

Ten-Year Funding Averages: BIA Road Maintenance (1981-2015):

- ❑ 1981-1990: \$23.2 mil. (avg.)
- ❑ 1991-2000: \$23.1 mil. (avg.)
- ❑ 2001-2010: \$26.7 mil. (avg.)
- ❑ 2011-2015: \$25.6 mil. (avg.)
- ❑ **FY 2015: \$26.46 (enacted)**
- ❑ **FY 2016: \$26.69 mil. Proposed**

The 30-Year Average for the BIA Road Maintenance Program (1981-2015) is **\$24.65 million** annually. In 1990, the Road Maintenance Program was funded at **\$30.5 million**, roughly **\$4.0 million** above the current FY 2015 funding level.



Deteriorating road conditions on the Fort Peck Reservation.



Impacts to Indian country of inadequate road maintenance

- Missed school days due to impassable bus routes;
- Delayed transport of tribal members to emergency health and trauma centers;
- Delayed response times for public safety officers (police and fire fighters) to respond to calls for help;
- Increased Motor vehicle crashes and pedestrian accidents;
- Increased costs for motor vehicle repairs and gas;
- Longer commutes (detours);
- Higher cost of goods and services due to isolation; and
- Perpetuation of transportation barriers to commercial investment and job creation.
- Shortened design life of roads and bridges, requiring reconstruction of facilities earlier than planned.