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Tribal Transportation Program Coordinating Committee

Christy Ladd
Committee Secretary
220 PoPay Avenue
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October 16, 2019

*Dakota Longbrake
Committee Chair*
The Honorable Tara Sweeney
Assistant Secretary – Indian Affairs
U.S. Department of the Interior
1849 C Street, N.W.
Washington, D.C. 20240

The Honorable Nicole Nason
Administrator
Federal Highway Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Mr. Timothy Hess
Associate Administrator
Federal Lands Highway
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Tribal Transportation Program Coordinating Committee (TTPCC) FY 2019 Annual Report and Recommendations

Dear Assistant Secretary Sweeney, Administrator Nason, and Associate Administrator Hess:

On behalf of our respective Indian Tribes, Nations, Communities and Villages, the Tribal representatives to the Tribal Transportation Program Coordinating Committee (TTPCC) would like to express our appreciation to the Administration for continuing the annual meeting between the Committee's Tribal representatives and senior Administration officials of the Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA) regarding the transportation accomplishments and challenges faced by the Nation's Tribes. The Committee provides input and recommendations to FHWA and BIA concerning Tribal transportation infrastructure needs. As is our custom, we provide a report to you regarding on-going transportation and highway safety issues important to our respective Tribal governments in the twelve BIA Regions.

We appreciate the on-going support of your departments as the TTPCC continues its work to advise the BIA and the FHWA on how to successfully administer the Tribal Transportation Program and improve the Program and practices to meet the needs of Indian Country.

For the third consecutive year, we begin our report with a discussion of the Tribal Technical Assistance Program (TTAP). The TTAP issue, more than any other, has occupied the Committee's time and efforts, and has consistently been the most urgent priority brought forward in each region by Tribal transportation leaders.

The function of the TTAP is to assist Tribal governments with building their technical capabilities by providing knowledge and greater access to transportation technology, training, and research opportunities. Before 2017, the Program was administered through seven regional TTAP centers that had been providing these services to Tribes. In 2017, the Office of Innovative Program Delivery (OIPD) made the decision to restructure the TTAP Program without tribal consultation or input. Embarking on a two-year "pilot program," OIPD sought a new contractor to run a centralized program from one physical location, and, again without any tribal input, awarded the TTAP contract to the University of Virginia's Center for Transportation Studies. Tribes and tribal transportation officials sounded the alarms at the time of that award's announcement, expressing that the centralized TTAP structure was far-removed from Indian Country, that it was placed in a center with no apparent experience with the TTP or tribal programs, and that it was staffed by trainers without tribal transportation backgrounds. Tribal officials reiterated that this pilot would not be responsive to tribal needs.

The concerns from Indian Country and similar concerns voiced at each of the TTPCC's meetings directly to OIPD officials went unheeded. The TTAP program forged ahead, as the Department marginalized and diminished the Committee's input and recommendations to improve the TTAP Pilot Project. Prior to the TTAP Pilot Project, the former TTAP centers worked with Tribes in partnership to enhance their training programs (recognizing that Tribal Nations are the ultimate beneficiaries of the TTAP services). They assisted Tribes by educating State departments of transportation and regional planning organizations by asserting that Tribes are transportation stakeholders. They also helped State DOTs better coordinate and consult with Tribes to ensure that Tribal transportation projects were listed in Statewide Transportation Improvement Programs (STIP). OIPD does not operate with such a mindset, which is a detriment to Tribal Nations.

Last year, we raised the following concerns, which we quote below:

During our September 2019 TTPCC meeting, OIPD CIO Furst made a lengthy presentation about the feedback the office had received from Tribes and tribal stakeholders, and committed to engage with the TTPCC and Tribes regarding the future of the TTAP. The TTPCC recommended to Mr. Furst that he proceed with tribal consultations, and there was discussion about the content of those consultations. The TTPCC then formed a steering committee (consisting of regional Tribal representatives) to work with OIPD to integrate feedback and work towards developing the model. We recommended that regional meetings be held throughout the nation to further inform and develop the model. The TTPCC also recommended that OIPD use a facilitator or a mediator to lead the discussions and meetings on restructuring.

Mr. Furst was receptive, though there were no concrete decisions made at the meeting. He proposed that the OIPD consultations be used to identify the objectives of the TTAP program, and then use those objectives to determine the best structure and methodology for creating the next model of TTAPs. Mr. Furst also wished to focus on the financial feasibility of the models and the “scalability” of the model if funding for the program expanded or contracted. The TTPCC supported this idea and strategy moving forward.

In summarizing its points and concerns, the TTPCC echoed the overwhelming response of the Tribes in telling OIPD that the most important aspect of the TTAPs is that they build relationships with the Tribes, and that they become familiar with the Tribes, their projects and capacities. Service providers at the old TTAP centers had built these relationships and become familiar with Tribal needs and priorities. Tribes were concerned that these long-term aspects of a successful TTAP would be sacrificed to realize short-term goals or efficiencies.

