

TRIBAL TRANSPORTATION CHALLENGES

Federal and State Overview & Perspectives

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Tribal Transportation Coordinating Committee (TPCC)
Southwest Regional Representative

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What is the TTP Coordinating Committee? 25 CFR Part 170.155



- Provides input and recommendations to BIA and FHWA in developing TTP regulations, policies, and procedures
- Supplements government-to-government consultation by coordinating with and obtaining input from tribes, BIA, and FHWA
- The Committee consists of 24 tribal regional representatives – 2 from each of the 12 BIA regions
- Tribal nominees must be tribal governmental officials or tribal employees
- The Secretary of the Interior will appoint tribal representatives from each BIA region to 3-year terms (1/3 of the tribal representatives change every year)
- The Secretary will provide guidance regarding the replacement of representatives



Current TTPCC Members

GREAT PLAINS REGION

- Dakota Longbrake
(Vice-Chair/QA/QC Team)
- Dave Kelly

SOUTHERN PLAINS REGION

- Arthur Muller
- Vacant

ROCKY MOUNTAIN REGION

- Howard Brown
- Vacant

MIDWEST REGION

- Mike Moilanen
- Brett Blackdeer

EASTERN OKLAHOMA

- Wayne Wylie
- Vacant

WESTERN REGION

- Sandra Shade
- Larry Jackson

PACIFIC REGION

- Jacque Carmesin
- Vacant

SOUTHWEST REGION

- Christy Van Buren
(Secretary/QA/QC Team)
- Shawna Ballay

NAVAJO

- Jonathan Nez
- Garret Silversmith

NORTHWEST

- Michael Cardwell
- Mary Beth Frank-Clark
(QA/QC Team)

EASTERN

- Jody Clark (Chair)
- Jeremy Whipple

FEDERAL PARTNERS/MEMBERS

- Erin Kenley – FHWA
- LeRoy Gishi - BIA

What are the TTP Coordinating Committee's Responsibilities? 25 CFR Part 170.156

COMMITTEE RESPONSIBILITIES ARE TO PROVIDE INPUT AND RECOMMENDATIONS TO BIA AND FHWA DURING THE DEVELOPMENT OR REVISION OF:

- BIA/FHWA Stewardship Plan
- TTP Policy & Procedures
- TTP Eligible Activities Determination
- TTP Transit Policy
- TTP Regulations
- TTP Management Systems Policy and Procedures
- National Tribal Transportation Needs



How does this affect State & County Roadway Systems in New Mexico?

- All New Mexico Tribes receive Tribal Transportation Program (TTP) funding for Tribal road systems (25 CFR Part 170)
- All Tribal routes must be included and approved as an official record on the federal Bureau of Indian Affairs (BIA) inventory
- State & County roadways are on Tribal Inventories and the mileage of the New Mexico state and county roadway systems generates maintenance funding for Tribes
- Tribes are able to utilize Tribal Transportation Program (TTP) funding for construction and reconditioning of State and County roadways; however, it decreases the TTP funds for roadways on reservations that the Tribe is solely responsible for

