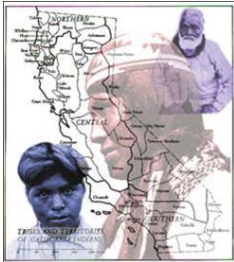


# Tribal Transportation News



A Publication of the California/Nevada TTAP  
Published by the National Indian Justice Center



*Welcome to the  
First Edition!*



## Table of Contents

<b>What is the CA/NV TTAP?</b> .....	1
<b>CA/NV TTAP Staff Directory</b> .....	2
<b>Editor's Note</b> .....	3
<b>TRIBAL TRANSPORTATION PROFILES:</b>	
<b>The Humboldt County Tribal Transportation Commission</b>	
<i>by Jacque Hostler and Warren Tamerius</i> .....	4
<b>The Reservation Transportation Authority (RTA) Sets the Standard</b>	
<i>by Valarie Smith</i> .....	5
<b>The Chumash Highway</b>	
<i>by Frances Snyder</i> .....	6
<b>TRIBAL STATE COLLABORATION: SANDAG and Tribal Governments Working Together</b>	
<i>by Jane Clough-Riquelme</i> .....	7
<b>STATE TRANSPORTATION PARTNERS Here to Help: The California Local Technical Assistance Program</b> .....	
8	
<b>Meet the Nevada Local Technical Assistance Program</b> .....	
9	
<b>The CalTrans Model in Indian Affairs</b>	
<i>by Joseph Myers</i> .....	10
<b>FUNDING OPPORTUNITIES</b>	
<b>CalTrans Transportation Planning Grants: FY 2008-2009</b> .....	
11	
<b>FEDERAL TRANSPORTATION PARTNERS</b>	
<b>Transportation Research Board</b> .....	
15	
<b>TRANSPORTATION RESOURCES</b>	
<b>The LTAP/TTAP Clearinghouse</b> .....	16
<b>Events Calendar</b> .....	17
<b>Tribal Transp. Partners Directory</b> .....	18
<b>Needs Assessment Survey</b> .....	19

## **What is the California /Nevada TTAP?**

The California/Nevada Tribal Technical Assistance Program (CA/NV TTAP) is a collaborative strategy between the Federal Highway Administration and the Bureau of Indian Affairs, funded by the US Department of Transportation. It is one of seven TTAP's nationwide serving tribal governments. The CA/NV TTAP is headquartered in Santa Rosa, California; serving the transportation programs of the tribal governments in the California/Nevada region. The National Indian Justice Center (NIJC) is the new administrator of the CA/NV TTAP.

The purpose of the CA/NV TTAP is to assist and promote the development of safe modern transportation facilities and policies within California/Nevada Indian country for all users. The CA/NV TTAP is a transportation resources center designed to serve the transportation programs of the tribal governments of the California/Nevada region. Those services include but are not limited to:

- Quarterly newsletter- Beginning with this issue, the newsletter will be published on a quarterly basis (four times per year). The newsletter will provide timely updated information for tribal transportation programs in the region.
- Technology Transfer- Through our website, newsletter, direct contact, training seminars

*(Continued on page 3)*

## National Indian Justice Center

### Staff

Joseph A. Myers, Executive Director  
Jerry Burroni, Educational Specialist  
Raquelle Myers, Staff Attorney  
Nicole Lim, Staff Attorney  
Dave Lim, Staff Attorney  
Valarie Smith, Program Coordinator  
Sabrina Rawson, Training Coordinator  
Sheri Norris, CIEA Program

### Board of Directors

**Judge William Johnson**, President (*Umatilla*)  
**Judge William Thorne**, Vice-President (*Pomo*)  
**Larry Echohawk** (*Pawnee*)  
**Judge Anita Jackson** (*Wasco/Warm Springs*)  
**Judge Gary LaRance** (*Hopi*)  
**Ted Quasula**, (*Hualapai*)  
**Judge William Rhodes** (*Pima*)  
**Judge John St. Clair** (*Shoshone*)

**5250 Aero Drive**  
**Santa Rosa, CA 95403**  
**Phone: (707) 579-5507**  
**Fax: (707) 579-9019**  
**E-Mail: [nijc@aol.com](mailto:nijc@aol.com)**  
**<http://www.nijc.org>**



## CA/NV TTAP STAFF DIRECTORY

**Joseph Myers, CA/NV TTAP Director**  
**Raquelle Myers, CA/NV TTAP Manager**  
**Valarie Smith, CA/NV TTAP Coordinator**



*The National Indian Justice Center is located in Santa Rosa, California. NIJC's building also houses the administrative offices of the California Indian Museum and Cultural Center, the Intertribal Court of California and the Regional Tribal Justice Center. Construction is currently underway for the California Indian Museum and Cultural Center, which will include a storytelling venue, Native plant garden, California Indian foods, a small Native village, various audio-visual displays that highlight California Indian history and the contributions of California Indians, as well as Curtis prints and traveling exhibits. If you are in the area, we welcome you to come visit and tour the facilities.*

### **DIRECTIONS**

#### **From the North:**

Take Highway 101 to the Airport Blvd. exit. Go left on Airport Blvd. past the stop sign at Fulton. Make a right on Aero Drive, just past the Red Cross building.

#### **From the South:**

Take Highway 101 to the Fulton Road exit. Make a right at the stop sign onto Airport Blvd. Make a right on Aero Drive, just past the Red Cross building.

© National Indian Justice Center, Fall 2007.



## Editor's Note

Welcome to the first edition of the California/Nevada TTAP Tribal Transportation Newsletter. The National Indian Justice Center (NIJC) entered into a cooperative agreement with the Federal Highway Administration to administer the CA/NV TTAP program which includes development of a training and technical assistance program focused on tribal transportation issues for tribes located in California and Nevada. The *CA/NV TTAP Tribal Transportation Newsletter* is just one of the tools that NIJC will be developing to increase awareness of existing transportation programs and opportunities for tribal communities.

Each issue of the *CA/NV TTAP Tribal Transportation Newsletter* will strive to provide information about existing transportation training and technical assistance programs, future training and technical assistance opportunities, legislative changes as well as funding opportunities for California and Nevada tribal transportation programs.