Over the course of the next year, the OIPD and DOT will work on the restructuring of the TTAP with the Tribes. According to OIPD, this will necessitate a suspension of the program and its direct technical assistance services. OIPD says it will make available its webinars, and has worked with the National Highway Institute so that group trainings will be made available to Tribes free of charge. Mr. Furst will draft a “Dear Tribal Leader” Letter outlining these issues, and has said he will submit a draft to the TTPCC prior to distribution. We can confidently say we

The Committee continues its work to move the Tribal Transportation Program inventory systems into the 21st Century by transitioning away from the current "Oracle" database and the RIFDS system to a system based on Geographic Information System (GIS). Last year, the Committee completed the GIS Pilot Project (in collaboration with the National Tribal Geographic Information Support Center - aka Tribal GIS) and developed an attribute table for the inventory compatible with the NTTFI using GIS technology. This replaces the older and outdated Oracle database. The Committee has made multiple recommendations to the BIA to move forward with the GIS project, and the BIA has done so. According to Sheldon Kipp, Supervisory Highway Engineer, the BIA is pursuing migration of the database and gearing up for the paperwork and processes to sunset RIFDS and transition to GIS. The BIA will work with the TTPCC and the QA/QC to accomplish this. The Committee sent a letter to Daryl LaCounte, Director, BIA, on August 1, 2019 reiterating the Committee's commitment to transition the inventory system to a GIS-based system as soon as possible.

Mr. Kipp has identified a group of six BIA employees from different regions who have GIS expertise who can help with this transition. The Committee will recommend tribal representatives, as well, to work with the BIA on this transition. Modernizing the NTTFI database will allow Tribes to better manage, improve, reconstruct and maintain their road inventory, as the GIS system is directly compatible with the systems used for engineering and tribal data. This will also lessen the burden on tribes in updating their inventory.

4. BIA/FHWA Organizational Documents

The organizational documents that contain the agreement between the BIA and FHWA concerning their joint administration of the Tribal Transportation Program are the National Business Strategy, FHWA Operations Manual, Memorandum of Understanding (MOU) and Communications Plan. These documents have been updated to conform to the most current surface transportation measures. The Committee has assisted the agencies by providing input into the FHWA's revised Communications Plan and MOU. FHWA's Office of Tribal Transportation helped expedite review of these items, and have completed updates to them this year. While these organizational documents primarily concern how the agencies interact with each other, or their

into the draft for a final rule. In particular, we echo the recommendations of the Tribal Caucus of the negotiated rulemaking Committee to create an Office of Self-Governance within the Department of Transportation to handle the administrative requirements of self-governance and to help integrate the concept of self-governance across the Department's modal administrations. We also endorse the idea that the Department create a Tribal-Secretarial Advisory Committee like the Departments of Interior and HHS have done.

The extension of the Tribal Transportation Self-Governance Program to the Department and its modal administrations holds great promise to further streamline the delivery of Federal transportation programs which Tribes may include in compacts and funding agreements. Using a single award instrument that reduces unnecessary regulations and channels multiple DOT modal administration awards (e.g., Tribal Transportation Program "Tribal shares," TTP safety and bridge grants, FTA Tribal Transit Program formula funds, FAA Airport Improvement Program funds, NHTSA safety grants, etc.) into one agreement will reduce Tribal administrative costs. This will permit Tribes to direct more resources and energy into building Tribal transportation capacity to successfully carry out transportation construction projects, transit programs, and the safety improvement projects our Tribal communities need. This Committee congratulates the Negotiated Rulemaking Committee on its fast work over this past year.

7. Looking Ahead

The TTPCC will continue working on many of the above items in the coming year. In addition, we expect to tackle some new ones, including:

- Helping the BIA and FHWA come up with reliable and useful methods for reporting road maintenance spending throughout Indian Country with TTP and appropriated maintenance funds. We think more granular data will assist Tribes and the Departments to better understand maintenance needs and what types of roads those funds are being used for.
- We will continue to work on better defining the updated TTP coding guide to ensure that there is a common understanding of how facilities are classified nationwide. For

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U.S. Department of the Interior
1849 C Street, NW
Washington, D.C. 20240

The Honorable Timothy Hess
Associate Administrator
Federal Highway Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

RE: Tribal Transportation Program Coordinating Committee (TTPCC) FY 2020 Requested Meeting Approval

Dear Assistant Secretary Tara Sweeney and Associate Administrator Timothy Hess:

On behalf of our respective Indian Tribes, the Tribal Transportation Program Coordinating Committee (TTPCC) provides recommendations to the Federal Highway Administration (FHWA) and Bureau of Indian Affairs (BIA) concerning Tribal transportation infrastructure needs.

We met successfully in FY 2019, and held four meetings throughout Indian Country. We will review the TTPCC's work from the last year in our annual report, which we have sent separately and will review in our meeting in November 2019. We appreciate the support of your Departments, their leaders, and staff in helping make our meetings productive this year.

