Project Budget

The Rosebud Sioux Tribe (RST) is respectfully requesting $1,768,900 in BUILD grant funds for the BIA Route 1/Kilgore Rd to US-20 Regional Improvement Project (the Project). The Tribe does not have much available Tribal Transportation Program (TTP) funds but because this project is a high priority it will provide 5 percent match funds totaling $93,100. The Project is located in a rural area of persistent poverty, and historically disadvantaged community making it eligible for 100 percent federal funding. Funding the Project will be an investment in this community that will have beneficial local and regional impacts. Additionally, due to the Rosebud Sioux Tribe's Opportunity Zone qualification and providing match funding beyond the minimum required, the Project aims to be considered by the Secretary a "priority" project.

FUNDING SOURCE:	AMOUNT	PERCENT OF TOTAL FUNDING
BUILD Funds	$1,768,900	95%
TTP Funds	$93,100	5%
Total Project Cost	**$1,862,000**	**100%**

The RST Transportation Program will administer the Project and is collaborating with Cherry County, NE, the communities of St. Francis, SD and Kilgore, NE, and the St. Francis Indian School. Cherry County, NE has jurisdiction and performs maintenance on Kilgore Rd but does not have sufficient funding to reconstruct the Kilgore Rd and the Minnechaduza Creek bridge to a safe, efficient transportation corridor. The community of St. Francis and St. Francis Indian School is extremely poor and cannot financially support the project but will provide input and assist with community outreach and public engagement especially for the urban section and pedestrian infrastructure improvements of BIA Route 1 through St. Francis and Warrior Rd connection to St. Francis Indian School. BIA Route 1 and Warrior Rd are under the jurisdiction of the RST Transportation Program through a direct-funding agreement with the Federal Highway Administration. The Tribe is collaborating with Cherry County, NE because the Kilgore Rd serves Tribal members and St. Francis Indian School administration and staff. Reconstructing BIA Route 1 without the connecting Kilgore Rd will not solve safety, connectivity, freight movement, and livability for Tribal members. Due to the RST Transportation Program's experience in administering federal projects of this size and scope, they are the champion and lead agency to complete the Project.

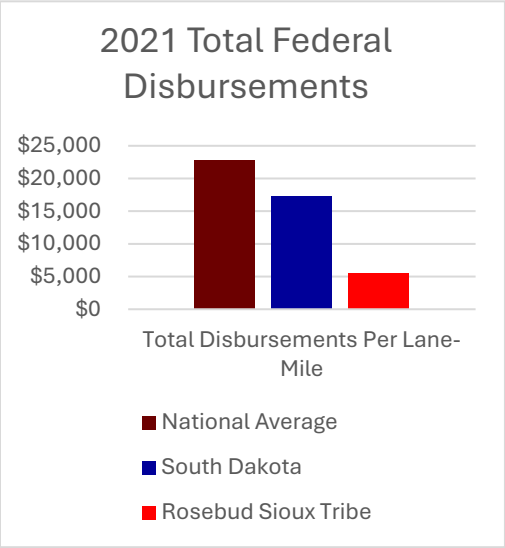
This project is a high priority for RST, as they have initiated preliminary design for the project. Preliminary engineering is at 10 percent for 10 miles of BIA Route 1 from BIA Route 501 to the Nebraska/South Dakota state line including topographic and environmental surveys adjacent to the road up to the existing fences, new culvert design, preliminary road and pathway alignment, profile, typical sections, grading balance points, and preliminary cost estimate. This preliminary work was paid utilizing Tribal TTP funding due to the importance of the Project moving forward. Even though the Tribe has begun the preliminary design work, other projects have required TTP funds and BUILD planning funds are needed to complete the planning and preconstruction work.