(Continued from page 1)

and seminar updates in the field of Indian reservation transportation, promising practices will be demonstrated and explained. Referrals will be made to information sources and tribal transportation needs of the region will be clarified and addresses. The purpose here is to generate communication between tribal transportation clients and the resources available.

- Develop and maintain a list of stakeholders. We will make every effort to promote a resourceful communication network.
- Create a transportation library for distributing transportation technology materials.
- Provide transportation related technical assistance.

- These and other important services will be developed in the course of our work.

The CA/NV TTAP intends to create a viable service infrastructure to meet these goals for the tribal transportation clients of our region. In our region there is no "one size fits all" model. There are California rancherias with zero miles of roadways and there are large Nevada reservations with extensive roads. Somewhere in between there are many tribal road programs that are quite unique to themselves.

There is a vast range of services needs in the region. We will make every effort to serve the needs of all who request services. Additionally, we will work closely with BIA roads personnel and the state DOTs. The NIJC has already built working relationships with some of these agencies. We look forward with great anticipation to working with all of you on this important project.



## TRIBAL TRANSPORTATION PROFILES

### The Humboldt County Tribal Transportation Commission

by *Jacque Hostler and Warren Tamerius*

*The Humboldt County Tribal Transportation Commission is an informal, intertribal round table formed for the purpose of fostering collaborative dialog on transportation issues of mutual concern. It is open to all of the federally recognized Tribes of Humboldt County.*

The Humboldt County Tribal Transportation Commission (HCTTC) evolved from a series of regional meetings held for Northern California tribal staff regarding road, inventory, and funding issues. Dis-jointed meetings with federal and local officials have historically lacked positive outcomes or adequate opportunity for tribes. What actually developed from the communication between the various tribes in attendance was the need to connect and share information with each other on a regular basis.

The mission statement of the Humboldt County Tribal Transportation Commission is: **To promote safe and efficient modes of transportation, and to improve transportation, identify transportation needs, and advocate for transportation issues of tribal communities throughout Humboldt County; to collaborate on issues be-**

**tween all of the Native American tribes; and, to solve problems concerning transportation issues among Humboldt County tribes.**

The inaugural meeting of what ultimately became the Humboldt County Tribal Transportation Commission working group was held in May 2005. While some of the tribes in Humboldt County have longstanding disagreements, each participant was asked to set aside these disagreements during meetings out of a shared interest in national and state transportation concerns affecting tribes. This 'agree to disagree' protocol has served the HCTTC working group well.

In September 2005, the initial draft of the bylaws was routed to the eight tribes for comments and approval. The working group's draft went through two major revisions

and a final revised version was routed for approval in September 2007. October 10, 2007, marked the 25th meeting of the HCTTC working group.

To date, the following tribes have signed onto the Commission: the Yurok Tribe, Blue Lake Rancheria, Karuk Tribe of California, and the Hoopa Valley Tribe. With the signature of one more tribe (it is anticipated that tribe will be Trinidad Rancheria), the full provisions of the Humboldt County Tribal Transportation Commission will begin implementation and usher in **a new era of tribal cooperation in Northern California.**



## TRIBAL TRANSPORTATION PROFILES

### The Reservation Transportation Authority (RTA) Sets the Standard

by Valarie Smith

In southern California, Native American tribes, the California Department of Transportation (Caltrans), and the San Diego Association of Governments (SANDAG) are taking an active approach to building relationships and improving coordination in transportation planning. Tribal governments established the Reservation Transportation Authority (RTA) in 1998. RTA is an independent non-profit agency and is supported by and works with the Bureau of Indian Affairs (BIA), the U.S. Department of Transportation, Caltrans, and the Riverside and San Diego County governments.

**The mission of RTA is to develop and increase road construction and road maintenance capability for member tribal governments through the implementation of a comprehensive business plan, maximize new road construction and maintenance funding, and obtain increased efficiency in fund usage through economies of scale.** In addition to acquiring more new road construction and road maintenance experience and expertise to serving

*The RTA functions as a regional transportation planning organization, and it has provided venue for increased communication and coordination between Caltrans and tribes.*

as a resource for the member tribal governments, and providing transportation, education, planning and research for member tribal governments.

The RTA functions as a regional transportation planning organization, and it has provided venue for increased communication and coordination between Caltrans and tribes. Caltrans has worked with the RTA in a number of capacities. In 2002, Caltrans provided a senior transportation planner to RTA to complete internal traffic circulation reports for the reservations of the tribes which are RTA members. As a result, the existence of the RTA has provided a venue for Caltrans staff to provide resources to help address tribal transportation planning issues in the

“Indian Country” of southern California.

The RTA has promoted the importance and value of coordination. By working together in a regional consortium, tribes have a greater voice to articulate their transportation needs. Consortia such a RTA collaborate the interest of diverse tribes and help pool resources to improve tribal transportation planning activities and coordination with resource agencies.



## TRIBAL TRANSPORTATION PROFILES

### The Chumash Highway

by Frances Snyder

*The Chumash Highway follows an elaborate Chumash trail network which linked several hundred early Chumash villages and towns, seasonal encampments, rock art sites, shrines, gathering places and water sources . . .*



Santa Ynez Chumash Tribal Chairman Vincent Armenta today announced that the California Legislature passed Assembly Concurrent Resolution (ACR) No. 75, which designates Highway 154 the “Chumash Highway.”

“Travelers taking the scenic route from Santa Ynez to Santa Barbara cross a journey that the Chumash people have traversed for thousands of years,” said Chairman Armenta. “I’m elated that this fact was recognized by the California Legislature with their highway naming project.”

Authored by Assembly Member Joe Coto, ACR No. 75 was introduced on August 23 and adopted by the Assembly on September 4 (76 Ayes 0 Noes). On September 12 the Senate adopted ACR No. 75 (38 Ayes and 0 Noes) and sent it back to the Assembly for

enrollment.

“This is a proud and historic moment for us as a tribal nation,” said Armenta. “Many of the views from the Chumash Highway route reflect what our ancestors would have seen, including vistas of the Santa Ynez Mountains from atop San Marcos Pass.”

