

# BIA Road Maintenance Program

*Pacific Region Transportation Symposium*

*June 21, 2016*

**Sacramento, CA**

# Background/Overview NTTFI

- Surface Transportation Systems and Facilities that provide access to or are within Tribal lands, reservations, communities and Alaska Native villages total approximately 161,900 miles of existing and proposed roads;
- Of the 161,900 miles of total roads in the NTTFI, only 150,100 presently exist, the others are proposed or are planned and have not been built. The NTTFI includes proposed miles for planning purposes.
- The total number of existing BIA miles is **29,600**.
- Although it is estimated that there are over 2,600 bridges in Indian Country, only **914** of these are BIA bridges.
- There are approximately **305** locations (inventory locations) where BIA facilities (roads and bridges) exist.
- The estimated deferred maintenance for FY2015 is **\$289 Million** for the BIA roads, bridges and maintenance equipment.

# What is the difference?

## Construction vs. Road Maintenance

- Road and bridge maintenance by definition is the preservation of the structure/roadway in the as-built condition. It is not a reconstruction or improvement activity.
- Construction is a rebuilding and/or improvement activity. Construction activities for Tribal Transportation facilities administered by the BIA and the Federal Highway Administration is funded with funds provided from the federal allocated dollars from USDOT (23 USC 202).
- In FY2016, \$465 M will be available to perform eligible activities, of which construction and improvement are included.

Total Deferred Maintenance equates to the calculated Deferred Maintenance minus the Maintenance performed identified in dollars which is reported on a quarterly basis. The Total Deferred Maintenance includes Roads, Bridges and Equipment.

### Deferred Maintenance Assessment Data Summary, Fiscal Year 2015

	REGION	Tribes & Delivery of Service Type				TOTAL DEFERRED MAINTENANCE	BIA-OWNED ROAD MILEAGE			
		TOTAL TRIBES	Direct Service	Title I (93-638)	Title IV (OSG)		PAVED	GRAVEL	EARTH	TOTAL
A	GREAT PLAINS	15	4	11		\$26,762,391	901	840	293	2,034
B	SOUTHERN PLAINS	6		6		\$2,124,254	54	85	139	277
C	ROCKY MOUNTAIN	7	2	4	1	\$33,774,190	876	421	1,250	2,546
F	MIDWEST	33		33		\$10,530,743	472	646	552	1,670
H	WESTERN	41	4.5	30.5	6	\$64,655,410	1,601	707	3,984	6,292
J	PACIFIC	66	32	28	6	\$4,194,385	179	78	472	729
M	SOUTHWEST	25	9	11	5	\$43,164,971	568	393	3,821	4,782
N	NAVAJO	1	1			\$66,143,812	1,506	90	4,420	6,017
P	NORTHWEST	13	2	9	2	\$29,645,422	611	754	2,087	3,452
S	EASTERN	20	1	18	1	\$8,676,121	378	499	305	1,182
		227	55.5	150.5	21	\$289,671,699	7,146	4,513	17,322	28,981

Inventory shows 305 locations.

Total Deferred Maintenance equates to the calculated Deferred Maintenance minus the Maintenance performed identified in dollars which is reported on a quarterly basis. The Total Deferred Maintenance includes Roads, Bridges and Equipment.

### Deferred Maintenance Assessment Data Summary, Fiscal Year 2015

	REGION	Tribes & Delivery of Service Type				TOTAL DEFERRED MAINTENANCE	BIA-OWNED ROAD MILEAGE			
		TOTAL TRIBES	Direct Service	Title I (93-638)	Title IV (OSG)		PAVED	GRAVEL	EARTH	TOTAL
A	GREAT PLAINS	15	4	11		\$26,762,391	901	840	293	2,034
B	SOUTHERN PLAINS	6		6		\$2,124,254	54	85	139	277
C	ROCKY MOUNTAIN	7	2	4	1	\$33,774,190	876	421	1,250	2,546
F	MIDWEST	33		33		\$10,530,743	472	646	552	1,670
H	WESTERN	41	4.5	30.5	6	\$64,655,410	1,601	707	3,984	6,292
J	PACIFIC	66	32	28	6	\$4,194,385	179	78	472	729
M	SOUTHWEST	25	9	11	5	\$43,164,971	568	393	3,821	4,782
N	NAVAJO	1	1			\$66,143,812	1,506	90	4,420	6,017
P	NORTHWEST	13	2	9	2	\$29,645,422	611	754	2,087	3,452
S	EASTERN	20	1	18	1	\$8,676,121	378	499	305	1,182
		227	55.5	150.5	21	\$289,671,699	7,146	4,513	17,322	28,981

Inventory shows 305 locations.