In order to carry out our work in the coming year, the TTPCC respectfully requests your consideration and approval of our FY 2020 proposed meeting schedule:

- Meeting 1: November 4-7, 2019: Sterling, VA
- Meeting 2: February 3-7, 2020: Albuquerque, NM
- Meeting 3: June 1-5, 2020: Baraboo, WI
- Meeting 4: August 10-14, 2020: Lewiston, ID

The TTPCC will plan on providing an annual report on its FY 2020 work during the FY 2021 fiscal year (October or November, 2020) in a meeting in Washington, DC. We sincerely appreciate your consideration and advanced approval of these meetings dates and proposed locations. We look forward to continued work with our federal partners in the upcoming year.

Sincerely,



Jacque Hostler-Carmesin, Vice-Chair
Tribal Transportation Program Coordinating Committee



ITA Update April 8, 2020

By: Mary Beth Clark, ITA President

ITA Website: www.tribaltransportation.org

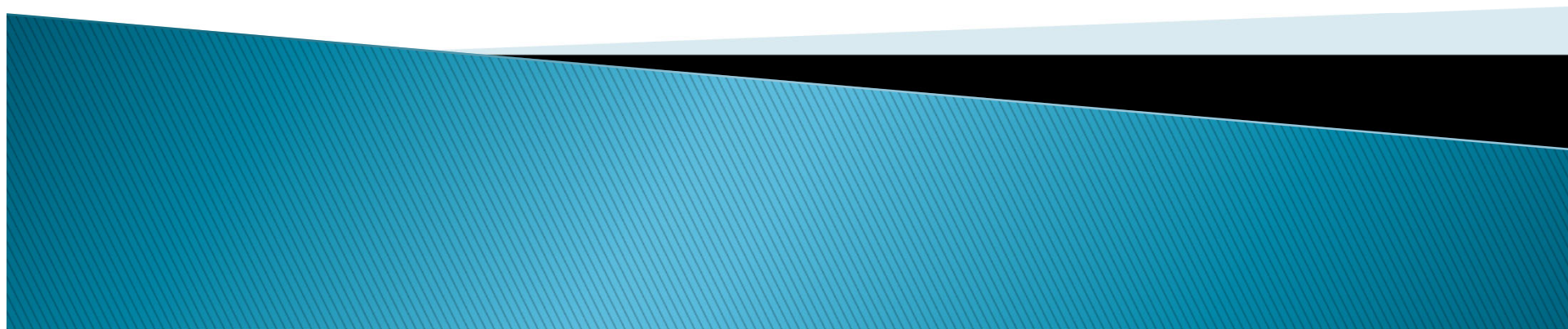
- A. **The Mid-Year Conference that was scheduled for June 23-25, 2020 located at the Indian Pueblo Cultural Center in Albuquerque, NM has been cancelled.** We are tentatively planning for an **early Annual ITA Meeting the week of October 13-15, 2020 located in Crystal City, Virginia.**
- B. **Testimony to Transportation and Infrastructure Committee on February 6, 2020.** Joe Garcia and Mary Beth Clark provided testimony to the T&I Committee regarding Tribal Transportation concerns and needs. The assistance of Matt and Tyler made the testimony go smooth. Garcia discussed the big picture in Indian Country while Clark provided more detailed information. A follow-up was requested with questions the Committee had; they were submitted by deadline Committee provided. The Testimony of Clark will be posted on ITA website.
- C. **NCAI/ITA Task Force** (Chairs Joe Garcia and Mary Beth Clark) met on February 10, 2020 in DC. During this meeting updates and discussion was regarding Self Governance Rulemaking, Reauthorization, Formula, and ITA Update. NCAI/ITA Task Force and NCAI Transportation Committee will be sending out tentative agendas prior to meetings. If you have an item to be included on this agenda, please contact Tyler Scribner at tscribner@NCAI.org
- D. **ITA Mid-Year 2021.** ITA plans to hold the 2021 Mid-Year meeting at the Indian Pueblo Cultural Center in Albuquerque, NM; dates TBD.
- E. **ITA side-bar-meetings during NTICC.** NTICC has offered space to hold ITA meeting during the evening of the NTICC event. ITA has accepted the offer so we will be planning to have short 1.5-2-hour meeting to discuss items such as Transportation Bill Updates, revising By-Laws, etc. ITA will get additional information out at a later date.
- F. **ITA formed Committees.** ITA has revised and approved two Committees to assist in keeping up with Tribal Transportation issues and/or concerns. The two committees are: Governance Committee Chaired by Gerry Hope and Operations Committee Chaired by Kim Stube.
- G. **ITA has been aggressively reorganizing and getting back on track. One of the priorities is to increase membership and having membership active as before.** To achieve a successful ITA organization for our Tribes regarding transportation, we need to provide our concerns and voices that will form a compromise that can be taken forward together.
- H. **Monthly Conference Calls.** ITA Executive Board and Regional Representatives have been holding Monthly Conference calls. The next one is scheduled for Thursday, April 9, 2020 beginning at 11:30 a.m. PST. If interested in joining, please email Barak Myers at barakmyers@gmail.com



