Tribes in TTAP service area within the states of: Montana, Wyoming, North and South Dakota, and northern Nebraska

- Fort Berthold Tribes
- Sisseton-Wahpeton Oyate
- Spirit Lake Nation
- Standing Rock Sioux
- Turtle Mountain Band of Chippewa
- Wind River Tribes
  - Blackfeet
  - Crow
- Fort Belknap Tribes
- Fort Peck Tribes
- Northern Cheyenne
- Rocky Boys Tribes
- Cheyenne River Sioux
  - Crow Creek Sioux
- Flandreau-Santee Sioux
- Lower Brule Sioux
  - Oglala Sioux
  - Rosebud Sioux
  - Yankton Sioux
- Omaha Tribe of Nebraska
- Ponca Tribe of Nebraska
- Santee Sioux Tribe of Nebraska
- Winnebago Tribe of Nebraska

Northern Plains Tribal Technical Assistance Program
United Tribes Technical College
3315 University Drive
Bismarck, ND 58504
Phone: (701) 255-3285
Fax: (701) 530-0623
Website: http://www.uttc.edu/about/forum/ttap/

Dennis Trusty—Director
Extension 1762 or (701) 221-1762
E-mail: dtrusty@uttc.edu

Karlita Knight—Technology Specialist
Extension 1353 or (701) 221-1353
E-mail: k knight@uttc.edu

Arden Boxer—Tribal Safety Circuit Rider
Extension 1364 or (701) 221-1364
Email:aboxer@uttc.edu

Inside this issue:
Tribal Technical Assistance Program Information 2 & 3
Continued on page 2

Office of Federal Lands Highway—Tribal Transportation Program (TTP) / Save the Date—2016 Rocky Mountain Tribal Symposium 4 & 5

Tribal Safety Circuit Rider Update 6 & 7
Continued on page 7

Bureau of Indian Affairs Department of Transportation 8 & 9
Continued on page 9

South Dakota Safety Council - Impaired Driving / Tribal Transportation Workshop and Conference 10 & 11

Up-Coming Conferences / Workshops / Training / Webinars 12
TRIBAL TECHNICAL ASSISTANCE PROGRAM

The Federal Highway Administration’s (FHWA) Local Technical Assistance Program (LTAP) centers transfer transportation technology and services to officials of local governments. Few knew that LTAP’s scope was expanded by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA authorized the program to directly serve Native American tribal governments. During the past twelve years, seven Tribal Technical Assistance Program centers have opened in key areas around the country to meet the distinctive needs of Native American tribal governments.

PROGRAM HISTORY

With the passage of the Indian Self-Determination and Education Assistance Act in 1975, tribal governments began exercising their authority to assume federal actions and make those actions tribal functions. While tribes have the authority to assume federal transportation funds, these functions have largely remained a federal operation handled through the Bureau of Indian Affairs (BIA). Most tribes had neither the resources, including experience, nor opportunities to develop viable transportation management organizations.

In the 1980’s, the lack of basic skills and infrastructure prevented tribal governments from taking advantage of the services that were being provided to rural transportation agencies and to those in small urban areas by LTAP and its predecessor, the Rural Technical Assistance Program (RTAP). Without much of the basic support that most state and local transportation officials have, tribal governments had no real access to the existing system of transportation-related education and funding.

RTAP became the Local Technical Assistance Program (LTAP). This new authorization also emphasized intergovernmental transportation planning as well as travel and tourism, for American Indian tribal governments, through training and technical assistance.

Tribal representatives presented this case to Congress in committee hearings while ISTEA was in its drafting stages, and language aimed at addressing the problem was included in the legislation. It called for FHWA to establish at least two centers that would “… provide transportation assistance and training to American Indian tribal governments.” ISTEA also urged states to include tribal leaders in transportation decision-making, and it enabled the secretary of the interior to reserve BIA funds associated with the Indian Reservation Roads (IRR) program to help finance the centers.

To accommodate these differences, the planners of the Native American Local Technical Assistance Program (NALTAP), also known as the Tribal Technical Assistance Program (TTAP), incorporated the broad, flexible guidelines that have successfully guided the state LTAP centers for more than 15 years.