In prehistoric times the Chumash territory encompassed some 7,000 square miles. Today, this same region in Southern Central California takes in five counties including Santa Barbara, Ventura, San Luis Obispo, Los Angeles and Kern.

“The Chumash Highway follows an elaborate Chumash trail network which linked several hundred early Chumash villages and towns, seasonal encampments, rock art sites, shrines, gathering places and water sources,”

said Armenta. “These trails were vital to sustaining cultural longevity for over 8,000 years in this region as they formed the foundation for economic and social exchange among the Chumash.” Armenta said that the naming project represents the respect and recognition that members of both the California Assembly and Senate have for Native Americans. “They understand the historical significance of the area,” he said. Members of the tribe’s elected tribal officials have met with state representatives to begin the process of producing signs designating the Chumash Highway. The Santa Ynez Band of Chumash Indians, located in Santa Barbara County, owns and operates the Chumash Casino Resort, a four diamond-rated destination resort.

## TRIBAL STATE COLLABORATION SANDAG and Tribal Governments Working Together

By Jane Clough-Riquelme

The U.S. Constitution and treaties recognize Native American communities as separate and independent political communities within the territorial boundaries of the United States. The current government-to-government relationship is a federal/tribal relationship, the origin of which flows from treaties, federal statutes and U.S. Supreme Court decisions. Government-to-government relations between regional planning agencies, local governments, and counties is voluntary, however regional transportation agencies are required by federal law to consult with tribes in the development of the various planning processes, including the Regional Transportation Plan (RTP). During the last few years, SANDAG, through its Borders Committee, has been building a government-to-government framework for engaging tribal nations at a regional level.

In the San Diego region, there are 17 federally recognized tribal nations with jurisdiction over 18 reservations – the most in any county in the United States. Tribal governments have been frustrated by the complexity of working with various local entities and not being involved in regional



planning processes which affect their communities. In particular, tribes have been concerned about not being involved more substantively in regional transportation planning efforts.

The Borders Committee, through its partnership approach has been working for the past several years with the Reservation Transportation Authority (RTA), a non-profit intertribal government agency, to strengthen liaison activities and tribal involvement in transportation planning with the MPOs whose area of influence coincides with their member tribes. Through the RTA, SANDAG began discussions with the Southern California Tribal Chairmen's Association (SCTCA), a multi-service, non-profit corporation established in 1972 by a consor-

tium of 19 federally-recognized Indian tribes in Southern California. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for tribal governments in the region. In June of 2005, the SCTCA agreed to join the SANDAG Borders Committee as an advisory member.

The SCTCA and SANDAG, with the support of the RTA, co-hosted the 2006 San Diego Regional Tribal Summit which brought the tribal nations in the region together with the SANDAG Board of Directors to discuss issues of mutual concern. One of the issues raised by the tribal leaders was tribal representation at SANDAG. The SANDAG Board and the tribal governments recognized the benefits to be gained by tak-

*(Continued on page 14)*

## STATE TRANSPORTATION PARTNERS Here to Help: The California Local Technical Assistance Program



The Local Technical Assistance Program (LTAP) provides federal and state funding for 58 centers that provide training and information to local government agencies responsible for maintaining roads in the United States. There is one LTAP Center in each state and Puerto Rico, and seven regional centers (the TTAPs) serving Tribal governments.

California's LTAP Center is called the Technology Transfer Program, and it is housed within the Institute of Transportation Studies at the University of California Berkeley.

Tech Transfer provides free training resources and offers a full schedule of courses covering:

- Pavement design, construction, preservation, and maintenance
- Traffic engineering, operations and signals
- Infrastructure design for automobiles, bicycles, and

pedestrians

- Traffic and work zone safety
- Planning, policy and finance
- Project development and management

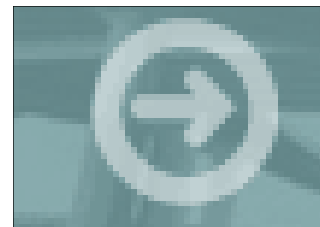
Tech Transfer's training courses are offered at low-cost in formats that fit students' needs. Courses are scheduled in traditional classroom settings several times annually across California. Several courses are available online anytime at no charge. Most courses are also available on-request.

Pavement maintenance training is one of the program's specialties. The customizable pavement road show series brings training directly to those who need it. Several classes in asphalt design and maintenance are scheduled statewide this winter. The California Pavement Preservation Conference will be held April 9-10, 2008 in

Newport Beach, CA.

In addition to low-cost training, Tech Transfer also offers free educational resources including annual technical reports covering the latest in pavement technology, free library services to public transportation agencies in California, a video library, and free copies of select training material.

Many of Tech Transfer's services are available to California Tribes. For a training calendar and additional information about the program, visit [www.techtransfer.berkeley.edu](http://www.techtransfer.berkeley.edu). Requests should be made through the California-Nevada Tribal Technical Assistance Program at the National Indian Justice Center, (707) 579-5507.



## STATE TRANSPORTATION PARTNERS Meet the Nevada Local Technical Assistance Program



The mission of the Nevada T2 Center is to provide training and technical assistance to transportation personnel to help them build and maintain better, safer and most cost-effective transportation facilities. Successfully meeting these projects involves proven solutions and innovative approaches. Our goal is to deliver and diversify relevant quality customer services, use new technologies and approaches to deliver training and communicate the Center's value to its partners and customers.

The Center's main priority is its training workshops offered throughout the state. Usually one day in length, they provide participants the opportunity to learn from experts and to exchange ideas. Workshop topics range from work zone safety and snow removal to roadway drainage and summer survival. A current list of workshops can be found on our web site at



[www.t2.unr.edu](http://www.t2.unr.edu).

The Center maintains a library of publications, video's/DVD's and CD's on related transportation topics. The catalog is on our web site at [www.t2.unr.edu](http://www.t2.unr.edu).

The Center also publishes a quarterly newsletter titled the "Milepost". The newsletter is intended to provide Nevada's public with transportation information they can use on the job. In addition to the newsletter we also publish the "Streetwise" which is a report of a detailed topic that is too long to run the Milepost.

