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# Tribal Transportation Program Coordinating Committee

## MEETING MINUTES MAY 2-4, 2023 MESCALERO, NM

### May 2, 2023

- Call to Order: Mr. Longbrake called the meeting to order at 8:45am.
- Welcome from Chris Little, Mescalero Apache Tribe

### Roll Call:

Members Present	Region	Members Not Present	Region
Dakota Longbrake (Chair)	Great Plains	Dave Kelly	Great Plains
Clarence Daniels	Alaska		
Stephen Ivanoff (virtual)	Alaska		
Barak Myers	Eastern		
Jonah Begay	Navajo		
Garret Silversmith (Vice Chair)	Navajo		
Mary Beth Frank-Clark	Northwest	Vacant	Northwest
Connie Thompson	Rocky Mountain	Vacant	Rocky Mountain
Harold LaSarge	Eastern Oklahoma	Vacant	Eastern Oklahoma
Jacque Hostler-Carmesin	Pacific	Vacant	Pacific
Chris McCray	Southern Plains	Vacant	Southern Plains
Sheri Bozic (Secretary)	Southwest	Vacant	Southwest
Sandra Shade	Western	Vacant	Western
Mike Moilanen	Midwest		
Brett Blackdeer	Midwest		
Erin Kenley	FHWA		
Leroy Gishi	BIA		

- Introductions of TTPCC Committee Members & in-person attendees

- Clarence motioned to approve agenda, Sandra seconded, all in favor, no opposed, motion passed.
- Public Comments:
  - Southern Plains Region – Training previous week that went well everyone wants to be working more with the TTAPs
  - Northwest Region - where do the Tribes find the minutes or the material that have been talked about at the meetings and what we're supposed to talk about this week too?
  - Navajo Region - the Vice Chair is not here but will be here tomorrow dealing with flooding issues; I'm sure everyone is ready for construction season—Navajo is ready to embark on construction
  - Western Region - Intertribal Council of Arizona asked me to convey if trying to facilitate a meeting with Sheldon Kipp of BIADOT and two other programs within the multi-modal planning division of Arizona Department of Transportation to coordinate data and upload information into their monitoring system in regard to traffic counts and would like an in person meeting in July; Does anyone have a template for use in developing a TTP Consortium, if so please share that; Tribes asking about the current funding formula for road inventory and the committee would put forth a recommendation that the next highway bill would use current road inventory mileage in each year's calculation; I need to excuse myself around 10 to attend a meeting with my council
  - Alaska Region - I was able to present to the Alaska transportation symposium last month and there were still frustrations about Alaska Tribes being systematically excluded from programs such as programs that require automobile design versus the main mode of transportation which is ATV's, boats, snow machines, and building structures for ATVs and if it is not for an automobile we're excluded; some Tribes want to build safety houses/halfway houses and it's not the halfway house you're used to. On long routes over 100/50 miles for a house in-between for a safety shelter and some things going on with ROW; Yukon area we're experiencing longer winter so having rapid melt and expecting dynamic breakup on Yukon and not sure where but making best guesses telling Tribes to be on the lookout for flooding
  - Erick from Alaska Tribe - ATV's are our vehicle and snow machines and ATV's and I've frozen the tips of my ears and feet and parts of my feet and a village 30 to 40 miles away and no one knows to pick you up so it's important to be available and a life or death situation so I second everything Clarence just said
  - Angela Plumbly - We have land and our inventory is based on reservation boundary and one rule is we couldn't add inventory based on location but had to be adjacent to reservation boundary but Tribes have land in both Colorado and Montana that have roads that need attention and don't have them on my LRTP or TIP but made aware of

them and I have the information where they're located so being that they're way outside my reservation boundary can the TTPCC come up with some rule making on this?

- LeRoy indicated that the Regions and Tribes need to submit individual responses re: what they want to see for the inventory and funding formula. Inventory/Funding Formula frozen in 2012. Congress created the formula, and Regions/Tribes should be in forefront of new formula planning.
- Erin Kenley - You need to reach out to your lawmakers and help them understand the inequities of the formula. I ran this calculation last year so the numbers might be off but talking to the politicians and they want a simplistic approach and here are some numbers: 69% of Tribes receive less than \$500k and 29% receive less than \$100k every year

### **Federal Team Updates**

#### **Erin Kenley, FHWA Updates (see attached presentation)**

- Tim Hess, Associate Administrator – leaving FLH

### **Comments/Questions:**

- Dakota: Request for Agenda for TTP Bridge Program NPRM so Tribes can travel to info sessions/consultation locations. Erin Kenley and Russell Garcia responded saying that they can post the agenda to the website.
- Dakota: requested an explanation on lack of response to previous TTPCC letter addressed to Secretaries Buttigieg and Haaland, particularly as it pertains to Safe Streets 4 All
- Dakota: recommended that TTPCC review/provide input on TTP Bridge NPRM public comments; Dakota & Chris McCray recommended a TTPCC executive session to review.
- Jonah: At what point does the TTPCC start crossing the line to lobbying? LeRoy answered that if it deals with a regulation, this committee has the ability to comment as a group or individually.
- Jonah: Can the committee support another organization like ITA with a recommendation letter? LeRoy answered TTPCC has not done that in the past but the committee also has not been told they cannot do something like that. Therefore, until that point the committee has the ability to work within this organization as the committee sees fit.
- Sheri motioned to review TTP Bridge NPRM comments prior to finalizing rule, Jacque seconded, all in favor, none opposed, motion passed.

#### **LeRoy Gishi, BIA Updates (see attached presentation)**

- There was an increase in the authorized amount for this year. The formula is still run the same with the only changes being that there is no longer a 3% takedown for bridges, safety fund is now at 4%, and there is a \$9M takedown for HPP all subject to Ob Limit.

- 12.52% Ob Limit which TTP is not exempt from

***Comments/Questions:***

- Referencing the grant, do you know how many applied for that? Do you have an estimate of how many Tribes applied for the Rural Transportation Surface grant?
- Steve: has the 2% planning fund amount ever been analyzed?

**LeRoy Gishi, Update on Meeting with Assistant Secretary Indian Affairs & Deputy Asst. Sec. Tribal Affairs**

***Comments/Questions:***

- LeRoy will provide letter from Asst. Secretary Bryan Newland to Sheri for sending to TTPCC Members
- Jonah - Was there any response to the committee's presentation? We had 10 or 11 action items. Was there any feedback on any of those items? LeRoy answered that they addressed what was the most "pressing issues" which was matching funds and BIL funds for bridge inspection and will be working in time toward all issues presented.

**David Garcia, Mastering Data Collection, Strategies Best Practices**

- Soliciting comments from TTPCC members on what is needed to post on the website
- We have a site where you have to have access to get into and they call it "role level" security so you have to have access. We have that already built and all your Tribes have the ability to store data in there and within that site we could create a new document library just for the TTPCC.
- Need to keep 508 compliance on all public information.

***Comments/Questions:***

- Agendas, Meeting Minutes, PP presentations, photos, dates/locations of meetings, links to websites, TTPCC members (photos of members, contact info)
- Erin asked if TTPCC wants internal file sharing. Also mentioned having an inventory of resolutions the committee has made and actions that you do would be helpful for searching.
- Comments made about various TTPCC members, federal staff, prior databases and old hard drives with archived documents that need to be submitted to David for uploading to the webpage.
- LeRoy commented that members will not be present on committee in 5 years, and that the online database should be a repository for archived records.
- Dakota commented we need help from FHWA to maintain the data and keep the webpage active with FHWA agreeing they could make that happen.
- TTPCC committee members should email David Garcia and send information and photos.

**Sheldon Kipp, Road Inventory: RIFDS Modernization (GIS-based) Project (see attached presentation)**

***Comments/Questions:***

- Clarence - Alaska doesn't have any BIA roads, but can we use the TFMMS? Sheldon said that could be done.
- Jonah - meeting with Mr. Teller and FHWA leadership in D.C. was the funding part for the millions it would cost for the next phases of the ArcGIS; has the BIA overcome that hurdle? Sheldon answered that they have \$1.8M available for the Phase 1 and are pushing forward with Phase 1.

**Miles Brookes, Update: High Priority Projects Program**

- \$1 million/yr. for emergency projects
- \$9 million/yr. for HPP
- Following 2004 scoring matrix and criteria (safety, matching share, access to facilities, remoteness of project, readiness [approved PS&E], years since last TTP construction project)
- HPP began accepting applications on April 11, 2023
- April 18th we followed up with a kickoff webinar has been recorded and will have a Q&A process taking place
- Awarding \$16.1M this cycle (two FYs combined)
- No match requirement, however, can earn points with matching funds
- June 14, 2023 deadline to apply
- There is no NOFO, so applications are received throughout the year and can be submitted through your BIA or FHWA point of contact

***Comments/Questions:***

- Mary Beth - Is that just a single pot of money and every Tribe tries to get their HPP done or is it distributed to regions? Miles explained it is a combined pot and projects are funded based on ranking.

**Miles Brooks/Mark Leary, Ice Roads Use and Management (see attached presentation)**

***Comments/Questions:***

- Dakota - Are the ice roads considered BIA roads? Mark responded the roads are not BIA owned and would likely be considered Fish, Wildlife & Parks/Forest Service

**Russell Garcia, Bridge Program Updates (see attached presentation)**

- In FY22 we funded 49 applications for \$41.5M
- The 20% match for non-BIA, non-Tribal bridges is still there, but I've seen in the comments they want to waive the 20% match

***Comments/Questions:***

- Dakota – just doing some quick math, we need more construction projects.

- Comment - Looking at the previous slides, with the money being left over and \$200M gets authorized in FY24, but there are very expensive bridges in California (\$30M and \$70M each). That chews up that money quickly so isn't there going to be a backlog and everyone is asking for funding for construction at the same time? Some Tribes are worried about if they should even start an application because if the money is going to be gone once they're ready for construction. Russell answered that there is \$1B in funding available and current estimates show there should be enough money to fund all pertinent bridge projects.
- Jacque - Do you have virtual capability on the Tribal Consultation meetings? Russell responded they are currently only in person.
- Mary Beth – Is the \$150k for Preliminary Engineering enough? Russell responded that public comment is needed to change that to what best fits the Tribes.
- Andy – was there a legal determination about waiving match requirements or about the prioritization of the use of the funds so that the BIA and Tribally owned bridges are given funding before non-BIA, non-Tribal bridges? Russell responded that these are public comments they have received.
- Various TTPCC members provided their perspective on the importance of bridge projects and that any bridge project funds should be spent first on Tribal priority projects.
- Various TTPCC members discussed utilizing funds for non-Tribally owned bridge projects. Sheri commented that Jemez Pueblo receives only \$700K-\$900K TTP funds per year and often partners with the state of NM for projects. The Jemez Pueblo bypass project is located on Tribal land and will be owned by the state. The Pueblo could not afford the maintenance and operations for large road and bridge projects. Jacque commented that Tribes are the only drivers for Tribal transportation projects, regardless of ownership.

### **May 3, 2023**

Call to Order: Mr. Longbrake called the meeting to order at 8:15am.

- Public Comments:
  - Eastern Region - Tribes are waiting for award notifications for applications put in. There is another USET meeting coming up. I will touch base with LeRoy and get another member from the Eastern Region as I don't believe Jeremy will be allowed to serve anymore as he's now over the agricultural program, so we'll be looking to fill that position
  - Pacific Region - We've been looking for a second representative for CA and so far there are no nominations
  - Eastern Oklahoma Region - We're one short in the Eastern Oklahoma region representative, but have someone to fill the position and hopefully will hear some more information today

- Northwest Region - We do need another representative for the Northwest region and we have a resolution for Portia who is standing by waiting so she can sit at the table with me
- Navajo Region - For the last week and a half our region has had some community emergency matters and I think things are under control. It's a busy agenda.
- Western Region – We are without a BIA regional roads engineer and in talking with committee members I know that some regions are also without their respective regional engineers and it would be helpful if we had better lines of communication and are made aware if individuals have retired.
- Southwest Region - requested a training for tribes on the TTPCC processes and purpose and how tribes can participate. LeRoy said they can do that.
- Great Plains Region - Dave Kelly is going to step down at the end of his term for the TTPCC representative for Great Plains. So we'll be looking for someone to be nominated as well.

**Minnie Mann, Federal Travel Regulations and TTPCC Responsibilities (see attached presentation)**

- Provide justification of travel changes in writing
- You can pay for your own upgrade if desired for airline travel
- You can put a preferred airline on the form and we'll try to set those up for you
- Personally Owned Vehicles (POV): a traveler must complete a cost comparison form although historically BIA has performed this cost comparison

***Comments/Questions:***

- LeRoy - a no cost TA does provide that coverage. It's up to the individuals to do but as Minnie said, if this isn't in place, she has no obligation to follow up on the travel you're doing.

**LeRoy Gishi, Update on Committee Membership (see attached presentation)**

- Due on May 26, 2023
- Can send nomination documents by email
- The response doesn't have to be the council, it doesn't have to be a resolution, it can just be a letter. The nomination has to be on tribal letterhead and come from that leader. If you can't get it in on time you can still send it in after.
- We take two or three weeks to appoint
- The nominations made on May 26, 2023 will be appointed for approximately 2.5 years before their term would end.

***Comments/Questions:***

- Jacque - I was re-nominated by CalTrans Native American Advisory Committee and this will be the second year so not sure how you want to handle that if nomination letters

have already come in. Also asked if LeRoy could email the committee when the letter is signed. LeRoy answered after you receive the letter, resend the nomination letter in an email specifically addressing the letter and it will be accepted. He also answered that he will send an email to the committee and it will also go to other organizations to spread the word.

- Chris – could the response date be pushed back to June being that the letter is not out yet? LeRoy responded that they will be due on May 26<sup>th</sup> but that corresponding with him about each Tribe's process so that you can submit an intent for nomination to follow up as soon as possible to the letter.
- Garrett – Question whether the TTPCC budget of \$150K is adequate. LeRoy answered a change could be made but it would need to be justified based on historic data and future estimates.

**Morgan Malley, TTAP Update (see attached presentation)**

- Requested TTPCC input re: tribal representative on the TTAP executive committee

***Comments/Questions:***

- Jacques - I have been in contact with Tom O'Brien who is from the LTAP and he invited the Northern California Tribal Transportation Commission to do a presentation at their national meeting. Tom is concerned with the National Indian Justice Center TTAP no longer being active and he's trying to facilitate communication with California and Nevada (Western Region). We send information out to the California Tribal Chairs Association, Regional Chairs Association, and CalTrans Native American Advisory Committee. If you want to get things to me I can email that to those organizations.
- Jonah - CDL training for road maintenance and road construction is important for Tribes.
- Barak Myers volunteered to be the Tribal representative to the TTAP executive committee with no opposition.

**Manuel Sanchez, National Electric Vehicle Infrastructure Program (see attached presentation)**

- More corridors are being opened up and there are two options for the application, one for a corridor and one for a community project.

***Comments/Questions:***

- LeRoy - I'm envisioning that at least the discussion had at the DOI regarding electric vehicles, a lot are in context for tribes to participate to have vehicles so the result is a fleet of vehicles
- Angela: The grant is an 80/20 match, can TTP funds be used? Manuel responded that TTP funds can be used.
- Sheldon – reference to Federal Aid Highway while funding would better serve Tribes to put these in a parking lot so is that possible. Manuel answered that as long as it meets the TTP requirement, we're finding that eligible for a charging station.

- Sheldon - Do they need to be ADA compliant? Manuel answered that yes they do.
- Mary Beth – commented that Idaho is designing their corridor without input from the Tribes and leaving them behind. Would prefer to have advanced notice before the funding regulations are developed to be at the table to be in the game.
- Connie – are the state highways being designated as a corridor as well as who is an eligible entity to pursue those funds? Manuel answered there is a call to designate corridors and that any entity with the Tribe can apply for the funding.
- Connie – what about maintenance of these stations? Manuel answered there is funding available for workforce development.
- Angela – Can applications and awards be split between planning phases and construction phases or do they have to be combined for a grant to be considered? Manuel answered he thought they could be separate but would get clarification and respond later.
- Dakota – On a BIA facility, will the charging station need a maintenance agreement if the BIA is not the applicant and therefore not the responsible entity to maintain the facility?
- LeRoy – Will they be establishing uniform standards/requirements between departments?

#### **May 4, 2023**

Call to Order: Mr. Longbrake called the meeting to order at 7:45am.

- Public Comments:
  - Southern Plains Region – Mary Beth has mentioned this before but what do the tribes and us as the committee need to do to be in discussion about the vehicles miles traveled and a lot of electric infrastructure and we need to be involved and who we need to contact
  - Navajo Region - thought I'd suggest meeting more times even though we get a lot accomplished it would be a good idea to have a virtual meeting maybe twice a year to discuss smaller items and we don't have to put off until a quarterly meeting and just a suggestion and I like our progress so far and solid preparation and excited for where we go this year
  - Northwest Region - I do know Northwest BIADOT will be having a symposium in a couple weeks so Northwest tribes will be talking about the road maintenance study and also the bridge rule making so Northwest tribes will be bellying up to the table and next week is ATNI and I know ATNI will do a letter of intent for that resolution that was made a year ago
  - Steve with Alaska Region - I was really disappointed that the airline cancelled as this would be my first time at an Indian community in the lower 48. I really wanted to see what an Indian village looked like and I was looking forward to it. I would have missed most of the meeting. When I heard the opportunity to host I wish we had the housing to host you; I'd love to show you the community this time of year

**TTPCC Discussion re: July Meeting:**

- Barak motioned to hold July meeting in Flagstaff/Navajo; Mary Beth seconded, all approved, none opposed, motion passed.

**TTPCC Work Group Creation:**

- Two work groups convened – Administration and Operations:
  - Administration Group Members
    - Jacque Hostler-Carmesin
    - Jonah Begay (Co-Chair)
    - Dakota Longbrake
    - Clarence Daniels (Co-Chair)
    - Connie Thompson (split with Operations)
    - Mike Moilanen (split with Operations)
  - Administration Topics
    - 1) NEPA/ROW; 2) Secretarial Response to Request for Waivers; 3)NTTFI GIS Transition; and 4) Equity
  - Operations Group Members
    - Chris McCray (Co-Chair)
    - Harold LaSarge
    - Sandra Shade
    - Garret Silversmith
    - Mary Beth Frank-Clark
    - Connie (split with Administration)
    - Barak Myers (Co-Chair)
    - Brett Blackdeer
    - Stephen Ivanoff
    - Mike Moilanen (split with Administration)
  - Operations Topics
    - 1) Protocols & Ethics; 2) TTPCC archives on webpage, 3)Road Maintenance Study; 4)TTAP Funding; 5) Vehicle Miles Traveled; 6)TTPCC Budget Review/Expenses Review
- Sheri Bozic and Bruce Beecher created TTPCC Meeting Minutes

**Next Meeting Agenda Items**

- Presentation regarding VMT and gas tax revenue
- Draft letter regarding VMT and gas tax revenue
- Ethics & Protocols update
- Review TTPCC Budget
- Develop FY 2024 Priorities
- Organizing docs for submittal to FHWA for uploading to webpage

- Review TTP Bridge NPRM Comments
- Work Plan for 6 Priorities from Annual Report:
  - NEPA/ROW,
  - More Funding for TTAPs,
  - Secretarial Waivers for TTP Match and TTP Bridge funds for inspections,
  - NTTFI Transition to GIS,
  - RM Study, and
  - Equity for Tribes

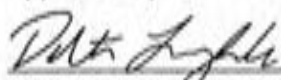
**TTPCC Motions**

- Jonah motioned for LeRoy to invite two BIA regions (Western & Navajo) and relevant BIA/FHWA leadership to attend July 2023 meeting to present on the NEPA processes and all applicable regulatory CFRs. Mary Beth seconded, all in favor, none opposed, motion passed.
- Clarence motioned to amend the FHWA funding opportunities brochure to add specific matching funds percentages required and regulatory citations; Jonah seconded, all in favor, none opposed, motion passed.
- Jacque motioned for Chair Longbrake to follow up via email to addressees on the TTPCC letters with invitations to attend the July 2023 TTPCC meeting in person, Clarence seconded, all in favor, none opposed, motion passed.
- Chris motioned for Barak Myers to be the Tribal representative to the TTAP executive committee, Sheri seconded, all in favor, none opposed, motion passed.
- Chris motioned to direct Federal partners to invite Arlando Teller to July 2023 meeting to discuss VMT and sustainability of funding future highway bills with Tribes' cooperation, Garrett seconded, all in favor, none opposed, motion passed.

Sheri motioned to approve meeting minutes with pending formatting. Mary Beth seconded motion. All in favor, no opposed. Motion passed.

Jacque motion to close the meeting. Sandra seconded motion. All in favor, no opposed. Motion passed. Meeting adjourned 3:17pm.