In meeting these objectives, TTAP personnel had wide latitude in the design and delivery of specific activities and projects. In other words, the program was planned to be broadly discretionary, enabling both the providers and the users to make the best possible use of the human and institutional resources available to them.

TTAP centers and state LTAP centers have the same underlying mission, to help develop a sound transportation system through training, technical assistance and technology transfer. However, the TTAP centers assist tribal governments in developing inter-government coordination, transportation planning, and project selection. TTAP centers also focus on tourism as an economic development strategy. The basic contract elements are the same for each NALTAP and state LTAP center:

• Publication of a quarterly newsletter
• Development and maintenance of a mailing list

(continued next page)
Technology transfer through distribution of technical publications, videos, CD-ROMs and software and through technical assistance both in the field and from the center by telephone

- Design and delivery of classes, workshops and other training activities
- Planning and implementation of special projects
- Evaluation and solicitation of client feedback followed by appropriate changes in programs and activities

Through training and special projects, the regions and tribes show their distinctive cultural, economic, political and geographic differences.

In its relatively brief lifetime, the program has gained a great many supporters in both the private sector, including industry, professional associations, and nonprofit social and economic development groups such as the Ford Foundation and in the public sector among state, local and tribal governments whose representatives have become acquainted or familiar with its work.

TTAP centers have formed cooperative relationships with many groups. These relationships are just the beginning of an extremely productive long term effort. For example, many of the approximately 51,000 reservation road miles, wind through and connect some of this continents most scenic and unspoiled areas. While a majority of tribal members have a strong bias against the commercialization of their natural and cultural resources, they are also gradually exploring with TTAP support when requested possibilities for developing eco-tourism and other road related projects that would foster economic growth and still preserve and even reinforce tribal values.

**TTAP TIMELINE**

1991
The Tribal Technical Assistance Program (TTAP) serving American Indian tribal governments was established

1993
Northwest TTAP and Colorado State University (Four Corners) TTAP were established

1995
Oklahoma (Southern Plains TTAP) was established

1996
Michigan Tech TTAP was established

1999
Northern Plains TTAP was established

2001
Alaska Village TTAP was established

2002
California-Nevada (Western) TTAP was established

2014
Mountain West TTAP was established (moved from Colorado State)
Tribal Transportation Program (TTP)

On December 4, 2015, the Fixing America’s Surface Transportation Act of 2015 (the "FAST Act" or "Highway Funding Act") was signed into law replacing MAP-21. We are in the process of revising the information on this page to address this new legislation.

The 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 receives $450,000,000 annually 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 new 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 (Acrobat, 189 KB)
Tribal Shares and Planning Funds under MAP-21

TTP Sections

Tribal Shares and Planning Funds under MAP-21
Office of Inspector General Audit Report (Acrobat, 138 KB)
Program Delivery Guide
Safety
TTP Safety Fund
Safety Plans
Safety Plans Toolkit
Road Safety Audits
Additional Resources
Bridge Program
TTP Bridge Program
BIA/Tribal Bridge Inspection Program
GRS-IBS Bridges
Additional Resources
Bureau of Indian Affairs (BIA)
Tribal Technical Assistance Program (TTAP)
Every Day Counts Initiative (EDC)
Coordinating Committee
Contact Information
SAVE THE DATE

2016 Rocky Mountain Region
Annual Tribal/BIA Transportation Symposium
April 18-22, 2016
“UNITY FOR TRANSPORTATION AND SAFETY”

MEETING NOTICE

The Rocky Mountain Region Tribal Transportation Association will facilitate this meeting regarding the next Reauthorization of the Tribal Transportation Program (TTP), formally the Indian Reservation Roads Program (IRR) Program.

Session:

Who Should Attend: Tribal Leaders, Tribal Transportation Directors / Planners, Tribal Roads Maintenance, Tribal / BIA, Construction & Road Maintenance Staff, Tribal and BIA Engineering Staff, and other interested parties.

Registration fee:
There is a two hundred and fifty dollar ($250) pre-registration fee before April 1, 2016 or a three hundred dollar ($300) registration fee on-site.

