

# BIA ROAD MAINTENANCE PROGRAM

*Tribal/Interior Budget Council*

*March 22-23, 2016*

Omni Shoreham Hotel

2500 Calvert Street NW

Washington, DC 20008

# 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.

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# 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)

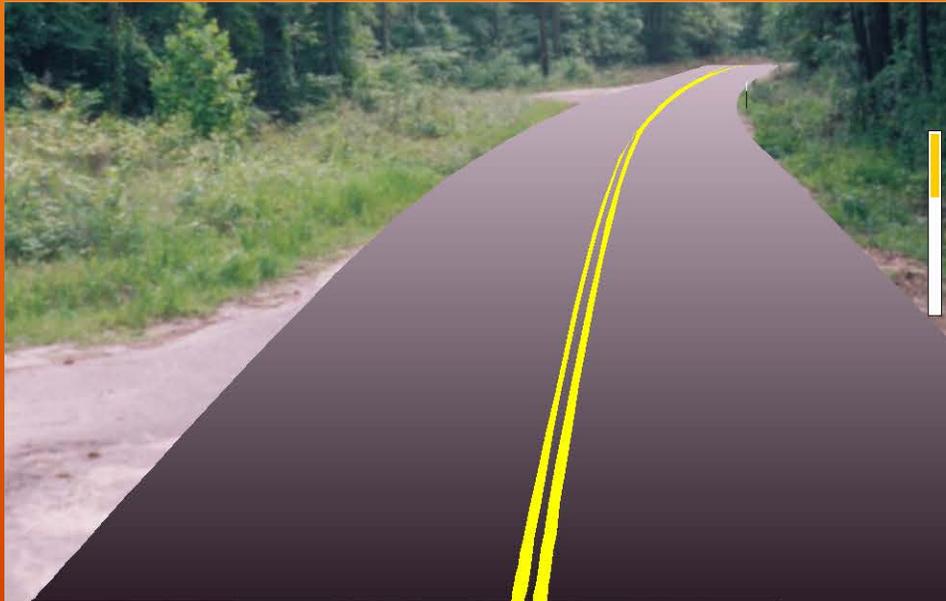
\*Cost to Improve/Construct although no longer used to compute formula shares, it is data that is updated and calculated annually to provide the backlog of need for the TTP.

