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65. Other eligible items as approved by the Federal Highway Administration (FHWA).

66. Any additional activities identified by IRR Program Coordinating Committee and approved by the appropriate Secretary (see §170.156).

67. Other eligible activities described in this part.

APPENDIX B TO SUBPART B—SOURCES OF TRIBAL TRANSPORTATION TRAINING AND EDUCATION OPPORTUNITIES

The following is a list of some of the many governmental sources for tribal transportation training and education opportunities. There may be other non-governmental, tribal, or private sources not listed here.

1. National Highway Institute training courses and fellowships
2. State and local technical assistance program workshops
3. Indian local technical assistance program workshops
4. FHWA and FTA Research Fellowships
5. Dwight David Eisenhower Transportation Fellowship (23 U.S.C. 504)
6. Intergovernmental personnel agreement assignments
7. BIA transportation cooperative education program
8. BIA force account operations
9. Federal Transit Administration workshops
10. State Departments of Transportation
11. Federal-aid highway construction and technology training including skill improvement programs under 23 U.S.C. 140 (b)(c)
12. Other funding sources identified in §170.150 (Transit)

13. Department of Labor work force development

14. Indian Employment, Training, and Related Services Demonstration Act, Public Law 102-477

15. Garrett Morgan Scholarship (FHWA)

16. NTRC—National Transit Resource Center

17. CTER—Council for Tribal Employment Rights

18. BIA Indian Highway Safety Program

19. FHWA/STIPDG and NSTISS Student Internship Programs (Summer Transportation Internship Program for Diverse Groups and National Summer Transportation Institute for Secondary Students)

20. Environmental Protection Agency (EPA)

21. Department of Commerce (DOC)

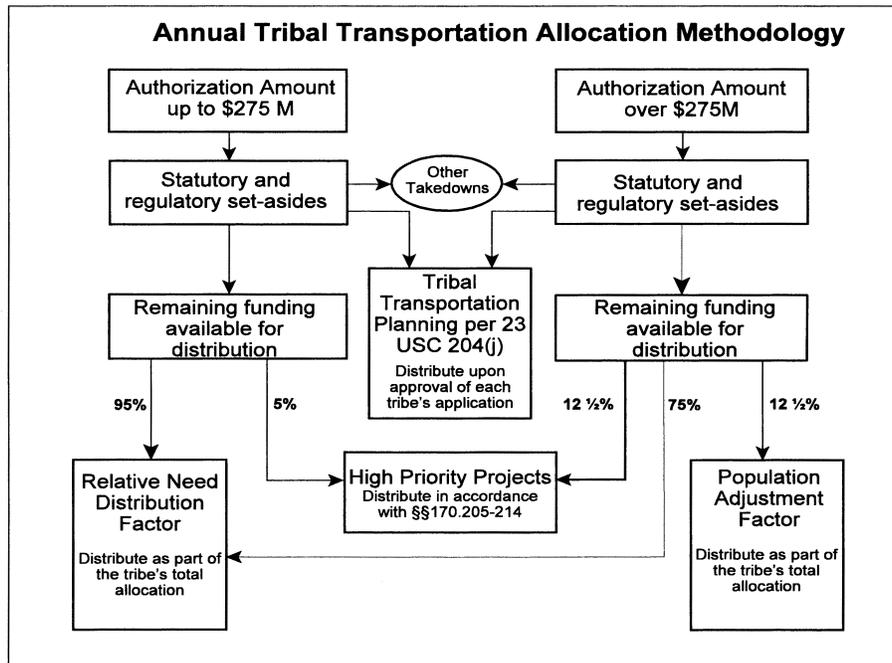
22. Department of Housing and Urban Development Community Planning and Development

Subpart C—Indian Reservation Roads Program Funding

TRIBAL TRANSPORTATION ALLOCATION METHODOLOGY (TTAM)

§170.200 How does BIA allocate IRR Program funds?

This section sets forth the Tribal Transportation Allocation Methodology (TTAM) that BIA uses to allocate IRR Program funds. After appropriate statutory and regulatory set-asides, as well as other takedowns, the remaining funds are allocated as follows:



(a) A statutorily determined percentage to a tribal transportation planning program (under 23 U.S.C. 204(j)); and

(b) The remainder to a pool of funds designated as "Remaining funding available for distribution." This "Remaining funding available for distribution" pool is further allocated as follows:

(1) 5 percent to a discretionary pool for IRR High Priority Projects (IRRHPP); and

(2) 95 percent to pool for distribution by the following Relative Need Distribution Factor (RNDF) as defined in §170.223:

(50 percent Cost to Construct + 30 percent Vehicle Miles Traveled + 20 percent Population)

(3) If the annual authorization is greater than \$275 million, then the amount above \$275 million, after appropriate statutory and regulatory set-asides, as well as other takedowns are applied, will be allocated as follows:

(i) 12.5 percent to the IRRHPP (§170.205);

(ii) 12.5 percent to the Population Adjustment Factor (PAF) (§170.220); and

(iii) 75 percent to the RNDF (§170.223).

§170.201 How does BIA allocate and distribute tribal transportation planning funds?

Upon request of a tribal government and approval by the BIA Regional Office, BIA allocates tribal transportation planning funds described in §170.403 pro rata according to the tribes' relative need percentage from the RNDF described in §170.223. The tribal transportation planning funds will be distributed in accordance with the BIA procedures for self-governance tribes that negotiate tribal transportation planning in their annual funding agreements and to BIA Regional Offices for all other tribes.

§170.202 Does the Relative Need Distribution Factor allocate funding among tribes?

Yes. The RNDF determines the amount of funding available to allocate