

Estimate of Tribal Transportation Program (TTP) Allocations Under MAP-21 Funding Formula (FY 2013)*			
(11/22/2011)			
Authorization Amount	\$450,000,000		
Amount of \$450 M subject to TTP initial calculation	\$275,000		
Rescission	0%		
FHWA Takedowns per Approps Bill	0.000000%		
Ob Limit (FY 2011 Percentage)	7.40%		
Lake Tahoe (23 USC 5303(f)(3))	0.50%		
RABA	\$0		
PM&O/PRAE (6.0%) (BIA's 6.0%)	\$27,000,000		
Tribal Safety (2.0%)	2.00%		
Bridge Program (2.0%)	2.00%		
Tribal Transportation Planning (2.0%)	2.00%		
Amount over \$275M	\$175,000,000		
TTAP support (Taken from BIA-PM&O) (FY 2011 Amount)	\$980,000		
CTIP support (Taken from BIA-PM&O) (FY 2011 Amount)	\$600,000		
	275k	>275k	Total
Funding Amounts	\$275,000,000	\$175,000,000	\$450,000,000
Less rescission	\$0	\$0	\$0
Subtotal	\$275,000,000	\$175,000,000	\$450,000,000
Less FHWA takedown per Approps Bill	\$0	\$0	\$0
Subtotal	\$275,000,000	\$175,000,000	\$450,000,000
Less Lake Tahoe funding (0.5% against line 20)	(\$1,375,000)	(\$875,000)	(\$2,250,000)
	\$273,625,000	\$174,125,000	\$447,750,000
plus RABA	\$0	\$0	\$0
	\$273,625,000	\$174,125,000	\$447,750,000
Less obligation limitation (FY 2011 Actual (7.4% against line 24)	(\$20,248,250)	(\$12,885,250)	(\$33,133,500)
Subtotal	\$253,376,750	\$161,239,750	\$414,616,500
Less Tribal Supplemental Allocation (0.10 x(\$275)+(0.125) x (\$175)	(\$25,337,650)	(\$20,154,469)	(\$45,492,119)
Less Tribal Transportation Planning set-aside (2% of Line 23)	(\$5,067,535)	(\$3,224,795)	(\$8,292,330)
Less Tribal Safety set-aside (2% of Line 23)	(\$5,067,535)	(\$3,224,795)	(\$8,292,330)
Less Tribal Bridge Program set-aside (2% of Line 23)	(\$5,067,535)	(\$3,224,795)	(\$8,292,330)
Less Bridge Inspection	(\$317,778)	(\$202,222)	(\$520,000)
Less BIA PM&O (includes CTIP and TTAP)	(\$16,500,000)	(\$10,500,000)	(\$27,000,000)
Less FLHP(Inventory, Travel, Nat'l S&O, & Safety)**	(\$1,405,556)	(\$894,444)	(\$2,300,000)
(Line 23 subtracting lines 24, 25, 26, 27) Subtotal	\$194,613,161	\$119,814,230	\$314,427,391
Available for TTP 20% "Eligible Lane Mileage"	\$38,922,632	\$23,962,846	\$62,885,478
Available for TTP 1st 40% NAHASDA POP	\$77,845,264	\$47,925,692	\$125,770,956
Available for TTP 2nd 40% NAHASDA POP	\$77,845,264	\$47,925,692	\$125,770,956
SUBTOTAL TTPs 20/40/40	\$194,613,161	\$119,814,230	\$314,427,391
Available for TTP "Tribal Supplemental Allocation"	\$25,337,650	\$20,154,469	\$45,492,119
Available for TTPs 2% PIng. + 2% Safety + 2% Bridge Funding	\$15,202,605	\$9,674,385	\$24,876,990
TTP Tribal Allocations (20/40/40) + Tribal Suppl. + 2% prgms	\$235,153,416	\$149,643,084	\$384,796,500

* This chart is an estimate of what tribal funding might look like in FY 2013 if MAP-21 became law. BIA and FHWA are responsible for developing the actual Control Panel. MAP-21 (S.1813) was approved by the Senate Environment and Public Works Committee on Nov. 9, 2011. It must be combined with bills from other Senate authorizing committees and passed by the full Senate. The House must pass comparable legislation and conference with the Senate. MAP-21 is not law. We have used actual FY 2011 statutory and regulatory takedowns for the IRR Program to estimate possible takedowns and resulting balances under MAP-21 in FY 2013 using MAP-21's funding formula for the TTP and assuming a \$450 million appropriation. If MAP-21 becomes law, actual FY 2013 figures will differ.

** The Sonosky firm does not agree with FLHP's prior takedowns of program costs from the appropriated amount. We include it to project as accurate an estimate of what the FY 2013 allocation might be under MAP-21's TTP.