Approved By:



Dakota Longbrake, Chair

5/12/23

Date



Garret Silversmith, Vice-Chair

5/15/2023

Date

# SIGN-IN (May 2, 2023)

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Joseph Morgan	Mescalero Roads	575 937 6461
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May  
4th

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# Tribal Transportation Program (TTP) and Bipartisan Infrastructure Law (BIL)\* Overview

Erin Kenley, Director  
FHWA - Office of Tribal Transportation

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Tribal Transportation Coordinating Committee: May 2-4, 2023  
Mescalero, NM

\*Also known as the “Infrastructure Investment and Jobs Act”

# Today's Topics

- TTP BIL Funding
- TTP Bridge Fund
- TTP Safety Fund
- Tribal Crash Reporting Tools **APPLY NOW!**
- TTP High Priority Projects
- Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
- National Scenic Byways Program
- USDOT Active and Upcoming NOFOs
- Resources

# Tribal Transportation Program - BIL

- **Funding**

○ FY22	-	\$578,460,000	(Contract Authority)
○ FY23	-	\$589,960,000	(Contract Authority)
○ FY24	-	\$602,460,000	(Contract Authority)
○ FY25	-	\$612,960,000	(Contract Authority)
○ FY26	-	<u>\$627,960,000</u>	(Contract Authority)

Total: \$3,011,800,000

## Tribal Transportation Program Bridge Fund

- Eliminated 3% Set-aside from TTP
- Bridge Formula Program – 3% Set-aside
  - \$165 M/year (Advance Appropriations)
- Bridge Investment Program Set-aside
  - \$20 M/year (Advance Appropriations)
- Bridge Investment Program Set-aside
  - FY22          \$16 M          (Contract Authority)
  - FY23          \$18 M          (Contract Authority)
  - FY24          \$20 M          (Contract Authority)
  - FY25          \$22 M          (Contract Authority)
  - FY26          \$24 M          (Contract Authority)

# Tribal Transportation Program Bridge Fund

Notice of proposed rulemaking (NPRM)

- Federal Register :: Tribal Transportation Facility Bridge Program
- Published 04/03/2023
- Comments due 06/02/2023
- Webinar 04/04/2023 (recorded and posted on website)
- Consultation Sessions
  - 04/20/2023 Albuquerque, NM
  - 05/17/2023 St. Paul, MN
  - 05/18/2023 Spokane, WA

# Tribal Transportation Program Safety Fund

- FY22

- 4% set-aside (Approximately \$21 M available)
- Awards announced January 2023
- 152 applications requesting \$95.8M
- Awarded 93 projects to 70 Tribes in 22 states

- FY23

- Approximately \$21 M available
- Applications due March 9th, 2023
- Award announcement expected fall 2023

- FY24

- Applications will be accepted October 1, 2023 to January 15, 2024

# Tribal Crash Reporting Tools

## APPLY NOW!

### Purpose:

- A project to help Tribes improve crash data collection and capabilities.

### To Participate:

- download the questionnaire
- Email completed form to tribalcrashdata@qk4.com OR

Questionnaire Deadline: June 12th, 2023

### Webinar:

- May 9th, 2023
- <https://www.tribalsafety.org/tribal-crash-reporting-toolkit>

## High Priority Projects (HPP)

Nationwide priority program for:

- ▶ An Indian Tribe or governmental subdivision of an Indian Tribe whose annual allocation of funding under the Tribal Transportation Program is insufficient to complete the highest priority project of the Indian Tribe or governmental subdivision of an Indian Tribe; or
- ▶ Any Indian Tribe that has an emergency or disaster with respect to a transportation facility included on the national inventory of Tribal transportation facilities under section 202(b)(1) of Title 23, United States Code.

# High Priority Projects (HPP)

- FY22-FY23 Funding Cycle
  - Approximately \$16M available
  - Application window open until 6/14/2023
  
- Resources for Priority and Emergency/Disaster Projects
  - [Tribal High Priority Projects \(Tribal HPP\) Program | FHWA \(dot.gov\)](#)
  - Q&A's (Official Program Guidance)
  - Application forms
  - Eligibility and application checklists
  - Application Instructions
  - Webinar 4/18/2023 (Recorded)
  - Your FHWA Tribal Coordinator or BIA Regional Road Engineer

# Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

- Funding - \$275 M (FY 22-26) in contract authority from the HTF
- Reduces (from \$25 M to \$12.5 M) minimum eligible project cost
- Modifies the Federal share requirements:
  - Federal share for tribal projects is 100%;
  - For other projects, it allows Title 23 and Title 49 funds to be used for the “non-Federal” share
- Requires an even split between tribal and Federal lands projects
- Of the funds for Federal lands projects, requires that at least 1 eligible project be carried out in a unit of the National Park System with  $\geq 3$  M annual visitors

# National Significant Federal Lands and Tribal Project Program

## **Pre-BIL**

FY18-FY19

- Salt River Pima Maricopa Indian Community \$49,872,946
- (Utah for the benefit of) Navajo Nation \$47,920,779

FY20 Native Village of Eyak \$40,199,27

FY21 Native Village of Eyak \$45,722,000

## **FY22 – \$125 M available**

- Includes \$75 M from the GF (FY22 Appropriations Act)
- Applications due October 24, 2022
- Awards to be announced

## **FY23 – \$95 M available**

- Includes \$40 M from GF, \$55 M HTF
- NOFO summer of 2023?

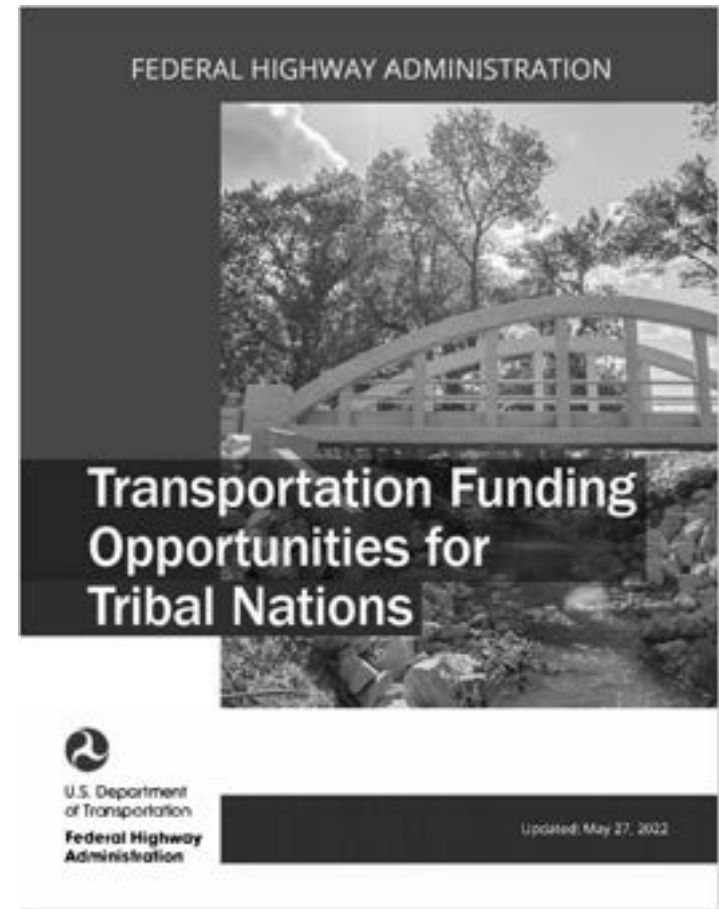
# National Scenic Byways Program

- NOFO Issued 3/16/22
- Closing Date 6/20/22
- Total Funding \$22M
- 2022 NSBP Grant Awards Announced 4/28/23
- 5 Tribal Awards \$5.3M
- National Scenic Byways Legislation - National Scenic Byways Program - Planning, Environment, & Real Estate - FHWA (dot.gov)

Tribe Name and State Abbreviation	Project Name	Funding
Elk Valley Rancheria – CA	Elk Valley Rancheria Elk Trails Project	\$3,440,834
Tolowa Dee-ni' – CA	Tolowa Interpretive Center	\$969,600
Bay Mills Indian Community – MI	Whitefish Bay Scenic Byway Resource Protection Project	\$103,736
Klamath Tribes – OR	Huckleberry Harvest Restoration Program	\$500,000
Forest County Potawatomi Community – WI	Pathway to Wellness: Multimodal, Safety & Connectivity Project	\$302,893
Total		\$5,317,063

# Transportation Funding Opportunities for Tribal Nations (dot.gov)

- Federal Role
- How to Access Fundings
- Dedicated Tribal Programs and Other Programs
- Outlines:
  - Purpose
  - Funding
  - Program Type
  - Federal Share
  - Eligible activities
  - BIL Changes to TTP
  - Additional Information and Assistance



# Transportation Funding Opportunities for Tribal Nations (dot.gov)

- Tribal Transportation Program (TTP)
- Tribal High Priority Projects Program \$45 M
- Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP)
- Tribal Bridge Set-aside
- Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP)
- Tribal Transportation Program Safety Fund (TTPSF)
- Tribal Technical Assistance Program (TTAP)
- Accelerated Innovation Deployment (AID) Demonstration
- Bridge Formula Program (BFP)
- Bridge Investment Program
- Charging and Fueling Infrastructure
- Highway Safety Improvement Program (HSIP)
- Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)
- Local and Regional Project Assistance (RAISE)
- National Culvert Removal, Replacement, and Restoration Grants
- National Infrastructure Project Assistance “Mega-projects”
- National Scenic Byways
- Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
- Reconnecting Communities Pilot
- Reduction of Truck Emissions at Port Facilities
- Rural Surface Transportation Grants
- Safe Streets and Roads for All

# Transportation Funding Opportunities for Tribal Nations (dot.gov)

- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program
- Transportation Alternatives
- Wildlife Crossing Pilot Program
- Tribal High Priority Projects Program (GF)
- Accelerated Innovation Deployment (AID) Demonstration
- Bridge Formula Program (BFP)
- Bridge Investment Program
- Charging and Fueling Infrastructure
- Highway Safety Improvement Program (HSIP)
- Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)
- Local and Regional Project Assistance (RAISE)
- National Culvert Removal, Replacement, and Restoration Grants
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- Safe Streets and Roads for All
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program
- Transportation Alternatives
- Wildlife Crossing Pilot Program

# Key Notices of Funding Opportunity | US Department of Transportation

Opening Date	NOFO	DOT Mode	Closing Date
11/30/2022	<u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u>	OST	2/28/2023
1/27/2023	<u>Buses and Bus Facilities</u>	FTA	4/13/2023
1/27/2023	<u>Low or No Emission Vehicle</u>	FTA	4/13/2023
3/14/2023	<u>Charging and Fueling Infrastructure</u>	FHWA	5/30/2023
3/30/2023	<u>Safe Streets and Roads for All Grant Program</u>	OST	7/10/2023
April 2023	<u>Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary</u>	FHWA	
April 2023	<u>Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</u>	FTA	
May 2023	<u>Transit-Oriented Development Pilot Program</u>	FTA	
Spring 2023	<u>Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)</u>	OST	
Spring 2023	<u>Thriving Communities</u>	OST	
Spring 2023	<u>Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</u>	OST/FHWA	
Summer 2023	<u>Bridge Investment Program</u>	FHWA	
Fall 2023	<u>Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</u>	OST	
Winter 2024	<u>National Culvert Removal, Replacement, and Restoration Grants</u>	FHWA	



# QUESTIONS

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- Erin Kenley  
[erin.kenley@dot.gov](mailto:erin.kenley@dot.gov)
- (202) 309-9908

# TTPCC

## BIA Transportation Update

May 02, 2023



# FY2022/23 TTP Funding Plan

- Formula: 23 USC 202(b)(3)
  - Authorized Amount FY2022 from STRA-21 is  
FY22: **\$578,460,000** FY23: **\$589,960,000**
  - Formula run is the similar as in previous years (2013-2022) with the following changes in the set-asides:
    - No 3% takedown for bridges
    - Safety fund is now 4%
    - A takedown of \$9,000,000 for Tribal High Priority Projects
    - Set-asides only impact the amount of funding going into the formula



# FY2023 TTP Funding Plan (cont.)

- Starting to receive funding for allocation to field for Tribal Shares and 2% Planning
  - All other funds will be determined later
  - 2022 Safety announced
  - Bridge is a separate account
  - HPP guidance pending
- New funding this year:
  - Community Project funding (Discretionary) from FY2023 Approps (HIP)
  - Large Discretionary grants handled by USDOT



# Final funding – Lop Off in FY2023

		Authorized Amt	Lop Off 12.2%
Authorized Amt.		\$589,960,000	\$589,960,000.00
Lop Off	12.20%	-	\$71,975,120.00
Available Amt.		-	\$517,984,880.00
PMO		\$29,498,000.00	\$25,899,244.00
Subtotal		\$560,462,000.00	\$492,085,636.00
2% Planning		\$11,799,200.00	\$10,359,697.60
Subtotal		\$548,662,800.00	\$481,725,938.40
Safety		\$23,598,400.00	\$20,719,395.20
Subtotal		\$525,064,400.00	\$461,006,543.20
THPP		\$9,000,000.00	\$7,902,000.00
Subtotal		\$516,064,400.00	\$453,104,543.20
A,B,C Formula Amount		\$516,064,400.00	\$453,104,543.20
Available for Tribal Shares in FY2023			\$461,822,242.20
Available for 2% Planning in FY2023			\$10,562,679.60



# Changes of Takedowns from 2021 to 2023

FY2021			FY2023	
5%	PMO	↔	5%	PMO
2%	2% Planning	↔	2%	2% Planning
2%	Safety	↔	4%	Safety
"0"	THPP	↔	\$9 M	THPP
3%	Bridge	↔	"0"	Bridge

12.0%

12.52%



# BIA Road Maintenance Program

- Maintenance of BIA transportation facilities on BIA owned roads
  - Roads: 29,000 miles
  - Bridges: 1,100
  - One ferry in WA State
- Funding: DOI annual Appropriations
- 290 of the 574 Tribes have BIA roads/bridges (eligibility)
- 200 Tribes contract the BIA Maint. Program; the remainder of the locations are maintained as a “direct service” of BIA forces
- 87% of the BIA Roads are located in 6 of the 12 BIA Regions
- 59 of the 574 Tribes have 87% of the BIA Roads on their lands



# Road Maintenance Funding

\*

**Road Maintenance - Funding table for last 5 years**

2019 Enacted	2020 Enacted	2021 Enacted	2022 Enacted	2023 Enacted
35,823,000	36,063,000	36,796,000	37,400,000	39,190,000
*	*	*	*	**



\* Includes \$1 M for NATIVE Act and \$1.06 M for School Bus Routes

\*\* Includes \$1 M for NATIVE Act only



# BIA Update – Division of Transportation (cont)

- Road Maintenance Funding:  
\$39.19M
  - BIA Road Maintenance Program (FY23): \$38.19M
  - NATIVE Act (infrastructure) (FY23): \$1.0M



# BIA Update –Division of Transportation

- IIJA Funding updates:

- TTP Funding:

- Tribal Transportation Program (FY22 & FY23): \$914.9M
    - Tribal Transportation Planning (FY22 & FY23): \$21.0M
    - Safety (FY22):  
\$21.0M
    - High Priority Projects Program: \$0  
(initial NOFO not out yet)
    - Tribal Transportation Facility Bridges Program: \$74.8M  
Bridges: (FY22 & FY23):

- Discretionary Grants:

- Rural Surface Transportation Grant Program: \$42.23M
    - Safe Streets and Roads for All (FY22): \$16.7M



# BIA Update –Division of Transportation (cont)

- IIJA Funding updates:
  - Discretionary Grants (cont):
    - Natl. Significant Fed Lands Tribal Projects: \$0.0M (initial NOFO not out)
    - RAISE (Rebuilding America Infrastructure with Sustainability and Equity (FY22)): \$136.9M
    - Community Project Funding/Congressionally Directed: \$ 7.5M
  - Section 14005, Road Maintenance
    - Section14005 Road Maintenance (FY22 & FY23): \$0 (not appropriated)



# Sec 14005 of IIJA, Road Maintenance Program

- “authorized to be appropriated” to BIA to carry out the road maintenance of the Bureau –
  - ~~\$50,000,000 for fiscal year 2022;~~
  - ~~\$52,000,000 for fiscal year 2023;~~
  - \$54,000,000 for fiscal year 2024;
  - \$56,000,000 for fiscal year 2025; and
  - \$58,000,000 for fiscal year 2026.
- **Must be appropriated by Congress in the respective year to be available**

Non Appropriated



# Sec. 14006 Study of Road Maintenance on Indian Land

- Not later than 2 years from enactment of IIJA, the Secretary, in consultation with the Secretary of Transportation, shall carry out a study to evaluate:
  - The long-term viability and useful life of existing roads on Indian land;
  - Steps necessary to achieve the goal of addressing deferred maintenance backlog of existing roads on Indian land;
  - Programmatic reforms and performance enhancement necessary to achieve the goal of restructuring and streamlining road maintenance programs on existing and future roads located on Indian land; and
  - Recommendations on how to implement efforts to coordinate with States, counties, municipalities, and other units of local government to maintain roads on Indian land.

# Questions

### Funding Formula for FY2023, from statute

Line	Step	Function in formula	Amount	Part	Reference in statute	Additional information			
1	Step 0	Authorized Amt in Law (IIJA, PL 117-58):	589,960,000.00		P.L. 117-58; Title I, subtitle A, Sec. 11101(a)(3)(A)(ii)				
2	Step 1	Less 2% Planning	11,799,200.00		23 USC 202(b)(3)(A)(i) and 23 USC 202(c )	2% x 589,960,000			
3	Step 1	Less 5% BIA/FHWA Admin Amount	29,498,000.00		23 USC 202(a)(6)	5% x 589,960,000			
4	Step 1	Less 4% Safety Projects	23,598,400.00		23 USC 202c	4% x 589,960,000			
5	Step 1	Less \$9 M	9,000,000.00		Sec. 11128 of IIJA, PL 117-58				
6	Step 1	Less Supplemental Amount (C)				23 USC 202(b)(3)(C ) (i)(II)(aa)	23 USC 202(b)(3)(C ) (i)(II)(bb)	Title I, subtitle A, Sec. 11101 (a)(3)(A)(iii)	23 USC 202(b)(3)(C ) (i)(II)
7	Step 1	(\$82.5 + .125 x (\$589.96 - \$275.00))	121,870,000.00	(C )	23 USC 202(b)(3)(C )	82,500,000.00	0.125	589,960,000.00	275,000,000.00
8	Step 1	Subtotal (Remainder after takedowns)	394,194,400.00						
9	Step 2	Compute (A)				Final FY2011 Shares was \$346,697,578.00			
10	Step 2	20% of FY2011 Final Allocation	\$69,339,515.60	(A)	23 USC 202(b)(3)(A)(i)(IV)				
11	Step 2	Compute (B)							
12	Step 2	(B)= ( Amt after Takedowns) - (20%xFY2011)	324,854,884.40	(B)	23 USC 202(b)(3)(B)(i, ii, & iii)				
13	Step3	Compute bi, bii & biii from (B)				Miles of roads identified in 23 USC 202(b)(3)(B)(i) Population identified in 23 USC 202(b)(3)(B)(ii) Ratio of Avg Share for FY05-FY11 to Total Avg Share for FY05-FY11			
14	Step3	bi: 27% of (B)	\$87,710,818.79		23 USC 202(b)(3)(B)(i)				
15	Step3	bii: 39% of (B)	\$126,693,404.92		23 USC 202(b)(3)(B)(ii)				
16	Step3	biii: 34% of (B)	\$110,450,660.70		23 USC 202(b)(3)(B)(iii)				
17		Total B	\$324,854,884.40						
18	Step 4	Compute (A) + (B) + (C )	516,064,400.00		Amt for Formula	Add A + B + C			
19	Step 5	Reduce by Obligation Limitation Pct.				Available for formula is 87.8% of (A + B + C)			
20	Step 5	Ob. Lim in FY2023: 12.2%	453,104,543.20		Congressional imposed limit on spending (varies)				



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, DC 20240

MAR - 6 2023

Mr. Arlando Teller  
Deputy Assistant Secretary for Tribal Affairs  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Deputy Assistant Secretary Teller:

Thank you for coming together on February 27, 2023. The possibilities for our expertise to complement one another is exciting and encouraging for the Indian Affairs team. We look forward to next steps, and hope this is the beginning of regular meetings and collaboration.

I write to share our input on issues that you indicated would be helpful: (1) allowable costs for bridge inspections, and (2) use of Tribal Transportation Program (TTP) funds for grant matching funds.