Total Deferred Maintenance equates to the calculated Deferred Maintenance minus the Maintenance performed identified in dollars which is reported on a quarterly basis. The Total Deferred Maintenance includes Roads, Bridges and Equipment.

### Deferred Maintenance Assessment Data Summary, Fiscal Year 2015

	REGION	Tribes & Delivery of Service Type				TOTAL DEFERRED MAINTENANCE	BIA-OWNED ROAD MILEAGE			
		TOTAL TRIBES	Direct Service	Title I (93-638)	Title IV (OSG)		PAVED	GRAVEL	EARTH	TOTAL
A	GREAT PLAINS	15	4	11		\$26,762,391	901	840	293	2,034
B	SOUTHERN PLAINS	6		6		\$2,124,254	54	85	139	277
C	ROCKY MOUNTAIN	7	2	4	1	\$33,774,190	876	421	1,250	2,546
F	MIDWEST	33		33		\$10,530,743	472	646	552	1,670
H	WESTERN	41	4.5	30.5	6	\$64,655,410	1,601	707	3,984	6,292
J	PACIFIC	66	32	28	6	\$4,194,385	179	78	472	729
M	SOUTHWEST	25	9	11	5	\$43,164,971	568	393	3,821	4,782
N	NAVAJO	1	1			\$66,143,812	1,506	90	4,420	6,017
P	NORTHWEST	13	2	9	2	\$29,645,422	611	754	2,087	3,452
S	EASTERN	20	1	18	1	\$8,676,121	378	499	305	1,182
		227	55.5	150.5	21	\$289,671,699	7,146	4,513	17,322	28,981

Inventory shows 305 locations.

# Backlog of Need: Different for Const/Improvement and Maintenance

**TTP** • **Cost to Improve (Construct):** “the total cost required to bring the transportation facility road up to a necessary Adequate Standard.” \*

**BIA**

**RM**

▶ **Deferred Maintenance:** “costs for maintenance needs, maintenance accomplishments, and deferred maintenance for Bureau route, structure and equipment assets.”  
(deferred maintenance = needed maintenance - performed maintenance)

\*Cost to Improve/Construct although no longer used to compute formula shares, it is data that is updated and calculated annually to provide the backlog of need for the TTP.

# PAVED ROADS



Const./Improve

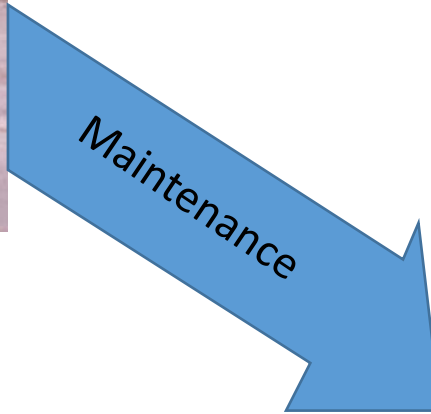


23 USC 202, TTP\$



Construction funds allow reconstruction and improvement of roads, whereas maintenance is restricted to maintaining as-is.

Maintenance



TPA DOI RM \$

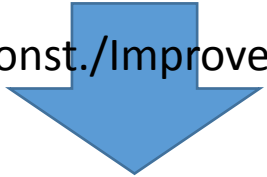




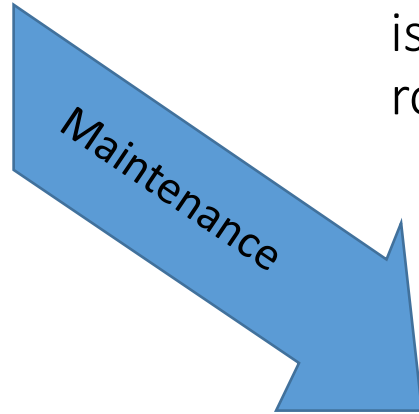
# EARTH ROADS



Const./Improve



23 USC 202, TTP\$



Construction funds allow the reconstruction and improvement of roads, whereas maintenance is restricted in maintaining as-is. This is most apparent when the existing roads in an unimproved earth road