The grant funding being requested is for the planning and preconstruction activities, public engagement, NEPA, final design, and project management and does not include purchase of right-of-way and temporary construction easements. Budget estimates were completed by a professional engineering firm based on extensive experience with similar projects in scope, location, inflation between time of estimate and time of award, obligation, and start of work anticipated for both planning and construction. Project estimates include 10 percent contingency. While engineers and Tribal staff feel confident that the estimate is accurate and includes sufficient inflation and contingency calculations, should overruns occur, RST is prepared to dedicate funding from their TTP funds to cover any cost overruns beyond the grant funding. Total planning project costs are as follows:

COST CLASSIFICATION	BUILD FUNDS	OTHER FEDERAL FUNDS (TTP)	TOTAL PROJECT COST
Preliminary Design	$ 727,462.50	$ 38,287.50	$ 765,750.00
Environmental	$ 224,200.00	$ 11,800.00	$ 236,000.00
Final Design	$ 299,314.77	$ 15,753.41	$ 315,068.18
Right-Of-Way Planning*	$ 441,750.00	$ 23,250.00	$ 465,000.00
Tribal Employment & Contracting Office Fee	$ 76,172.73	$ 4,009.09	$ 80,181.82
Total Planning Costs	$ 1,768,900.00	$ 93,100.00	$ 1,862,000.00

*Right-of-Way and temporary construction easement acquisition (capital cost) estimated at $933,000 are not included and will be paid for using TTP funds or a future construction grant.

The Tribe acknowledges that expenses incurred prior to grant obligation will NOT be eligible for reimbursement and the Project budget of $1,862,000 does not include any previously incurred expenses. The detailed budget for planning and future construction can be found at https://inputcentral.com/RSTBUILD.



Tribes have historically received far less federal funding per lane mile compared to states and national averages yet are expected to maintain and reconstruct the transportation system within the Reservations to the same standard. The RST Transportation Program must be innovative and efficient in their financial management of annual transportation program funding and often leverage those funds as match funding when applying for grants. The RST Transportation Program is responsible for nearly 313 miles of BIA and Tribal roads within the Reservation and receives approximately $5,559 per lane-mile in federal disbursements for administration, planning, construction, and maintenance activities. By comparison, an average of $22,870 per lane-mile of federal funds are disbursed to state transportation departments[1] equating to approximately four times the amount Rosebud Sioux Tribe receives.

Given the Tribe's extremely limited financial resources, Reservation roads are in poor condition, especially as compared to state-owned roads. Reconstruction projects of this scale need to be supplemented with significant grant funding to come to fruition.

These highly competitive grants are difficult for Tribes to compete against due to a lack of resources for developing grant applications and lack of funding to get projects into development. States have the advantage of grant writing resources and usually have several projects already in project development and design phase because they are planned for in the future STIP. The reality is that if a State submits for a shovel-ready project it means it has the resources for construction. Awarding large grants to states (even within the Reservation) means the funding set aside for construction of those projects will be moved to other state projects. Tribal projects simply do not move forward.

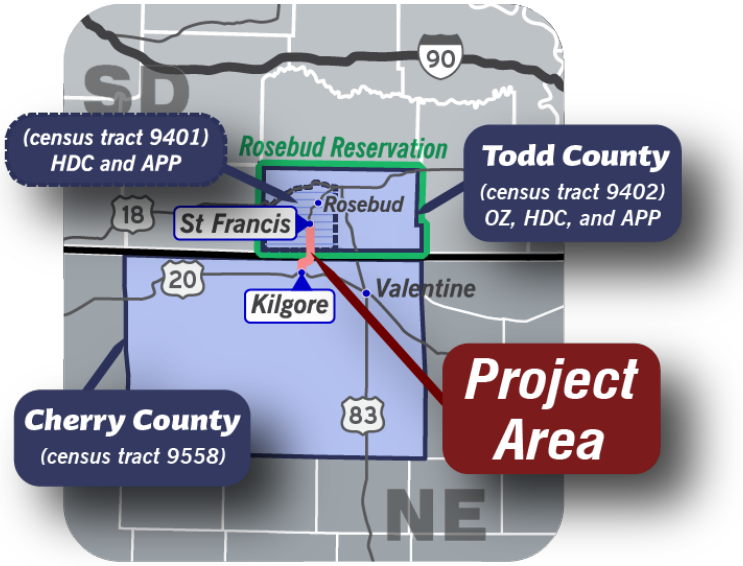
Along with the prevalent issues of poverty and limited resources, the costs of construction have substantially increased but annual TTP funds are essentially the same. The current US administration has increased funding allocation to the Tribes but not to the degree to overcome inflation.