Sponsorships:
If your tribe or organization is interested in sponsoring one of the coffee or afternoon breaks ($TBD), or Luncheon ($TBD), please contact Connie Thompson, Secretary, Rocky Mountain Region Transportation Association at (406) 768-8738 Email: conniethompson_72@hotmail.com

Location:
Holiday Inn Express PO Box 769 Browning, MT 59417 Phone (406)338-2400 (Hotel Reservation). Web sit:IHG.com/ Browning Reference: Block BFT
Room rates (single/double, $89.00 plus 6% tax) Cut of date for rooms: March 18, 2016

For More Information:
Please contact: John Smith, President, Rocky Mountain Region Transportation Association at (307) 335-7669 Email: john-smith@wyoming.com or Connie Thompson, Secretary, Rocky Mountain Region Transportation Association at (406) 768-8738 Email: conniethompson_72@hotmail.com
GREETINGS!

As winter is slowly going away, I’m looking forward to spring time!

I have been busy during the last few months. I continue to learn, and as the saying goes: “We are never too old to learn!”

In January, I attended the 2016 Transportation Research Board conference in Washington DC.

This was my first time attending and there were so many sessions to pick from! I thoroughly enjoyed the sessions I attended.

I was asked to do an interview for the Fast Forward magazine during TRB. Here is the invite:

“On behalf of the U.S. DOT Federal Highway Administration, we would kindly like to request your presence for a brief interview at TRB to promote careers in transportation for students and educators in junior high, high school, and community college. We would like to include your story in our 2016 Fast Forward publication series.”

Fast Forward inspires students to consider careers in transportation by publishing video interviews and stories with leaders in the industry talking about their own career path and experiences and why a career in the industry is a great choice for young people to consider.

In February I attended a sponsor visit in Atlanta, GA with the other two Tribal Safety Circuit Riders and our respective TTAP Directors. This meeting was listed in our scope of work as part of a required session. This session was on February 23rd and 24th in Atlanta, Georgia and was hosted by Holly Billie, Capt., of the Centers for Disease Control and Fawn Thompson, of FHWA.

The TSCRS shared a powerpoint on activities that we have been involved in for year 1. We shared our goals and our plans for year 2 and year 3. Our TSCRS program is a 3 year pilot program and it includes three TSCRS. The other two TSCRS are located at Southern Plains TTAP (Oklahoma) and Western TTAP (California).

As part of my presentation, I shared a PSA (public service announcement) about seat belt usage. This PSA was developed by our UTTC office of Public Information) staff member, Alicia Hegland-Thorpe who is the media specialist. This 30 second PSA can be instrumental in reaching out to audiences in our tribal nations.

HERE IS THE PSA:

“Native American children experience the highest injury-related deaths in the country. Motor vehicle crashes are the leading cause. Seat belt use is the most effective way to save lives and reduce injuries - yet millions of adults and their kids forget to wear them. And then- a crash happens. Buckle UP! Every TRIP, Every TIME. This message from the Centers for Disease Control, Federal Highway Administration and United Tribes Technical College Tribal Safety Circuit Rider Northern Plains TTAP”.

(continued next page)
ATLANTA GA VISIT
FEBRUARY 23-24, 2016

*from left to right: Arden, Carrie Brown (WPTTAP), Tabatha Harris (SPTTAP), Kelly Myers (WPTTAP), Karla Sisco, (SPTTAP), & Dennis Trusty (NPTTAP).

UPCOMING EVENTS

Tribal Transportation Workshop and Conference
April 12-14, 2016
Sioux Falls SD
Hosted by: FHWA, Northern Plains TTAP, and Great Plains Region – BIA
Email registration forms to:
kknight@uttc.edu
aboxer@uttc.edu
Or fax to:
(701) 530-0623
QUESTIONS?
Dennis Trusty (701) 221-1762

2016 Rocky Mountain Region Annual Tribal/BIA Transportation Symposium
April 22-28, 2016
Browning MT
For more information:
John Smith, President, Rocky Mountain Transportation Association
johnsmith@wyoming.com
Or
Connie Thompson, Secretary RM Transportation Association
Connietompson_72@hotmail.com
Mission Statement

To provide for and assist tribes in the development of their capacity to plan, construct and maintain safe and efficient transportation networks.