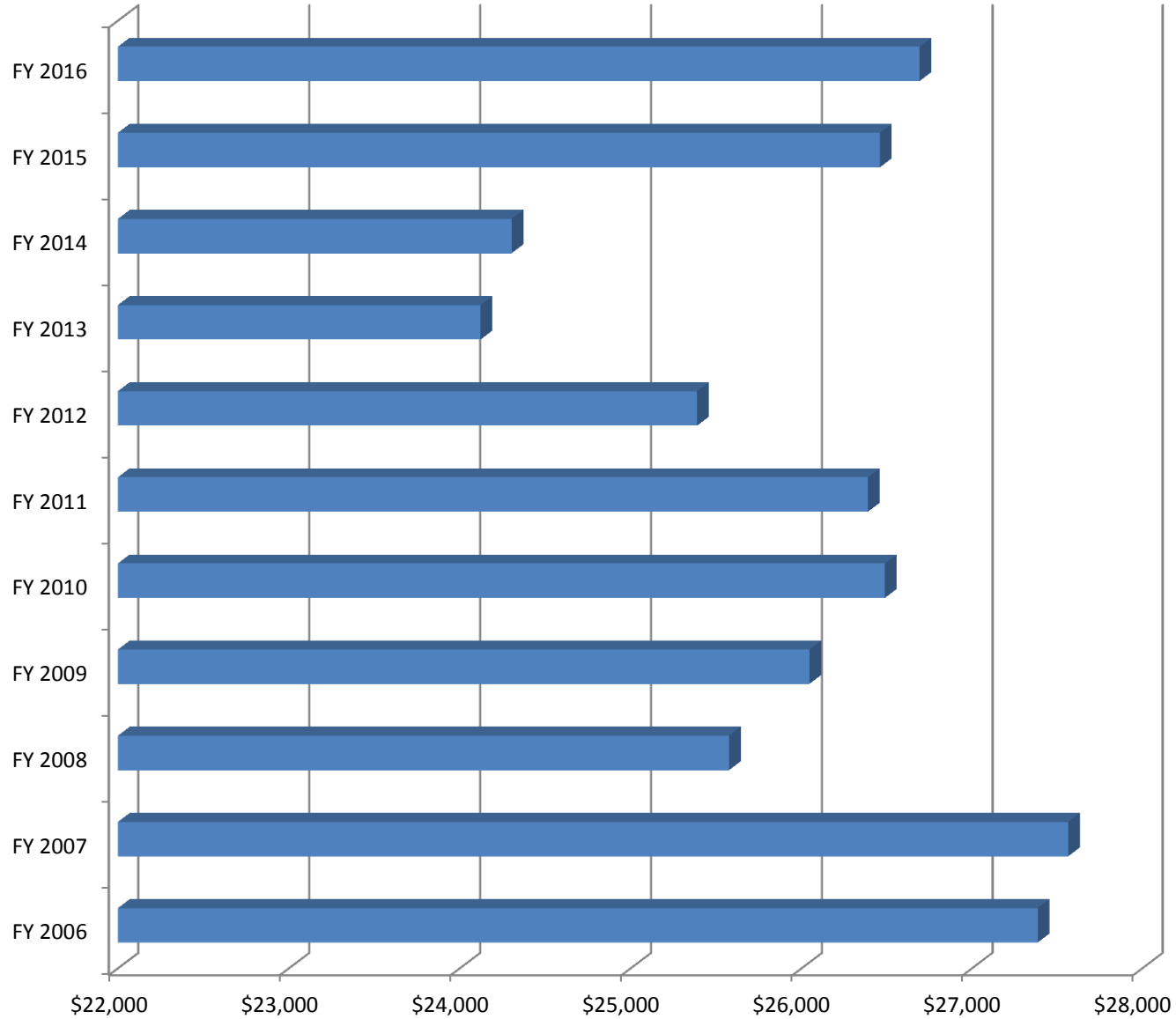
TPA DOI RM \$



# Updated NTTFI Summary – Feb 2016

February 2016 inventory data							
National Tribal Transportation Facility Inventory							
Ownership	Total Mileage All Roads	Miles of Existing Roads	Perc. Of Total Existing	Miles of Proposed Roads	Perc. Of Total Proposed	Miles of Paved Roads	Perc. Of Total Paved
BIA	31,456.6	29,598.6	19.7%	1,858.0	15.8%	7,192.5	24.3%
TRIBAL	26,898.1	18,327.8	12.2%	8,570.3	72.7%	1,067.3	5.8%
STATE	23,205.3	23,105.8	15.4%	99.5	0.8%	21,643.7	93.7%
URBAN	3,053.6	2,878.8	1.9%	174.8	1.5%	1,584.8	55.1%
COUNTY	66,899.5	66,744.7	44.5%	154.8	1.3%	26,662.4	39.9%
OTHER FED	5,325.5	5,235.9	3.5%	89.6	0.8%	116.4	2.2%
OTHER	4,165.6	3,327.9	2.2%	837.7	7.1%	41.1	1.2%
No Ownership	887.3	884.2	0.6%	3.1	0.0%	0.0	0.0%
<b>TOTAL</b>	<b>161,891.5</b>	<b>150,103.7</b>		<b>11,787.8</b>		<b>58,308.2</b>	

## Road Maintenance (TPA) Funding History



Over the last ten years, the funding for RM has varied from \$27.5 to \$24 Million.

