

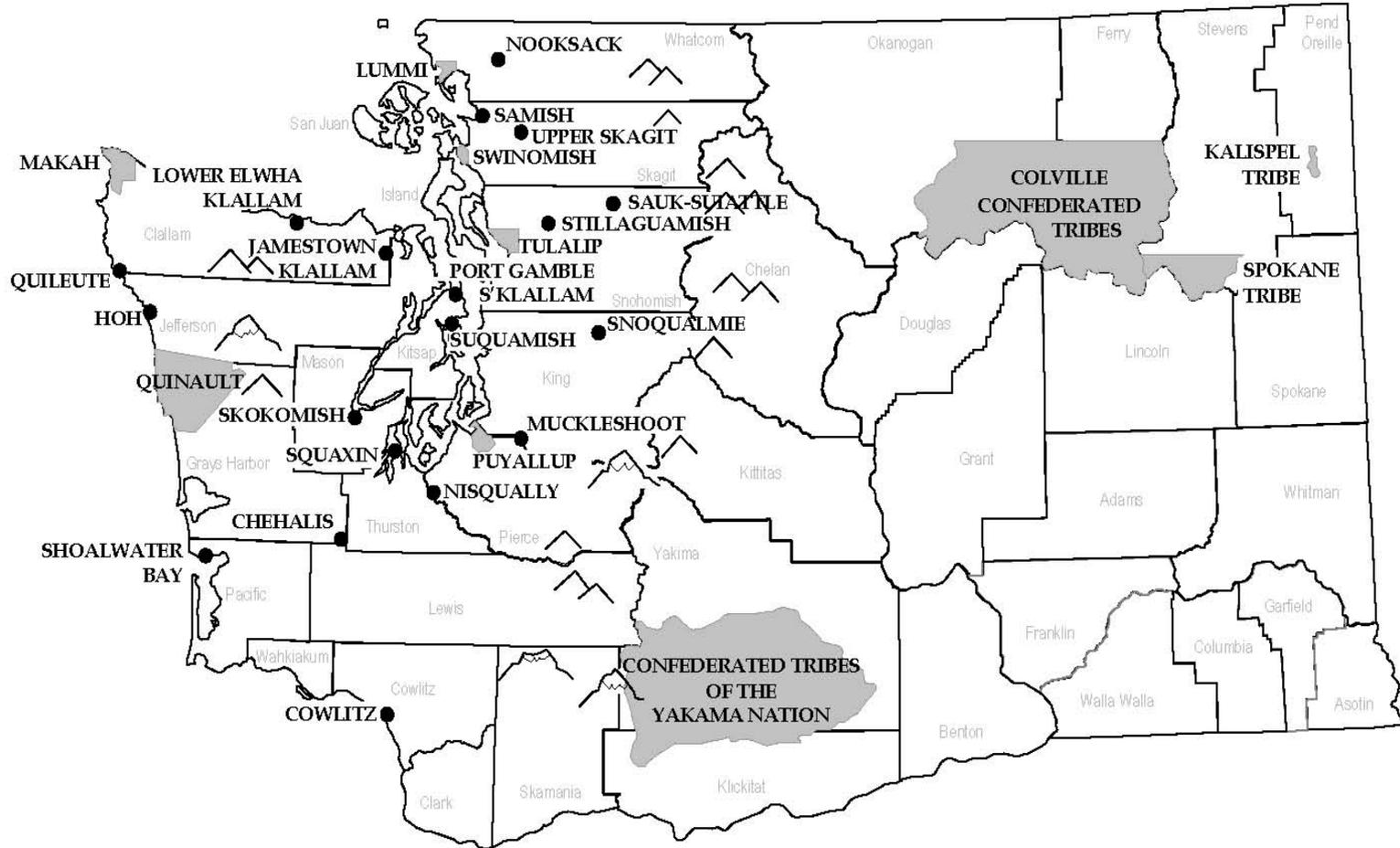
Connecting Washington Task Force presentation on