# 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>	

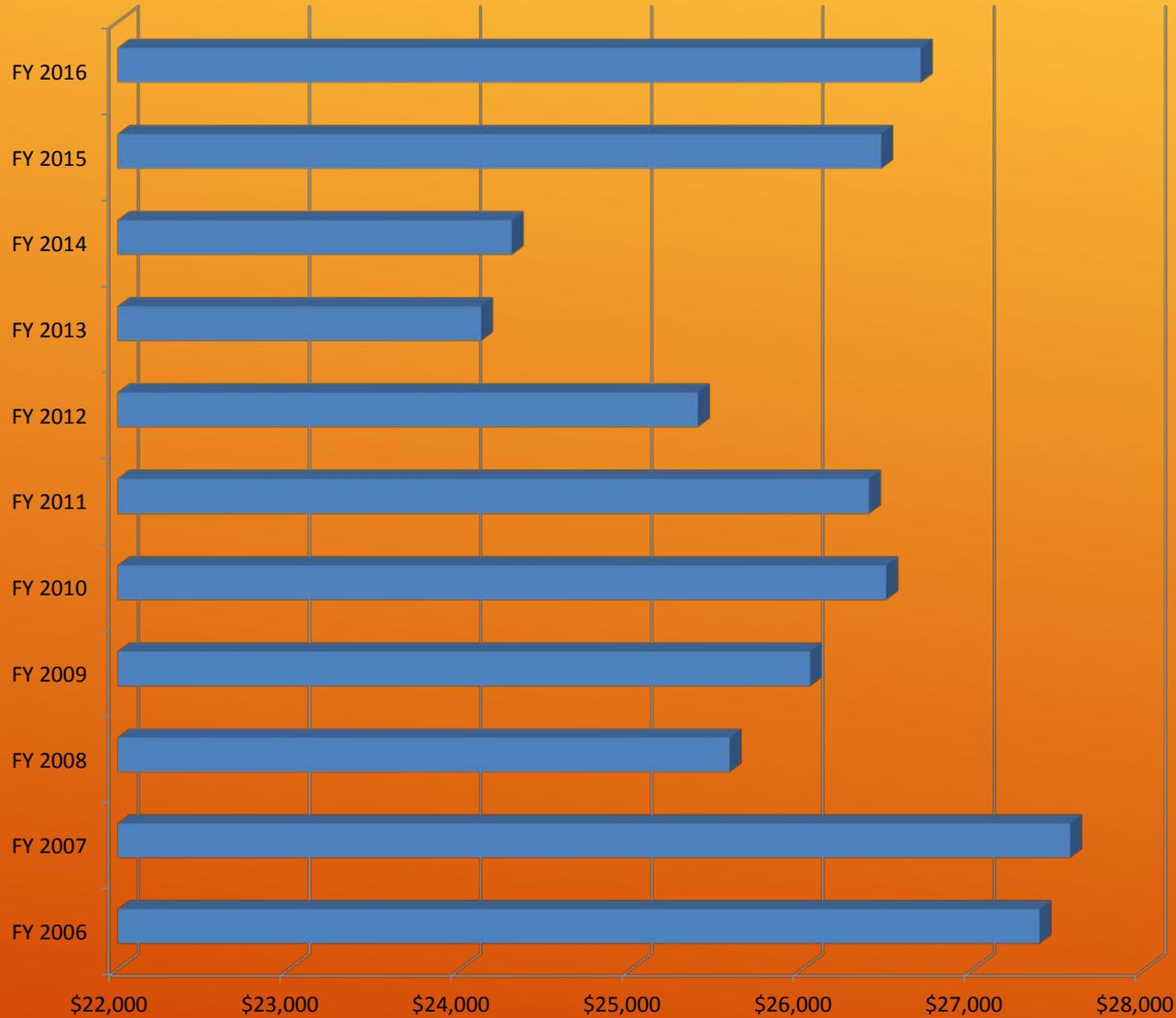
# CONSTRUCTION NEED (COST TO CONST/IMPROVE)

- ▶ The term "public authority" (PA) is synonymous with ownership. Safety and accessibility to and within tribal lands is a major part of the transportation need.
- ▶ The majority of the roads that directly impact economic development, health and safety, education and access to jobs occur within 10-20 miles of tribal communities and this is where the majority of the roads are BIA and Tribal owned.
- ▶ The state, urban and, to an extent, county roads are considered principal arterials and major collectors and are therefore maintained and managed as a priority by those PAs, whereas BIA, Tribal and county roads are mostly minor collectors and local roads.
- ▶ The construction backlog total of all public roads providing access to or within tribal lands is \$89 Billion of which the BIA system is \$23 Billion and the Tribal system is \$21 Billion.

# DEFERRED MAINTENANCE BIA ROADS/BRIDGES

- ▶ **Deferred Maintenance:** “ costs for maintenance needs, maintenance accomplishments, and deferred maintenance for Bureau route, structure and equipment assets.” (deferred maintenance = needed maintenance - performed maintenance)
- ▶ The total deferred maintenance of BIA Facilities is \$290 Million for FY2015.
- ▶ This is the road maintenance program funded with DOI Approps under TPA.
- ▶ The definition of road and bridge maintenance is the preservation of the structure/ roadway in the as-built condition. **It is not a reconstruction or improvement activity.**
- ▶ This deferred maintenance need will increase in FY2016 because the unit cost for maintaining the various surface types to the specific service level index (excellent, good, fair, poor and failing) will increase due to increasing costs of materials and equipment.

## 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