■ Funded (000)

# Data is needed to improve on “NEED”

- DATA MANAGEMENT
- Data is needed on a tribal level of
  - Maintenance data for roads, bridges, equipment needs, ferry facilities,
    - Miles of roads maintained
    - Surface Type, Functional Classification
    - Cost for each activity (routine, emergency, repair, snow/ice)
  - Pavement management
  - Bridge management
    - Bridge Maintenance activities

# Safety Data Congressional Reports

- Sec. 1117
- **REPORT TO CONGRESS ON TRIBAL GOVERNMENT  
TRANSPORTATION SAFETY DATA**
  - Due December **2016**
    - Developed after consultation from the Secretaries of the Interior and Health and Human Services, as well as the Attorney General, and Indian tribes.
    - Describes the quality of transportation safety data collected by States, counties, and Indian tribes for transportation safety systems and the relevance of that data to improving the collection and sharing of data on crashes on Indian reservations.

# Safety Data Congressional Reports

- **STUDY ON BUREAU OF INDIAN AFFAIRS ROAD SAFETY.**
  - Report due December **2017**
  - Developed after consultation with the Secretary of the Interior, the Attorney General, States, and Indian tribes.
  - Study must identify and evaluate options for improving safety on public roads on Indian reservations.

# Other TTP Congressional Report

- Included in Senate Report 114-75 of Approps Bill
- Identifies that:
  - Only 8% of 14k miles of tribal roads are paved and that 75% of the 29k miles of BIA road are gravel, earth, or primitive; and
  - Current funding levels do not meet the true needs on Indian Country thus limiting economic growth and safety improvements, as well as adding to backlog of maintenance projects
- DOT has been directed to work with DOI on the transportation infrastructure needs facing Indian Country and propose steps to make improvements.

# GAO Review of Road Conditions on Tribal Lands

## Information on New Engagement

Engagement subject: Road conditions on tribal lands

Engagement code: 100516

Source for the work: GAO is beginning this work pursuant to its authority under 31 U.S.C. 717 after receiving a request from Ranking Member Peter DeFazio of the U.S. House Committee on Transportation and Infrastructure and Representative Ann Kirkpatrick.

Issue(s) under review/Objective(s)/Key question(s):

- What are the roles of the federal and tribal governments in funding, constructing, and improving roads on tribal lands?
- What do the National Tribal Transportation Facility Inventory (NTTFI) and other data indicate about road conditions on tribal lands?
- What is known about the connection between road conditions on tribal lands and school attendance?



# Tribal Interior Budget Council (TIBC) Road Maintenance Workgroup

- **Purpose:** Establish a workgroup of Bureau of Indian Affairs and TIBC members to analyze, record, and develop data for road maintenance budget needs.
- **Plan of Action:**
  - 1) Analyze Bureau and Tribal road maintenance practices to develop annual assessment data of road maintenance accomplishments.
  - 2) Develop database of Bureau and Tribal road maintenance operations that support budget development with realistic and verifiable data.
  - 3) Assess the impacts of the USDOT construction program (23 USC 202) on reducing road maintenance needs.
  - 4) Determine spending trends on road maintenance activities such as routine maintenance, surface maintenance, bridge maintenance, emergency maintenance, snow/ice removal, and roadside maintenance.
  - 5) Develop format for recording common data elements for deferred maintenance from tribal programs and the BIA for a standardized review/risk assessment process across Regions with enhanced data collection and monitoring process while decreasing the burden on the field.
  - 6) Collect data showing the fatality rates in Indian country involving vehicles.
  - 7) Prepare analysis of expenditures by mile for road maintenance on state and county roads and compare those to expenditures for roads on Indian reservations.
  - 8) Utilize data and recommendations, information on expenditures, condition of BIA and Tribal roads and bridges, historic funding from both USDOT and USDOL appropriations for construction and maintenance.
  - 9) Work closely with Tribal law enforcement, BIA, the Federal Highway Administration, and other applicable agencies as required by the Fixing America's Surface Transportation Act (P.L. 114-94) that:
    - a. improves the collection of crash reports;
    - b. stores, archives, queries, and shares crash records; and
    - c. uses data exclusively—
      - i. to address traffic safety issues on Indian reservations; and
      - ii. to identify and improve problem areas on public roads on Indian reservations
  - 10) Provide recommendations to TIBC on budgets for reducing road maintenance needs while establishing priorities of need for surface type, average daily traffic, and Tribal priorities.

Passed at TIBC, Mar. 22, 2016

# TIBC Initiative (RM to General BIA Budget)

- The TBIC council voted and approved the recommendation to move Road Maintenance program out of Tribal Priority Allocation (TPA) to a separate line-item in the annual BIA budget.
  - Impacts
  - Process
  - Needs

# Questions

LeRoy Gishi

BIA DOT

Washington DC

(202) 513-7711