

**PACIFIC REGION  
DIVISION OF TRANSPORTATION**

**IMPLEMENTATION  
of a  
STRATEGIC PARTNERSHIP APPROACH  
to the  
Pacific Region TTP**

# Introduction

- PRO has developed a strategic approach aimed at program delivery within small tribal share budgets that also improves the number of roads in acceptable condition as part of the DOI's strategic Plan to meet the GPRA target goals,
- Part of this approach includes implementation of programmatic agreements giving tribes the flexibility to implement all types of transportation activities including maintenance, not just “construction” projects

# Key Points

- Implementing "rehab/corridor improvement" projects that minimize ROW and NEPA considerations which are typical within California due to most California Tribe's smaller tribal share amounts
- Leveraging existing strengths of both the Tribes and BIA.

# Reducing Risks

- Implementing a PRO Tribal and BIA force account capacity better suits the prevalent smaller deferred maintenance type projects.
- Streamlines the work of smaller deferred maintenance type projects
- Minimizes claims resulting from smaller economies of scales inherent with small tribal share amounts.
- Elimination of a very high bids associated with small economies of scale.

# Partnering to Improve Value

- Past performance shows by leveraging each others strength through partnering, Tribes and BIA have achieved 75% savings on one project while on others, 30% to 50% savings are common,
- Implementing this leveraging/force account approach allows BIA to partner with Tribes to streamline overall procurement lead times,
- Partnering provides the opportunity to provide training and employment of tribal maintenance work forces.

# Creating New Value

- Implementation of existing BIA engineering capacity expands dollars available for construction by providing a low cost alternative to expensive consultants for basic technical specifications /drawings/designs for competitive bidding,
- Leveraging existing Tribal and BIA capacity is critical to small economies of scales inherent with small tribal share amounts.

# Reality: No More Funds

(Combine Deferred & Preventative Maint \$)

- Combining deferred maintenance and preventative maintenance projects makes sense since they are common on most California Tribal TIPS,
- Many times, rehabilitation of the main roadway on a small Reservation/Rancheria is the highest priority of the community,
- Combining allows the BIA road maintenance program to leverage the TTP funding to close a multi-million dollar deferred maintenance backlog and an annual \$300 shortfall in the BIA road maintenance program.

# Advantages of Combining Tribal/BIA Partnership Efforts

- Significant efforts involve stabilization/“FDR” which is a Green process utilizing existing road materials,
- No Excavation or wasting of materials is required under stabilization/FDR,
- Utilizing existing materials mixed with cement will provide significant savings,
- Stabilization/FDR procedure provides opportunity for training and employment of tribal maintenance work forces.



Consultant Approach

Tribal/BIA Partnership Approach

PS&E Development cost; approx \$ 350,000

\$ 0

Design Duration; approx 4 years

2 weeks

Construction Cost; approx \$3,500,000

approx \$1,000,000

Construction Time; approx 5 months

approximately 4 weeks

Note: The engineer estimated cost of the original scope would've forced the tribe to "bank" future allocations for 15 years just to achieve the total funding for the project (not including inflation).

# In Conclusion

- Combining deferred and preventative maintenance projects through Stabilization/FDR is an environmentally Green Process,
- Stabilization/FDR projects allow savings of about 50%,
- Tribal and BIA Partnering efforts greatly streamlines projects,
- Tribal and BIA partnering efforts provides for critical job training and Job Opportunities for Tribal Maintenance Work Forces.



# QUESTIONS/COMMENTS