The Center also has a Roads Scholar Program where we have 330 people enrolled and 139 have graduated. The program was started in 1994 and a Roads Scholar needs to attend 10 designated one day workshops during a four year period. Upon completion of the program, the Center grants the Roads Scholar a certificate, folder, coffee mug and notifies the supervisor of the person's achievements.

The Center is also involved with the Nevada Alliance for Quality Transportation Construction (NAQTC)



[www.naqtc.unr.edu](http://www.naqtc.unr.edu). The Center also facilitates the Flagging Certification Program for Nevada. Also, we cosponsor the Nevada Infrastructure Concrete Conference in Reno and Las Vegas. Additional information on this conference can be found on our web site at [www.t2.unr.edu](http://www.t2.unr.edu).

The Center's staff consists of Dr. Peter Sebaaly, Director, Maria Ardila-Coulson, Assistant Director, Lisa Cody, Program Manager, Larry Lunz, Field Representative, and Dr. Elie Hajj, Research Engineer.



## STATE TRANSPORTATION PARTNERS The CALTRANS Model in Indian Affairs

In many states there is a profound gap between state and tribal authorities in creating police that affects Indian and non-Indian businesses and communities. Historically communication has been sparse. Caltrans has taken the initiation to move to an improved level of communication.

The California Department of Transportation (Caltrans) recognizes the limited sovereign status of federally recognized tribes and the cultural values

of all Native American communities in California, and it is committed to strengthening the government-to-government relationship between the state government and the tribal government.

There are currently 108 federally recognized tribes in California. These tribal governments hold powers of limited sovereigns and are charged with the same responsibilities as any other governmental authority: Planning the use of their re-

sources to meet their social, economic cultural and political needs.

California is home to the largest Native American population in the country, including federally recognized tribes, terminated, or non-federally recognized tribes, and urban Indian communities. California was a target for Indian termination and the Indian relocation program that moved Indians from reservation to selected urban centers.

Caltrans established the Native American Advisory Committee in 1997 to improve the government-to-government relationship between the Indian tribes of California and the California Department of Transportation. The Committee provides advice to the director of Caltrans concerning matters of interest to the tribes and their constituents. The Committee is a concept that allows for a Native American perspective in matters of transportation that impacts California Indian communities.





## Transportation Planning Grants Fiscal Year 2008-2009

Environmental Justice: Context-Sensitive Planning  
Community-Based Transportation Planning  
Partnership Planning  
Transit Planning (FTA Section 5304)  
Statewide Transit Planning Studies  
Transit Technical Planning Assistance  
Transit Professional Development

**Application Deadline  
January 11, 2008**

### General Information and Requirements

#### APPLICATION SUBMITTAL

Five signed hard copies and one electronic copy on a CD (Microsoft Word and Excel) of the entire Application including documents must be postmarked or received at your local Caltrans District Planning Office no later than **5:00 pm, Friday, January 11, 2008** (see appropriate Caltrans District Planning contact in the description of each grant program). **Late applications will not be accepted.**

Caltrans district staff is available **prior to the January 11, 2008**, deadline to answer general questions to help interested groups complete their applications. Applicants may also direct their questions to the appropriate Caltrans Headquarters staff for the respective programs.

#### **Timeline**

Fall 2007 – Transportation Planning Grant Application available by mail, e-mail, and website.

<http://www.dot.ca.gov/hq/tpp/grants.htm>

January 11, 2008 – Final applications due to appropriate Caltrans District Planning Office.

Summer 2008 – Estimated time of grant award announcements (upon approval of State budget).

#### FINANCIAL REQUIREMENTS

Grant payments are made only as reimbursements occurring no more frequently than monthly or at a minimum quarterly. The Grantee must pay its sub-recipients and named subcontractors prior to submitting an invoice requesting reimbursement from Caltrans. **Lump sum invoices for the entire grant are not allowed.** Local match must be expended on a proportional basis coinciding with the expenditure of the grant funds. Non-federal sources for local match can include local sales tax, special bond measures, private donations, private foundations, etc. Examples of in-kind contributions include donated printing, facilities, food, interpreters, equipment, advertising, staff time, etc. All in-kind contributions must be itemized.

Grantees are required to maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item. The accounting system of the Grantee, its sub-recipients and subcontractors shall conform to Generally Accepted Accounting Principles, that enables the determination of incurred costs at interim points of completion, and provides support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable

project costs will be in compliance with 49 Code of Federal Regulations (CFR), Part 18 and Office of Management and Budget (OMB) A-87. It is the Grantee's responsibility, in conjunction with Caltrans district staff, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Project Timeline/Project Schedule and Funding Chart. Grantees must monitor work and costs to ensure their invoices are submitted on a regular and timely basis (monthly or quarterly). Grantees must communicate with their local Caltrans District Planning office to ensure any issues are addressed early during the project period.

An Indirect Cost Allocation Plan or Central Service Cost Allocation Plan and related documentation are to be provided to the Caltrans Office of Audits and Investigations annually for review and approval prior to the Grantee seeking reimbursement of indirect costs. The Grantee must prepare and submit its Indirect Cost Allocation Plan or Central Service Cost Allocation Plan in accordance with Office of Management and Budget (OMB) A-87 and Caltrans Local Programs Procedures (LPP) 04-10.

