Project Budget

The Oglala Sioux Tribe (OST) is requesting $37,581,600 in RURAL grant dollars and is matching this request with a local contribution of $9,395,400 (20 percent of total project costs), utilizing Tribal Transportation Program (TTP) funds, to complete the construction activities for the Pine Ridge Indian Reservation Pavement Resiliency and Restoration Project. The match provided is substantial for OST and speaks to the importance of the Project and the Tribe's willingness to contribute what is possible to ensure Project completion. The local match on these projects is already included in the Tribal Transportation Improvement Plan (TTIP). There are no additional federal, state, or local funds dedicated to the Project.

Funding Source:	Amount	Percent of Total Funding
MPDG Funds	$ 37,581,600	80%
TTP Match Funds	$ 9,395,400	20%
Total Project Cost	**$ 46,977,000**	**100%**

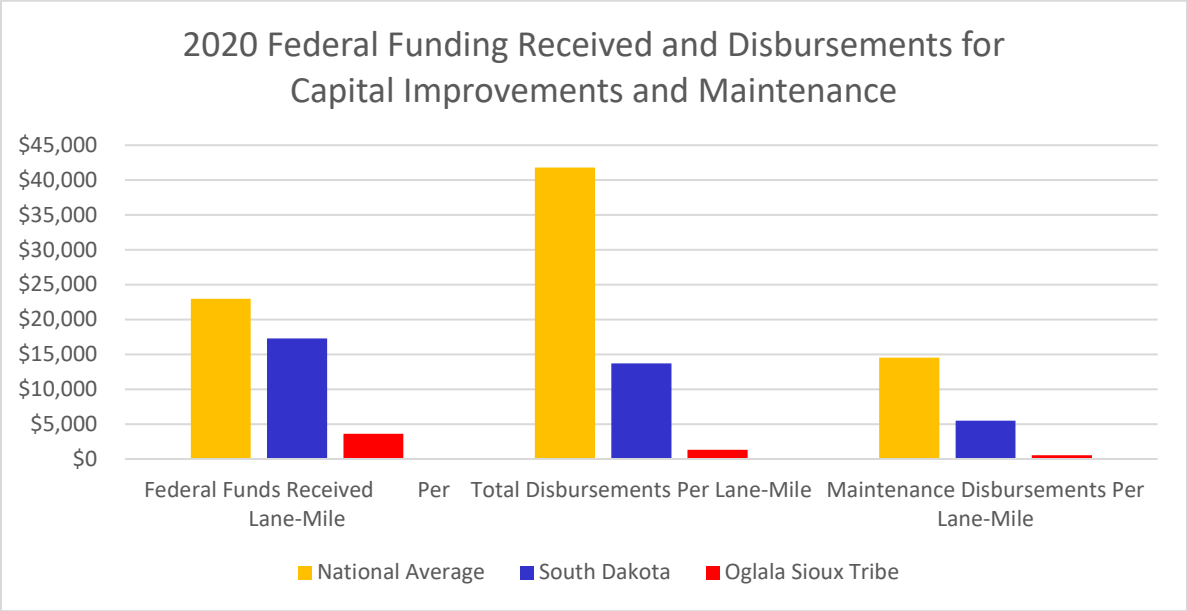
The grant funding being requested is for construction costs only and does not include the work that will be completed prior to award announcement. All preliminary and final design activities are completed. This work was funded by the OST Department of Transportation (DOT) as they understand the importance of this project moving forward. To date, OST DOT has incurred $120,000 in engineering and planning costs. The proposed schedule and budget allow for bid letting to occur following approval of grant obligation agreement Spring 2025. The Project will be able to be constructed beginning Fall 2025 and continue the following 2 construction seasons. Budget estimates were completed by a professional engineering firm based on extensive experience with similar projects in scope, location, and anticipated schedule for both planning and construction. The budget is current and has been calculated based on known variables for supplies, time, and labor. The budget contains adequate contingency to address any potential overruns, but if actual costs exceed the RURAL grant funding, OST DOT will dedicate funding from their TTP funds to cover any cost overruns beyond the grant receipts. Total project costs are as follows:

Project Budget	
Construction Subtotal	$ 41,685,625.00
TERO Fee (4 percent)	$ 1,667,425.00
Construction Engineering (4.7 percent)	$ 1,956,651.00
Contingencies (4 percent)	$ 1,667,425.00
Total Construction Cost	**$ 46,977,000.00**

* For additional budget/cost information and breakdown of outlined costs, please see Project Budget at https://inputcentral.com/ost-rural-grant.

The Project improvements are located in multiple 2020 census tracts, 9410, 9411, 9412. All census tracts lie within an Area of Persistent Poverty and a Historically Disadvantaged Community.

The Tribe receives inadequate funding to meet the transportation needs across the Reservation. As referenced in the OST Long-Range Transportation Plan (pg 107), roughly 93 percent of the TTP funds received were used to maintain the current Bureau of Indian Affairs (BIA) asphalt road system, yet many of those roads still require costly reconstruction. The Tribe is responsible for nearly 1,700 miles of BIA and Tribal roads within the Reservation. It receives approximately $3,500 per roadway mile ($1,750 per lane-mile) in annual allocated TTP federal disbursements for administration, planning, construction, and maintenance activities[1]. By comparison, an average of $23,000 per lane-mile of federal funds are disbursed to State Departments of Transportation[2]. Given the Tribe's extremely limited financial resources, Reservation roads are in poor condition, especially as compared to state-owned roads. In the past 5 years, the Tribe has been forced to spend approximately $10 Million of TTP funds on the repair of roads and culverts following disasters, which has further depleted funding.



[1] https://highways.dot.gov/federal-lands/programs-tribal/finance/tribal-shares-fy20
[2] https://reason.org/wp-content/uploads/27th-annual-highway-report.pdf and https://www.fhwa.dot.gov/fastact/fy2021comp.pdf

PINE RIDGE INDIAN RESERVATION
Pavement Resiliency and Restoration Project

A Nationally Significant Federal Lands and Tribal Projects grant application was submitted for BIA 41 adjacent to the Badlands National Park South Unit. USDOT reached out to OST DOT asking if the NSFLTP requested amount could be reduced. OST DOT proposed removing the northernmost 6.5 miles if USDOT would award a lower grant amount. This Project overlaps the NSFLTP application for the BIA 41 6.5-mile segment. Should the NSFLTP grant be fully awarded, the funding for this section could be transferred to another 6.5 miles of similar route, BIA 4 within the Pine Ridge Indian Reservation, in Bennett County.

