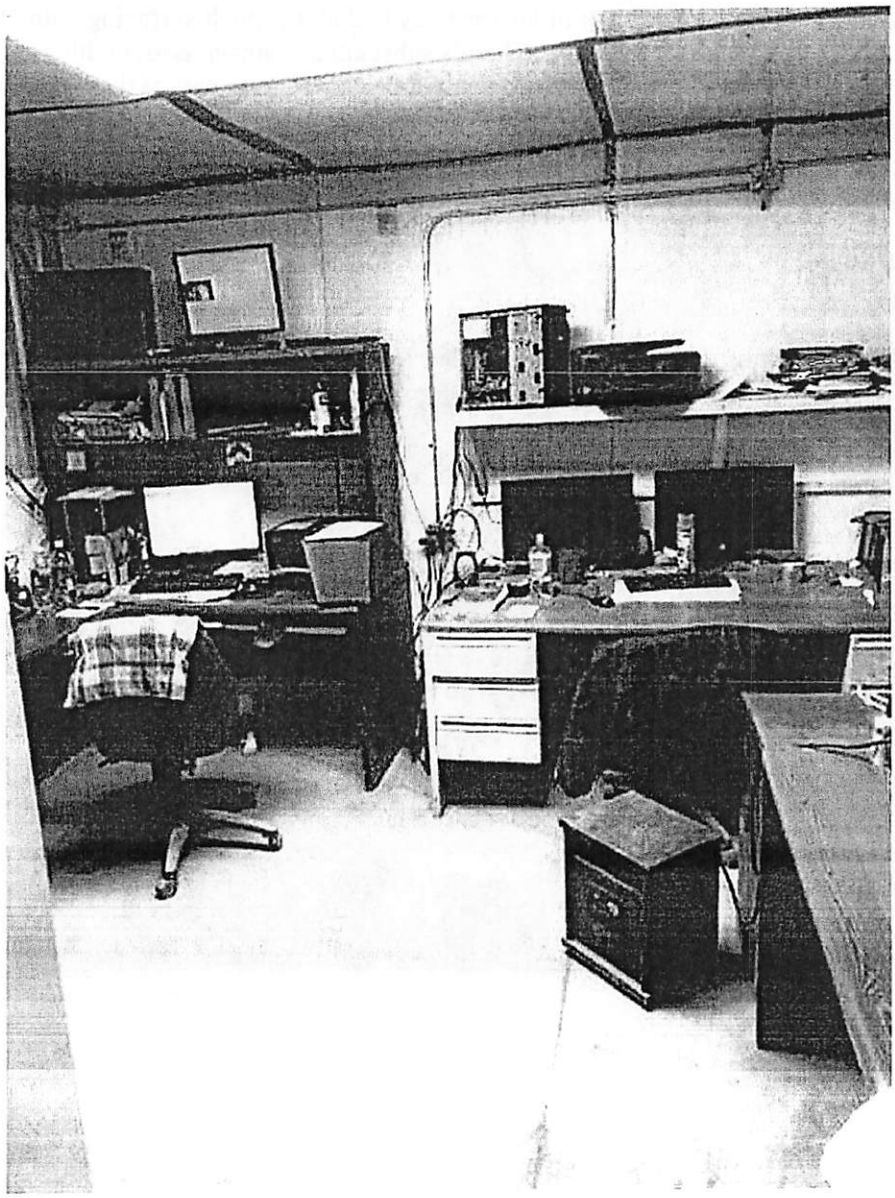
Oak Leaf Housing

Oak Leaf housing, a 12 home, residential neighborhood, 5.5 miles north west of Macy, Nebraska that accesses NE HWY 94. Presently, Oakleaf Drive is a gravel roadway. The Tribe wants to reconstruct and re-align the roadway to provide better access to the homes in the neighborhood. The reconstruction of the roadway includes asphalt surfacing with concrete curb, gutter and attached sidewalk. There's substantial drainage issues within this neighborhood. A drainage design and analysis will be complete as part of this project. The total project length is 0.80 miles.



Roads Department Shop

Currently the roads maintenance shop is an open shop to provide a place to repair vehicles. There is one bathroom stall that is not completely enclosed. The Tribe is proposing to remodel the interior of the shop to provide for a closed office space and add private bathroom facility within the building.