<http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<p><b>Environmental Justice: Context-Sensitive Planning</b></p>	<p>State Highway Account <b>Budget</b> \$3 million <b>Grant Cap</b> \$250,000</p>	<p>Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.</p>	<p>The following may apply <b>directly or as a sub-recipient</b>: Metropolitan Planning Organizations and Regional Transportation Planning Agencies Cities and Counties Transit Agencies Native American Tribal Governments The following may apply only as a <b>sub-recipient</b>: Universities and Community Colleges Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**</p>	<p>10% of the <b>grant total</b> (non-State and non-federal funds). Up to half of the 10% match can be in-kind*. Refer to sample match calculation on Page 11.</p>
<p><b>Community-Based Transportation Planning</b></p>	<p>State Highway Account <b>Budget</b> \$3 million <b>Grant Cap</b> \$300,000</p>	<p>Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.</p>	<p>The following may apply <b>directly or as a sub-recipient</b>: Metropolitan Planning Organizations and Regional Transportation Planning Agencies Cities and Counties Transit Agencies Native American Tribal Governments The following may apply only as a <b>sub-recipient</b>: Universities and Community Colleges Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**</p>	<p>20% of <b>grant total</b> (non-State and non-federal funds). Up to half of the 20% match can be in-kind*. Refer to sample match calculation on Page 20.</p>
<p><b>Partnership Planning</b></p>	<p>FHWA State Planning and Research, Part 1 <b>Budget</b> Federal funds \$1,000,000 <b>Grant Cap</b> \$300,000</p>	<p>Fund transportation planning studies of multi-regional and statewide significance, strengthen the economy, protect the environment, and promote public involvement and safety in the State.</p>	<p>The following may <b>only</b> apply as an <b>applicant</b>: Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a <b>sub-recipient</b>: Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**</p>	<p>20% of <b>grant total</b> (non-federal funds or in-kind* contribution). Additional local funds above the minimum local match are desired. Refer to sample match calculation on Page 29.</p>

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<b>Statewide Transit Planning Studies</b>	FTA Section 5304  <b>Budget</b> Federal funds \$1,200,000  <b>Grant Cap</b> \$300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing urban transportation needs, improving transit service, strengthening the economy, promoting equity, and protecting the environment.	The following may <b>only</b> apply as an <b>applicant</b> : Metropolitan Planning Organizations and Regional Transportation Planning Agencies (Projects are to be performed jointly with Caltrans staff.) The following may apply only as a <b>sub-recipient</b> : Transit Agencies Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**	11.47% of the <b>grant total</b> (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 31.
<b>Transit Technical Planning Assistance</b>	FTA Section 5304  <b>Budget</b> Federal funds \$1,000,000  <b>Grant Cap</b> \$100,000	Fund public and intermodal transportation planning studies in rural transit areas of California (transit service area with population of 100,000 or less).	The following may <b>only</b> apply as an <b>applicant</b> : Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a <b>sub-recipient</b> : Transit Agencies Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**	11.47% of the <b>grant total</b> (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 32.
<b>Transit Professional Development</b>	FTA Section 5304  <b>Budget</b> Federal funds \$300,000  <b>Grant Cap</b> \$50,000	Fund training and development of transit planning professionals and student internships.	The following may <b>only</b> apply as an <b>applicant</b> : Metropolitan Planning Organizations and Regional Transportation Planning Agencies The following may apply only as a <b>sub-recipient</b> : Transit Agencies Universities and Community Colleges Native American Tribal Governments Cities and Counties Community-Based Organizations Non-Profit Organizations (501.C.3) Public Entities**	11.47% of the <b>grant total</b> (non-federal funds or in-kind* contribution). Refer to sample match calculation on Page 33.

(Continued from page 7)

ing a cooperative approach to planning for an improved quality of life for the San Diego region. The leadership of SANDAG and the SCTCA had discussions over several months regarding the development of a formula for tribal representation which would respect tribal sovereignty and involve tribal governments in policy decisions at SANDAG.

At a policy level, SCTCA and the SANDAG signed a Memorandum of Understanding on January 26, 2007 memorializing the agreement to have the SCTCA join the SANDAG Board of Directors and Policy Advisory Committees, including Transportation, Regional Planning, and Public Safety, as advisory members. At a technical level, it was agreed that a tribal working group should be formed to discuss tribal transportation issues on a regular basis. The Intertribal Transportation Working Group serves as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The Working Group forms part of the



SANDAG structure and reports to the Borders Committee, and all tribes in San Diego can be members. This innovative framework goes far beyond the federal requirement for consultation; tribal leaders are now part of the regional decision-making process at a policy level, offering a tribal perspective to complex planning issues.

#### Activities Underway

- Consultation on 2007 Regional Transportation Plan (RTP)
- Tribal Transit Feasibility Study to assess potential options for future transit service between tribal reservations and urban centers that would be implemented through innovative public-private partnerships.

Tribal Transportation Demand Management (TDM) Outreach Project that will develop a plan for a tribally-owned Transportation Management Association (TMA)

to service the tribal governments in the region in collaboration with SANDAG.

#### Tribal Nations in the San Diego region

- Barona Band of Mission Indians
- Campo Band of the Kumeyaay Nation
- Ewiiapaayp Band of Kumeyaay Indians
- Inaja-Cosmit Band of Mission Indians
- Jamul Indian Village. A Kumeyaay Nation
- La Jolla Band of Luiseño Indians
- La Posta Band of the Kumeyaay Nation
- Los Coyotes Band of Cahuilla/Cupeño Indians
- Manzanita Band of the Kumeyaay Indians
- Mesa Grande Band of Mission Indians
- Pala Band of Mission Indians
- Pauma-Yuima Band of Luiseño Indians
- Rincon Luiseño Band of Indians
- San Pasqual Band of Diegueño Indians
- Santa Ysabel Band of Diegueno Indians
- Sycuan Band of the Kumeyaay Nation
- Viejas Band of Kumeyaay Indians

## FEDERAL TRANSPORTATION PARTNERS The Transportation Research Board



The Transportation Research Board (TRB) is a division of the National Research Council, which serves as an independent advisor to the federal government on scientific and technical questions of national importance.

The TRB was established in 1920 as the National Advisory Board on Highway Research to provide a mechanism for the exchange of information and research results about highway technology. This organization has accomplished its mission through standing committees, publications and an annual meeting. The TRB portfolio of service expanded significantly when it began conducting studies of national transportation policy issues, along with a request from Congress, the U.S. Department of Transportation, and the state departments of transportation for TRB to undertake additional tasks, including management responsibilities for the Transit Cooperative Research Program, along with several other programs.

The mission of TRB is to promote innovation and progress in transportation through research. In an objective and

interdisciplinary setting TRB facilitates the sharing of information on transportation practice and policy of researchers and practitioners, and provides expert advice on transportation policy and programs.