[1] https://reason.org/wp-content/uploads/28th-annual-highway-report.pdf
https://www.fhwa.dot.gov/fastact/fy2021comp.pdf
https://highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/programs-tribal/finance/30681/tribal-shares-fy20.pdf

The entire Project area qualifies as Rural and covers two Census Tracts, Todd County Census Tract 46121940100 and Cherry County Census Tract 31031955800. Todd County is an Area of Persistent Poverty, and a Historically Disadvantaged Community. **Although the full project area is not within a designated Opportunity Zone, the Bureau of Indian Affairs Rosebud Agency, which represents the entire Rosebud Indian Reservation where the project is located, is situated in an Opportunity Zone (Census Tract 46121940200). The Rosebud Sioux Tribe is actively collaborating with state leadership to pursue Opportunity Zone designation for Census Tract 46121940100.**

2020 Census Tract(s)	Project Costs per Census Tract
46121940100 (64%)	$ 1,191,680
31031955800 (36%)	$ 670,320
Total Project Cost:	**$ 1,862,000**

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	$ 0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	$ 1,862,000
Total Project Cost:	**$ 1,862,000**



Planning and Preconstruction Budget

Description of Work		Amount
PRELIMINARY DESIGN:		
Project Management	$	56,000.00
Cadastral/Boundary Survey	$	174,400.00
Topographic Survey	$	174,250.00
Geotechnical Investigation and Pavement Recommendations	$	36,600.00
Preliminary Engineering Design	$	320,000.00
Preliminary Cost Estimate	$	4,500.00
Preliminary Design Subtotal =	**$**	**765,750.00**
ENVIRONMENTAL:		
Cultural Resource Survey	$	73,000.00
Wetland Delineation and Threatened Endangered Species Survey	$	73,000.00
Environmental Assessment and Agency Consultations	$	45,000.00
Stakeholder and Public Meetings	$	45,000.00
Environmental Subtotal =	**$**	**236,000.00**
FINAL DESIGN:		
Project Management	$	41,000.00
Final Engineering Design	$	224,568.18
Utility Impacts Identified and Plans/Agreements for Relocation	$	45,000.00
Final Cost Estimate	$	4,500.00
Final Design Subtotal =	**$**	**315,068.18**
RIGHT-OF-WAY PLANNING:		
Right-of-Way and Temp Construction Easement Plats, Exhibits and Appraisals	$	275,000.00
ROW & Easement Acquisition Assistance to Prepare Legal Documents & Acquire Signatures from Landowners, BIA & Tribe	$	190,000.00
Right-of-Way Planning Subtotal =	**$**	**465,000.00**
SUBTOTAL =	$	1,781,818.18
TRIBAL EMPLOYMENT & CONTRACTING RIGHTS OFFICE FEE (TECRO - 4.5%) =	$	80,181.82
TOTAL PROJECT PLANNING AND PRECONSTRUCTION BUDGET =	**$**	**1,862,000.00**
ROSEBUD SIOUX TRIBE MATCH FUNDS 5% =	**$**	**93,100.00**
BUILD GRANT REQUEST TO COMPLETE PLANNING AND PRECONSTRUCTION =	**$**	**1,768,900.00**
RIGHT-OF-WAY & TEMP CONSTRUCTION EASEMENT ACQUISITION (TTP) =	**$**	**933,000.00**