FLH Office of Tribal Transportation

Spring Webinar Series
April 8th, 2020

Erin Kenley, Director Office of Tribal Transportation

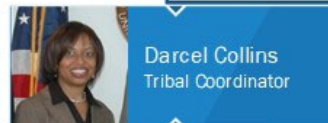
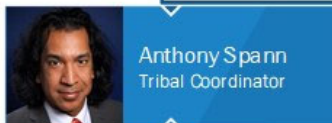
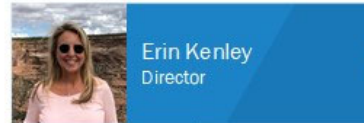


Update Topics

- ▶ The FHWA Office of Tribal Transportation (OTT)
- ▶ TTP
 - FAST Act Funding
 - Report to the Secretaries
 - Safety Fund
 - Bridge Program
- ▶ 202(a)(9) Transfers
- ▶ Tribal Transportation Self Governance Program (TTSGP)
- ▶ Nationally Significant Fed. Lands and Tribal Projects (NSFLTP)
- ▶ BUILD



Office of Tribal Transportation

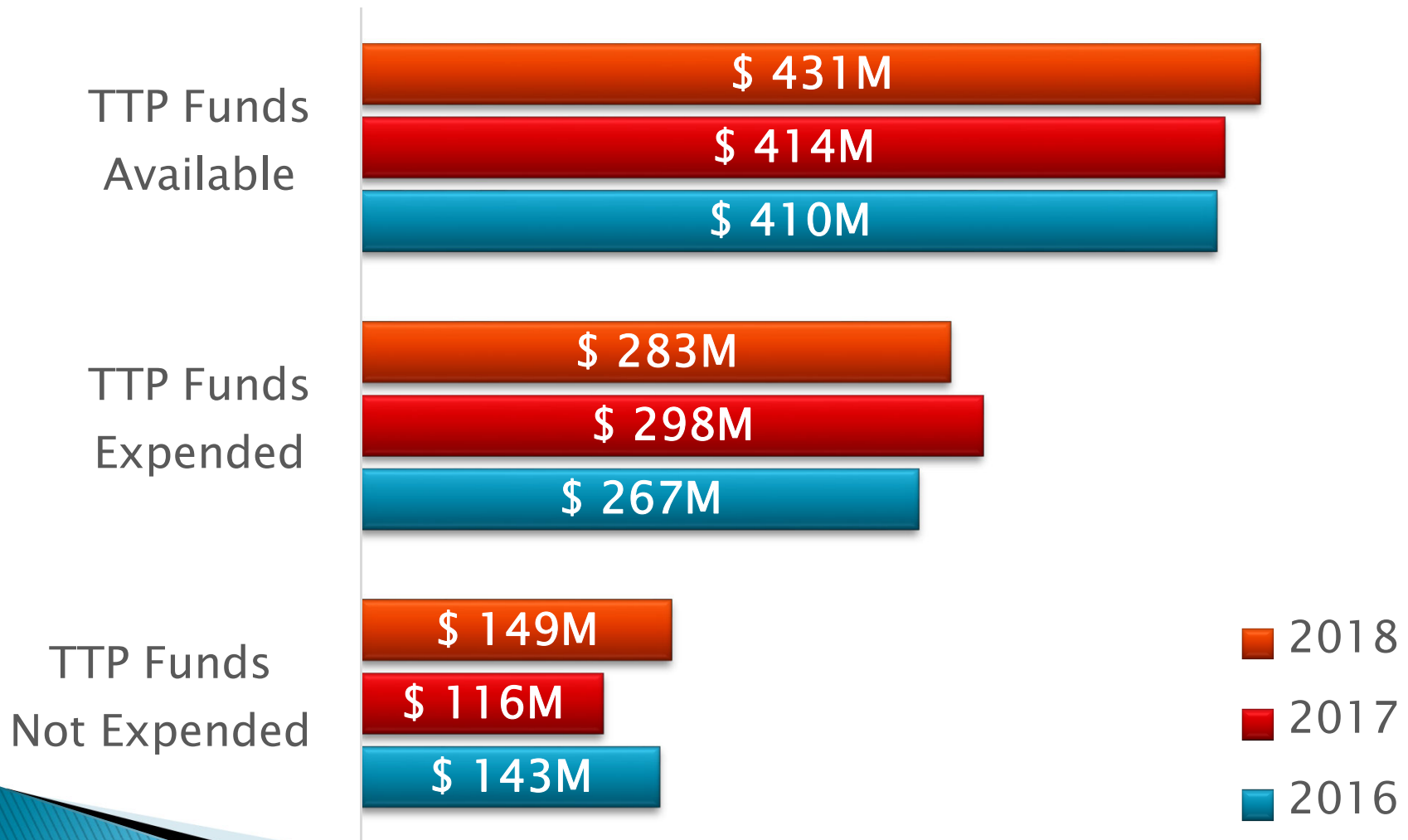


FAST Act TTP Funding

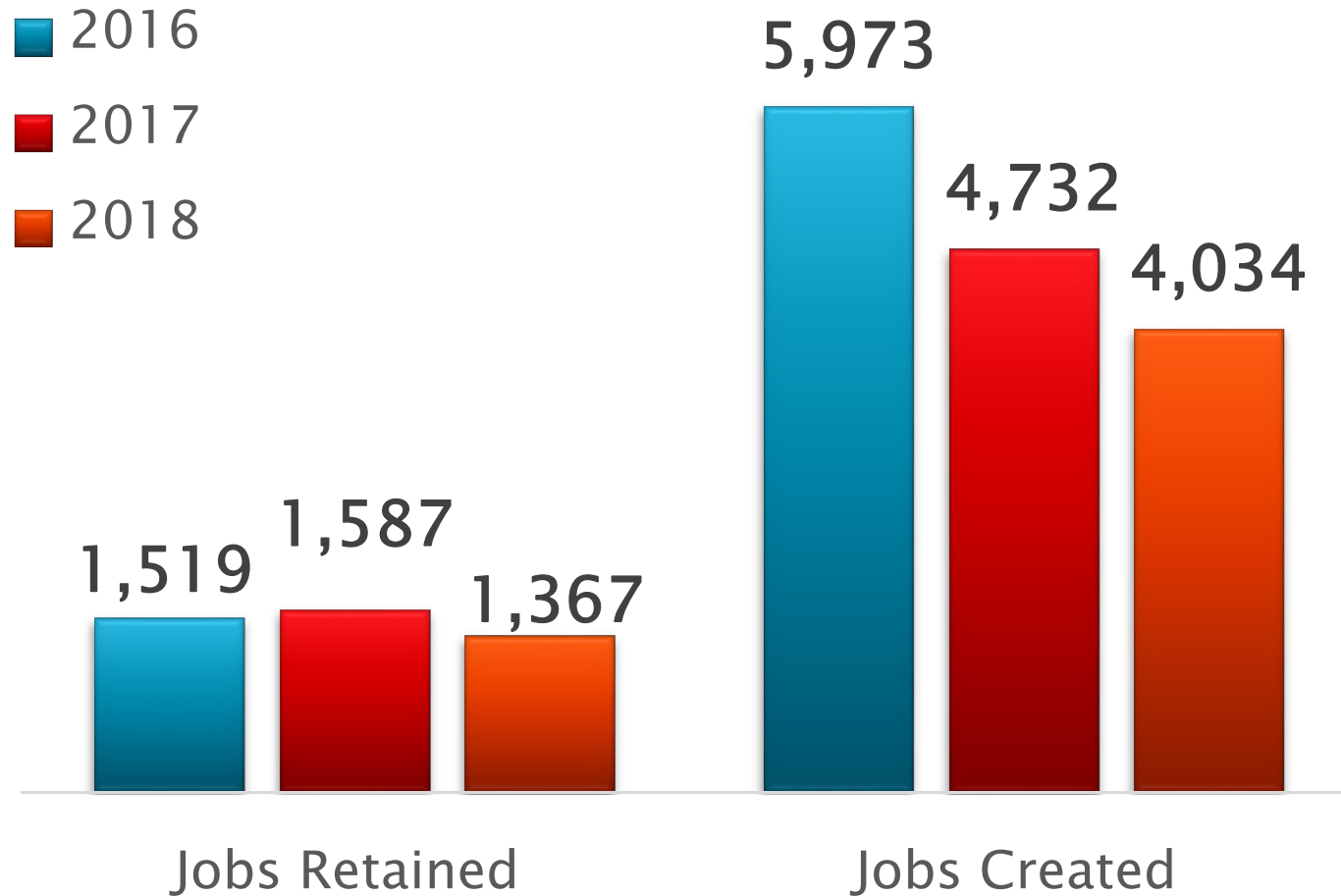
- ▶ Fixing America's Surface Transportation Act
- ▶ 5 year Highway Bill (FY16 – FY20)
- ▶ Tribal Transportation Program (TTP) Funding
 - FY16 – \$465 Million
 - FY17 – \$475 Million
 - FY18 – \$485 Million
 - FY19 – \$495 Million
 - **FY20 – \$505 Million**
 - **TOTAL – \$2.425 Billion over 5 years**