TRB fulfills this mission through the work of its standing committees and task forces addressing all modes and aspects of transportation. The Native American Transportation Issues Committee is one of TRB's standing Committees. The Native American Transportation Issues Committee is concerned with research and practice pertaining to transportation issues on or near tribal lands and communities or affecting tribal historical or cultural properties wherever located. Tribal transportation issues include all modes of moving people and goods from one place to another, all relevant agencies, including tribal, state, federal, regional, and local providers, and all relationships and interactive processes of various governmental units- tribal, federal, state, and local- with regards to the development, planning, administration, coordination and implementation of trans-

portation laws, policies, plans, programs, and project.

The present chair of the Native American Transportation Issues Committees is Ms. Cynthia Gomez, Branch Chief, Native American Liaison Branch, California Department of Transportation (Caltrans). One of the committee members is Ms. Raquelle Myers Staff Attorney/CA/NV TTAP Project Manager, National Indian Justice Center. The Committee will meet at the upcoming 87<sup>th</sup> Annual meeting, January 13-17, 2008 in Washington DC. For more information, visit the TRB website at [www.trb.org](http://www.trb.org) and click "Annual Meeting".



## TRANSPORTATION RESOURCES

### The LTAP/TTAP Clearinghouse

The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of centers – one in every state, Puerto Rico and regional centers serving tribal governments. The LTAP/TTAP centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters.

Through these core services, LTAP/TTAP centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services; resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.

The LTAP/TTAP operates under a strategic plan and publishes an annual overview of the programs. The annual overview, which includes pro-

gram statistics, is collected by the Clearinghouse, which provides program support to the LTAP/TTAP.

#### Resources & Training

The LTAP/TTAP Database contains a variety of information, including training materials and videos, tips from the field and Web-based resources. Note that we are currently developing a new LTAP/TTAP Database which will incorporate the following information and much more.

The Clearinghouse provides program support to the National LTAP/TTAP. It is operated under contract to the Federal Highway Administration by the American Road & Transportation Builders Association (ARTBA) – Transportation Development Foundation. The Clearinghouse operates from ARTBA's Washington, D.C., office.

The Clearinghouse Steering Committee ensures that the Clearinghouse develops services that meet the constantly changing needs of the centers and the national program community in accordance with the national strategic plan.

#### Clearinghouse Staff

- Alison Premo Black, Director, [ablack@artba.org](mailto:ablack@artba.org)
- Lisa McCluskey, Program Manager, [lmcccluskey@artba.org](mailto:lmcccluskey@artba.org)
- Sarah Crane, Program Assistant, [scrane@artba.org](mailto:scrane@artba.org)
- Patrick Nichols, Website Developer, [webmaster@ltap.org](mailto:webmaster@ltap.org)

Additional Contact Information:

Phone: (202)289-4434

Fax: (202)289-4435

Mailing Address:

LTAP/TTAP Clearinghouse  
c/o ARTBA, TDF  
1219 28th Street NW  
Washington, DC 20007



## TRANSPORTATION EVENTS CALENDAR



### NOVEMBER 2007

November 6-9, 2007

**10<sup>th</sup> Annual National Tribal Transportation Conference**, Denver Marriot West Hotel  
1717 Denver West Boulevard  
Golden, CO 80401  
<http://ttp.colostate.edu>

November 14, 2007:

California Department of Transportation  
**Native American Advisory Committee Meeting**  
Caltrans Training Center  
624 N. East Street  
Woodland, CA 95773

November 15, 2007:

**California/Nevada Tribal Technical Assistance Program Technical Advisory Panel** meeting, Valley Oaks Inn-Conference room  
9:00 AM – 12:00 PM  
600 N. East Street  
Woodland, CA 95773  
[www.nijc.org](http://www.nijc.org)

November 29-30, 2007:

**Vision Safe Drive Conference**  
Best Western Ramkota Hotel  
Bismarck, North Dakota  
[info@ugpti.org](mailto:info@ugpti.org)

### DECEMBER 2007

December 5-6, 2007

**NV LTAP Nevada Asphalt Emulsion Technologies Workshop**,

Pacific Palms Conference Resort, Industry Hills, CA  
\$100/\$150 for government agency personnel  
[www.aema.org](http://www.aema.org)

December 10-11, 2007

**CA LTAP Fundamentals of Inspection Practice (PD-01)** (Classroom Training)  
Fresno, CA; \$225/\$325

December 11-12, 2007

**NV LTAP Pavement Preservation: Design and Construction of Quality Preventative Maintenance Treatments (NHI 131103A)**, Reno, NV \$80/\$100  
[www.t2.unr.edu](http://www.t2.unr.edu)

December 13, 2007

**CA LTAP Basics of Effective Asphalt Pavement Maintenance for Local Agencies (IDM-04)** (Classroom Training)  
Redding, CA; \$125/\$195

December 1-31, 2007:

**National Drunk and Drugged Driving (3D) Prevention Month**

### JANUARY 2008

January 8-11, 2007:

**CA LTAP Basic Traffic Signal Design (TE-02)** (Classroom Training)  
Richmond, CA  
\$425/\$695

January 13-17, 2008:

**Transportation Research Board 87<sup>th</sup> Annual Meeting**  
Washington, DC  
<http://www.trb.org/meeting/>

January 22-23, 2008

**CalTrans Long Range Transportation Plan Workshop**  
NIJC Offices, Santa Rosa, CA  
(Free of Charge)  
Call Valarie at (707) 579-5507

January 24-25, 2008

**BIA RIFDS Training**  
NIJC Offices, Santa Rosa, CA  
Call Valarie at (707) 579-5507

January 27-30, 2008:

**National Asphalt Pavement Association** 53<sup>rd</sup> Annual Meeting  
Arizona Biltmore Resort & Spa, Phoenix, AZ  
<http://www2.hotmix.org/meetingsignup/index.php>

January 30-31, 2007

**CA LTAP Fundamentals of Project Management for Transportation Engineers (PD-05)** (Classroom Training), Stockton, CA  
\$295/\$425