**1. Reconsidering allowance of Bipartisan Infrastructure Law funding under the Bridge Formula Program and the Bridge Investment Program specifically identified for the Tribal Transportation Facility Bridge Program to perform in-service bridge inspections on BIA and Tribal bridges.**

Bridges are critical links to keeping roadway networks open for public travel and are an especially acute need on Tribal lands. There are approximately 1,100 Bureau of Indian Affairs (BIA) bridges that are owned by the BIA, 100 Tribal bridges, and more than 9,000 non-BIA and non-Tribal bridges in use across Indian Country. Current data from the National Bridge Inventory (NBI) indicates that 26% of BIA bridges and 44% of Tribally-owned bridges are in "poor" condition, have low load capacity or need geometric improvements. In addition to significant safety concerns, load capacity limits and other bridge problems often hamper access or within or to Tribal lands via efficient routes. These issues can cause a cascade of negative effects, including increased fuel and vehicle wear and tear costs for many Tribal members and local businesses, as well as non-tribal business, and discouraging tourism. In sum, a good road in Indian Country is only as healthy as its bridges.

As mandated by Federal law, all public authorities, including BIA, and Tribes, must carry out in-service bridge inspections consisting of detailed analytical and structural reviews of the various bridge elements.<sup>1</sup> Moreover, data and other information generated from in-service inspections are crucial threshold requirements for determining whether bridges can be rehabilitated or must be replaced.

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<sup>1</sup> 23 U.S.C. § 144 (National Bridge and Tunnel Inventory and Inspection Standards).

The Tribal Transportation Facility Bridge program (TTFBP) is authorized as part of the Tribal Transportation that is jointly administered by the BIA and Federal Highway Administration (FHWA).<sup>2</sup> For some time, BIA and FHWA TTP leadership have been using other administrative funds to inspect BIA and Tribally-owned bridges.

Prior to the enactment of the Infrastructure Investment and Jobs Act of 2021, also known as the “Bipartisan Infrastructure Law” or “BIL,”<sup>3</sup> effective for Fiscal Year (FY) 2022, the annual TTFBP set-aside of TTP appropriations totaled approximately \$16 million. At that funding level, BIA prioritized inspections and project awards for replacement of BIA and Tribally-owned bridges rated in poor condition. The BIA expects that the cost of bridge inspections for the next three inspection cycles through FY2027 will be approximately \$5 million.

The BIL eliminated the TTP set-aside while providing substantially increased funding amounting to \$200 million annually (\$1 billion available through FY2026) for TTFBP projects to address unsafe, inadequate, and marginal bridges in Indian Country.<sup>4</sup> Eligible projects could include all public bridges located on roads located within or providing access to Tribal lands. **In early 2022, the Department of Transportation (DOT) determined that in-service bridge inspections of BIA and Tribally-owned bridges were ineligible activities for the use of BIL funds administered under the TTP.**

The DOT’s determination presents a conflict. The BIL provided vastly increased funding for eligible bridge replacement and improvement projects. The influx of additional funding required an accelerated response to identify bridges that are eligible for TTFBP-funded projects. But, unfortunately, there is not enough funding within either the administrative funding or the Tribal allocations to perform these required inspections in a timely fashion that would accommodate the accelerated level of TTFBP funding availability. The absence of funding to perform prompt inspections will prevent determination and assessment of eligibility for funding TTFBP projects, which may be made only after an in-service inspection.

We request that DOT revisit its interpretation on guidance for in-service bridge inspections using TTFBP funding. We believe that designating in-service bridge inspections as an eligible and critical part of the TTFBP authorized as part of the TTP at 23 U.S.C. § 202(d) will allow the BIA, in collaboration with Indian Tribes, to timely identify eligible bridges and carry out projects throughout Indian Country.

With eligible structures identified, DOT and the Department of the Interior (DOI) can facilitate more and timely in-service inspections. Where BIA has an accurate assessment of the number of BIA bridges, identifying Tribal bridges requires field assessments that can only be performed by contract inspection teams under the National Bridge Inspection Standards<sup>5</sup>. Further analysis of data generated by in-service inspections will aid in determining low load capacity, the need for geometric improvements, or confirm the requirement for an on-going assessment capability. These data points will then allow the eligibility determinations that are a threshold requirement for awarding TTFBP funding.

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<sup>2</sup> 23 U.S.C. § 202(d) (TTFBP) and 23 U.S.C. §§ 201-202 (TTP authorization).

<sup>3</sup> Pub. L. 117-58 (November 15, 2021).

<sup>4</sup> *Id.* at Divisions A and D.

<sup>5</sup> 23 C.F.R. Part 650, Subpart C.

Notwithstanding the potential for a tremendous impact, we anticipate that less than 1% of the total funding for the TTFBP would be used to perform these inspections. If changes are made, DOI supports that the significant influx of additional TTFBP funding will allow many more bridges to be improved or constructed under BIL that will stand as an infrastructure legacy into 2050. And, in the absence of TTFBP funds to carry out in-service bridge inspections, only a small portion of eligible BIA and Tribal bridges could be identified.

## **2. Allowing TTP funds as the Non-Federal Match for Tribal projects funded through BIL programs and other Federal Aid Programs.**

Both DOI and DOT have received Tribal “request[s] that [we] implement discretionary grant programs in the BIL that [] give Tribes the maximum amount of flexibility to use any and all sources of funding—including TTP and other federal funds - to meet matching requirements and also that you waive Tribal matches to the maximum extent provided by the statute and your administrative authorities.” We also have heard Tribal concerns that BIL programs, as well as other recurring Federal aid discretionary funded programs, require a non-federal match of up to 20% of project costs. That percentage of construction costs may prohibit meaningful Tribal participation in these programs or, worse, may discourage Tribes from submitting applications for funding. In some cases, the use of TTP funds could help meet that matching requirement.

First, we believe that language in chapter 1 of Title 23 strengthens this view. For example, 23 U.S.C. § 120(k)<sup>6</sup> allows Tribes to use funding made available through the TTP as the local match for any project or programs that specifically require a non-federal match. Similarly, 23 U.S.C. § 120(j)<sup>7</sup> allows Tribes to use “any Federal funds other than those made available under” Titles 23 and 49 to pay the non-Federal share of the cost of any eligible transportation project.

We also note that this view aligns with historic adjustments in the interpretation of DOT funding and programs because it has long allowed the use of TTP funds as a non-federal match. For example, DOT approved the use of TTP funds as a non-federal match when considering projects under the High Priority Projects program authorized by section 117 of the Transportation Equity Act for the 21st Century (TEA-21), Pub. L. 105-178 (June 9, 1998).

Second, and perhaps dispositively, the TTP authorization mandate that “[n]otwithstanding any other provision of law . . . all [TTP] funds . . . shall be made available . . . in accordance with the Indian Self-Determination and Education Assistance Act, 25 U.S.C. 5301 et seq.” (ISDEAA) allows TTP funds to be used to meet the matching requirements for any project. This is because the ISDEAA provides that “[n]otwithstanding any other provision of law, a tribal organization may use funds provided under a self-determination contract to meet matching or cost participation requirements under other Federal

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<sup>6</sup> 23 U.S.C. § 120(k) provides that “[n]otwithstanding any other provision of law, the funds authorized to be appropriated to carry out the tribal transportation program under section 202 and the Federal lands transportation program under section 203 may be used to pay the non-Federal share of the cost of any project that is funded under this title or chapter 53 of title 49 and that provides access to or within Federal or tribal land.”

<sup>7</sup> 23 U.S.C. § 120(j) provides that “[n]otwithstanding any other provision of law, any Federal funds other than those made available under this title and title 49 may be used to pay the non-Federal share of the cost of any transportation project that is within, adjacent to, or provides access to Federal land, the Federal share of which is funded under this title or chapter 53 of title 49.”

and non-Federal programs.”<sup>8</sup> Read in harmony, we believe these provisions unambiguously authorize the use of TTP funds to meet the non-Federal or other matching requirements for any program or project authorized or administered under Title 23.

The DOI advances that these views align squarely with the mandate in Executive Order 13175 that “the Federal Government shall grant Indian tribal governments the maximum administrative discretion possible” with respect to regulations administered by Indian Tribes. Additionally, given the statutory language on point and prior practice, we also recommend that DOT consider allowing Indian Tribes to apply for the 100% of the project cost where a match is not specifically required in statute.

Finally, I have asked the Indian Affairs team to prioritize addressing DOT’s questions regarding project permitting issues, rights-of-way review and approval, and categorical exclusions. Samuel Kohn, Senior Counselor, will reach out this week to schedule initial meetings for our respective program and legal staff to discuss these issues and develop a plan for moving forward.

Thank you again for your time and consideration. Should you have any questions or concerns, please contact LeRoy Gishi, Supervisory Highway Engineer, at [LeRoy.Gishi@bia.gov](mailto:LeRoy.Gishi@bia.gov), or Senior Counselor, Samuel Kohn, at [samuel.kohn@bia.gov](mailto:samuel.kohn@bia.gov).

Sincerely,



Bryan Newland  
Assistant Secretary – Indian Affairs

cc: Mr. Milo Booth, Director of Tribal Affairs  
Mr. Timothy Hess, Associate Administrator for Federal Lands Highway  
Ms. Erin Kenley, Director, Office of Tribal Transportation

---

<sup>8</sup> 25 U.S.C. § 5325(j). Similarly, the ISDEAA authorization for self-governance states that “all funds provided under compacts, funding agreements, or grants made pursuant to this chapter, shall be treated as non-Federal funds for purposes of meeting matching or cost participation requirements under any other Federal or non-Federal program.” 25 U.S.C. § 5392(d).

# Mastering Data Collection: Strategies and Best Practices for Accurate and Effective Data Storage

**FHWA/OTT - David Garcia**





# Agenda

- What does the TTPCC need?
- What can FHWA OTT offer?
- Best Practice for the TTPCC
- Closing



# What does the TTPCC need?

## Types of Files

- A
- A
- A

## Size of Files

- A
- A
- A

## Who Needs Access

- A
- A
- A



# What can FHWA OTT offer?





**David Garcia**

**[d.l.garcia@dot.gov](mailto:d.l.garcia@dot.gov)**



**Thank you**

# BIADOT ArcGIS initiative

“geoRIFDS”

TTP Coordinating Committee  
Mescalero Apache Reservation  
May 02, 2023

## RIFDS current status: Fiscal Year 2023

### ▶ ITIMS modules

- RIFDS: is currently in FY2023 mode
- CSTIPS: is currently in FY2023 mode

### ▶ RIFDS “roll-over issues” . . .

- Roll-over failed/crashed in first attempts
- November it was remedied and was finally accomplished

## RIFDS & ArcGIS initiative:

### ▶ ITIMS modules

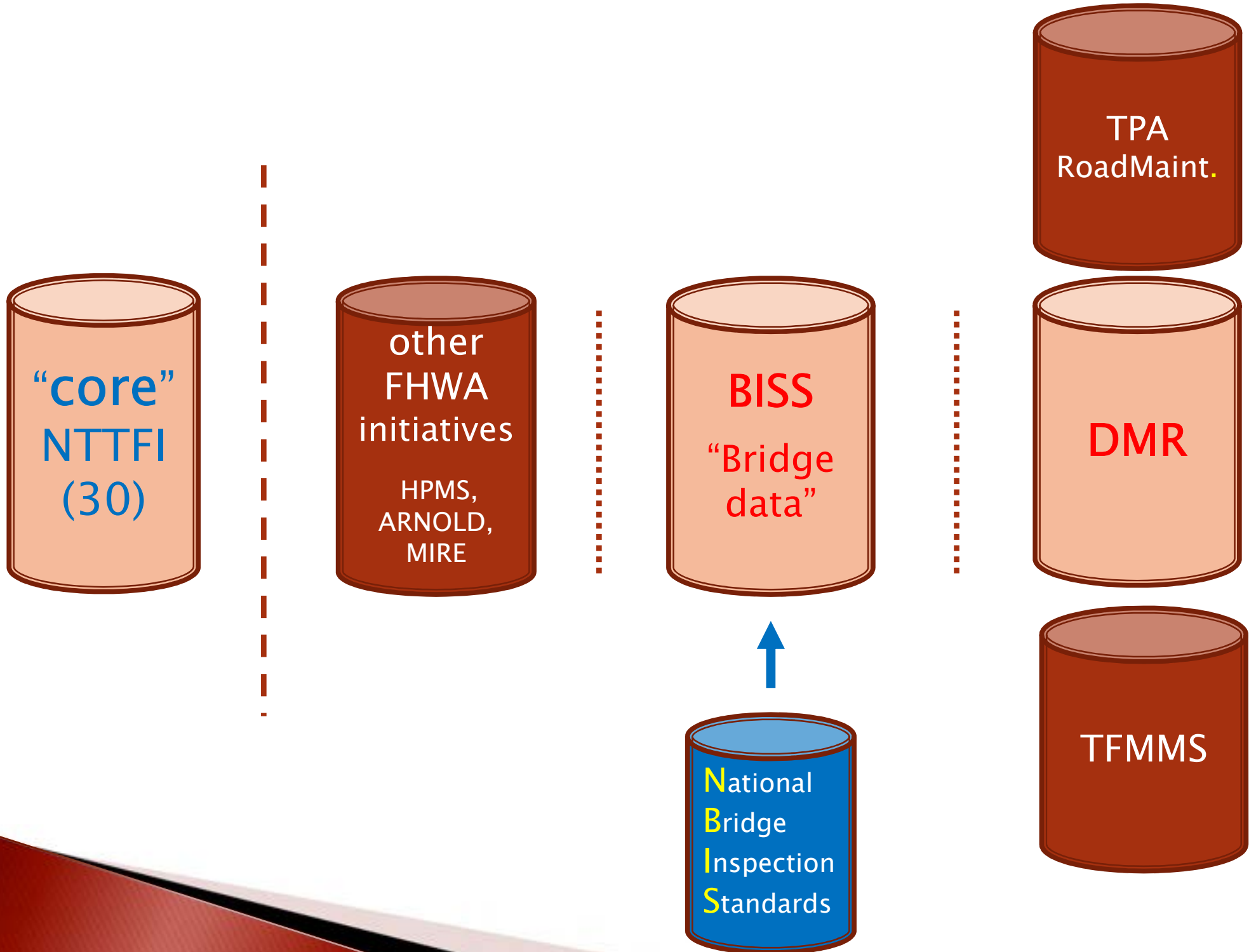
- RIFDS: the NTTFI
- CSTIPS: Tribal Transportation Improvement Plans
- BISS: In-Service bridge inspections for NBIS
- DMR: Deferred Maintenance Reporting system (TPA-RMP)

### ▶ milestones & timelines . . .

- FY2022 – completion of the “pilot project”
  - FY2023 – begin “Development/Testing Phase”
- 


## RIFDS & ArcGIS initiative:

- ▶ Original contract awarded: September 22, 2021
  - Esri, Inc: professional services & software licensing
    - Discovery phases:
      - Esri learning ITIMS processes
      - BIA learning other geospatial environments (State DOT's)
- ▶ Dates of importance:
  - Original Begin/End: October 2021 – June 2022
  - Extended to: 09/30/2022, then again to 11/30/2022



ArcGIS update: May 2023

► Tentative plans:

- Statement-of-Work for the next;  
“Development/Testing Phase” – geoRIFDS
  - Update to TTPCC in January
  - Recontact the QA/QC team (*after the new year*)
  - Expand formal team participation in the Dev/Test
- 

ArcGIS update: May 2023

► Tentative plans:

- Development/Testing Phase – FY2023/FY2024
- Received initial SOW from Esri – “geoRIFDS”
  - Currently finalizing the wording
- Dev/Test working environment – ADC orientated
- Begin documentation for cloud version
  - 9–10 month process
  - DOI level platform – “Geospatial Platform”



# **Tribal Transportation Facility Bridge Program (TTFBP)**

## **TTP Coordinating Committee Meeting**

*May 02, 2023*

**Russell Garcia, PE**  
Bridge Program Manager  
Federal Highway Administration  
Office of Tribal Transportation



# TTFBP Funds under the BIL

- **Bridge Formula Program (BFP)**
  - *\$165M/year (General Fund) - FY22 thru FY26*
- **Bridge Investment Program (BIP)**
  - *\$20M/year (General Fund) – FY22 thru FY26*
- **Bridge Investment Program (BIP)**
  - FY22        \$16M (Highway Trust Fund)
  - **FY23        \$18M (Highway Trust Fund)**
  - FY24        \$20M (Highway Trust Fund)
  - FY25        \$22M (Highway Trust Fund)
  - FY26        \$24M (Highway Trust Fund)



- **FY22 Total of 49 applications funded at \$41.5M**
  - *FHWA Tribes – 25 applications funded at \$32.3M*
  - *BIA Tribes – 24 applications funded at \$9.2M*
  - *Preliminary Engineering (PE) – 23 applications funded*
  - *Construction (CN) – 26 applications funded*
- **BFP Funds unobligated in FY22 = \$123.5M**
  - $\$165M - \$41.5M = \$123.5$
- **BIP Funds unobligated in FY22 = \$34.6M**
  - $\$20M (GF) + \$14.6M (HTF) = \$34.6M$
- **Total FY22 unobligated TTFBP Funds = \$158.1M**
  - $\$123.5 (BFP) + \$34.6M (BIP) = \$158.1M$
- **Total FY23 Available TTFBP Funds = \$358.9M**
  - $\$158.1M (FY22) + \$200.8M (FY23) = \$358.9M$



## **FY23 Total of 54 applications funded to date at \$46.8M**

- *FHWA Tribes – 31 applications funded at \$17M*
- *DOT Self Governance Tribe – 3 application at \$3.5M*
- *BIA Tribes – 20 applications funded at \$26.3M*
- *Preliminary Engineering (PE) – 40 applications funded*
- *Construction (CN) – 14 applications funded*

## **FY22 unobligated TTFBP funds to date = \$111.3M**

- *\$158.1M - \$46.8M = \$111.3M*

## **Total FY23 unobligated TTFBP funds to date = \$312.1M**

- *\$111.3M (FY22) + \$200.8M (FY23) = \$312.1M*

# TTF Bridges in Poor Condition – 2020 NBI Data

Owner Agency Code	Total Number of TTF Bridges	TTF Bridges in Poor Condition	Estimated Cost
BIA - 62	1,021	90	\$120,000,000
Tribal - 61	120	25	\$46,000,000
County - 2	4,246	637	\$300,000,000
State - 1	1,883	79	\$121,000,000
City or Municipal - 4	349	42	\$58,000,000
<b>TOTAL</b>	<b>7,619</b>	<b>873</b>	<b>\$645,000,000</b>

# Funded TTF Bridge Projects

202302\_OTF\_Funded-TTF-Bridge


https://app.powerbi.gov/us/groups/45763884-16cf-4a62-8623-6cdae5a54353/reports/e58b3908-ce98-44e8-87cc-2...


U.S. Department of Transportation | Power BI | FHWA-HFL-OTF | 202302\_OTF\_Funded-TTF | Data updated 3/27/23


Pages: Bridge-App, Bridge-App-BIA-Non, Bridge-App-Vis

We updated the look of reports. Take a tour, and we'll show you how to get around. [Start tour](#)

## FY13 - FY22 Funded TTF Bridge Applications

 Bridge Project Count: 174

 Application Project Count: 227

 Total Funds Allocated: \$143,828,019.93

**Filters:**

- Fiscal Year: All
- BIA Region / FHWA Tribe: All
- Owner: All

Data Source: Data as of:

Fiscal Year	Structure No.	Tribal Nations	Project Name	Funds Allocated
FY13	0100-20	Klawock Village	Klawock Island Access Bridge	\$1,000,000
FY13	09069	Kickapoo Tribe	Pecan Creek Bridge	\$140,000
FY13	1021	Kickapoo Tribe	Captain Creek S. Bridge	\$478,914.8
FY13	11138	Kaw Nation	11138 Bridge over Dry Creek	\$100,886.4
FY13	11140	Kaw Nation	11140 Bridge over Dry Creek	\$109,827.1
FY13	11527	Kaw Nation	11527 Bridge over Dry Creek	\$113,927
FY13	12647	Kaw Nation	12647 Bridge over Dry Creek	\$103,270
FY13	20C0006	Dry Creek Rancheria	Alexander Valley Road Bridge	\$120,000
FY13	24027	Kickapoo Tribe	Captain Creek N. Bridge	\$527,261
FY13	25563	Tonkawa Tribe	Deer Creek Bridge	\$144,188
FY13	6095	Kickapoo Tribe	Pecan Creek Bridge	\$90,000
FY13	8559	Tonkawa Tribe	Thompson Creek Bridge	\$144,188
FY13	9887	Cherokee Nation	Murphy Creek Bridge	\$343,730.11
FY13	A051	Crow Creek	Campbell Creek Bridge	\$1,028,201.08
FY13	8208	Prairie Band Potawatomi	Dutch Creek Bridge	\$216,082

# Funded TTF Bridge Project – M704 Bridge



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



# Funded TTF Bridge Project – M104 Bridge





## 23 CFR Part 661 - NPRM

- Publication in the Federal Register – 4/03/2023
- Comment deadline – 6/02/2023
- Tribal Consultation at three locations
  1. April 20, 9-11am, DOI/BIA Training Center, Albuquerque, NM
  2. ***May 17, 9-11am, Great Northern Jerome Hill Theater, St. Paul, MN***
  3. ***May 18, 2-4pm, Northwest Region Transportation Symposium, Northern Quest Resort and Casino, Airway Heights, WA.***
- Final Rule in the Federal Register – Fall 2023

# 23 CFR Part 661 – NPRM



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

The screenshot shows the official website for the TTP Bridge Program, part of the Federal Highway Administration. The page has a blue header with the FHWA logo and navigation links. A left sidebar contains a menu with categories like 'Programs', 'Tribal Transportation', and 'TTP Bridge'. The main content area is titled 'TTP Bridge Program' and includes a paragraph about the program's purpose, a section titled 'The TTP Bridge Program' describing its focus on improving bridge conditions, and a 'Contact Information' section for Russell Garcia, PE. At the bottom, there are social media links and a 'Share' button.