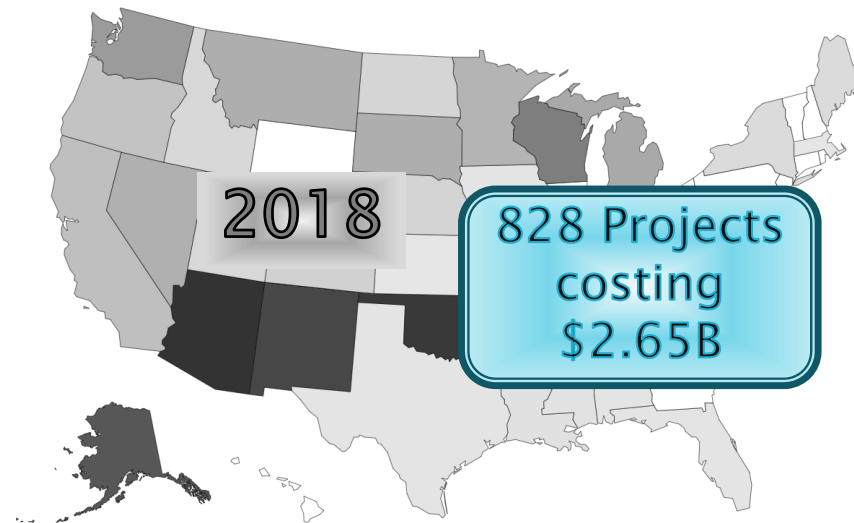
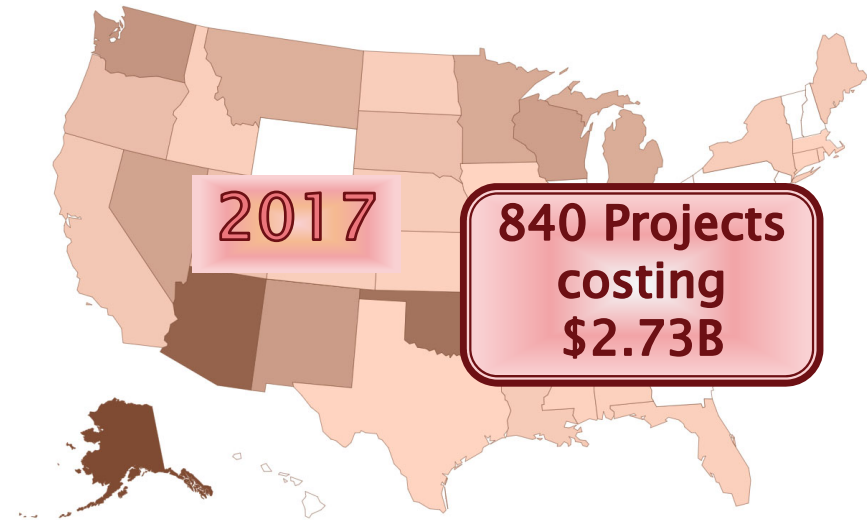
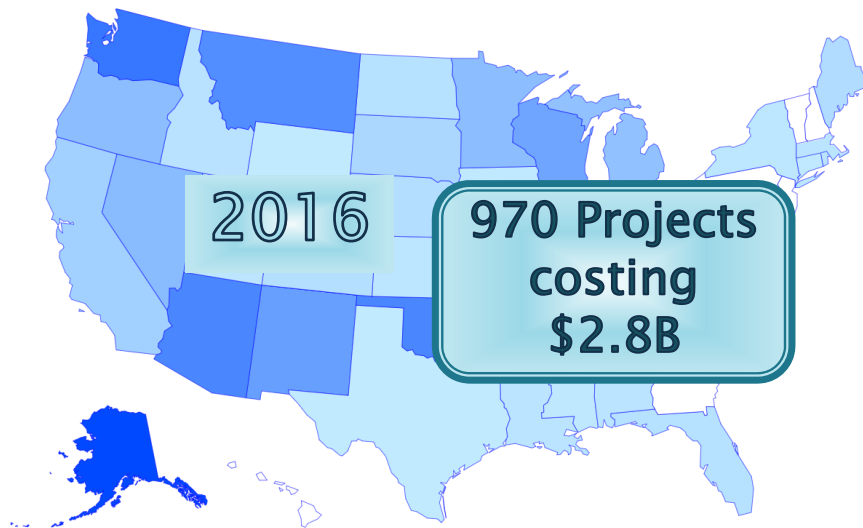
TTP Annual Report to Secretaries



