IRR Inventory Update Program

Past, Present, Where do we go from here...
A Consultant’s Perspective
Purpose of IRR Inventory Update

• Equitable distribution of Federal Funds
• Reliable GPS mapping of system’s roads
• Accurate analysis of roadway conditions
• Locate bridges and structures > 20 feet
• Establish traffic counts for roads
• Determination of future needs
History of Program

• 1982 – Mandated by Congress
  - Development of the Relative Needs Formula
• 1993 – BIA hired consultants
  - Three phase process
    Phase 1: Determine approximate system
    Phase 2: Develop procedures for conducting inventories
    Phase 3: Conduct Inventories
History of Program

Phase 1: Met with all Tribes. Established roads system.
Phase 2: Pilot project on Mescalero Apache Reservation in South Central NM.
- Report completed in 1996.
- Most of the same methodology was adopted by the “Final Rule” in 2004.
Phase 3: Never completed
**History of Program**

- PL 93-638
- Tribes have first right of refusal for performing work on their lands.
- Negotiated Rulemaking Committee “NEGREG”.
- Consisted of 12 Tribal officials, 12 BIA representatives and alternates.
- Group met for 8 years in various locations throughout the U.S.

IRR Coordinating Committee formed right after “Final Rule” was published.
WHERE ARE WE NOW?
Where are we now...

- Many inventories NOT completed
- Still disputing eligibility of roads
- Photographs not mandated
- Few people trained on RIFDS and the data entry methods
- Cost factors “Cost to Improve” used in computing are incomplete and not consistent.
Consistent

- Eligibility
- Method of collecting data

Accurate

- GPS
- Data Dictionary
- Drive all roads

Verifiable

- Photos
- Compare to existing

Serve economic/social need (Medical, Fire, School, Employment, Groceries, Cultural Activities...)

Roads need to be open to public
STATE, COUNTY, CONGRESSIONAL DISTRICT, AND TRIBAL BOUNDARIES
Where do we go from here?

- Get consensus with IRR Coordinating Committee and Tribal Leaders on eligibility of roads.
- Establish consistent guidelines to include Alaska, Oklahoma, Navajo, as well as other large and small Tribes.
- Investigate impact of having multiple guidelines.
- Recommend attendance at Official Consultation Meetings.
Where do we go from here?

- Review IRR Presentation at: www.slideshare.net/rrolland/biadot-transportation-presentation-octu-09
- Develop consistency on cost tables.
- Train people on RIFDS data entry.
- Assist BIA and BEO in Albuquerque to inform Tribes of deficiencies.
- After all meetings, Secretary to make decision.
- Publish agreed upon guidelines.
QUESTIONS

Stan Reich, Director of Transportation
WHPacific, www.whpacific.com
6501 Americas Parkway NE, Suite 400
 Albuquerque, NM 87110
(505) 247-0294