U.S. Department of Transportation  
**Federal Highway  
Administration**

Home » Federal Lands » Programs » Office of Tribal Transportation » Bridge

**TTP Bridge Program**

Tribal communities are vulnerable to unsafe and often inaccessible roads, bridges and ferries. There are aging and unsafe bridges that are used for economic development for Tribal nations and to transport children to school that are in need of improvement. Failing infrastructure is not only inconvenient but causes financial constraints on our families. Since our infrastructure is our economic foundation it is beneficial that we improve it to allow for increase in our gross domestic product, jobs and our connections with our international markets. When we observe our infrastructure we understand that most of our problem is hidden and we don't notice it until it is irreparable. When we focus our attention on solutions our infrastructure will improve.

The TTP Bridge Program is focused on improving the number of TTP bridges in poor condition. This information has been created to assist our partners working to improve the condition of BIA/tribally owned bridges and non-BIA/tribally owned bridges.

Federally recognized Indian Tribes may submit an application at any time for eligible TTP bridges for planning, design, engineering, preconstruction, construction, and inspection of new or replacement bridges; replace, rehabilitate, structurally repairs, paint, apply calcium magnesium acetate, calcium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition, or implement any countermeasure for TTP bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple pipe culverts.

• [Tribal Transportation Facility Bridge Project MSM](#)  
• [TTP Bridge Program Funding Flowchart](#)  
• [TTP Bridge Program Flowchart](#)  
• [Recording of a June 3, 2020 webinar update about the TTP Bridge Program](#)

**Contact Information**

Russell Garcia, PE  
TTP Bridge Program Manager  
Email: [Russell.Garcia@hqs.gov](mailto:Russell.Garcia@hqs.gov)  
Phone: 703-454-4219

**Contact Us**

**Office of Federal Lands Highway**  
United States Department of Transportation  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States  
[Shawn.McMurtre@hqs.gov](mailto:Shawn.McMurtre@hqs.gov)

Phone: 202-366-5454

**Share**

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# 23 CFR Part 661 – NPRM



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

The screenshot displays the Federal Register website for a proposed rule titled "Tribal Transportation Facility Bridge Program". The page header includes the Federal Register logo and the text "The Daily Journal of the United States Government". A blue banner indicates it is a "Proposed Rule". Below the title, it states "A Proposed Rule by the Federal Highway Administration on 04/03/2023". A green button labeled "SUBMIT A COMMENT" is visible. The main content area is divided into two columns. The left column contains the following information:

- AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT)
- ACTION:** Notice of proposed rulemaking (NPRM).
- SUMMARY:** This proposed rule would update the existing Tribal Transportation Program Bridge Program, formerly known as the Indian Reservation Road (IRR) Bridge Program, by renaming it the Tribal Transportation Facility Bridge Program (TTFBP) to comply with the changes made in the Moving Ahead for Progress in the 21st Century Act (MAP-21), carried on through the Fixing America's Surface Transportation (FAST) Act, and the recent changes made by the Bipartisan

The right column contains the following information:

- Proposed Version:** 1001
- Publication Date:** 04/03/2023
- Agency:** Federal Highway Administration
- Status:** Comments must be received on or before June 5, 2023. Late received comments will be considered to the extent practicable.
- Comments Due:** 06/05/2023
- Document Type:** Proposed Rule
- Document Citation:** 88 FR 75017

A "Site Feedback" button is located at the bottom right of the page.

# 23 CFR Part 661 – NPRM



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

The screenshot shows the Federal Register website for a proposed rule titled "Tribal Transportation Facility Bridge Program". The page includes a header with the Federal Register logo and a search bar. Below the header, the title "Tribal Transportation Facility Bridge Program" is displayed, followed by the text "A Proposed Rule by the Federal Highway Administration on 04/03/2023". A section for submitting comments is visible, with a "regulations.gov" logo and a "Submit your comment" button. The comment section includes a text area for the comment and a "Submit" button. The page also features a "Site Feedback" button in the bottom right corner.

**FEDERAL REGISTER**  
The Daily Journal of the United States Government

**Tribal Transportation Facility Bridge Program**  
A Proposed Rule by the Federal Highway Administration on 04/03/2023

You are submitting an official comment to Regulations.gov.  
Comments are due 04/03/2023 at 11:59 pm EDT.

regulations.gov  
Submit your comment

Thank you for taking the time to create a comment. Your input is important.

Once you have filled in the required fields below you can preview and/or submit your comment to the Transportation Department for review. All comments are considered public and will be posted online once the Transportation Department has reviewed them.

You can view submission rules for comments or you may also comment via Regulations.gov at [https://www.regulations.gov/comment/454601\\_1012UC\\_181012007](https://www.regulations.gov/comment/454601_1012UC_181012007).

Comment:

Site Feedback



## 23 CFR Part 661 – NPRM

- **§ 661.3 Who must comply with this regulation?**

Tribes and Tribal Consortiums must comply with this regulation in applying for TTFBP funds for planning, design, engineering, pre-construction, construction, and inspection of new or replacement TTF bridges classified as in poor condition, having low load capacity, or needing geometric improvements.



## 23 CFR Part 661 – NPRM

- **§ 661.9 What is the total funding available for the TTFBP?**

*The funding source and amount is specified by law, which is subject to change. Due to the complex nature of the funding for the TTFBP, please refer to the applicable statute and applicable FHWA guidance, which can be found on the FHWA's TTFBP Web site.*

## 23 CFR Part 661 – NPRM

- **§ 661.15 What are the eligible activities for TTFBP funds?**

TTFBP funds can be used:

- (a) to carry out any planning, design, engineering, preconstruction, construction, and inspection of new or replacement TTF bridges;
- (b) to replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or
- (c) to implement any countermeasure for TTF bridges classified as in poor condition, having a low load capacity, or needing geometric improvements, including multiple-pipe culverts; or
- (d) to demolish the old bridge if a bridge is replaced under the TTFBP.



## 23 CFR Part 661 – NPRM

- **§ 661.17 What are the criteria for bridge eligibility?**

(a) For bridge replacement or rehabilitation, TTF bridges are required to meet the following:

- (1) have an opening of 20 feet or more;
- (2) be classified as a Tribal transportation facility;
- (3) be classified as in poor condition, have low load capacity, or need highway geometric improvements;
- (4) be recorded in the NBI maintained by FHWA.

(b) For new bridge construction, TTF bridges are required to meet the following:

- (1) be classified as a Tribal transportation facility;
- (2) be a public bridge with opening of 20 feet or more, and recorded in the NBI after project completion.

## 23 CFR Part 661 – NPRM

- **§ 661.23 How will a bridge project be programmed for funding once eligibility has been determined?**

(b) All projects will be ranked and prioritized based on the following criteria:

- (1) bridge condition with bridges in poor condition, having precedence over bridges in fair condition, and bridges in fair condition having precedence over bridges in good condition.
- (2) low load capacity bridges based on Operating Rating;
- (3) bridges on school bus routes;
- (4) bypass detour length;
- (5) annual average daily traffic; and
- (6) annual average daily truck traffic.



## 23 CFR Part 661 – NPRM

- **§ 661.25 What does a complete application package for Preliminary Engineering consist of and how does the project receive funding?**
  - (a) A complete application package for PE consists of the following:
    - (1) the certification checklist,
    - (2) Tribal Transportation Program (TTP) transportation improvement program (TIP),
    - (3) project scope of work,
    - (4) detailed cost for PE,
    - (5) NBI data



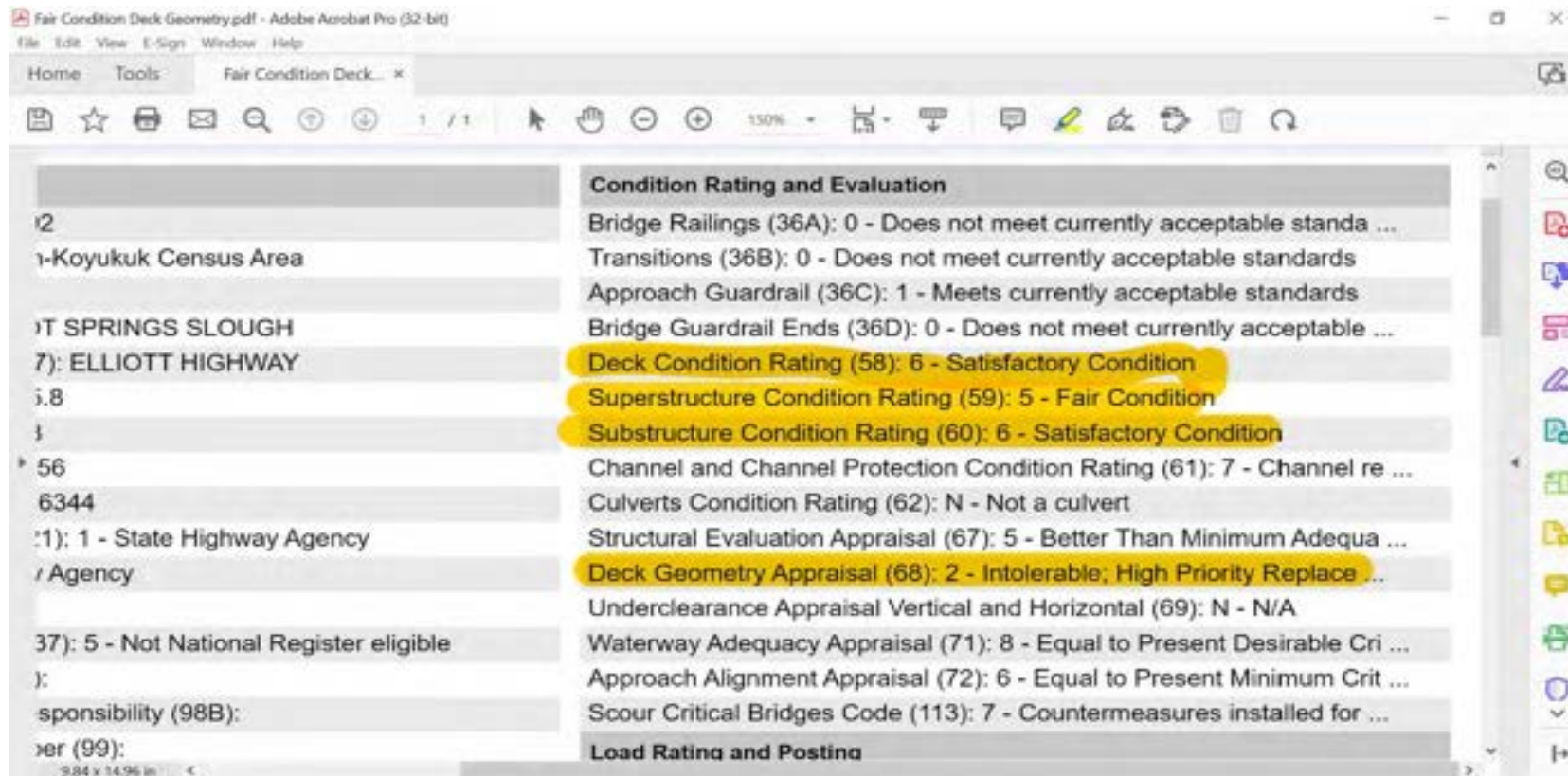
## 23 CFR Part 661 – NPRM

- **§ 661.27 What does a complete application package for construction consist of and how does the project receive funding?**
  - (1) a copy of the approved PS&E,
  - (2) the certification checklist,
  - (3) NBI data,
  - (4) the TTP TIP,
  - (5) all environmental and archeological clearances and complete grants of public rights-of-way that must be acquired prior to submittal of the construction application package

# 23 CFR Part 661 – NPRM



U.S. Department  
of Transportation  
**Federal Highway  
Administration**





## 23 CFR Part 661 – NPRM

- **§ 661.31 Do TTF bridge projects have to be listed on an approved TTP TIP?**

Yes. All TTF bridge projects must be listed on an approved FHWA TTP TIP. TTF bridge projects included in the TTP TIP that are not fiscally constrained may still be included as a list of projects dependent upon the availability of additional resources, also known as an “illustrative list.”



## 23 CFR Part 661 – NPRM

- **§ 661.37 What are the funding limitations on an individual TTF bridge project?**

The following funding provisions apply in administration of the TTFBP:

- (a) An eligible BIA/tribally owned TTF bridge is eligible for 100 percent TTFBP funding, with a \$150,000 maximum limit for PE.
- (b) An eligible non-BIA/non-tribally owned TTF bridge is eligible for up to 80 percent TTFBP funding, with a \$150,000 maximum limit for PE and \$1,000,000 for construction.

## 23 CFR Part 661 – NPRM

- **§ 661.45 What happens when TTFBP funds cannot be obligated by the end of the fiscal year?**

The TTFBP funds from the Highway Trust Fund (HTF) provided to a project that cannot be obligated by the end of the fiscal year are to be returned to FHWA during August redistribution. The returned funds will be re-allocated to the BIA the following fiscal year after FHWA receives and accepts a formal request for the funds from BIA, which includes a justification for the amounts requested and the reason for the failure of the prior year obligation.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Questions??



# FEDERAL TRAVEL REGULATIONS

5 U.S.C § 5703

Regulations 41 CFR 300-304

Good morning/afternoon. I will be providing an overview of the requirements for invitational traveling. You can raise your hand for questions or put your questions in the chat.

# Federal Travel Management

- ▶ The DOI travel administration oversees a travel management program to help ensure that employees and invitational travelers perform efficient and cost-effective travel.
- ▶ Travel authorization and claims system, which is part of the Department's ETS
- ▶ Reservation and ticketing support – This service is provided through the Department's ETS or TMC.
- ▶ Contracts with Transportation and lodging providers (e.g. city-pair fares, U.S. Rental Car Agreement, FedRooms). These arrangements provide preferential rates and benefits to Government travelers. The DOI travelers are required to use these programs, in accordance with FTR and DOI policy.

Invitational travel is part of a larger framework of FTR or travel management.

FTR dictate who we travel for the government

FTR oversees Travel authorizations and claims.

Reservation and ticketing

Contracts we are required to comply with during official government travel.

Transportation during travel and other expenses as lodging

This overview specifically covers invitational travel.

## Prudent person rule

- ▶ Travelers who perform authorized TDY travel must follow the prudent rule:
  - ▶ Travelers are expected to exercise the same as if incurring expenses on official travel that a prudent person would if traveling at their own personal expense.
  - ▶ Traveler may not claim reimbursement for costs associated with an indirect route, extended travel time or premium accommodations and services that are not essential to perform the official mission of the trip.
  - ▶ Traveler must pay with personal funds for any unauthorized or unnecessary costs.

Along with compliance with the FTR, please also practice the “prudent person rule”. Travel as if you were on your personal funds and vehicles but on government time. Any travel outside of official business will be at the expense of the traveler.

## Who is an Invitational Traveler?

Federal Travel Regulation § 300-3.1 defines invitational traveler as:

Individuals either not employed or employed (under 5 U.S.C. 5703) intermittently in the Government service as consultants or experts and paid on a daily when-actually-employed basis and for individuals serving without pay or at \$1 a year when they are acting in a capacity that is directly related to, or in connection with, official activities of the Government. Travel allowances authorized for such persons are the same as those normally authorized for government employees in connection with TDY.

This includes Tribal Transportation Program Coordinating Committee (TTPCC)

Anyone is NOT employed with the government. When traveling for the government, Invitational travelers must comply with the FTR. Any travel costs booked through the government are the same as government employee travel. Your lodging rate, per diem, et al are the equal. Government pays equally.

## Invitational Travel

- ▶ An invitational traveler must have a travel authorization approved by the sponsoring office **prior** to the beginning of the trip.
- ▶ Sponsoring office **must** purchase transportation tickets for the invitational traveler. Purchase must be within government approved rates.
- ▶ Invitational traveler cover their M&IE with personal funds.

Before travel for the government, an Invitational traveler must have a TA approved by the sponsoring office, in this case BIADOT. When an authorization is approved by the government, airlines are booked and per diem and lodging rates approved. These rates must be within the government rates.

## Request for Travel

- ▶ A Request form will be emailed to all official TTPCC members
- ▶ If you are traveling and prefer that the government book your itinerary, complete the form thoroughly and return by email to Dorothy Thomas with BIA Transportation.
- ▶ [dorothy.Thomas@bia.gov](mailto:dorothy.Thomas@bia.gov)

For TTPCC meetings, BIADOT will prepare travel for all official members who can attend the meeting. We will email a form to you to complete and return to us so we can begin preparing your travel arrangements.

## Travel request form



This is the form that we send to you. Please complete the form as thoroughly as possible . Your name has to be exactly as it is on your driver license or ID you used to board the plane. Because the name of this form will be the name on your boarding pass. Date and time of flight are estimates we do our best to booked the departing and returning flights as close to what you list on this form but there are no guarantees.

# Travel Authorization

- An invitational traveler must have a travel authorization prepared and approved by the office sponsoring the travel **prior** to the beginning of a trip.

TRAVEL AUTHORIZATION		1. _____
3. <u>INTERIOR, BOWEN AFFAIRS</u>		2. _____
4. NAME _____	5. OFFICIAL STATION <u>Abbeysburg, New Mexico</u>	
6. TITLE _____	7. ACCOUNTING OFFICE <u>Abbeysburg, New Mexico</u>	
You are authorized to travel as indicated below and to incur necessary expenses in accordance with applicable laws and regulations.		
PLACES OF TRAVEL		
8. FROM: <u>Residence or Official Duty Station</u>		
9. TO: <u>Monterey, NH &amp; Vicinity and Return</u>		
10. PURPOSE AND REMARKS: _____		
11. PER DIEM ALLOWANCE: _____		
Per Diem is authorized in accordance with the Federal Register regulations in effect at the time of travel and as published in the Federal Register.		
12. PERIOD OF TRAVEL: Beginning on or about _____ Ending on or about _____		
MODE OF TRAVEL		
13. <input type="checkbox"/> Common Carrier	14. <input type="checkbox"/> State Ferry	15. <input type="checkbox"/> Government-owned conveyance
16. <input type="checkbox"/> Private Vehicle (if not used for official business, subject to: (a) <input type="checkbox"/> A statement of advantage to the Government (b) <input type="checkbox"/> A statement of advantage to the Government (c) <input type="checkbox"/> Not to exceed cost to common carrier, including consideration of the item allowance		
MISCELLANEOUS		
17. <input type="checkbox"/> Transportation includes family		
18. <input type="checkbox"/> Other (specify): <u>Shuttle, Taxi, Parking Fees, Car Rental, P.O.D., Long Distance Local Telephone calls, when advantageous to the Government. Traveler is authorized to make the transportation expenses incurred are to the advantage of the Government.</u>		
19. <input type="checkbox"/> Significant household goods and personal effects		
20. <input type="checkbox"/> Insurance coverage		
21. <input type="checkbox"/> Chief, Branch of Engineering and Operations		
22. <input type="checkbox"/> Chief, Division of Transportation		
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99. <input type="checkbox"/> Chief, Division of Transportation		
100. <input type="checkbox"/> Chief, Division of Transportation		

Once we receive the form back from you, we transfer the information to the official TA. This is the form used to document official government travel and expenses. If we were to get audited, this is the form we rely on to support our expenses. If you make changes once this form is approved and the overall costs changes we have to make an amendment to reflect those changes., and you will receive an amendment form to re-sign. This may take time because of limited resources. So please make changes only if absolutely necessary .

## Travel Authorization - Purpose

- ▶ Provides review of travel and associated expenses in advance and provides traveler with information about authorized travel expenses.
- ▶ Commits DOI, once signed by an approving official, to pay for authorized expenses that are incurred in compliance with Federal and Department travel policy.
- ▶ Provide vendors with necessary information to reserve travel accommodations,
- ▶ Develop costs estimates for budget planning purposes, and
- ▶ Track the types and purposes of trips performed.