Tribal Transportation Program Documents:

FY16 Tribal Shares
Estimated Tribal Shares from FAST ACT (FY16-FY20)

The Division of Transportation provides management and oversight of the road maintenance and road construction programs for the Bureau of Indian Affairs in Indian Country. Transportation-related program activities are provided directly and through contracts, grants, compacts and other appropriate agreements to American Indian and Alaska Natives including:

- Operation and maintenance of Bureau of Indian Affairs (BIA) roads
- Tribal Transportation Program (TTP); and
- Programs administered through the Federal Highway Administration that are specifically related to TTPs.

Operation and Maintenance

Under the operation and maintenance of BIA roads, transportation facilities located on Indian Reservations and within tribal communities are maintained. Roads maintenance program funds are administered at the BIA Region offices for the maintenance of roads identified as part of the BIA roads system. The BIA road system is part of the National Tribal Transportation Facility Inventory (NTTFI). As public roads, BIA roads and bridges are often major corridors that provide access for tribal communities through which medical, educational, commercial and recreational services and opportunities are delivered or made available to tribal members and the general public. In addition, Tribal Transportation Facilities (all other public roads) also provide access to Indian communities, trust and fee lands. As a public authority, the BIA is responsible for the maintenance and improvement of BIA roads and bridges. The broad definition of BIA roads includes all transportation-related facilities used in surface transportation such as: roads, bridges, ferry terminals, ferry boats, trails, boardwalks, primitive roads and administrative roads to BIA agency offices.

Road maintenance activities include the following functions: road maintenance, routine maintenance, bridge maintenance, snow and ice removal, emergency maintenance, ferry boat operation and program management.

Ferry boat operation is limited to a facility located in the Northwest Region in the state of Washington.

Road maintenance for the BIA is defined as the preservation of the roadway template and related structures in the as-built condition. It does not include new construction, improvement or reconstruction as an eligible activity. It is the policy of the BIA Road Maintenance Program to preserve, repair, and restore the BIA system of roadways and transportation facilities in accordance with Federal, State, Tribal, and Local laws, as applicable. The BIA is mandated to maintain roads, and transportation facilities constructed with Highway Trust Funds.

Many of these BIA roads are in failing to fair condition and are not built to any adequate design standard and have safety
deficiencies. In FY 2012, approximately 5,150 mils, or 17%, were considered to be in acceptable condition based on the BIA Service Level Index condition assessment criteria. The remaining roads, 23,850 miles, or 83%, were in unacceptable condition. Many of these roads are used today for vehicular traffic even though the roads were never planned or designed for that use.

Today, approximately 29,500 miles and 930 bridges are identified as BIA roads in the NTTFI, including other appurtenances such as roadway signs, protective devices, guide posts, various drainage structures, fencing and one ferry boat system.

**Tribal Transportation Program**

The Tribal Transportation Program addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities for all public roads. The program is jointly administered by the Federal Highway Administration’s Federals Lands Highway Office (FHWA) and the BIA, Division of Transportation, in accordance with an interagency agreement. The current highway authorization act is Moving Ahead for Progress in the 21st Century (MAP-21) and codified in Title 23 U.S.C. § 202. The regulations for the Tribal Transportation Program are published at 25 C.F.R. Part 170, but the BIA is currently engaged in revising Part 170 to bring the regulation into compliance with MAP-21, changes in the delivery of the tribal transportation, and to address concerns that have arisen since the rule was issued in 2004.

The Tribal Transportation Facilities are public roads which provide access to and within Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages. The inventory of proposed and existing roads in the NTTFI is approximately 157,000 miles. Approximately 31,400 miles are BIA system roads, 26,000 miles of Tribal system roads, and 101,000 miles that are under State and local ownership. Tribal Transportation Program funds can be used for eligible Title 23 transportation related activities on tribal transportation facility and may also be used for the State/local matching share for apportioned Federal-aid Highway Funds.

The BIA and Tribal governments undertake most of the design and construction of Tribal Transportation Program projects. Under tribal self-determination contracts, self-governance agreements, FHWA Program Agreements or other appropriate agreements, Tribal governments can perform, administer and operate portions or all but "inherently Federal functions" of the TTP.

**Additional Transportation Information**

LeRoy Gishi, Chief  
Office of Indian Services  
Division of Transportation  
Bureau of Indian Affairs  
1849 C Street, N.W.  
MS-4513-MIB  
Washington, D.C. 20240  
Telephone: (202) 513-7714  
Telefax: (202) 208-4696

**IRR Inventory**

[Federal Highways Administration (website)](http://www.fhwa.dot.gov)
DISTRACTED DRIVERS: CLUES AND SOLUTIONS

The problem
Driving is a risky activity. Research indicates that in more than 50 percent of all crashes, driver inattention was a contributing factor.