3/22/2006 08:48 AM U.S. DEPARTMENT OF THE INTERIOR BIA-DOT INDIAN ROADS NEED DATA

Southwest Regional Office

| FIELD | FIELD DESCRIPTION | CODE | DESCRIPTION | FIELD | FIELD DESCRIPTION | CODE | DESCRIPTION |
|-------|------------------------------|------|---------------------------|-------|--------------------------------|------|-------------|
| 1-2 | Area / Agency | 025 | Northern Pueblos | 47 | Level of Maintenance | 3 | Limited |
| 1 | Reservation | 714 | Ohkay Owingeh | 48 | Snow / Ice Control | | |
| 4-6 | Route/Section Number | 0512 | 020 | 49 | Seg-End Lat. Long | | |
| 6 | Class | 5 | Rural Local/Stub | 50 | Atlas Map Number | 01 | |
| 7 | Length of Section (Miles) | 1.2 | | 51 | Maximum Grade | | |
| 8 | Bridge Number | | | 52 | PSD Allowable | | |
| 8 | Bridge Condition | | | 53 | No Curves - Max Allowance | | |
| 10 | Length of Bridge (LF) | | | 54 | No of Stopping Restrictions | | |
| 11 | County | 026 | Rio Arriba | 55 | Safety Study | | |
| 12 | Congressional District | 03 | | 56 | Road Purpose | A | General |
| 13 | State | 35 | New Mexico | 57 | Date of Cover Change | 1959 | |
| 14 | Ownership | 1 | BIA | 58 | Date of Update | 06 | |
| 15 | Construction Need | 1 | BIA Construction Needed | 59 | Field Remarks | | |
| 16 | Terrain | 1 | Flat | | | | |
| 17 | Foundation/Bedrock Cond | 4 | Constructed/Needs Improve | | | | |
| 18 | Wearing Surface | 1.9 | Poor | 60 | BADOT Remarks BIA/DOT USE ONLY | | |
| 19 | Surface Width (Feet) | 24 | | | | | |
| 20 | Surface Type | 3 | Gravel | | | | |
| 21 | Federal Aid Funding | 1 | Local Roads | | | | |
| 22 | ROW Status | 03 | | | | | |
| 23 | ROW Width (Feet) | 040 | | | | | |
| 24 | CRS % Slope | | | | | | |
| 25 | Percent ADT / Incidentl Cond | | | | | | |
| 26 | Shoulder Width (Feet) | 0 | (Average Width) | | | | |
| 27 | Shoulder Type | 0 | | | | | |
| 28 | ADT Evening | | | | | | |
| 29 | ADT Year | | | | | | |
| 30 | % Tracks | | | | | | |
| 31 | Owner Number | 0512 | BIA Route Number | | | | |
| 32 | Roadway Width (Feet) | 24 | | | | | |
| 33 | ADT Estimated ADT TRK +20 | | | | | | |
| 34 | Advisory Design Standard | | | | | | |
| 35 | Future Surface Type | | | | | | |
| 36 | Incidentl Corner M-S | | | | | | |
| 37 | Grade / Drain M-S | | | | | | |
| 38 | Gravel Surfacing M-S | | | | | | |
| 39 | Stimulus Surfacing M-S | | | | | | |
| 40 | Bridges M-S | | | | | | |
| 41 | Drainage | 2 | Normal Problems | | | | |
| 42 | Shoulder | 0 | No Shoulders | | | | |
| 43 | No of RR Crossings | 0 | | | | | |
| 44 | Type RR Crossings | 1 | Underground | | | | |
| 45 | ROW Liability | | | | | | |
| 46 | Right of Way M-S | | | | | | |

AREA COORDINATOR: _____ INVENTORIED BY: ASDG Inc.



Route Section Ohkay Owingeh Route Name
0512 020 Ohkay Owingeh Section Chy. Access
Looking East LU 02/05/06

Township/Range T. 21 N. R. 8 E.

Tribal Transportation Southwest Region (New Mexico) Issues

- ▶ Through the 25 CFR Part 170, Tribes receive transportation funding for roads listed on the BIA road inventory
- ▶ State and County roads located within the confines of NM reservations are on the inventory
 - ▶ Roadway improvements and construction cannot be completed unless the projects are on the NM State Transportation Improvement Plan (STIP) and the design and construction alternatives are approved by NMDOT



New Mexico TRIBAL TRANSPORTATION CHALLENGES

- ▶ Tribes are able to utilize Tribal Transportation Program (TTP) funding for construction and reconditioning of State and County roadways; however, it decreases the TTP funds for roadways on reservations that the Tribe is solely responsible for
 - ▶ For example: Ohkay Owingeh has 81.5 miles of roadways in the federal BIA database. The Pueblo generates just over \$570k per year for maintenance, planning/administration, a portion of transit programs, and construction of the Tribal roadway systems