Again an approved official TA authorizes expenses for the traveler. This also provides you, the traveler, information on lodging and per diem costs for this travel. We also use this information to track types of travel and fund amounts.

## Travel Advance

- ▶ If a travel is funded by the Tribe or if an advance is issued by the tribe, it is the responsibility of the traveler to follow Tribal rules to repay the expenses to the Tribe. BIA will only issue no-cost TA
- ▶ BIA will only reimburse the traveler that is booked through the BIA office.
- ▶ A 3<sup>rd</sup> party will not be reimbursed, this includes family members.

If you did not sign a form I showed in the previous slide, the government is NOT authorizing any expenses for your trip and will NOT reimburse any expense you incurred on this trip.

## Requirements for Air Travel

### Three basic requirements:

- ▶ GSA Contract City-Pair airfare, whenever available.
- ▶ Coach class services will be booked, unless the traveler is pre-authorized/pre-approved to use another class of service or pays to upgrade the ticket with personal funds.
- ▶ U.S. air carrier service is used, unless the traveler is pre-authorized to use foreign air carrier, as permitted under regulations or an intentional agreement.

DOI requires travelers to use GSA contract City-Pair airfares travel if no identified exception exists.

How we book airlines. There are contract fares for air travel, we are required to use the contract fares every time we travel for the government. Contract fares are never first class. Coach class is always.

Any travel in US, we use US airlines

## Can I choose an Airline carrier of my choice?

- Requirements must be met if a non-contract fare is preferred (examples listed below):
- (1) Space on a scheduled contract flight is not available in time to accomplish the purpose of your travel, or the use of the contract carrier service would require unnecessary overnight costs, which would increase the total cost of the trip.
- (2) A non-contract carrier offers a lower fare available to the general public, the use of which will result in a lower total trip cost to the Government, to include the combined costs of transportation, lodging, meals, and related expenses

First answer is No because the regulations require us to use Government contract carriers. IF available

And then the Exceptions 1 & 2

## Exceptions to use non-contract fare

- ▶ Space is not available on scheduled City-Pair flights to accomplish the purpose of the TDY trip on time.
- ▶ Non-contract carrier offers a lower fare to the general public that would result in a lower trip cost.
- ▶ City-Pair flights are not available between the commercial airports that service the traveler's official duty station and the arrival airports at the TDY location.

## Can you use Personal Owned Vehicle (POV)



Yes.

The traveler will be reimbursed for POV on a mileage basis, plus per diem, **not to exceed** the total constructive cost of the authorized method of common carrier transportation. It is the responsibility of the traveler to choose a method which will be advantageous to the Government.

You can use POV to travel to your meeting destination. The government can still approved and fund your travel. IF you need the government to fund and reimburse your travel, what do you need to do before you travel? You must complete a Travel Request form., even if you are taking your POV. Of course the tribe can fund your travel but you also need to comply with their travel regulations.

## POV in lieu of Common Carrier

- ▶ The traveler must complete a cost comparison (airfare versus POV). The cost comparison must use the lower GOV mileage rate when computing the actual expense mileage reimbursement.
- ▶ Per diem is not authorized for any non-compensable days that are required to reach the TDY destination the traveler chose to travel via POV.
- ▶ When a traveler chooses to use POVs as a personal preference, the reimbursement will be based on actual costs not to exceed the total trip cost as if performed under the commonly traveled route, including lodging, transportation, per diem and miscellaneous expenses.

If the government is to approved and fund your travel. We will need a Travel Request form from you BEFORE you travel. Before you begin travel, complete the form and return it to us. We will also need a cost comparison form completed for this trip.



## COST COMPARISON

- ▶ POV MILEAGE MORE THAN 350 MILES ONE WAY SHOULD HAVE A COST COMPARISON COMPLETED AND ATTACHED TO THE VOUCHER PACKAGE.
- ▶ THE COST COMPARISON SHOULD SHOW ALL COSTS ASSOCIATED WITH AIRLINE (COMMON CARRIER) VS POV MILEAGE.
- ▶ **BIA DOT MAY assist but will need the following information:**
  - ▶ Estimated mileage to/from residence and meeting site
  - ▶ Provide information if hotel stay will be needed en route to meeting destination.
  - ▶ Beginning and ending dates of entire travel



## Cost Comparison Form

DD FORM 1315-1 (Rev. 10-2019) TRAVEL COST COMPARISON FORM									
Traveler Name (Last, First, MI)									
Travel Authorization #									
Permanent Duty Station									
DDT Travel Location(s)									
Itinerary 1 (Actual Trip)					Itinerary 2 (Comparison Trip)				
Primary Mode of Transportation (Enter only one)					Primary Mode of Transportation (Enter only one)				
Number of Travelers: 1					Number of Travelers: 1				
Trip Start Date:					Trip Start Date:				
Trip End Date:					Trip End Date:				
Total Trip Cost (Enter all relevant costs)					Total Trip Cost (Enter all relevant costs)				
Transportation Costs					Transportation Costs				
1. Total / Fare Price \$ - x # Travelers 1 = \$ -					1. Total / Fare Price \$ - x # Travelers 1 = \$ 400.00				
2. Booking Fee \$ -					2. Booking Fee \$ -				
3. Number of Miles 1000 at \$0.00 = \$ 0.00					3. Number of Miles 0 at \$0.00 = \$ -				
4. Parking \$ -					4. Parking \$ -				
5. Taxi / Shuttle \$ -					5. Taxi / Shuttle \$ 30.00				
Other Costs \$ -					Other Costs \$ -				
6. Lodging (See Per Diem Worksheet) \$ 220.00					6. Lodging (See Per Diem Worksheet) \$ 220.00				
7. Meals (See Per Diem Worksheet) \$ 96.00					7. Meals (See Per Diem Worksheet) \$ 96.00				
8. Other 1 (Identify) \$ -					8. Other 1 (Identify) \$ -				
9. Other 2 (Identify) \$ -					9. Other 2 (Identify) \$ -				
Total Cost (sum of all lines above) \$ 892.00					Total Cost (sum of all lines above) \$ 746.00				
Comments: Please explain any costs that should be taken into consideration when comparing itineraries.					Comments: Please explain any costs that should be taken into consideration when comparing itineraries.				
I certify that I used the electronic travel system to obtain the above cost estimates, and that all of the information included in this form is accurate and complete. I acknowledge that, by signing this form, <u>traveler is not authorized to be reimbursed for the total cost of the less expensive itinerary, and will seek no additional payment from DA to recover the difference in cost between the two itineraries.</u>									
Traveler Signature					Date				
I certify that the traveler completed this form in accordance with FR and DOJ / Bureau policy, and authorize the use of the following Itinerary ("X" one)									
Itinerary 1									
Itinerary 2									
If the comparison includes personal leave, I hereby do not authorize the traveler to complete the personal deviation in conjunction with his / her official travel ("X" one)									
Approving Official Signature					Date				

## Rental car

- ▶ Rental car is to be approved by the TTPCC chair or co-chair.
- ▶ One rental car per Region
- ▶ Rental car should be authorized only when the use is advantageous to the Government.
- ▶ The traveler must rent a **compact size car**.
- ▶ Rental car must be obtained by using TMC (Travel Management Center)
- ▶ Travelers must not authorize rental car companies to include the prepaid fuel option. Travelers are expected to refuel rental cars prior to returning them.
- ▶ Only government employees or invitational travelers traveling on official government business are allowed to ride in the car.

## Rental car upgrades

- ▶ Travelers may request approval for vehicle upgrades under the following circumstances:
  - ▶ Sharing the rental vehicle with two or more Government employees (or committee members) who are traveling to the same TDY site; three or more total travelers.
  - ▶ Accommodate the transportation of a large amount of Government equipment
  - ▶ Accommodate a traveler's physical size is such that a compact vehicle would not allow for safe operation of the vehicle. (The approving official should use discretion when approving such requests.)

## Lodging costs

- ▶ Traveler must follow the prudent person rule when obtaining lodging for TDY travel and consider the least expensive lodging.
- ▶ If lodging cost exceeds the per diem rate for the pre-authorized TDY location and the traveler did not obtain pre-travel approval, the difference is not a reimbursable expense. The traveler will assume the cost and pay for the difference with personal funds.

If the government is approving your TA, you are only approved government rates. Any rates above the government is not reimbursed and the travel assumes the cost with personal funds. However, IF there are no lodging within gov rates in the area of the meeting, you may be authorized to reserve at a higher cost for lodging. Again this needs to be pre-approved.

## Changes to Itinerary

- ▶ You can request a change but please only when it's absolutely necessary.
- ▶ If there is a change in travel mode or days, We will send a new Travel Request Form
- ▶ Be available for immediate communication if a Change is requested
- ▶ Cost of flights may or usually increase
- ▶ We and DOI Travel need a full justification
- ▶ Staff may not be available to make last minute changes

## Travel Voucher

- ▶ At the end of the official travel and within **5 business days**, the invitational traveler must submit all receipts and supporting documentation to the travel arranger. Some examples of receipts needed:
- ▶ Hotel, taxi, airport parking, baggage fee, and **if approved**, a rental car receipt.

The image shows a complex travel voucher form. It includes sections for 'TRAVELER INFORMATION', 'TRIP INFORMATION', 'TRIP DATES', 'TRIP PURPOSE', and 'TRIP COSTS'. There are also sections for 'TRIP RECEIPTS' and 'TRIP APPROVAL'. The form is filled out with various details, including dates, times, and costs. Some sections are highlighted in yellow, such as the 'TRIP DATES' section and the 'TRIP RECEIPTS' section. The form is a standard document used for tracking travel expenses and ensuring compliance with travel policies.

Questions?



# Nomination Process for the Tribal Transportation Program Coordinating Committee

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**Bureau of Indian Affairs  
FY2023**

# 25 CFR 170.135

- What is the TTP Coordinating Committee?
  - Committee established to:
    - Provide input and recommendation to BIA and FHWA
    - Supplements govt. to govt. consultation by obtaining input from Tribes, BIA and FHWA
  - 24 Tribal regional representatives (2 from each Region)
  - Selected from nominations officially submitted by Region's Tribes

## 25 CFR 170.135 (cont.)

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- Representation from large, medium and small tribes
- Nominees must be Tribal governmental officials or Tribal employees with authorization to act on behalf of tribe
- Three year appointment terms (no more than one per region appointed in single year)
- Change in member appointment/employment status will result in termination of appointment.

## 25 CFR 170.135 (cont.)

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- If member term is not completed, the Secretary will seek nominations from the Region's Tribes to replace appointed member for remainder of term.
- The Secretary (should the need arise) will replace representative.

# 25 CFR 170.136

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- What are the TTPCC responsibilities?
  - To provide input and recommendations to BIA and FHWA during development/revision of TTP:
    - Stewardship Plan
    - Policy and procedures
    - Eligible Activities
    - Transit policy
    - Regulations
    - Management Systems
    - National Tribal Transportation Needs

## 25 CFR 170.136 (cont.)

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- The Committee may establish workgroups
- The Committee reviews and provides recommendations on National concerns brought to its attention
- The Committee is responsible for disseminating TTPCC information and activities to Tribal leadership and others within their Regions

# 25 CFR 170.137

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- How does the TTPCC conduct business?
  - Hold at least two meetings/year
  - Committee shall submit to the Secretary its proposed meeting location and dates by at least Oct 1 of the current FY.
  - Additional meeting may be called based on 1/3 consensus of the Committee or by BIA /FHWA.

## 25 CFR 170.137 (cont.)

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- Quorum consists of 8 of 12 Regions
- Operate by consensus or majority vote, as determined by the Committee
- Committee works through an annual work plan and budget
- Annually must elect a Chair, Vice-Chair and other officers

## 25 CFR 170.137 (cont.)

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- Keep Secretary's informed through an annual accomplishment report within 90 days of the end of the FY
- Committee budget funded through PM&O funding, not to exceed \$150,000
- Committee must have Protocols

# Nomination Request Procedure

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- Letter from Bureau of Indian Affairs leadership on behalf of the Secretaries of Transportation and the Interior
- Reference original notice of purpose and intent of the Committee of Sept. 8, 2005 (see notice)



Management is now used as an approach for setting duck-hunting regulations in the United States and provides a framework for making objective decisions despite continued uncertainty about waterfowl population dynamics and regulatory impacts. The Alaska migratory bird subsistence regulations have been in existence since 2003. These developments and others make it desirable to supplement the preceding EIS documents and reexamine some of the issues associated with the issuance of annual regulations.

#### Issue Resolution and Environmental Review

We intend to develop a supplemental EIS on the "Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds," beginning the process with this announcement. Federal and State agencies, private conservation organizations, and all other interested parties and individuals are invited to participate in the process by presenting their views on the subject. We seek suggestions and comments regarding the scope and substance of this supplemental EIS, particular issues to be addressed and why, and options or alternatives to be considered. In particular, in regard to the scope and substance of this supplemental EIS, we seek comments on the following:

- (1) Harvest management alternatives for migratory game birds to be considered,
- (2) Limiting the scope of the assessment to sport hunting (*i.e.*, exclusion of the Alaska migratory bird subsistence process), and
- (3) Inclusion of basic regulations (methods and means).

Comments should be forwarded to the above address by the deadline indicated. We will conduct the development of this supplemental EIS in accordance with the requirements of the National Environmental Policy Act

Dated: August 24, 2005.

**Matt Hogan,**

*Acting Director, U.S. Fish and Wildlife Service.*

[FR Doc. 05-17798 Filed 9-7-05; 8:45 am]

BILLING CODE 4310-55-P

#### DEPARTMENT OF THE INTERIOR

##### Fish and Wildlife Service

##### Big Game Guiding on National Wildlife Refuges in Alaska

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Notice of solicitation.

**SUMMARY:** The U.S. Fish and Wildlife Service is soliciting proposals to conduct commercial big game guide services in six guide use areas on five national wildlife refuges in Alaska.

**DATES:** Proposals must be postmarked by, or hand delivered to the Alaska Regional Office at the address indicated below by, November 14, 2005.

**FOR FURTHER INFORMATION CONTACT:** Tony Booth or Debbie Steen, U.S. Fish and Wildlife Service, National Wildlife Refuge System—Alaska, Division of Visitor Services and Communications, 1011 East Tudor Road, M.S. 235, Anchorage, Alaska 99503; Telephone: (907) 786-3384 (Tony) or (907) 786-3665 (Debbie).

**SUPPLEMENTARY INFORMATION:** The U.S. Fish and Wildlife Service is requesting proposals to conduct commercial big game guide services within guide use areas on four national wildlife refuges in Alaska that have become vacant or may become vacant soon. We will authorize big game guiding services on these areas for the period January 1, 2006, through December 31, 2010. We will award permits to conduct guiding services in these areas through a competitive selection process that is described in the prospectus. The offerings will include the following guide use areas:

KOY-02 permit. Since the Service does not plan to issue a separate notice for the Arctic and Koyukuk offerings, interested parties should submit proposals in response to this notice.

We will send a letter announcing these offerings to all State of Alaska-registered big game guides. You must postmark or hand deliver proposals to the Service at the address indicated above by 4 p.m., November 14, 2005.

Copies of the solicitation are available to any interested party by calling or writing the above telephone number or address.

**Rowan W. Gould,**

*Regional Director, Anchorage, Alaska.*

[FR Doc. 05-17760 Filed 9-7-05; 8:45 am]

BILLING CODE 4310-55-P

#### DEPARTMENT OF THE INTERIOR

##### Bureau of Indian Affairs

##### Indian Reservation Roads Program Coordinating Committee

**AGENCY:** Bureau of Indian Affairs, Interior.

**ACTION:** Notice of the formulation of the Indian Reservation Roads Program Coordinating Committee under 25 CFR 170.155-158.

**SUMMARY:** The Secretary of the Interior is appointing tribal regional representatives to the Indian Reservation Roads (IRR) Program Coordinating Committee (Committee) as outlined under 25 CFR 170. The IRR final rules amending 25 CFR 170 include establishing a Committee to provide input and recommendations to the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA) in developing IRR Program policies and procedures and to coordinate with and obtain input from tribes, BIA, and FHWA.

The Secretary announced on February 13, 2005, the request for nominations

# Nomination Request Letter (cont.)

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- Authority: 25 CFR 170.135-137
- Update of Regulation: (Changed in Nov. 2016) - The nomination process and activities of the Committee
  - 24 members (not 12)
  - 2 non-voting Federal members
  - Tribal appointment per Region staggered for continuity

# Nomination Request Letter (cont.)

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- Requests nominations for specific regions (typically 8 regions, but may vary)
- Length of term and ending date of term of the nomination cycle
- FY's serving
- Nominations will be accepted and appointed for one tribal representative from among the official nominations per Region.

# Nomination Request Letter (cont.)

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- Tribes may nominate individuals from within their respective Regions.
- The nomination:
  - On official tribal government letterhead,
  - Signed by a tribal official (authorized in writing to submit nomination on behalf of tribe)
  - Supporting documentation including: a resume detailing education and training, current job description, and professional experience in tribal transportation of the nominee

# Nomination Request Letter (cont.)

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- Full description of role/responsibilities found at 25 CFR §§ 170.135 – 170.137.
- Primary purpose: to provide “input and recommendations” to BIA and FHWA
- Closing date that nominations must be received by
- Name and address where nominations are to be sent.

# MISC

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- Traveler is reimbursed for lodging and per diem at federal travel rates; and other misc. approved charges.
- Unless justification is provided (rules of Fed. Travel Regulations), contract carriers are utilized. (Preferential airlines are not honored)
- Each traveler should have a Travel Authorization (approved) prior to travel. Even if no cost travel.
- Must view and attend travel requirements presentation for federal travel.

END

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# How is an appointment to the TTPCC made?

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- A letter is addressed to the Chairman of the TTPCC announcing the new members. A copy is sent to the appointed member.

Q1

# What happens if a member cannot complete the TTPCC term?

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- Term is three years
- Member is notified of expiring date in Nomination request and Appointment letter
- Notification of BIA/FHWA must be made if member will be resigning from committee before the term ends
- BIA can refer to original nomination list and select another member
- BIA can appoint an interim member recommended by the Regions tribes to complete term if 1 year or less remains on the term.\*

Q2

\* Coordination with tribes w/in Region

Can another person from the same tribe be appointed in place of a current member if they cannot finish the term?

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- No. The appointment is specific to the first member based on responses to nomination process and considering all tribes within the Region. (see Q2).

Q3

# Can a nomination be submitted prior to a nomination request letter being published?

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- It is not recommended. The nomination should reference the nomination request (remember this is a regulatory committee) asking for nominations for specific regions.
- If this occurs, it must be resubmitted when the nomination request letter is published for the respective Region.

Q4

# Qs and As

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Dear Tribal Leader:

Your assistance is requested to help provide nominations for committee member(s) to the Tribal Transportation Program (TTP) Coordinating Committee (Committee).

This process is governed by the notice published in the Federal Register<sup>1</sup> on September 8, 2005, establishing what is now known as the TTP Coordinating Committee (Committee). The focus of the Committee is to provide input and recommendation(s) to the Secretaries of Transportation and the Interior on transportation matters as described in 25 C.F.R. 170.135.<sup>2</sup> In 2016, the Bureau of Indian Affairs (BIA) published updated TTP regulations<sup>3</sup> that, in part, modified the nomination processes and activities of the Committee.<sup>4</sup>

The Committee consists of 24 Tribal representatives (two from each BIA Region) and two non-voting Federal representatives, one each from the BIA and the Federal Highway Administration (FHWA). The TTP regulations also provide that, for purposes of continuity, the Secretary of the Interior (Secretary) will appoint the Tribal representatives to a three-year term.<sup>5</sup>

In consideration of these changes, it is requested that you provide nominations for one committee member from each of the twelve (12) BIA Regions. The terms of the appointees selected from this request will commence upon appointment and expire on September 30, 2025. The Secretary will accept nominations and appoint one (1) Tribal representative from among the official nominations received by Tribes located within the respective Regions.

The nominations must be transmitted on official Tribal government letterhead, signed by a Tribal government official who has been authorized in writing to submit the nominee on behalf of the Tribal government. Supporting documentation must include the nominee's resume detailing relevant education and training, current job description, and professional experience level in Tribal transportation program areas. Nominations must be received no later than 11:59 p.m. Eastern Time on May 26, 2023.

Please send nominations to Mr. LeRoy Gishi, Chief, Division of Transportation, Office of Indian Services, BIA, U.S. Department of the Interior, 1849 C Street, N.W., MS 3645 MIB, Washington, D.C. 20240, or by email at: [LeRoy.Gishi@bia.gov](mailto:LeRoy.Gishi@bia.gov). You may also contact Mr. Gishi at (202) 513-7711 if you have any questions or need additional information

Sincerely,

Brian Newland  
Assistant Secretary - Indian Affairs

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<sup>1</sup> 70 Fed. Reg. 53379 (September 8, 2005).

