Tribal Consultation Meeting
for
Tribal Technical Assistance Program (TTAP)
Former Center Structure

Comments Received:

- Some Tribes felt under served,
- Some regions charged for training,
- Training provided not technical enough for tribes’ needs,
- Frequency of training offered are not at the level for them to take advantage of the training,
- Others find it difficult to find the time for their key or only staff to take the training,
- Some regions only trained in one or two technical areas,
- Training is short sessions at a conferences rather than longer session to truly understand the topics.

* All TTAP Centers - Self Reported Data

<table>
<thead>
<tr>
<th>Year</th>
<th>TTAP Center</th>
<th>Comparably Funded LTAP Centers</th>
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</thead>
<tbody>
<tr>
<td>2013*</td>
<td>233 hours</td>
<td>576 hours</td>
</tr>
<tr>
<td>2014*</td>
<td></td>
<td></td>
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<tr>
<td>2015*</td>
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<tr>
<td>2016*</td>
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5 Year Average

TTAP Center : 233 hours
Comparably Funded LTAP Centers: 576 hours
Program Objectives

- Increase hours of training
- Focus more resources on training
- Improve technical subject matter expertise
- Provide equity of delivery
- Ensure consistency
- Provide foundational elements of a highway training program
- Build tribal technical capacity
- Advance innovation

TTPCC Meeting in Albuquerque, NM – Shared data on current TTAP centers, discussed the need to compete agreements, discussed opportunity to do something different. Developed 8 options for consideration.

TTPCC Conference Call – Discussed options developed in Albuquerque and decided to continue developing scope for two models.

TTPCC Conference Call – Introduced scope of work for two models. Individuals on call selected one for FHWA to continue developing.

TTPCC Conference Call – Full committee phone vote on scope of work for FHWA to pursue. Quorum present.

15th Annual Alaska Tribal Transportation Symposium – Provided a presentation on the status of the TTAP at the symposium.

TTPCC Meeting in Durant, OK – Further discussed option being pursued and TTPCC role.

Great Plains Tribal Transportation Workshop - Provided a presentation on the status of the TTAP, data on existing structure and discussed path forward.

National Congress of American Indians Office of the Secretary responded on potential reorganization at mid-year meeting.


Issued Request for Proposals
Program Objectives

• Increase hours of training
• Focus more resources on training
• Improve technical subject matter expertise
• Provide equity of delivery
• Ensure consistency
• Provide foundational elements of a highway training program
• Build tribal technical capacity
• Advance innovation
Pilot Progress

Total Training Hours

Year 1 – March 19, 2018 to March 15, 2019
Year 2 – March 16, 2019 to Present

* Self reported data
Training Location Comparison

- Tribes

March 15 – March 14
- TTAP Pilot – 1st Year (2018-2019)
- TTAP Regional Centers (2016-2017)
Regional Comparison

Center with Best 5-Year Training Average
Topical Training Delivered – March 2016 to March 2017

- Safety
- Project Delivery
- Planning & Procurement
- Maintenance & Operations
- Asset & Data Management
- Non-Highway Topics

Total Training Hours: 263.5

Pilot – 1st Year – Same Regional Area
Topical Training Delivered – March 2018 to March 2019

- Safety
- Project Delivery
- Planning & Procurement
- Maintenance & Operations
- Asset & Data Management
- Non-Highway Topics

Total Training Hours: 514.5
### Face to Face Training

#### Participants
- **Tribal:** 2,708
- **Non-Tribal:** 773

#### Hours to Date
- **Delivered:** 3,359.5
- **Offered:** 5,668.5

#### One-year minimum
- **4,500 hours**

### PILOT TIMELINE
- **Percent complete:** 70%
- **Current:** May 2019
- **Started:** December 2017
- **Finishes:** December 2019

### Technical Assistance

- **124 Requests in May**
- Examples:
  - Safety Plan Documentation
  - Best Practices for Dirt and Gravel Roads
  - How to Determine Clear Zone Widths and When a Location Warrants Guardrail

### On-line

- **Tribal Technical Assistance Program**
  - **Self Paced Completions:** 183
  - **Instructor-Led Registrations:** 713
    - **Completions:** 126

### Face to Face Training Evaluations

#### Responses
- **Tribal**
  - I can use this information in the field: 4.9
  - I would recommend this class: 4.9
  - Instructor created learning opportunities: 4.6
  - The class met my expectation: 4.7
  - Instructor understands the subject: 4.7

- **Non-Tribal**
  - I can use this information in the field: 4.9
  - I would recommend this class: 4.9
  - Instructor created learning opportunities: 4.6
  - The class met my expectation: 4.7
  - Instructor understands the subject: 4.7

### 4 Week Instructor-Led On-line Evaluations

#### Responses
- **Tribal**
  - I can use this information in the field: 4.8
  - I would recommend this class: 4.8
  - Instructor created learning opportunities: 4.6
  - The class met my expectation: 4.5
  - Instructor understands the subject: 4.5

- **Non-Tribal**
  - I can use this information in the field: 4.8
  - I would recommend this class: 4.8
  - Instructor created learning opportunities: 4.6
  - The class met my expectation: 4.5
  - Instructor understands the subject: 4.5

### Self Paced On-line Evaluations

#### Responses
- **Tribal**
  - I can use this information in the field: 4.8
  - I would recommend this class: 4.7
  - Instructor created learning opportunities: 4.4
  - The class met my expectation: 4.5
  - Instructor understands the subject: 4.5

- **Non-Tribal**
  - I can use this information in the field: 4.8
  - I would recommend this class: 4.7
  - Instructor created learning opportunities: 4.4
  - The class met my expectation: 4.5
  - Instructor understands the subject: 4.5

### Most Attended VCoE Courses

1. Gravel Road Maintenance & Design
2. Soil Stabilization & Dust Abatement
3. Getting Your Project Started
4. Work Zone
5. Pipe Installation and Maintenance
6. Temporary Traffic Control

### Least Attended VCoE Courses

61. Understanding Life Cycle Costs and Optimum Treatment Types
62. GPS Data Collection and Asset Management
63. Roundabouts
64. Introduction to Asset & Data Management
65. Improving Safety at Intersections
66. Signalized Intersections

### Road Scholars Certification

- Performance/Practical Assessments available twice a month at the Oklahoma City facility.
What We Have Heard From You

- Trainers do not have any experience in Indian Country.
- Timings and locations of the meetings/trainings are not convenient to reservations.
- Hands-on element would have very positively enhanced the training.
- Courses need to be more inclusive of tribal needs.
- Incorporate Tribal cultural events into where and when classes are delivered.
- Create a way for tribes to inform the TTAP on local needs.
- Continue to re-establish the personal relationships with the Tribes.
- Changes were made to TTAP without sufficient tribal consultation.
- Classes are too simple; Classes are too technical.
- Instructors appear ill-prepared for classes. Instructors lack “cultural competence”.
- Use tribal facilities for training sites.
Consultation Written Comments

You may submit written comments by July 19, 2019.

All comments must be identified by agency and docket number and sent by one of the following methods:

• Fax: 1–202–493–2251.

• Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

• Federal Rulemaking Portal: http://www.regulations.gov Follow the online instructions for submitting comments.

• Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.