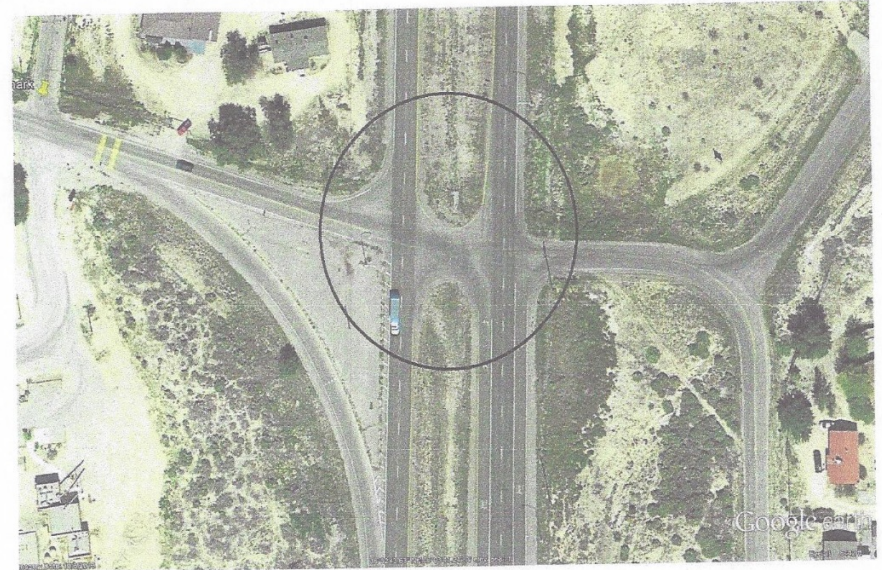
Challenges – Lack of Funding

- ▶ With the lack of funding from NMDOT, Tribes are not able to complete critical safety and highway improvement projects
- ▶ NMDOT has “highly encouraged” Tribes to seek other sources of funding for NM State and County roads located within the confines of reservations in need of improvements
- ▶ Tribes in New Mexico have to seek alternative funding for road safety and highway improvements
- ▶ NMDOT has the final approval of all roadway construction and improvements



Example of Tribal Leveraging

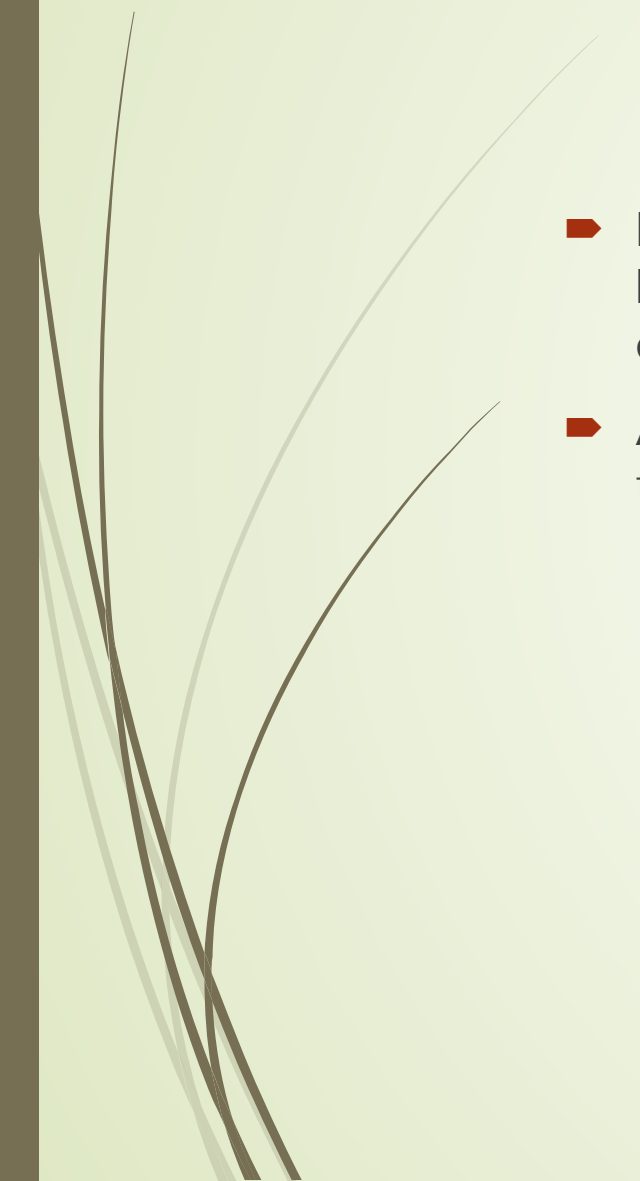
- ▶ The Total project cost for the Intersection improvement project for Ohkay Owingeh is \$3.7M; of which the Ohkay Owingeh Tribal Council committed to \$2M in match/contributions



SR 68/ PoPay Ave Intersection



Transportation Needs in Indian Country

- ▶ Motor vehicle crashes are a leading cause of death for American Indians/Alaska Natives (AI/AN) aged 1–44. On average, 2 AI/AN are killed every day in motor vehicle crashes.
 - ▶ AI/AN are injured or killed in motor vehicle crashes at much higher rates than other Americans.
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Thank you – Questions?