Long Range Projects

PROJECT NAME
BIA 5046, M Avenue, HWY 75 to HWY 77, right-of-way acquisition and reconstruction
BIA 2, North Macy Loop, shoulder widening, slope flattening and multi-use pathway
BIA 31, Blackbird Trail, trail head parking lot design and construction
BIA 4, Truck Trail Road, construction of roadway with paved surface
BIA 8, Yellow Smoke Road, reconstruct roadway from gravel surface to paved surface
BIA 2, Main Street and HWY 75, intersection safety improvements
BIA 51, Indian Hills and Senior Circle Dr, intersection safety improvements
BIA 31, Black Bird Trail construct multi-use pathway
BIA 51, Indian Hills and Ironheart Drive, intersection safety improvements
BIA 51, Tower Hill and Skunk Hallow, intersection safety improvements
BIA 401, Big Elk Park, roadway paving and trail head parking lot

5.0 Road Maintenance

The Tribe maintains approximately 50 miles of roads on the Omaha reservation with four full-time and two seasonal transportation personnel. During the winter months, the Tribe ensures snow removal from the roads so that school buses are able to pick up students and that emergency vehicles are able to get to needed destinations. During the rest of the year, the transportation staff is extremely busy maintaining approximately 33 miles of gravel roads and repairing 17 miles of paved roads. A large percent of BIA inventory roads are in poor to failing condition, ratings of 4 and 5 respectively on the service level index. Both road maintenance and construction needs far exceed available funding.

Road Maintenance Projects 2006-Present

Project	Years	Description	Project Cost
Omaha Gravel Re-Surfacing BIA Routes 3, 5 & 10	2010	Project consists of roadbed reconditioning and re-graveling. Project length is 3.8 miles.	$ 410,221.00
Macy Streets Chipseal Project	2011	Project consists of crack sealing and chipsealing roadways. Project length is 4.5 miles.	$ 267,631.42

6.0 Transit

Tribal public transit is available on the reservation. Four vans mainly transport riders to surrounding areas. The transit does have a scheduled route and occasional on-demand as needed.

The Tribe wants to increase the number of bus stop shelter through out the reservation

7.0 National Tribal Transportation Facility Inventory (NTTFI)

The Tribe can use the NTTFI to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing TTP facilities, and develop management systems.

A proposed transportation facility is any transportation facility that will serve public transportation needs. It must meet the eligibility requirements of the TTP as depicted in the 25 CFR 170 and be open to the public when constructed.

The Tribe requests to add proposed facilities to the NTTFI.

Parking Lot Additions to NTTFI

Route P001, Omaha Tribe Administration Parking Lot

The Omaha Tribe owns and maintains Route P001. Maintenance of Route P001 includes but is not limited to, pothole repair, overlays, installation of permanent pavement markings, and snow removal.

Under CFR 170.446(d): the Average Daily Traffic (ADT) does not apply for Route P001, a Class 9 facility in the Road Inventory Field Data System (RIFDS).

According to the National Environmental Policy Act (NEPA) regulations, and since the site has been previously disturbed, a categorical exclusion applies. The approximate length of time to process a categorical exclusion is four-six months.

8.0 Acknowledgement of Public Authority, National Tribal Transportation Facility Inventory

Under CFR 170.446 (g), Acknowledgement of Public Authority Responsibility

Omaha Tribe shall own and maintain all Routes as shown below.

Route P001, Omaha Tribe Administration Parking Lot

Policy Recommendations

Transportation-Road Maintenance Management

When it comes to maintaining roads, the Tribe has limited maintenance funding. Tribal staff is proactive about making the right repair on the right road at the right time. The Tribe is working on a comprehensive road maintenance plan that follows a sensible schedule for taking care of roadways.

Criteria used to determine road repairs include factors such as pavement condition, gravel condition and roadway type. Once the roads have been evaluated, based on those factors, the appropriate type of maintenance can be determined.

1. Routine Maintenance-cyclical, planned maintenance that extend the life of the road and address safety concerns. Examples include crack sealing, mastic asphalt sealing and pothole patching, culvert clean out, routine gravel road blading, sign re-placement, striping, and mowing ditches.

2. Preventative Maintenance-applied to pavement in relatively good condition to extend the pavement life and improve its appearance such as chip seals and slurry seals.

3. Corrective maintenance-a reactive method that extends roadway life through structural enhancements such as resurfacing and reconstruction.

Environmental Considerations

The primary environmental impacts associated with the transportation system include dust related impacts on air quality and erosion. When funding allows the Tribe may consider topical dust abatement applications to the gravel roadways to reduce dust.

Cultural Considerations

The Tribe has pow wow grounds and cemeteries within the reservation. The pow wow grounds road and cemetery road are in good condition.

