

## VII. Transportation Planning

**Overview.** Transportation planning is a field involved with the evaluation, assessment, and design of transportation facilities (generally streets, highways, sidewalks (pathways), bike lanes and public transit). The transportation planning process defines goals and objectives, identifies problems, generates alternatives, evaluates alternatives, and develops plans. In addition, transportation planning assesses future funding requirements for the transportation system to meet projected travel demand.

The transportation planning process also includes data collection. Tribes collect data and provide this information to the BIA who maintains the National Tribal Transportation Facility Inventory.

Key products from the transportation planning process require the Tribe to develop a Long Range Transportation Plan (LRTP) and a Tribal Transportation Improvement Program (TTIP). FHWA or BIA approves the TTIP developed by the Tribes, and the Tribes implement the activities from the approved TTIP.

The role of the FHWA or BIA Tribal Planner is to provide technical expertise and assistance throughout the transportation planning process.

### A. Statutory/Regulatory Requirements (25 CFR 170.400-446)

As defined in 25 CFR 170, the purpose of transportation planning is to fulfill transportation goals by developing strategies to meet transportation needs. Transportation strategies should be developed in consideration of current and future land use, economic development, traffic demand, public safety, health, and social needs. In addition, the transportation strategies should consider all modes of transportation including vehicle, transit, pedestrian, bicycle, freight, and as appropriate, rail, air, and water.

The Tribe should coordinate with and inform (25 CFR 170.108(a)(1)) the State DOT, and as appropriate any Metropolitan Planning Organization (MPO), on all regionally significant projects when developing their TTIP. Coordination should be done with these entities during the transportation planning process to ensure that their programs and projects adjacent to Tribal lands are consistent and appropriate with Tribal needs and interests.

The following are the functions, duties, and responsibilities the Tribal government has assumed when implementing the transportation planning process:

1. Preparing National Tribal Transportation Facility Inventory data updates as needed;
2. Coordinating with States, their political subdivisions, and appropriate planning authorities on regionally significant projects;
3. Developing Program budgets including transportation planning cost estimates;
4. Facilitating public involvement;
5. Participating in transportation planning and other transportation related meetings;
6. Performing traffic studies;
7. Performing preliminary project planning;
8. Conducting special transportation studies;
9. Developing short and long-range transportation plans;
10. Developing the TTIP;
11. Mapping;
12. Performing transportation planning for operational and maintenance facilities; and
13. Researching rights-of-way documents for project planning.

The following are the functions, duties, and responsibilities the FHWA and BIA have assumed when implementing transportation planning process:

1. Reviewing LRTPs developed by the Tribe or other contractors;
2. Reviewing and approving TTIPs developed by the Tribes or other contractors;
3. Ensuring the TTIP is on the State TIP (STIP);
4. Providing technical assistance to Tribal governments;
5. Coordination with tribal, state, regional, local governments; and
6. Coordinating with other Federal agencies.

## B. Tribal Long Range Transportation Plan (LRTP)

Under the guidance of 25 CFR 170, a LRTP provides the vision for meeting transportation needs. The LRTP identifies short and long-range transportation improvement strategies that will address current and future transportation needs consistent with Tribal, Federal, and State government policies. The LRTP addresses various capital investments and inventories current facilities necessary in preserving existing infrastructure and the transportation system as a whole. This process and the plan are prerequisites to the expenditure of Federal funds. The following chart references key items for a LRTP.