TTP Annual Report to Secretaries

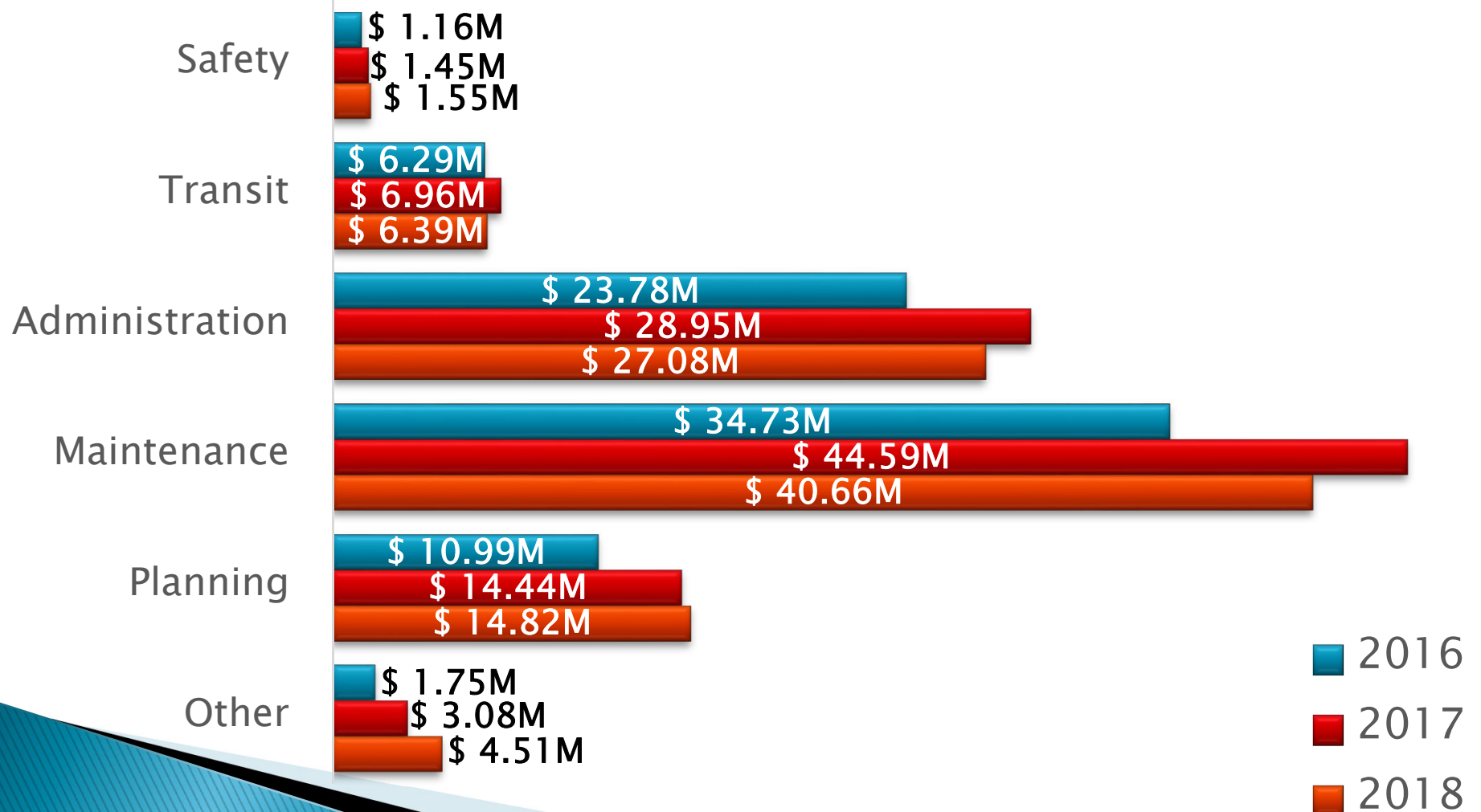


TTP Annual Report to Secretaries



TTP Annual Report to Secretaries

Non Construction Spending



Tribal Transportation Program Safety Fund (TTPSF)

TTP Safety Fund History

	2013	2014	2015	2016	17-18	2019
Funds Available	\$8.6	\$8.5	\$8.5	\$9	\$17	\$8.9
Funds Requested	\$27.2	\$27.1	\$37	\$40.1	\$90	\$38.5
Applications	239	127	167	171	234	159
Awards	193	94	90	77	94	91

[https://flh.fhwa.dot.gov/programs/tt
p/safety/ttpsf.htm](https://flh.fhwa.dot.gov/programs/tt
p/safety/ttpsf.htm)

Adam Larsen

☎ Work Phone: 360-619-7751

✉ E-mail: Adam.Larsen@dot.gov

TTP Bridge Program

- ▶ Needed update to 23 CFR 661
 - Consistency with MAP-21 and the FAST Act
 - Consistency with the Federal-aid bridge program
- ▶ NPRM Designation: Non-significant
- ▶ Planned Publication: ????
- ▶ Comment Period: ????

Russell Garcia

Bridge Program Manager
Office of Tribal Transportation
Federal Highway Administration

☎ **Work Phone: 703-404-6223**

✉ E-mail: Russell.Garcia@dot.gov



202(a)(9) Transfers

Summary by State		
State	No. of Transfers	Funds Transferred to Tribes
Alaska	6	\$ 17,068,320
Arizona	2	\$2,237,672
California	4	\$ 5,463,365
Minnesota	4	\$ 4,504,632
New Mexico	1	\$4,789,000
New York	1	\$ 486,206
South Dakota	3	\$ 1,195,671
Washington	3	\$ 765,836
TOTALS	24	\$ 36,510,702

Tribal Transportation Self Governance Program (TTSGP)