# TRIBAL TRANSPORTATION PARTNERS DIRECTORY & RESOURCES

## CALIFORNIA

### California Department of Transportation

Division of Transportation Planning

Native American Liaison Branch  
1120 N Street MS-32  
Sacramento, CA 95814  
(916) 653-3175

<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

### California Local Technical Assistance Program (LTAP)

California Technology Transfer Program

University of California-Berkeley  
RFS 1301 S 46<sup>th</sup> St., Bldg 155  
Richmond, CA 94804  
(510) 665- 3608

[Visit the California LTAP website](#)

## NEVADA

### Nevada Department of Transportation

1263 South Stewart Street  
Carson City, NV 89712  
(775) 888-7122

<http://www.nevadadot.com>

### Nevada Local Technical Assistance Program (LTAP)

Nevada Transportation Technology Transfer Center

Nevada T2 Center/257  
University of Nevada  
Reno, NV 89557  
(775) 784- 1433

<http://www.t2.unr.edu>

## FEDERAL

### Federal Highway Administration

United States Department of Transportation  
(Southeast Federal Center Building)

1200 New Jersey Ave. S.E.  
Washington, DC 20590-9898  
<http://www.fhwa.dot.gov/>

## RESOURCES

### STATE AGENCIES

#### California Department of Transportation (Caltrans) Native American Liaison Branch

<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

#### Nevada Department of Transportation (N DOT) Local Governmental Liaison

<http://www.nevadadot.com/>

### FEDERAL AGENCIES

#### Federal Highway Administration (FHWA)

##### California Division

<http://www.fhwa.dot.gov/cadiv/index.htm>

#### Federal Highway Administration (FHWA)

##### Nevada Division

<http://www.fhwa.dot.gov/nvdiv/nevada.html>

### State Funding

#### California Department of Transportation Transportation Planning Funding Grants

<http://www.dot.ca.gov/hq/tpp/grants.html>

#### California Department of Transportation The State-Legislated Safe

#### Routes to School program (SR2S)

The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. For more information on this program go to:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

#### Nevada Department of Transportation

##### Safe Routes to School Program

[http://www.walknevada.com/PDF/SRTS\\_nv\\_Application\\_032007.pdf](http://www.walknevada.com/PDF/SRTS_nv_Application_032007.pdf)

### FEDERAL FUNDING

#### Federal Safe Routes to School program (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. For more information on this program go to: [http://](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm)

[www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm)

# CA/NV TTAP NEEDS ASSESSMENT SURVEY

We are asking for your assistance in determining the training and technical assistance needs for California and Nevada tribal transportation programs. Whether your program is new or established, we would greatly appreciate your feedback on this survey. You can access this survey on the internet or you can complete the enclosed pages (pp. 8-27) and return them by mail, fax or e-mail to Ms. Valarie Smith, CA/NV TTAP Coordinator, 5250 Aero Drive, Santa Rosa, CA, 95403, Phone: (707) 579-5507, Fax: (707) 579-9019, E-mail: valsmith@nijc.org. To complete the survey online, go to [www.nijc.org/ttap.html](http://www.nijc.org/ttap.html).

## California/Nevada Tribal Needs Assessment

The California-Nevada TTAP would like to determine the priority transportation training and technical assistance needs for the tribes in California and Nevada. This document will serve as the first draft of that Needs Assessment Tool. We are asking for your help in developing a comprehensive list of training topics and areas of interest to include on the Needs Assessment Tool.

### 1. Name of the Tribe that you represent:

### 2. Is Your Tribe interested in transportation training?

Yes

No

### 3. What month is best for you to attend transportation training?

January

May

September

February

June

October

March

July

November

April

August

December

### 4. What training location(s) (City and State) would you prefer?

## General Transportation Topics

The following lists of general transportation training topics and specific training subtopics are taken from a national inventory administered by the national LTAP programs serving the states and the seven TTAP programs serving Indian country.

We regret that some information may not be relevant to your current transportation program. Please note that you can list desired training topics at the end of this survey.

### 5. Please rank the following general topics in order of importance to your tribal communities transportation needs.

	1	2	3	4	5	6	7	8	9	10	N/A
Tribal Transportation Specific	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General Skills/Workforce Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work Zone Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Equipment Operation, Maintenance and Repair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Engineering	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadside Design and Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Soils, Bases, and Aggregates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gravel Roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surface Seals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete: Pavement, Bridges, and Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotechnical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Management Systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Miscellaneous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Specific Topics in Transportation Training

We have taken each of the general transportation training topics listed in question 6 and have broken them down into specific categorical subtopics.

Please rank the specific subtopics in order of importance to your community's transportation needs.

### 6. Tribal Specific:

	1	2	3	4	5	6	7	8	9	10	N/A
P.L. 93-638 Contracting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
IRR Inventory Update	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inter-Governmental Coordination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic Development/Tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tribal Employment Rights Ordinance (TERO)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cultural Resource/Historic Preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High Priority Projects (HPP)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RIFDS/Road Inventory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Grant Writing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### 7. Does your Tribe receive funding from the following sources? (This question is for the sole purpose of determining future grant writing training needs.)

	Yes	No
Indian Reservation Roads program (IRR)	<input type="checkbox"/>	<input type="checkbox"/>
Federal Highway Administration (FHWA)	<input type="checkbox"/>	<input type="checkbox"/>
Federal Transit Administration (FTA)	<input type="checkbox"/>	<input type="checkbox"/>
Public Lands Highway discretionary funds	<input type="checkbox"/>	<input type="checkbox"/>
Metropolitan Planning Organizations (MPO),(SCAG/SANDAG)	<input type="checkbox"/>	<input type="checkbox"/>
Private Funds	<input type="checkbox"/>	<input type="checkbox"/>
Tribal Funding	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)		
<input type="text"/>		