Energy Considerations

The Tribe is open to using solar lighting. Solar lighting is proposed on the multi-use pathway projects in the community. Energy is also conserved when people use non-motorized transportation for travel. Constructing facilities for walking, biking and transit is a priority to the Tribe. The Tribe has been proactive in seeking grants and additional funding sources to assist in funding these projects.

9.0 Public Involvement

Public involvement is the cornerstone of community transportation planning activities. Support for the LRTP enables Tribal Officials to implement projects knowing that their decisions address the primary concerns from the public.

The public input is critical in identifying transportation needs on the reservation. The public input also assisted in identifying key issues, improvement opportunities and the priorities of the Tribal members.

LRTP Notices were posted at Social Services, Tribal Administration, Post Office and Carl T Curtis Health Center, within the town of Macy to invite the public and stakeholders for input.

An informational meeting was held with stakeholders and public on February 7, 2019 at the Omaha Tribal Administration Building in Macy, Nebraska. Copies of the LRTP were made available for all who attended. Additional copies of the LRTP were left at the Tribal Administration Building for those who could not attend.

The stakeholders and public discussed larger projects that are long term in nature and possible joint projects that are collaborative with local entities and possible grant opportunities.

The long term projects are:

- M Avenue re-construction project. This project is approximately 6.5 miles.
- Pave West Road west of Macy.
- Continue Blackbird Trail as it was shown in the 2006 LRTP.
- Transit needs such as additional bus shelters
- Omaha Transportation Building needs a private bathroom facility and closed off area for office space.
- Indian Hills and Senior Circle Drive intersection improvements to make the intersection safer. Intersection currently has a sight distance issues/blind spot and is not at a 90 degree angle which makes it difficult for cars at the intersection.
- Community of Walthill, Nebraska, Streets are in need of asphalt mill and overlay.
- BIA Route 4, improve roadway to an asphalt surface.
- Improvements to Big Elk Park Area so that the marina can be better utilized.

- Construct Blackbird Trail Head parking lot.

Safety Projects identified:

- Reservation Wide, signage replacement on all routes within the reservation.
- BIA Route 2, shoulder widening and slope flattening project for safer roadway.
- Various street lighting projects within the Communities of Macy and Walthill, Nebraska.
- Main Street and State Highway 75 intersection improvements. This project includes additional turn lanes, and realigning the intersection to a safer 90 degree street intersection.

A public notice was advertised in the Pender Times on August 1, 2019 offering a 30-day comment period for the public. No public comments were received.

Appendix A

PUBLIC NOTICE

PUBLIC MEETING

LONGE RANGE TRIBAL TRANSPORTATION PLAN UPDATE

On February 7th 2019 beginning at 9AM until 11:30AM in the large Chambers of the Omaha Tribe Administration Building, 100 Main Street Macy Nebraska. The Omaha Tribe of Nebraska Transportation Planning Office, along with the Bureau of Indian Affairs Regional Roads Engineers Office, will take public comments, and give feedback on any and all additions, amendments, alterations, to the Omaha Tribes Long Range Tribal Transportation Plan (LRTTP). All interested parties are encouraged to attend.