<sup>2</sup> Originally known as the "Indian Reservation Roads Program Coordinating Committee," it was renamed in 2012 after Section 1119 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141 (July 6, 2012), changed the name from "Indian Reservation Roads" program to the "Tribal Transportation Program."

<sup>3</sup> 70 Fed. Reg. 78456 (November 7, 2016).

<sup>4</sup> See 25 C.F.R. §§ 170.135 – 137.

<sup>5</sup> 25 C.F.R. § 170.135(d).



**FINAL RULE RELEASED**  
**2/15/23**

**INFORMATIONAL**  
**WEBINAR**



U.S. Department of Transportation  
**Federal Highway Administration**

# EV Charging Minimum Standards

# Disclaimer

2

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies. However, compliance with any applicable statutes or regulations cited is required.

# National Electric Vehicle Infrastructure Minimum Standard and Requirement Topics as Identified by Statute

3



Installation,  
Operations,  
Maintenance



Interoperability



Traffic Control  
Devices/On-  
Premise Signage



Data



Network  
Connectivity



Publicly Available  
Information

# 23 CFR 680: Sections Covered in the Final Rule

4

- ▶ **680.100** Purpose.
- ▶ **680.102** Applicability.
- ▶ **680.104** Definitions.
- ▶ **680.106** Installation, Operation, and Maintenance by Qualified Technicians of Electric Vehicle Charging Infrastructure.
- ▶ **680.108** Interoperability of Electric Vehicle Charging Infrastructure.
- ▶ **680.110** Traffic Control Devices or On-Premises Signs Acquired, Installed or Operated.
- ▶ **680.112** Data Submittal.
- ▶ **680.114** Charging Network Connectivity of Electric Vehicle Charging Infrastructure.
- ▶ **680.116** Information on Publicly Available Electric Vehicle Charging Infrastructure Locations, Pricing, Real-Time Availability, and Accessibility Through Mapping Applications.
- ▶ **680.118** Other Federal Requirements.

## § 680.100 Purpose.

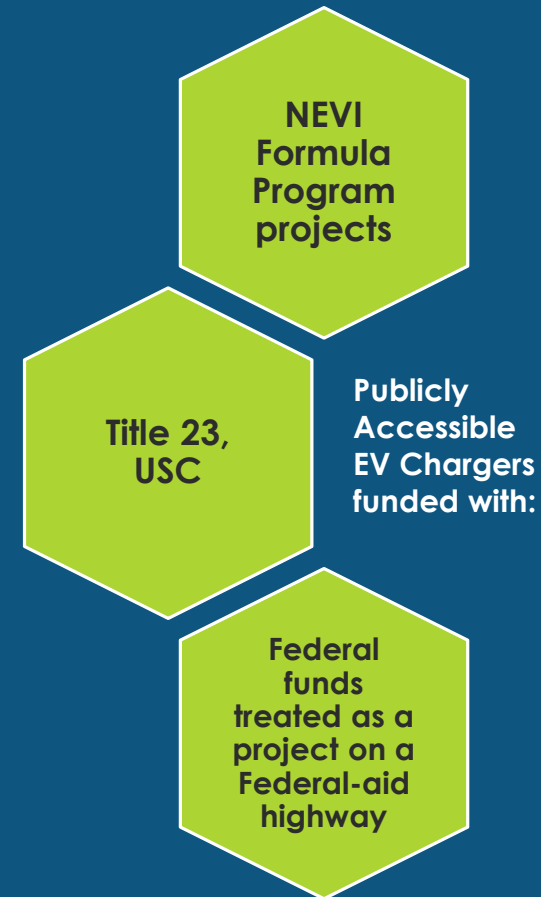
5

The purpose of this part is to prescribe **minimum standards and requirements** for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program and projects for the construction of publicly accessible electric vehicle (EV) chargers that are funded with funds made available under Title 23, United States Code, including any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.

## § 680.102 Applicability

6

Except where noted, these regulations apply to all NEVI Formula Program projects as well as projects for the construction of publicly accessible EV chargers that are funded with funds made available under Title 23, United States Code, including any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.



## § 680.104 Definitions

7

*Details definitions for terms used in 23 CFR 680, including (but not limited to):*

- ▶ *AC Level 2*
- ▶ *Alternative Fuel Corridor (AFC)*
- ▶ *Charger*
- ▶ *Charging Port*
- ▶ *Charging Station*
- ▶ *Connector*
- ▶ *Direct Current Fast Charger (DCFC)*

## § 680.106

# Installation, operation, and maintenance by qualified technicians of electric vehicle charging infrastructure

- a) Procurement Process Transparency for the Operation of EV Charging Stations
- b) Number of Charging Ports
- c) Connector Type
- d) Power Level
- e) Availability
- f) Payment Methods
- g) Equipment Certification
- h) Security
- i) Long-Term Stewardship
- j) Qualified Technician
- k) Customer Service
- l) Customer Data Privacy
- m) Use of Program Income

# § 680.106 (a) Procurement Process Transparency for the Operation of EV Charging Stations

States or other direct recipients shall **ensure public transparency** for how the price will be determined and set for EV charging and **make available for public review** the following:

*(§ 680.106 (a) (1) - § 680.106 (a) (6))*

## § 680.106 (b) Number of Charging Ports

10



- ▶ (1) When including Direct Current Fast Chargers (**DCFCs**) **located along and designed to serve users of designated Alternative Fuel Corridors (AFCs)**, charging stations must have at least four network-connected DCFC charging ports and be capable of simultaneously charging at least four EVs.
- ▶ (2) **In other locations**, EV charging stations must have at least four network-connected (either DCFC or AC Level 2 or a combination of DCFC and AC Level 2) charging ports and be capable of simultaneously charging at least four EVs.

Image Credit: Joint Office of Energy and Transportation

## § 680.106 (c) Connector Type

11

(c) All charging connectors must meet applicable industry standards. **Each DCFC charging port** must be capable of charging any CCS-compliant vehicle and each DCFC charging port must have at least one **permanently attached Combined Charging System (CCS) Type 1 connector**. In addition, permanently attached CHAdeMO ([www.chademo.com](http://www.chademo.com)) connectors can be provided using only FY2022 NEVI Funds. **Each AC Level 2 charging port** must have a **permanently attached J1772 connector** and must charge any J1772-compliant vehicle.



Left: CCS Type 1 Connector, Right: J1772 Connector  
Photo Credits: FHWA

# § 680.106 (d) (1) Power Level

## *DCFC Summary*

12

- ▶ Output voltages 250 volts DC - 920 volts DC
- ▶ When located along AFCs:
  - Must have continuous power delivery rating of at least 150 kilowatt (kW) simultaneously from each charging port
  - Power sharing okay if continues to meet an EV's request for power up to 150 kW

**DCFC along AFCs –  
150kW**

# § 680.106 (d) (2) Power Level

## *AC Level 2 Summary*

13

**AC Level 2 –  
6kW, unless customer  
consents for lower**

- ▶ Must have a continuous power delivery rating of at least 6 kW simultaneously across all AC ports
- ▶ AC Level 2 chargers may conduct power sharing and/or participate in smart charge management when EV charging customer consents to accepting a lower power level

# § 680.106 (e) Availability *Summary*

14

- ▶ When located along AFCs, must be available and physically accessible to the public 24 hours per day, 7 days per week, year-round
- ▶ Elsewhere, must be available and accessible to the public at least as frequently as the business operating hours of the site host
- ▶ Does not prohibit isolated or temporary interruptions in service or access



**Along AFCs:  
24/7**

**Other  
Locations:  
> or = hours of  
site host**

## § 680.106 (f) Payment Methods

15

Unless charging is permanently provided free of charge to customers, charging stations must:

- ▶ (1) Provide for secure payment methods, accessible to persons with disabilities, which at a minimum shall include a **contactless payment method** that accepts major debit and credit cards, and **either an automated toll-free phone number or a short message/messaging system (SMS)** that provides the EV charging customer with the option to initiate a charging session and submit payment;



## § 680.106 (f) Payment Methods (continued)

16

Unless charging is permanently provided free of charge to customers, charging stations must:

- ▶ (2) **Not require a membership** for use;
- ▶ (3) **Not delay, limit, or curtail power flow** to vehicles on the basis of payment method or membership; and
- ▶ (4) Provide **access for users that are limited English proficient and accessibility for people with disabilities**. Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.



## § 680.106 (g) Equipment Certification

17

States or other direct recipients must ensure that all chargers are certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory and that all AC Level 2 chargers are ENERGY STAR certified. DCFC and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.



## § 680.106 (h) Security

18

States or other direct recipients must implement **physical** and **cybersecurity strategies** consistent with their respective State EV Infrastructure Deployment Plans to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid.



*(§ 680.106 (h) (1) - § 680.106 (h) (2))*

## § 680.106 (i) Long-Term Stewardship

19

States or other direct recipients must ensure that chargers are maintained in compliance with this part for a period of not less than 5 years from the initial date of operation.



**5 Years +**

## § 680.106 (j) Qualified Technician

20

States or other direct recipients shall ensure that the workforce installing, maintaining, and operating chargers has **appropriate licenses, certifications, and training** to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. Further:

*(Continued on next slides)*

## § 680.106 (j) Qualified Technician (continued)

21

► (1) Except as provided in paragraph (j) (2) of this section, **all electricians** installing, operating, or maintaining ESVE must meet one of the following requirements:

- (i) Certification from the **Electric Vehicle Infrastructure Training Program (EVITP)**.
- (ii) **Graduation or a continuing education certificate from a registered apprenticeship program** for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

## § 680.106 (j) Qualified Technician (continued)

22

- ▶ (2) **For projects requiring more than one electrician**, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
- ▶ (3) **All other onsite, non-electrical workers** directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.

## § 680.106 (k) Customer Service

23

States or other direct recipients must ensure that **EV charging customers have mechanisms to report outages, malfunctions, and other issues** with charging infrastructure. Charging station operators must enable access to accessible platforms that provide multilingual services. States or other direct recipients must comply with the American with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.



## § 680.106 (l) Customer Data Privacy

24

Charging station operators must collect, process, and **retain only that personal information strictly necessary to provide the charging service to a consumer**, including information to complete the charging transaction and to provide the location of charging stations to the consumer. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data. Charging Stations Operators must also take reasonable measures to safeguard consumer data.

## § 680.106 (m) Use of Program Income

25



- ▶ (1) Any net income from revenue from the sale, use, lease, or lease renewal of real property acquired shall be used for Title 23, United States Code, eligible projects.
- ▶ (2) For purposes of program income or revenue earned from the operation of an EV charging station, the State or other direct recipient should ensure that all revenues received from operation of the EV charging facility are used only for:

*(§ 680.106 (m) (2) (i) - § 680.106 (m) (2) (v))*

## § 680.108

# Interoperability of electric vehicle charging infrastructure

- ▶ (a) *Charger-to-EV Communication.*
- ▶ (b) *Charger-to-Charger-Network Communication.*
- ▶ (c) *Charging-Network-to-Charging-Network Communication.*
- ▶ (d) *Network Switching Capability.*

## § 680.108 (a) Charger-to-EV Communication.

27

Chargers must conform to ISO 15118-3 and must have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. By one year after date of publication in the Federal Register, charger software must conform to ISO 15118-2 and be capable of Plug and Charge.

Conformance testing for charger software and hardware should follow ISO 15118-4 and ISO 15118-5, respectively.



## § 680.108 (b) Charger-to-Charger- Network Communication.

28

Chargers must conform to Open Charge Point Protocol (OCPP) 1.6J or higher. By one year after date of publication in the Federal Register, chargers must conform to OCPP 2.0.1.



# § 680.108 (c) Charging Network-to-Charging-Network Communication.

29

By one year after date of publication in the Federal Register, charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.



# § 680.108 (d) Network Switching Capability.

30

Chargers must be designed to securely switch charging network providers without any changes to hardware.



## § 680.110 Traffic control devices or on-premises signs acquired, installed, or operated

- ▶ (a) *Manual on Uniform Traffic Control Devices for Streets and Highways.* All traffic control devices must comply with part 655 of this subchapter.
- ▶ (b) *On-Premises Signs.* On-property or on-premise advertising signs must comply with part 750 of this chapter.

## § 680.112

### Data submittal

- ▶ (a) *Quarterly Data Submittal.*
- ▶ (b) *Annual Data Submittal.*
- ▶ (c) *One-time Data Submittal.*
- ▶ (d) *Community Engagement Outcomes Report.*

## § 680.112 (a) Quarterly data submittal 33

States and other direct recipients must ensure **the following data are submitted on a quarterly basis** in a manner prescribed by the FHWA. Any quarterly data made public will be aggregated and anonymized to protect confidential business information.

*(§ 680.112 (a) (1) - § 680.112 (a) (8))*

## § 680.112 (b) Annual data submittal

34

**Beginning in 2024**, States and other direct recipients must ensure the following data are submitted on an annual basis, **on or before March 1**, in a manner prescribed by FHWA. Any annual data made public will be aggregated and anonymized to protect confidential business information.

*(§ 680.112 (b) (1) - § 680.112 (b) (2))*

## § 680.112 (c) One-time data submittal 35

This paragraph **applies only to both the NEVI Formula Program projects and grants awarded under 23 U.S.C. 151(f)** for projects that are for EV charging stations located along and designed to serve the users of designated AFCs. **Beginning in 2024**, States and other direct recipients must ensure the following data are collected and submitted once for each charging station, **on or before March 1 of each year**, in a manner prescribed by the FHWA. Any one-time data made public will be aggregated and anonymized to protect confidential business information.

*(§ 680.112 (c) (1) - § 680.112 (c) (4))*

## § 680.112 (d) Community engagement outcomes report

36

This paragraph only applies to the NEVI Formula Program projects. States must **include in the State EV Infrastructure Deployment Plan a description of the community engagement activities** conducted as part of the development and approval of their most recently-submitted State EV Infrastructure Deployment Plan, including engagement with DACs.

## § 680.114

# Charging network connectivity of electric vehicle charging infrastructure

- ▶ (a) *Charger-to-Charger Network Communication.*
- ▶ (b) *Interoperability.*
- ▶ (c) *Charging-Network-to-Charging-Network Communication.*
- ▶ (d) *Charging-Network-to-Grid Communication.*
- ▶ (e) *Disrupted Network Connectivity.*

# § 680.114 (a) Charger-to-Charger Network Communication.

38

- ▶ (1) Chargers must communicate with a charging network via a secure communication method.  
See § 680.108 for more information about OCPP requirements.
- ▶ (2) Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks.
- ▶ (3) Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management.
- ▶ (4) Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.

## § 680.114 (b) Interoperability.

39

See § 680.108 for interoperability requirements.

## § 680.114 (c) Charging-Network-to-Charging-Network Communication.

40

A charging network must be capable of communicating with other charging networks to enable **an EV driver to use a single method of identification** to charge at Charging Stations that are a part of multiple charging networks. See § 680.108 for more information about OCPI requirements.

## § 680.114 (d) Charging-Network-to-Grid Communication.

41

Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.

## § 680.114 (e) Disrupted Network Connectivity.

**Chargers must remain functional** if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in § 680.106(d).

**§ 680.116** Information  
on publicly available  
electric vehicle  
charging  
infrastructure  
locations, pricing,  
real time availability,  
and accessibility  
through mapping.

- ▶ (a) *Communication of Price.*
- ▶ (b) *Minimum Uptime*
- ▶ (c) *Third-Party Data Sharing.*

## § 680.116 (a) Communication of Price.

- ▶ (1) The price for charging must be **displayed prior to initiating** a charging transaction and be **based on the price for electricity to charge in \$/kWh**. If the price for charging is not currently based on the price for electricity to charge an Electric Vehicle in \$/kWh, the requirements of this subparagraph must be satisfied **within one year** from the date of publication in the Federal Register.

*(continued on next slide)*

## § 680.116 (a) Communication of Price. (continued)

- ▶ (2) The price for charging displayed and communicated via the charging network must be the **real-time price** (i.e., price at that moment in time). The price at the start of the session **cannot change during the session**.
- ▶ (3) Price structure including any other fees in addition to the price for electricity to charge must be **clearly displayed and explained**.

## § 680.116 (b) Minimum Uptime.

46

States or other direct recipients must ensure that each charging port has an average annual uptime of **greater than 97%**.

*(§ 680.116 (b) (1) - § 680.116 (b) (3))*

## § 680.116 (c) Third-Party Data Sharing. 47

States or other direct recipients must ensure that the following **data fields are made available**, free of charge, to third-party software developers, **via application programming interface**:

(§ 680.116 (c) (1) - § 680.116 (c) (9))

## § 680.118 Other Federal requirements. 48

All applicable Federal statutory and regulatory requirements apply to the EV charger projects.

# EV Charging Standards Final Rule

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# For more information:

50

**FHWA Office of Natural  
Environment:**

[https://www.fhwa.dot.gov/  
environment/nevi/](https://www.fhwa.dot.gov/environment/nevi/)

**Joint Office of Energy and  
Transportation**

<https://driveelectric.gov>

# TRIBAL TECHNICAL ASSISTANCE PROGRAM *UPDATE*

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**TTPCC Annual Meeting**

May 2, 2023

*Morgan Manning, TTAP Program Manager*



## **AGENDA**

- **Introduction**
- **LTAP / TTAP Legislative Authority**
- **TTAP Next Generation**
- **Program Updates**
- **TTAP Center Overview**
- **Resources & Partnerships**

### ***Hello from the Local Aid Support Team!***

We provide training, technical assistance, and technology transfer services to build capacity for our *Local and Tribal stakeholders* that will enhance roadway networks, create economic opportunity, and improve safety and quality of life.



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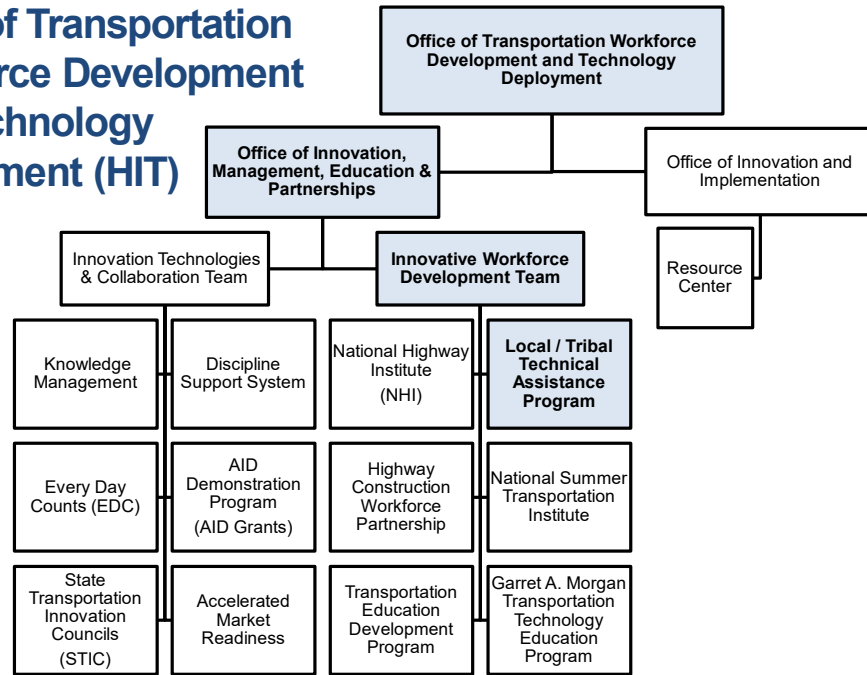
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Introduce Team and Objective of LTAP/TTAP: Build Capacity of Local and Tribal transportation staff

# Office of Transportation Workforce Development and Technology Deployment (HIT)



U.S. Department of Transportation  
Federal Highway Administration

# Legislative Authority

United States Code Title 23 – HIGHWAYS  
CHAPTER 5 - **RESEARCH, TECHNOLOGY,  
AND EDUCATION**

## **Section 504 - Training and Education**

- (b) Local Technical Assistance Program. -
  - (2) Grants, cooperative agreements, and contracts. The Secretary may make grants and enter into cooperative agreements and contracts to provide **education and training, technical assistance, and related support services to-**
    - (A) **assist** rural, local transportation agencies and **tribal governments**, and the consultants and construction personnel working for the agencies and governments, to –
    - (i) **develop and expand expertise** in road and transportation areas
    - (ii) improve roads and bridges;
    - (iii) **enhance** – (I) *programs* and (II) intergovernmental transportation *planning and project selection*;
    - (iv) deal effectively with special transportation-related problems by **preparing and providing training** packages, manuals, guidelines, and **technical resource** materials;

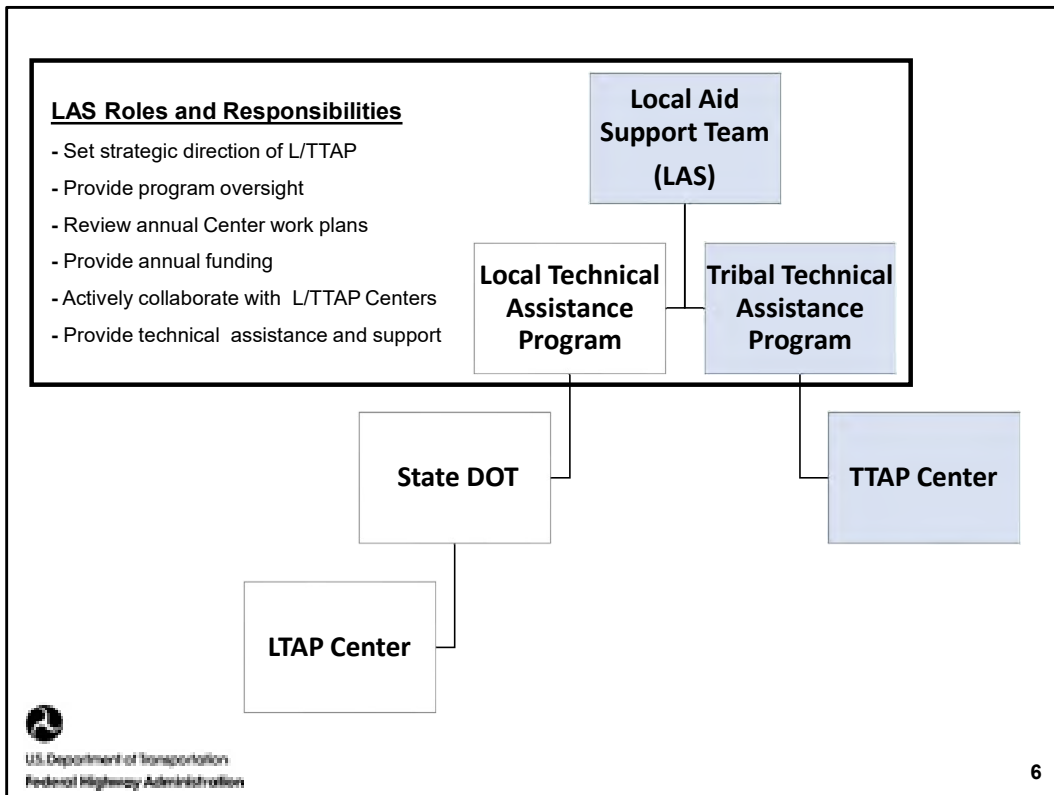


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The Tribal Technical Assistance Program (TTAP) provides comprehensive transportation training and technical assistance to Tribal communities, building skills and expertise to ensure the safety and maintenance of Tribal roads and the professional development of the Tribal transportation workforce.