Tribal Transportation



September 9, 2011

FEDERALLY RECOGNIZED TRIBES OF WASHINGTON STATE



Indian Reservation Roads (IRR) System in WA

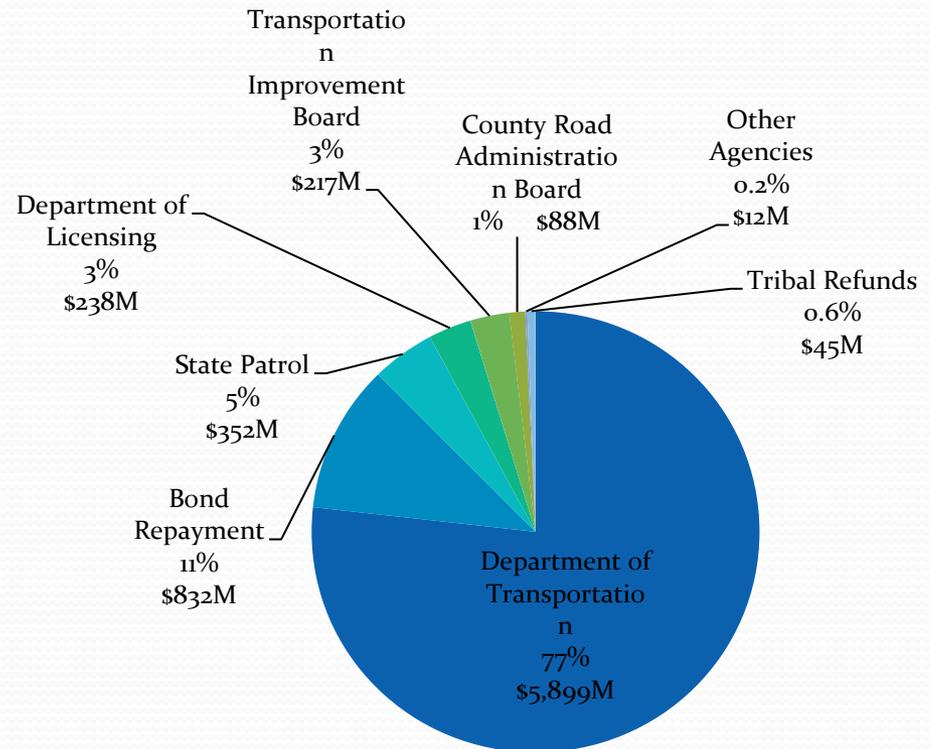
- All public roads that are located within or provides access to Indian Reservations and Indian Communities
- IRR facilities include means public roads, bridges, drainage structures, culverts, ferry routes, marine terminals, transit facilities, boardwalks, pedestrian paths, trails, and other transportation facilities as designated by the tribe and the Secretary.

Jurisdictional Ownership	Road Miles	Percentage
BIA	1568	28%
Tribal	159	3%
State	1205	21%
County	2611	46%
City	102	2%
Total	5645	100%

Funding Sources

- Bureau of Indian Affairs Indian Reservation Road Program (IRR Formula Funds)
- Fuel Tax Revenue
- Coordination with Local Governments (MPO/RTPO, County, City)
- Federal and State Competitive Grants
- Tribal government general funds

2009-11 Transportation Budget With Tribal Fuel Tax Refunds by major agency \$7.68 billion



Declining Federal Revenues

- All systems face challenges from declining federal revenues
- Tribes face additional challenges, particularly changes in how the BIA implements the IRR funding formula
 - BIA will be reclassifying over half of the Roads within the IRR System 2010: 22 Tribes' funding reduced by an average of 9%.
 - The Spokane Tribe was reduced by 23%.
 - Additional cuts are expected next year when the BIA reclassifies the remaining roadways.
 - Proposed changes in 2012 to how the BIA implements the IRR funding formula, specifically which road types are allowed to generate funding, will result in significant cuts to WA Tribes (50%+ for some tribes).

Priorities & Unmet Needs

- Data collection & Performance Measures
- Safety
 - In WA Native Americans have a 3.5x higher fatality rate than non-Indians
- Maintenance and Operations
 - 66% of deferred maintenance is unfunded
 - 22 Tribes do not have a Maintenance Contract with the BIA
- Transit
 - Tribes provide critical transit services, particularly in rural areas with less services
 - Tribes need stable funding for transit operations
- Capital Investments
 - Estimated construction need: \$2 billion

Goals for 2012 Legislation

- To be an active member of *Connecting Washington* Task Force

Goals for future state revenue packages:

- Tribes should be eligible for state grants similar to any other jurisdictions
- Explore options to include Tribal access and contribution to Municipal Research and Services Center (MRSC)
- Need stable transit funding for operations
- Increase funding to replace fish-blocking culverts