February 7, 2019

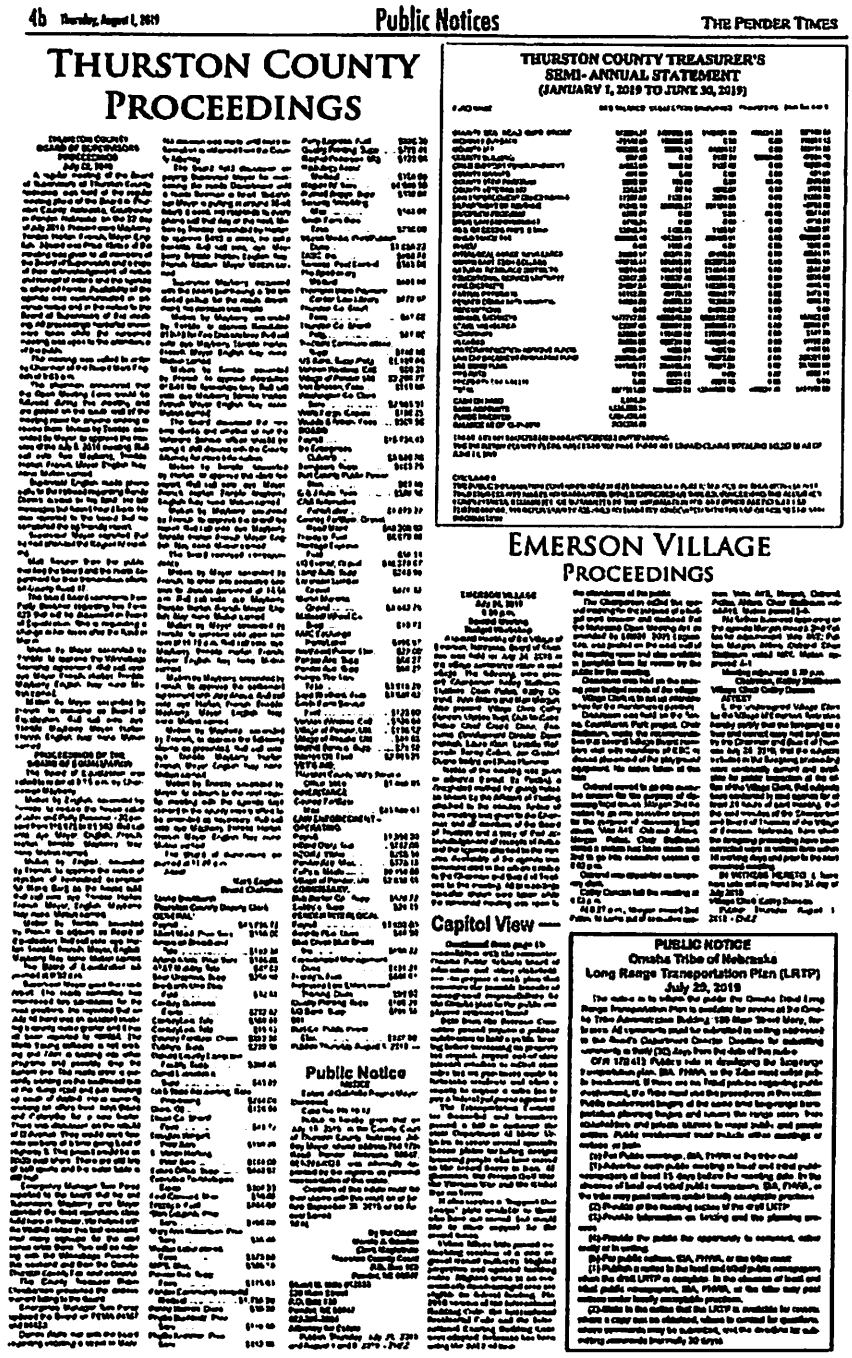
Public Meeting for the Omaha Tribe of Nebraska Long Range Tribal Transportation Plan

Location: Omaha Tribe Administration Building,

Macy Ne

Richard Valentine	Omaha tribe Roads
Angelica Russell	OTHA
Jerry Hamabed	Tribal Utilities
Randy Stromberg	Thurston County Roads
Dawn Branch	Thurston County Supervisor
Tiffanie Ewing	BIA GPRO
Richard Vanoss	Omaha Tribal Resident
Everett Baxter Jr	Tribal Council
Jason Shenia	" "

Appendix B



4b Thursday, August 1, 2019 Public Notices The Pender Times

THURSTON COUNTY PROCEEDINGS

THURSTON COUNTY TREASURER'S SEMI- ANNUAL STATEMENT (JANUARY 1, 2019 TO JUNE 30, 2019)

EMERSON VILLAGE PROCEEDINGS

Capitol View

PUBLIC NOTICE
Omaha Tribe of Nebraska
Long Range Transportation Plan (LRTP)
July 29, 2019

Public Notice

PUBLIC NOTICE
Omaha Tribe of Nebraska
Long Range Transportation Plan (LRTP)
July 29, 2019

The notice is to inform the public the Omaha Tribal Long Range Transportation Plan is available for review at the Omaha Tribe Administration Building, 100 Main Street Macy, Nebraska. All comments must be submitted in writing addressed to the Road's Department Director. Deadline for submitting comments is thirty (30) days from the date of this notice.

CFR 170.413 Public's role in developing the long range transportation plan. BIA, FHWA, or the Tribe must solicit public involvement. If there are no Tribal policies regarding public involvement, the Tribe must use the procedures in this section. Public involvement begins at the same time long-range transportation planning begins and covers the range users, from stakeholders and private citizens to major public and private entities. Public involvement must include either meetings or notices, or both.