How does distraction affect driving performance? Driver instructions estimate that a driver makes 200 decisions for every mile of driving. If you are mentally solving business or family problems while driving, you are adding to the total cognitive workload. If you take your eyes off the road for three to four seconds at 55 mph the car travels the length of a football field. Other factors such as fatigue, weather and traffic conditions can increase the negative impact of distractions on driving ability.

The clues
How do you know when you are distracted? Well, how many of these things have happened to you?

- A passenger in your car screamed or gasped because of something you did or did not do?
- You ran a stop sign or stop light unintentionally?
- You swerved suddenly to avoid an animal, a car or another highway hazard?
- You slammed on your brakes because you didn’t see the car in front of you stop?
- You didn’t remember driving from one place to another?
- You drifted in your lane or into another lane of traffic?

These events are clues or signals that you are distracted while driving. Next time you decide to read a road map or a work report, referee an argument or even engage in an intense conversation on a cell phone or with occupants in the car, ask yourself… who’s driving?

The solution
Suggestions for helping you manage distractions safely:

- If the newspaper, business report or day planner is too great a temptation, stick them in the trunk of the car until you arrive at your destination
- Secure everyone and everything that could be a distraction
- Don’t wait until you are driving to plan your route or attend to grooming. Plan before you go. Leave a little earlier, it will get you there less stressed and more safely
- Pre-set the climate control, radio, CD player and identify the location of signals, wipers and lights in the vehicle
- Postpone complex or emotional conversations on the phone or with passengers until you arrive at your destination
- If a passenger is distracting you, pull over where it is safe and legal to do so. Don’t start driving until the situation is under control
- When you are hungry or thirsty take a break

The next time you catch yourself slamming on the brakes to avoid hitting someone you know what to do. Recognize that you may be driving distracted. Use some common sense and help keep our roads safer for everyone.

Acknowledgments:
Network of Employers for Traffic Safety (NETS)
Hosted by: FHWA, Northern Plains TTAP & Great Plains Region-BIA

Site: Holiday Inn Express & Suites near Empire Mall
2501 S Shirley Avenue
Sioux Falls, SD 57106
Phone: (605) 361-0122

****Ask for Room Block: Great Plains Tribal Transportation Workshop

Lodging: Monday-Friday. 2 queen / 1 king: $89.00 + Tax-for block rate reserve room by March 21, 2016

Come join us for the Spring Tribal Transportation Workshop and Conference and learn the latest information on FAST ACT and Rights of Way on Indian Land. Learn the latest information on GIS and attend up-to-date NEPA Training.

Attend workshops on bridge inspection and maintenance as well as Bridge Maintenance, Traffic Sign Retroreflectivity, and Erosion Control.

REGISTRATION FORM

Name: ___________________________ Position/Title: ___________________________
Organization: _______________________________________________________________
Address: ___________________________________ State: ________ Zip: ________________
Telephone: _______________ Fax: _______________ Email: _______________________

COST FOR REGISTRATION = $0

Please register by April 1, 2016
Email Registration forms to: kknight@uttc.edu or aboxer@uttc.edu
Fax Registrations to: Northern Plains Tribal Technical Assistance Program—701-530-0623

Call Dennis Trusty at 701-221-1762 with any questions.
Up-Coming Conferences / Workshops / Training

April 12-14, 2016—Great Plains Regional Office Tribal Transportation Workshop—Aberdeen, South Dakota—Hosted by FHWA, Northern Plains TTAP, Great Plains Region—BIA-More information call Dennis Trusty at 701-221-1762

April 22-28, 2016—2016 Rocky Mountain Region Annual Tribal/BIA Transportation Symposium—Browning, Montana—More information email John P Smith, President Rocky Mountain Transportation Association johnsmith@wyoming.com or Connie Thompson, Secretary conniethompson_72@hotmail.com

Northern Plains Tribal Technical Assistance Program
United Tribes Technical College
3315 University Drive
Bismarck, ND  58504

WEBSITE
http://lwww.uttc.edu/about/forum/ttap/