▶ NPRM

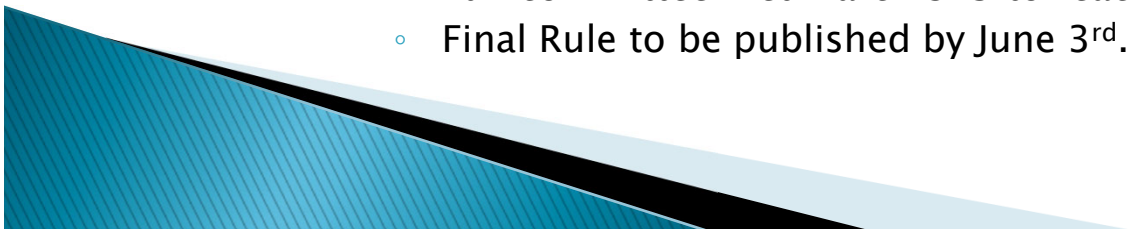
- Published in the Federal Register on October 3rd, 2019
- Comment period closed December 2, 2019
- 22 comments to the docket

▶ Consultation Sessions 2019

- October 21, Albuquerque, NM
- November 5, Chocktaw, MS
- November 19, Seattle, WA.
- November 21, Virtual
- December 5, Providers Conference 1:00–2:00 (Informal)

▶ Steps toward a Final Rule

- Drafting committee resolved comments.
- Full committee met March 3–5 to reach concurrence
- Final Rule to be published by June 3rd.



Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

STATE	PROJECT	GRANT AMOUNT
West Virginia	Construction of WV-72 and US-219 interchange near Hambleton, including the Cheat River Bridge in the Monongahela National Forest.	\$100,000,000
Florida	Reconstruct, raise and construct small bridges across a 6.5-mile section of US-41/Tamiami Trail.	\$60,000,000
Arizona	Widen and upgrade existing Pima Road near Salt River Pima Maricopa Indian Community to improve operations, and improve safety. When completed, this project will have addressed a road issue responsible for one in five community accidents, as well as replace some sections of pavement that are 50 years old.	\$49,872,946
Utah	Make improvements to SR-262 and SR-162, which are important routes for the Navajo Nation and for tourists visiting nearby Bears Ears, Four Corners and Hovenweep National Monuments.	\$47,920,779
Alabama/ Mississippi	Rehabilitate a section of the Natchez Trace Parkway in Mississippi and Alabama, with heavy resurfacing, restoration and rehabilitation, to improve the pavement condition of several miles of parkway. Raised pavement markers will be installed to improve safety throughout the project area.	\$35,757,000
Wyoming	Reconstruction and upgrades to several miles of roads near the North Entrance of Yellowstone National Park.	\$27,815,000
TOTAL		\$321,365,725

Better Utilizing Investments to Leverage Development

BUILD

▶ 2018/2019 Tribal Awards

- Alaska, Nenana Native Association \$9,174,000.
- North Dakota, Turtle Mountain Band of Chippewa \$15,000,000.
- Wisconsin, Old Odanah Road (County A) and Bear Trap Road Project \$2,376,808

▶ 2020 NOFO

- \$1 Billion
- BIA Roads Eligible
- Issued February 25th, 2020
- Applications due May 18, 2020*



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Email Updates

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A screenshot of the USDOT Federal Highway Administration Office of Federal Lands Highway website. The page is titled "Office of Tribal Transportation" and contains information about the Tribal Transportation Program (TTP). A red box highlights the "Email Updates" link in the left sidebar, and a red circle highlights the "Email Updates" link in the main content area. A red arrow points from the "Email Updates" link in the sidebar to the "Email Updates" link in the main content area.

USDOT, Federal Highway Administration
Office of Federal Lands Highway

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Location: Home > Programs > Tribal Transportation Program

Office of Tribal Transportation

The Office of Tribal Transportation (OTT) administers the Tribal Transportation Program (TTP) and provides stewardship and oversight for direct funding agreements with 135 federally recognized Tribes. The OTT also provides support for all FHWA activities affecting tribal transportation. This support includes the administration of TIGER/BUILD grants awarded to Tribes, and the transfer of funds from States and other local governments to Tribes through the 202(a)(9) transfer process.

In addition, the FHWA Office of Tribal Transportation manages the Tribal Transportation Program Bridge Program and the Tribal Transportation Program Safety Fund for all federally recognized Tribes. These grant programs are set-asides from the overall Tribal Transportation Program.

The mission of the FHWA Office of Tribal Transportation is:

Through mutual respect and understanding, enhance the quality of life in Tribal communities by supporting the Tribes' delivery of transportation programs.

Tribal Transportation Program

TTP is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States, the program is receiving \$465 million in FY 2016, with increases of \$10 million per year to \$505 million in FY 2020, as established in Public Law 114-94, Fixing America's Surface Transportation Act (the FAST Act). The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans.

The Tribal Transportation Program is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. Funds are allocated among Tribes using a statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula.

- Indian Entities Recognized and Eligible To Receive Services From the United States Bureau of Indian Affairs ➡

Email Updates
To sign up for updates or to access your subscriber preferences, please visit the [Email Updates page](#) ➡

THANK YOU!

Erin Kenley

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