FHWA expects to establish seven Tribal Technical Assistance Centers in 2022.



## HOW is the LTAP / TTAP delivered?

FHWA Local Aid Support (LAS) team Program Managers administer the LTAP/TTAP Program through **coordination with Technical Assistance Centers** that *deliver local transportation training and education services*.

### LTAP

- The **LTAP requires a 50% local match** and is delivered on a *statewide scale* with *51 LTAP Centers*.
- Agreements are held between LTAP Centers and State DOTs, which are coordinated with FHWA LAS.

### TTAP

- The **TTAP requires no match** and will be delivered on a regional scale with *7 TTAP Centers* aligned with Bureau of Indian Affairs regional boundaries.
- Agreements are held directly between TTAP Centers and FHWA LAS.



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# Core Service Areas

## TRAINING

### *Develop & Expand Expertise*

Develop standardized course curriculum and material that meet the needs of Local and Tribal communities.



## TECHNICAL ASSISTANCE

### *Solve Problems*

Provide transportation technical assistance that best suits the needs of Local and Tribal Communities that strengthen capacity for management and delivery of transportation programs and projects.



## TECHNOLOGY TRANSFER

### *Deliver Innovations*

Advance innovation through identification and deployment of technologies and practices best suited for Local and Tribal unique transportation challenges, in cooperation with Tribal, Federal, State, Local, and private sector partners.



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## Supporting Federal Partners

- FHWA Office of Tribal Transportation
- Bureau of Indian Affairs



## Tribal Transportation Coordination

The **Tribal Transportation Program Coordinating Committee (TTPCC)** is **the recommending committee** (25 CFR 170.135) established by federal regulations, to **provide input and recommendations** to the Bureau of Indian Affairs (BIA) and **Federal Highway Administration (FHWA) concerning the Tribal Transportation Program.**



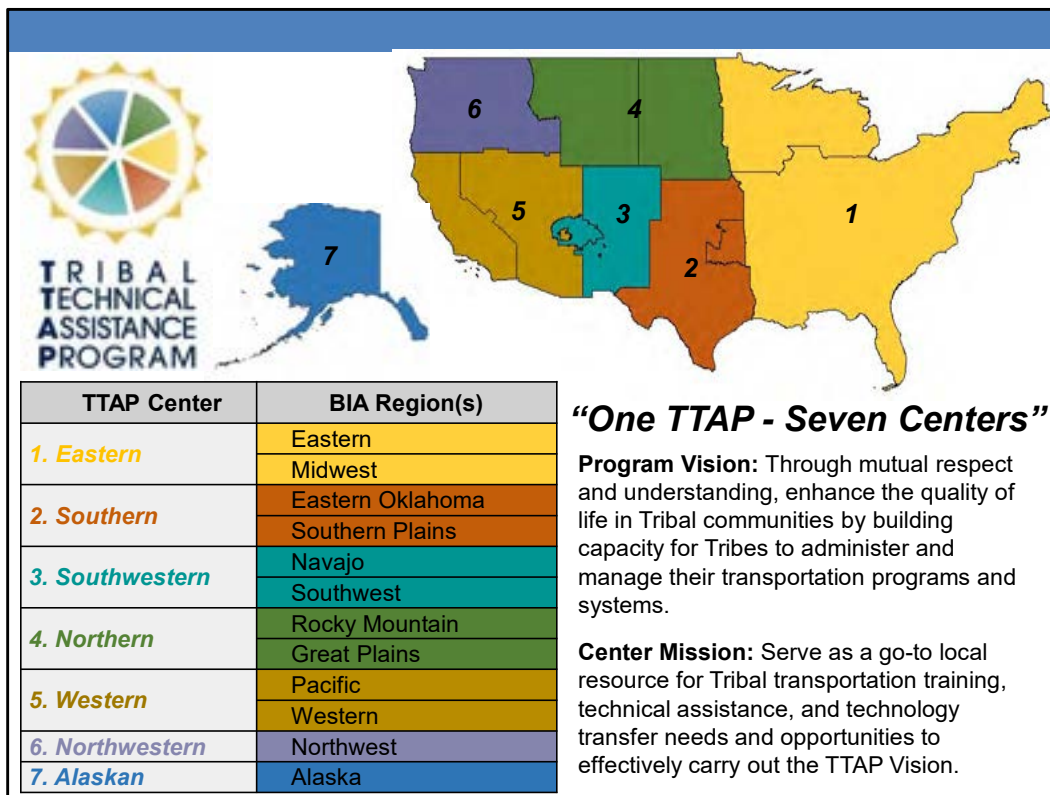
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**T**TRIBAL  
**T**TECHNICAL  
**A**ASSISTANCE  
**P**PROGRAM  

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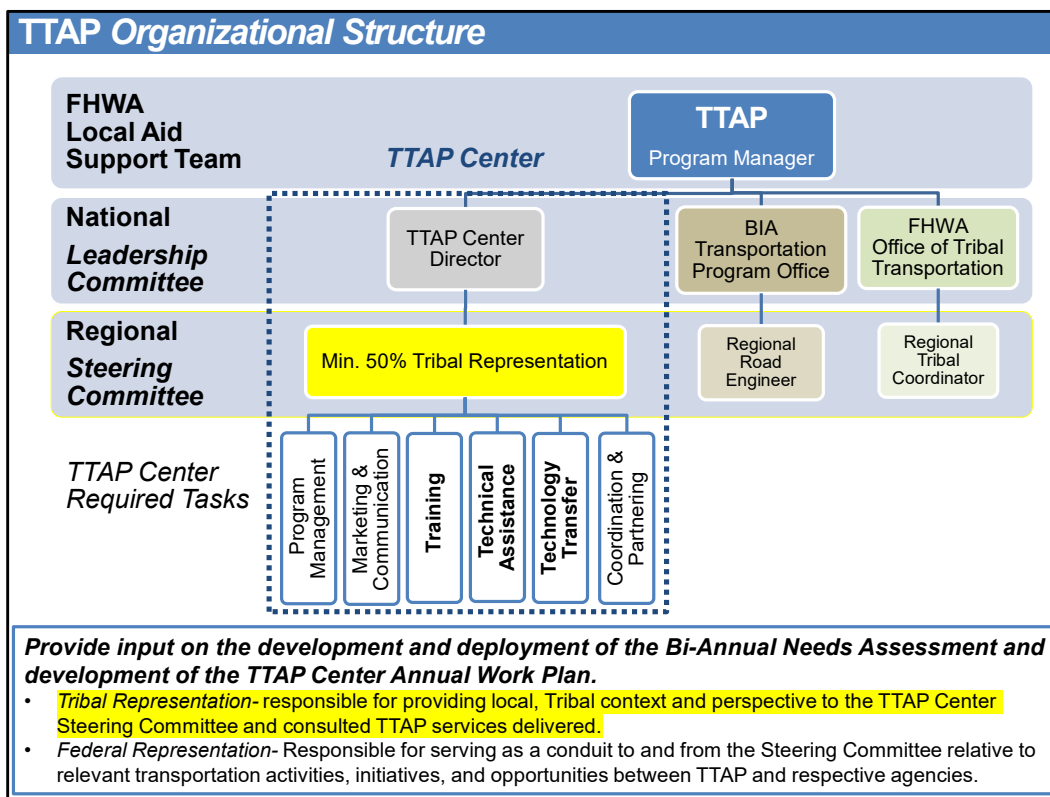
*NEXT GENERATION*



Each TTAP Center will provide transportation services in coordination with the FHWA TTAP Program Manager. The TTAP Program Manager will provide program support including national scale services to supplement regional local TTAP Center services.

The reestablishment of the TTAP respects the sovereignty of Tribal nations by helping them build capacity within their organizations. It promotes equity and enhances opportunity by delivering training resources to Tribal transportation professionals. A robust TTAP will advance DOT’s equity initiatives and opportunity statements, including strengthening Tribal relationships, and accentuate equity and inclusion in the Federal transportation discussion.

The reestablishment of the regional TTAP Centers supports the Department and Administration’s equity priority of an inclusive approach to program management, and commitment to work force development.



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The reestablishment of the regional TTAP Centers supports the Department and Administration's equity priority of an inclusive approach to program management, and commitment to work force development.

# TTAP Center

## *Needs Assessment*

### WHAT?

- Information gathered to understand Tribal transportation TTAP Center services (training, technical assistance, technology transfer) priorities to inform the TTAP Center Annual Work Plan.
- Deployed on a bi-annual basis, at minimum.
- This information will afford the TTAP Center opportunity to coordinate the Annual Work Plan efforts with other partners.

### HOW?

- Developed and deployed in Program Year 1, where method of deployment will be determined by the TTAP Center and informed by the Steering Committee.



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# TTAP Center

## *Annual Work Plan*

### WHAT?

- An annual outline of activities
- Identifies means (budget and resources) to accomplish outlined activities
- Outlines methods to deliver core services (training, technical assistance, technology transfer)

### HOW?

- Developed from Tribal Needs Assessment
- Aligned with Focus Areas, Strategic Plan & FHWA Initiatives



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Federal Highway Administration

# Annual Work Plan Categories

1. Program Administration and Management
2. Communication and Marketing
3. Training
  - Training Emphasis Areas (TEA):**  
As defined in section 504(b)(2)(D)(ii) of title 23 legislation, and reflected in **Agency priorities to promote equity and build Tribal capacity**, TEA shall include but are not limited to:
    - **Management of transportation programs** including training on Tribal Transportation Program (TTP) Eligible Activities
    - **Delivery of Federal Aid transportation projects**
    - **Infrastructure management**
4. Technical Assistance
5. Technology Transfer
6. Stakeholder Coordination & Partnering

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**(NEW) Training Emphasis Areas (TEA)**

Management of transportation programs including training on Tribal Transportation Program (TTP) Eligible Activities:

## Financial systems

Infrastructure management

Low Volume Roads / Gravel Road Maintenance / Drainage

Work Zone Safety

Pavements

Congestion

[A Guide for Tribes with an FHWA Tribal Transportation Program Agreement](#)

## Out Year *Option Tasks*

### 1. Tribal Transportation Conference Sponsorship

(2) *Awards total*

- a. National Tribal Transportation Conference
- b. Tribal Transportation Safety Conference

### 2. Tribal Strategic Workforce Development Initiative

(2) *Awards total*

- a. Highway Construction Workforce Partnership
- b. Specialized Tribal Transportation Workforce Partnership

### 3. Safety Circuit Riders (SCR) Initiative

(2) *Awards total*

- a. Engineering, Education, Emergency Response, and Enforcement (4E)
- b. Behavioral

### 4. Tribal Innovation Deployment Initiative

(7) *Awards total, (1) per Center*



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11

These options do not represent new awards (e.g. new cooperative agreements), but are optional tasks under each award that the government may exercise at its discretion.

## Program Assessment Report (PAR)

Quantitative L/TTAP Center activity data:

- Center Operations
- Communications
- Conferences
- Technical Assistance
- Training

## Center Assessment Report (CAR)

Qualitative L/TTAP Center responses to questions relative to L/TTAP Center Services including **Success Stories** and **Challenges**

## How does Local Aid Support Team utilize PAR and CAR?

- Provide FHWA-wide general education and program awareness
- Identify resources that Centers need
- Help Centers self-assess via customized data reports
- Identify Centers that could use assistance from FHWA, NLTAPA or both
- Pursue connection points for knowledge/information exchange between Centers



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11

In cooperation with FHWA, the Recipient will accomplish the aforementioned objectives by delivering the following six Program Tasks:

### **(NEW) Training Emphasis Areas (TEA)**

As defined in section 504(b)(2)(D)(ii) of title 23 legislation, and reflected in Agency priorities to promote equity and build Tribal capacity, TEA shall include but are not limited to:

Management of transportation programs including training on Tribal Transportation

Program (TTP) Eligible Activities:

Program Administration

Transportation Planning

Construction Management

Design

Construction

Road Maintenance

Safety

Bridge

Development of Tribal-State Maintenance Agreements

Delivery of Federal Aid transportation projects

Grant Administration / Project Management

Reporting

Procurement

Financial systems

Infrastructure management

Low Volume Roads / Gravel Road Maintenance / Drainage

Work Zone Safety

Pavements

Congestion

[A Guide for Tribes with an FHWA Tribal Transportation Program Agreement](#)

TTAP Center Implementation Plan		Base Period		Option Period		
Program Years		Year 1	Year 2	Year 3	Year 4	Year 5
Needs Assessment						
Annual Work Plan						
Required Tasks	1. Program Administration and Management					
	2. Communication and Marketing					
	3. Training					
	4. Technical Assistance					
	5. Technology Transfer					
	6. Coordination and Partnering					
Out-Year Option Tasks	1. Tribal Conference Sponsorship Initiative (2 Awards) • National Tribal Transportation Conference • Tribal Transportation Safety Conference					
	2. Tribal Workforce Development Initiative (2 Awards) • Highway Construction Workforce Partnership • Specialized Tribal Transportation Workforce Partnership					
	3. Tribal SCR Initiative (2 Awards) • 4 E SCR • Behavioral SCR					
	4. Tribal Innovation Deployment Initiative (7 Awards)					

These options do not represent new awards (e.g. new cooperative agreements), but are optional tasks under each award that the government may exercise at its discretion.

# TTAP Center Award Update

<https://www.fhwa.dot.gov/clas/ttap>



- 7 cooperative agreements fully executed
- \*Press release formally announcing the Eastern TTAP Center planned for May 2023, with kick-off meeting to follow.
- \*\*Transition of Western TTAP Center underway
- Refresh of TTAP underway, including TTAP website and TTAP logo.



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TTAP Center	BIA Region(s)	TTAP Center Recipient
1. <i>Eastern*</i>	Eastern Midwest	University of Wisconsin
2. <i>Southern</i>	Eastern Oklahoma Southern Plains	Oklahoma State University
3. <i>Southwestern</i>	Navajo Southwest	Lenea Corporation
4. <i>Northern</i>	Rocky Mountain Great Plains	North Dakota State University
5. <i>Western**</i>	Pacific Western	National Indian Justice Center
6. <i>Northwestern</i>	Northwest	University of Washington
7. <i>Alaskan</i>	Alaska	University of Alaska Fairbanks

Once the TTAP Centers are reestablished, FHWA will effectively be able to evaluate the demand for Tribal technical assistance.



TRIBAL  
TECHNICAL  
ASSISTANCE  
PROGRAM



# CALL FOR ARTWORK



U.S. Department of Transportation  
Federal Highway Administration

All entries must be submitted to [TTAP@DOT.GOV](mailto:TTAP@DOT.GOV)  
by **June 30<sup>th</sup>, 2023**

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# Build a Better Mousetrap

NATIONAL RECOGNITION PROGRAM FOR TRANSPORTATION INNOVATION

**HOW TO PARTICIPATE:** Email your application to your local TTAP or LTAP Center by **June 9, 2023**.



**WINNERS**

**INNOVATIVE PROJECT AWARD:**

South Manheim Township, Schuylkill County (PA) for the 'Sidewinder', a truck attachment tool to improve the maintenance of water flow along the roadways.

**BOLD STEPS AWARD:**

Walsh County Highway Department (ND) for the Guardrail Maintainer, a truck attachment tool that helps clear away debris from around the guardrails, keeping the roads safe.

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## Coming Fall 2023!

Through collaboration with FHWA Office of Tribal Transportation (OTT), TTAP is leading development OTT's first online training course.



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# TTAP National Program Update

## Awarded TTAP Centers

- Kick-off meetings for 6 fully executed cooperative agreements completed in Fall/Winter 2022
- NLTAPA Executive Committee TTAP position solicitation
- Quarterly FFY Program Leadership Committee Meeting
- Monthly TTAP Center Directors' Meetings

## Eastern TTAP Center

- Risk Assessment with Eastern BIA Region TTPCC Representative, Barak Myers, conducted in March 21, 2023
- Agreement was executed with University of Wisconsin on April 21, 2023
- Kickoff meeting with UW-Madison anticipated by end of May 2023



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## Upcoming Tribal Transportation Events

- **NW TTAP Center (Presenter/Participant):**  
[NW BIA Transportation Symposium](#), Airway Heights, WA, May 16-18
- **Southern TTAP Center (Participant):**  
[Tribal Transit Symposium](#), Oklahoma City, OK, May 24-25 (virtual option)
- [NLTAPA Annual Meeting](#) (TTAP Session Day 3, July 20<sup>th</sup>):  
Columbus, OH, July 17-20
- **Southern TTAP Center (Exhibitor):**  
[National Summit on Rural Road Safety](#), Oklahoma City, OK, Sept. 12-14  
(virtual option)
- **Alaska TTAP Center (Sponsor):**  
[National Transportation in Indian Country Conference \(NTICC\)](#),  
Anchorage, AK, Sept. 24-28

# **TTAP CENTER**

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## **UPDATES & NEXT STEPS**

# TTAP Center Updates

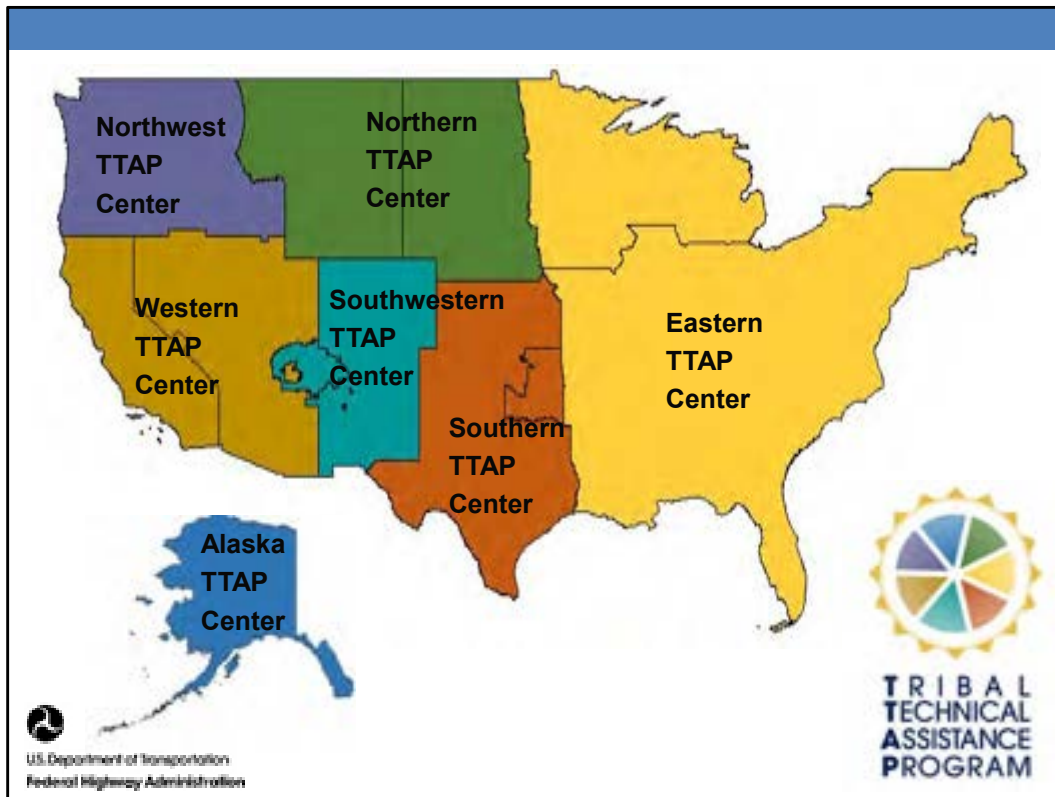
- Kicked off November / December 2022
- Needs Assessment Deployment
- Annual Work Plan
- Steering Committee Engagement
- Website Development
- Quarterly Newsletter Publication
- Training & Technical Assistance
- Building Partnerships
  - Tribal Transportation Agencies and Associations
  - FHWA Offices of Tribal Transportation Safety, and Resource Center
  - Bureau of Indian Affairs
  - State DOT- Tribal Liaisons
  - Local Technical Assistance Programs
  - Industry Partners



**Kick-off Fall/Winter 2022**



**Training Spring 2023**



# Southern TTAP Center (Eastern Oklahoma & Southern Plains BIA Regions)

➤ About TTAP

➤ TTAP Library of Resources

➤ Course Registration Portal



## Registration Portal

Register online for training sessions

Register with assistance from Tribal Road Scholars Award recipients  
Register. Please allow about 10 minutes for registration.  
Follow the link below to register.