### 8. General Skills/Workforce Development:

	1	2	3	4	5	6	7	8	N/A
Basic Math and Geometry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Computer Technology	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Professional Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Grant Writing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supervisory/Management Skills	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Working with Others	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Flexible Financing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation Planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>9. General Safety:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Personal Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shop & Workplace Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle and Equipment Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety Strategies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Risk Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Path, Pedestrian, and Bicycle Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Excavation & Trenching Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>10. General Construction:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Contract Administration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality Assurance/Quality Control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surveying and Staking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Utility Operations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Clearing and Grubbing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Structure Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>11. General Maintenance:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Roadway and Shoulder Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drainage Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadside Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridge Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fleet Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>12. Winter Maintenance: Please rank subcategories in order of importance to your tribal communities transportation needs.</b>											

	1	2	3	4	5	6	7	8	9	10	N/A
Winter Operations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Blowing and Drifting Snow Control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Anti-Icers and De-Icers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sanding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General Snow Removal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Snowplowing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Two-Lane Snowplowing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-Lane Snowplowing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**13. Work Zone Safety:**

	1	2	3	4	5	6	7	8	9	10	N/A
Work Zone Traffic Control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flagging	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Short-Term and Mobile Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Utility Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-Volume Urban Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High-Speed Multi-Lane Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Low-Volume Work Zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work Zone Operations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work Zone Devices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work Zone Mobility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Control Devices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**14. Equipment Operation, Maintenance and Repair:**

	1	2	3	4	5	6	7	8	9	10	N/A
Motor Grader Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mower Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Forklift Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Front-End Loader Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Excavator Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Backhoe Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Snowplow Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Scraper Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bulldozer Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roller/Compactor Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chainsaw Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chains and Rigging	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Haul Truck Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
CDL Licensing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Small Machine Repair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Welding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Equipment Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**15. Traffic Engineering:**

	1	2	3	4	5	6	7	8	9	10	N/A
Traffic Engineering	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Intersection Design & Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Calming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signing - Safety and Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Markings - Safety and Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signs - Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signs - Evaluation and Retroreflectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signs - Installation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pavement Markings - Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pavement Markings - Evaluation and Retroreflectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pavement Markings - Application	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Data Collection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Speed Studies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**16. Roadside Design and Safety:**

	1	2	3	4	5	6	7	8	9	10	N/A
ADA (Americans with Disabilities Act) Compliance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadside Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Safety Audits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Low Cost Safety Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guardrails - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guardrails - Installation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guardrails - Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**17. Soils, Bases, and Aggregates:**

	1	2	3	4	5	6	7	8	9	10	N/A
Soils and Foundations - Principles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Soils and Foundations - Compaction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Soils and Foundations - Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Soils and Foundations - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aggregate - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aggregate - Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Treated and Untreated Bases	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cementitious Material	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**18. Gravel Roads:**

	1	2	3	4	5	6	7	8	9	10	N/A
Gravel Roads - Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gravel Roads - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gravel Roads - Materials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unpaved Roads - Drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dust Control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**19. Surface Seals:**

	1	2	3	4	5	6	7	8	9	10	N/A
Surface Seals - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surface Seals - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surface Seals - Materials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chip Seals - Materials and Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chip Seals - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slurry Seals and Microsurfacing - Materials and Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slurry Seals and Microsurfacing - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inverted Penetration Seals - Materials and Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inverted Penetration Seals - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**20. Asphalt Roads:**

	1	2	3	4	5	6	7	8	9	10	N/A
Asphalt Pavement - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement - Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement - Materials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement - Production and QA Labs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement Maintenance - Principles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Pavement Maintenance - Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pot Hole Repair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asphalt Recycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Field In-Place Recycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>21. Concrete: Pavement, Bridges, and Other:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Concrete - Materials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete - Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Pavement - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Pavement - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Pavement - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Pavement Maintenance - Principles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Pavement Maintenance - Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Bridges and Minor Structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concrete Production and QA Labs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Concrete - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Concrete Maintenance - Principles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Concrete Maintenance - Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridges - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridges - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridges - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridges - Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>22. Geotechnical:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Geotextiles - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotextiles - Installation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotechnical - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotechnical - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotechnical - Inspection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geotechnical - Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>23. Drainage:</b>											
	1	2	3	4	5	6	7	8	9	10	N/A
Drainage - Principles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drainage - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drainage - Construction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Culverts - Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Culverts - Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Culverts - Installation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydrology	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**24. Environmental:**

	1	2	3	4	5	6	7	8	9	10	N/A
Context Sensitive Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Erosion Control and Stormwater Runoff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**25. Management Systems:**

	1	2	3	4	5	6	7	8	9	10	N/A
Asset Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roadway Surface/Pavement Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surface Condition Rating, Inspection, Evaluation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety Management Systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety/Crash Records Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Right-of-Way and Easements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GIS (Geographic Information Systems)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintenance Administration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Management Systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**26. Miscellaneous:**

	1	2	3	4	5	6	7	8	9	10	N/A
Construction Career Days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
You-Show-Us Contest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roads Scholar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Equipment "Road-eo"	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**27. If you are interested in any transportation training topic(s) that were not listed above, please list the topic(s) below:**

**28. The CA/NV TTAP program can also arrange for on-site transportation technical assistance. What on-site transportation technical assistance program(s) are most needed in your tribal community?**



**NATIONAL INDIAN JUSTICE CENTER**

5250 Aero Drive  
Santa Rosa, CA 95403  
Phone: (707) 579-5507  
Fax: (707) 579-9019  
E-Mail: [nijc@aol.com](mailto:nijc@aol.com)  
Http://[www.nijc.org](http://www.nijc.org)

**NIJC SERVICES**

The National Indian Justice Center (NIJC) provides a range of services, including regional and local training sessions under contracts with tribes, court evaluation and court planning services, and other resource services.

## ***CA/NV TTAP TRAINING SCHEDULE***

*Please contact Ms. Valarie Smith, CA/NV TTAP Coordinator for more details at (707) 579-5507 x 224 or by e-mail at [valsmith@nijc.org](mailto:valsmith@nijc.org).*

January 22-23, 2008

**CalTrans Long Range Transportation Plan Workshop**  
NIJC Offices, Santa Rosa, CA

January 24-25, 2008

**BIA RIFDS Training**  
NIJC Offices, Santa Rosa, CA  
Call Valarie at (707) 579-5507

(Both training sessions are free of charge, for more information contact Valarie Smith at (707) 579-5507)