(a)-For Public meetings, BIA, FHWA or the tribe must

(1)-Advertise each public meeting in local and tribal public newspapers at least 15 days before the meeting date. In the absence of local and tribal public newspapers, BIA, FHWA, or the tribe may post notices under locally acceptable practices;

(2)-Provide at the meeting copies of the draft LRTP;

(3)-Provide information on funding and the planning process;

(4)-Provide the public the opportunity to comment, either orally or in writing.

(b)-For public notices, BIA, FHWA, or the tribe must:

(1)-Publish a notice in the local and tribal public newspapers when the draft LRTP is complete. In the absence of local and tribal public newspapers, BIA, FHWA, or the tribe may post notices under locally acceptable practices.

(2)-State in the notice that the LRTP is available for review, where a copy can be obtained, whom to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).

Tribal Transportation Improvement Program for Fiscal Year 2022 - 2026.
Indian Tribe: Omaha Tribe BIA Region Office: Great Plains Region

ROAD CONSTRUCTION						
ROUTE NUMBER	PROJECT NAME LOCATION OF IMPROVEMENT	LENGTH (MILES)	TYPE OF IMPROVEMENT	YEAR OF CONSTRUCTION	FUNDING SOURCE	CONSTRUCT COST
75	Macy Roundabout	1	Installation of Roundabout -Preliminary Engineering, Design and Construction	2022-2026	TTP, RAISE	7.5 million
	Administration Lower & Upper Parking Improvements		Mill and Overlay existing Parking Areas	2022-2026	TTP	
10	Oak Leaf Housing Access	.8	Gravel and drainage improvements	2022-2026	TTP	503,000
75	Cemetery Access Safety Improvement		Widening roadway, Install turn lane,	2022-2026	TTPSF	
75	Safety Improvements		Clearing areas for improved sight distances and improve snow hazard areas			
57	ROUTE 57 Reconstruction	.2	Reconstruction	2022-2023	TTP	524,000
4600	South Flood Road	.5	Reconstruction	2022-2023	TTP	384,000
54	Elsie Clark Lane	.8	Reconstruction – Gravel	2023	TTP	395,000
30	Main Street Rehad and Parking	.2	Rehad – Drainage improvements sidewalk installation	2022	TTP	1,000
	Reservation Wide Aggregate Surfacing		Regraveling Construction		Road Maint.	200,000
	Reservation Wide Crack/Chip Seal		Preliminary Engineering, Design and Construction		Road Maint.	200,000
	Reservation Wide Culverts		Identification, Assessment, Preliminary Engineering, Design and Construction	2022-2026	TTPCF	1,000,000
	Reservation Wide Bridges		Identification, Assessment, Preliminary Engineering, Design and Construction	2022-2026	TTPBF	5,000,000
75	Macy Pathway Improvement Safety	1	New Pathway - Preliminary Engineering, Design and Construction	2022-2026	TTPSF	1
	Skunk Hollow Sidewalk Safety Drainage Improvement	1	Install sidewalk, Curb and Gutter, Drainage improvements, storm sewer - Preliminary Engineering, Design and Construction	2022-2026	TTPSF	0.5
	Omaha Road Maintenance		25% Road Maintenance	2022-2026	TTP	1,051,870

NON-ROAD CONSTRUCTION						
PROJECT NUMBER	PROJECT NAME	# PROJECT UNITS	PROJECT DESCRIPTION	YEAR OF PROJECT IMPLEMENTATION	FUNDING SOURCE	PROJECT COST (MIL $)
	Omaha Transportation Planning		Planning	2022-2026	TTP	275,000
	Omaha Long Range Transp. Plan		Planning	2024	TTP	20,000

NOTE: To be prepared by tribal transportation planner or other authorized individual.

OMAHA TRIBE OF NEBRASKA

Executive Officers
Leander Merrick, Chairman
Cheyenne Robinson, Vice-Chairwoman
Jazelle Miller, Treasurer
Gwendolyn Porter, Secretary

Members
Carlton Edwards
Alan Harlan
Primo Hallowell

April 12, 2022

To whom it may concern;

We are writing this letter to express The Omaha Tribe of Nebraska's support for the proposed roundabout at the intersection of Highway 75 and Main street in Macy, NE. The safety of the residents of the village and reservation are of the upmost importance. The project will further the safety of pedestrians, vehicles and the community as a whole in gaining access to the highway.

This project will further enhance the safety of the community and all who access the area.

Thank you in advance for your consideration of the project.

Sincerely,

Leander Merrick
OmahaTribal Chairman

Resolution No. 22-