[Register Now](#)



Southern TTAP / OK LTAP Tribal Road Scholars Award Recipients

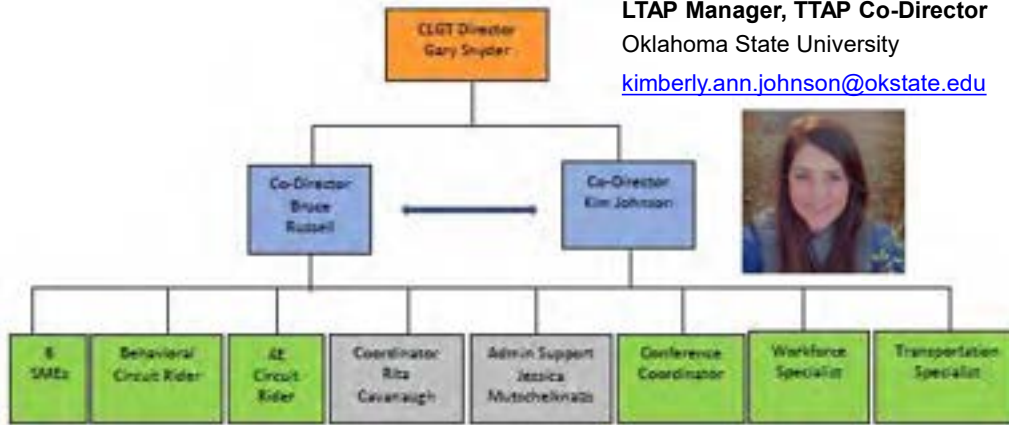
28

# Southern TTAP Center

## Kim Johnson

LTAP Manager, TTAP Co-Director  
Oklahoma State University

[kimberly.ann.johnson@okstate.edu](mailto:kimberly.ann.johnson@okstate.edu)



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# WELCOME TO THE SOUTHWESTERN TRIBAL TECHNICAL ASSISTANCE PROGRAM

EST. 2022

## SWTTAP TRAINING COURSES

SWTTAP provides training courses to help tribal organizations build capacity. Training courses allow tribal organizations to learn from experts in the field and gain hands-on experience.

### SWTTAP Training Courses

SWTTAP Training Courses

### SWTTAP Training Courses

SWTTAP Training Courses

### SWTTAP Training Courses

SWTTAP Training Courses



SWTTAP

[ABOUT](#) [RESOURCES](#) [TTAP LIBRARY](#) [FUNDING](#) [SWTTAP MEETINGS](#) [EVENTS](#) [SWTTAP NEWSLETTERS](#) [STEERING COMMITTEE](#) [CONTACT](#) [More](#)

## Southwestern TTAP Center

**Todd Macalady**

Co-Director

Email: [todd@leneacorporation.com](mailto:todd@leneacorporation.com)



**TODD MACALADY**

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918-509-7086

## Alaska Tribal Technical Assistance Program

[Events](#) [Training](#) [Grants](#) [Resources](#) [About](#) [Staff](#)



Videos



Contact us



# Alaska TTAP Center



**Billy Connor**

Director

E-mail: [bgconnor@alaska.edu](mailto:bgconnor@alaska.edu)



**Vicky Wolf**

Assistant Director

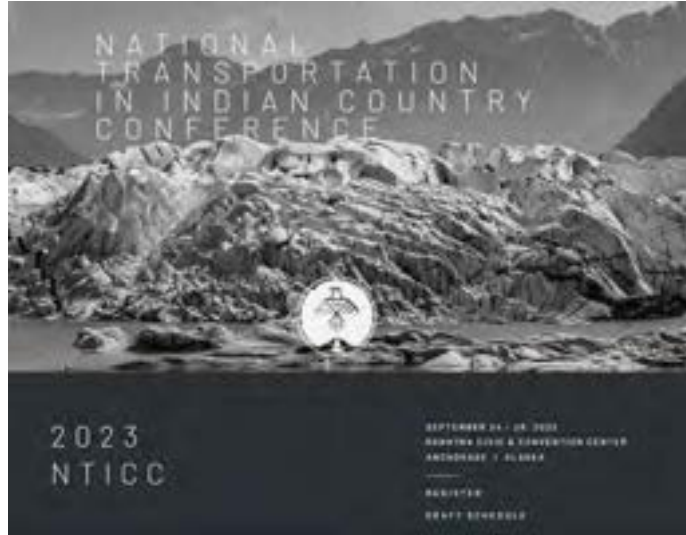
E-mail: [vgwolf@alaska.edu](mailto:vgwolf@alaska.edu)



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## Tribal Transportation Conference Sponsorship

### *National Tribal Transportation Conference*



# Northwest Tribal Technical Assistance Program

The NW TTAP Center provides free training, technical assistance, and technology transfer support to Tribal transportation programs in the BIA's Northwest Region (Region 6).

Contact the NW TTAP Center

Tribal Needs Assessment Survey

Join the Mailing List

LinkedIn

Assistant Director Application

Steering Committee Interest Form



# Northwestern TTAP Center

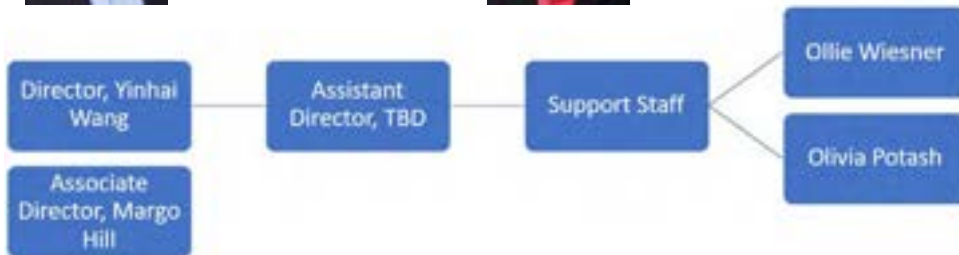
## Program Director

- Yin Hai Wang, PhD
- Professor and Director at UW
- E-mail: [yinhai@uw.edu](mailto:yinhai@uw.edu)



## Program Associate Director

- Margo Hill, JD
- Associate Professor at EWU
- E-mail: [mhill86@ewu.edu](mailto:mhill86@ewu.edu)



## Northern Tribal Technical Assistance Program

[About Us](#) [Programs](#) [Resources](#) [Training & Events](#)



**SPOTLIGHT**

**Center for Tribal Transportation Newsletter**

*Posted: Mar 28*

The latest issue provides information on funding opportunities, including Tribal Transportation Program Safety Funds, and training, including a webinar on peer exchange for highway safety specialists, training on capital project development, and updates on the National




## Northern TTAP Center

**Ron Hall, Co-Director**  
E-mail: [ronald.hall@ndsu.edu](mailto:ronald.hall@ndsu.edu)

**Dale Heglund, Co-Director**  
E-mail: [dale.heglund@ndsu.edu](mailto:dale.heglund@ndsu.edu)





## Eastern TTAP Center Update

Selectee		Background
<b>Eastern TTAP Center</b>	<b>University of Wisconsin (UW)</b>	<p><b>Experience</b></p> <ul style="list-style-type: none"> <li>• <b>Partnered with the Tribes</b> in Wisconsin and the <b>Wisconsin Department of Transportation (WisDOT)</b> to develop a <b>Tribal Crash Safety Dashboard</b>.</li> <li>• <b>Partnered with Menominee Nation</b> to <b>integrate their crash data with the State of Wisconsin</b> crash data to improve the completeness of crash data in Wisconsin.</li> <li>• <b>Delivered several federally funded technical transportation centers</b> including the <b>Midwest Transportation Workforce Center (MTWC)</b>, <b>Center for Freight and Infrastructure Research and Education (CFIRE)</b>, and <b>Midwest Regional University Transportation Center (MRUTC)</b>, and have been partners on numerous others.</li> </ul> <p><b>Proposal</b></p> <ul style="list-style-type: none"> <li>• Understands the <b>Eastern TTAP Center serves sixty-five tribes in thirty states</b>. Given this large geographic spread across the nation, a second geographic localized partners are needed.</li> <li>• Will <b>build on relationships, the lessons learned and best practices</b> from these experiences to efficiently and effectively initiate the Eastern TTAP Center.</li> <li>• <b>Partnered with the Lac Courte Oreilles Ojibwe University</b>, located in Hayward, Wisconsin and <b>New York State (NYS) Local Technical Assistance Program Center housed at Cornell University</b> in Ithaca, New York including the <b>NYS LTAP Center - Cornell Local Roads Program</b>.</li> </ul>

Each TTAP Center will provide transportation services in coordination with the FHWA TTAP Program Manager. The TTAP Program Manager will provide program support including national scale services to supplement regional local TTAP Center services.

The reestablishment of the TTAP respects the sovereignty of Tribal nations by helping them build capacity within their organizations. It promotes equity and enhances opportunity by delivering training resources to Tribal transportation professionals. A robust TTAP will advance DOT’s equity initiatives and opportunity statements, including strengthening Tribal relationships, and accentuate equity and inclusion in the Federal transportation discussion.

The reestablishment of the regional TTAP Centers supports the Department and Administration’s equity priority of an inclusive approach to program management, and commitment to work force development.

## Western TTAP Center Update

- FHWA awarded Western TTAP Center to the National Indian Justice Center, Inc. (NIJC) serving Tribes in the Pacific and Western BIA regions in October 2022.
- Kick-off Held on November 11, 2022
- Due to the unexpected passing of Western TTAP Center Director, the **NIJC has requested to closeout the agreement with FHWA due to challenges with restructuring and NIJC capacity** to deliver TTAP services.
- FHWA anticipates the **closeout out of the agreement by August 2023**, per request of NTICC.
- During transition period:
  - Coordination with LTAPs and TTAPs, OTT and others for support
  - Communication of Western TTAP Center next steps
  - Outreach with TTPCC members of Western Region
- Due to suspended Western TTAP Center services, FHWA seeks to reestablish a Western TTAP Center as soon as possible with a goal to **readvertise the NOFO by the end of the Fiscal Year / October 2023 with award by 2023.**
- **TTPCC Risk Assessment** to follow technical evaluation of applications received under Western TTAP Center NOFO- anticipated Fall 2023



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Thank you to the L/TTAP Center support during the interim and Tribal transportation community for your understanding and patience.

## PARTNERSHIPS & ADDITIONAL RESOURCES



## Welcome to the National Local & Tribal Technical Assistance Program Association

Formed in 1991, NLTAPA represents the LTAP and TTAP member centers across the country and Puerto Rico. Please explore here for resources and events provided by the Association's Executive Committee, national partners, and member centers.

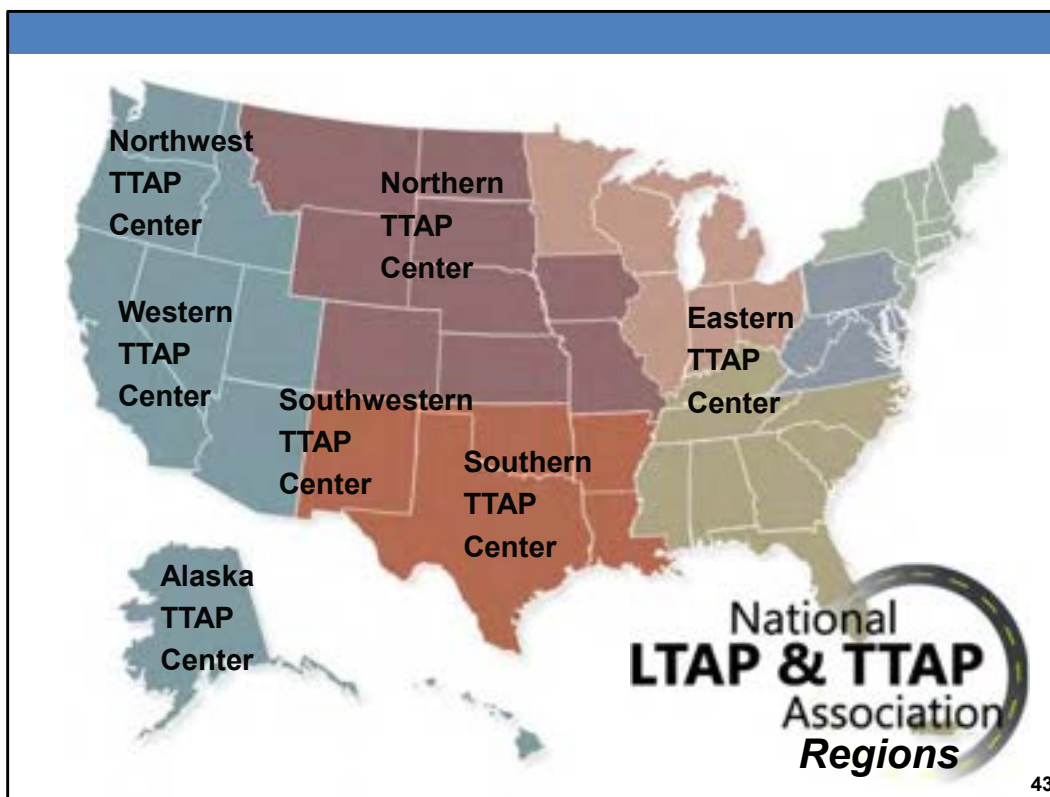
**LTAP is celebrating 40 years – and counting!**

[Watch our LTAP 40 highlight video](#)



**<https://nltapa.org/>**

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## National Local and Tribal Technical Assistance Program Association (NLTAPA)

### NLTAPA

- Builds awareness about LTAP and TTAP in the transportation community
- Assists FHWA with developing strategies for the Program
- Builds the capacity of each Center to best meet the needs of its customers
- Provides LTAP and TTAP staff professional development
- 7 NLTAPA Regions

### TTAP Involvement

- **Executive Committee**- Rotating TTAP Director representation
- **Regional Meeting engagement**
- **7 Workgroups**- opportunity for each TTAP Center to participate (Communications, Professional Development, Safety, Training Resources, Partnership, Innovation and Implementation)





**FHWA funded national center, housed at Montana State University**

**Current project cycle kicked off February 1, 2022 with new team/new partners**

# LTAP/TTAP & Rural Road Safety Center (RRSC)

- **RRSC Mission:** *"We will be the premier national hub for training, resources, and technical assistance that help drive rural roadway fatalities to zero"*
- **RRSC Role:** a complimentary asset to LTAP / TTAP Centers
- **RRSC Future Coordination:**
  - Leverage significant national LTAP/TTAP experience to focus on your rural safety needs
  - Collaborate with LTAP/TTAP Centers as a priority
  - Coordinate with FHWA Local Aid Support, NLTAPA, and LTAP/TTAP Centers on rural safety needs, products and services.



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**(LTAP and TTAP) are natural partners for the RRSC; the programs share mutual objectives and mutual goals, and the RRSC works to support your safety efforts**

# National Summit on Rural Road Safety

September 12-14, 2023 | Oklahoma City

Join us for our biggest national summit yet!

4th National Summit on Rural Road Safety

***RESOURCES FOR RURALS***

Equipping **you** to save lives



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## Part




### Tests

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## Local Aid Support- *Online Training Library* AVAILABLE NOW

<ul style="list-style-type: none"> <li>➤ ASPHALT MATERIALS AND PAVING MIXTURES</li> <li>➤ CONSTRUCTION INSPECTION OF ROCKERIES</li> <li>➤ FUNDAMENTALS OF TARGETED OVERLAY PAVEMENT SOLUTIONS (TOPS) <b>FOR LOCAL AGENCIES AND TRIBES</b></li> <li>➤ GEOSYNTHETIC REINFORCED SOIL SERIES- INTEGRATED BRIDGE SYSTEM (GRS-IBS)</li> <li>➤ GRAVEL ROAD SERIES</li> </ul>	<ul style="list-style-type: none"> <li>➤ MAINTENANCE SERIES</li> <li>➤ INSTALLATION AND MAINTENANCE OF EROSION CONTROL DEVICES <b>FOR LOCAL AGENCIES AND TRIBES</b></li> <li>➤ PIPE INSTALLATION AND MAINTENANCE FOR LOCAL AGENCIES AND TRIBES</li> <li>➤ MOTOR GRADER OPERATOR</li> <li>➤ SOILS AND FOUNDATIONS <b>FOR LOCAL AGENCIES AND TRIBES</b></li> <li>➤ PROJECT BUNDLING</li> </ul>	<ul style="list-style-type: none"> <li>➤ SAFE TRANSPORTATION FOR EVERY PEDESTRIAN (STEP)</li> <li>➤ VALUE CAPTURE</li> <li>➤ ELEVATION GRADE INSTRUMENT USE <b>FOR LOCAL AGENCIES AND TRIBES</b></li> </ul>
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[www.fhwa.dot.gov/clas/ttap/online\\_training.aspx](http://www.fhwa.dot.gov/clas/ttap/online_training.aspx)



The Federal Highway Administration's Center for Local Aid Support is sponsoring online training courses for the local agencies and tribal communities. This is your guide to anytime, anywhere access to hundreds of training topics designed to meet your individual needs. With dozens of hours of content currently available and continual updates to the course curriculum, participants can continue their education in transportation topics from beginner to advanced. If you have not tried one of these self-paced courses yet, now is the time to experience enhanced learning available to you through FHWA. All you will need to get started is internet connection. A big thank you to our partners AASHTO, National Highway Institute and the Institute for Transportation Engineers. Making the online training available is important to ensuring continuity in the delivery of safe and efficient transportation assets to local and tribal communities. 24/7 training that is self-paced eliminates the challenges many agencies face with budget constraints; workforce shortages; and changing transportation needs. But, on-demand does not have to mean that you are on your own! The Local Technical Assistance Centers in each state and Puerto Rico continue to provide technical assistance and live training in addition to what is already available to you online. We hope you find this guide useful and essential to keeping you knowledgeable and innovative in your solutions to improving transportation for your communities. Be sure to pay attention to required passcodes and use your government email for registration. If you do not have a government email, please contact [CLAS@dot.gov](mailto:CLAS@dot.gov) for further assistance.

# Stay Connected with LAS

## Local Aid Support Quarterly Newsletter

[https://www.fhwa.dot.gov/clas/training\\_tools/clas\\_newsletter\\_summer2021.aspx](https://www.fhwa.dot.gov/clas/training_tools/clas_newsletter_summer2021.aspx)



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Federal Highway Administration

## Feedback, Comments & Questions?

- TTPCC representative on the Quarterly TTAP Leadership Committee

**THANK YOU**  
**for your support and patience!**

**Morgan Manning**  
TTAP Program Manager  
[morgan.malley@dot.gov](mailto:morgan.malley@dot.gov)



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"Don't ever underestimate the impact you have on others."  
-Amy Lucero, FHWA HIT Associate Administrator