<b>Long Range Transportation Plan</b>	
<b>Item</b>	<b>Reference</b>
Plan development, updates, amendments, and adoption (approved and date by Tribal Policy body)	25 CFR 170 Subpart D.
Time horizon for long-range transportation planning should be 20-years to match State transportation planning horizons. The Tribal transportation planner should review and update the LRTP at least every 5 years.	25 CFR 170.410,414
Includes both long- and short-range <i>strategies</i> that address current and future land use, economic development, traffic demand, public safety, health, and social needs. Lead to an intermodal transportation system that facilitates the efficient movement of people and goods.	25 CFR 170.411
Identifies approach in addressing current and future transportation demand. (Trip generation reports, forecast, etc.)	25 CFR 170,400 25 CFR 170.410 25 CFR 170.411(b)
Identifies existing and future transportation network. (National Tribal Transportation Facility Inventory, proposed routes, routes to be included in National Tribal Transportation Facility Inventory, transit, water, air, etc.)	25 CFR 170.442-446. Best Practice
Identifies transportation safety.	25 CFR 170.101(a)(1) 25 CFR 170.142
Describes proposed improvements in sufficient detail to develop cost estimates.	25 CFR 170.402(b)(10) 25CFR170.415
Sensitive environmental and archeological sites identified or noted.	25 CFR 170.415
Includes an analysis of funding alternatives to implement plan recommendations and preliminary project cost estimates..	25 CFR 170.411(j) 25 CFR 170.415(a)(1)
Estimates revenues identifying both existing and proposed source (local, State, Federal, Tribal, and private).	
Provides early and continuing opportunity for public official and citizen involvement on the draft LRTP.	25 CFR 170.413, 25 CFR 170.435-441
Provides consultation and coordination with States and/or MPO's for regionally significant projects.	25 CFR 170.108, 415(a)(3)
Includes a prioritized list of short- and long-term transportation needs.	25 CFR 170.411(i)

1. **L RTP Approvals.** The FHWA or the BIA does not approve the Tribal LRTP. The FHWA or the BIA Planning Specialist will be available for technical assistance during the plan development, update, or amendment prior to adoption by the Tribal Council. Once adopted, the FHWA or the BIA will review each plan and prepare a written record of the plan's adherence to applicable laws and regulations. Such reviews will be provided to the Tribal government for their information and will become part of the written record for the FHWA's and BIA's use in making a Federal planning finding on their Tribal transportation planning process.
2. **L TRP Publication.** A Tribe's LRTP shall be published in electronically accessible formats (to the maximum extent practicable in .doc, .txt, or .pdf files) and an electronic copy given to their respective Federal agency (FHWA; or BIA FPOC, and BIA DOT). A hard copy and/or electronic version must be given to other governmental entities and organizations that hold an interest in coordinating transportation projects with the Tribal government.
3. **L RTP Resources.** The following are resources that can assist in developing a short/long range transportation plan:

Web links:

- FHWA Tribal Transportation Planning – <http://www.fhwa.dot.gov/hep/Tribaltrans/index.htm>
- National Tribal Transportation Facility Inventory Report - <https://www.itims.doi.gov/reports.shtml>
- National Tribal Technical Assistance Program (TTAP) - <http://www.ltap.org/>
- Code of Federal Regulations – <http://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR>
- Office of Federal Lands Highway – <http://flh.fhwa.dot.gov/>

Books/Manuals:

- *Manual on Uniform Traffic Control Devices* - <http://mutcd.fhwa.dot.gov/>.
- *Trip Generation*, Institute of Transportation Engineers.
- *Parking Generation*, Institute of Transportation Engineers.
- *Transportation Decision-making Information Tools for Tribal Governments – Developing A Long Range Transportation Plan*, FHWA Office of Planning - [http://www.tribalplanning.fhwa.dot.gov/training\\_lrtp\\_module.aspx](http://www.tribalplanning.fhwa.dot.gov/training_lrtp_module.aspx).
- *Practitioner's Handbook #10: Using the Transportation Planning Process to Support the NEPA Process*, American Association of State Highway and Transportation Officials - [http://environment.transportation.org/pdf/programs/practitioners\\_handbook10.pdf](http://environment.transportation.org/pdf/programs/practitioners_handbook10.pdf).

### C. Pre-Project Planning

Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on the TTP Transportation Improvement Program (TTPTIP). The pre-project planning process provides the information necessary to program a project on the four year TTIP.

Pre-project planning looks at various alternatives to the project (roundabout vs. intersection) the preliminary cost of a project, if the project warrants a public hearing, regionally significant, addresses needs and preliminary environmental and archeological reviews.

The pre-project planning process is not the final determination on which projects are designed and built. Determination is made only after a thorough analysis of all relevant factors, including NEPA review. Whether or not the project is actually funded and built, the extent of the project, and the type of project chosen to meet the purpose and need, will be determined only after the NEPA process is completed.

The [Pre-Project Planning Score Worksheet](#) (see Appendix A - [Exhibit 7.5](#)) can be used to aid the Tribe when addressing this part of transportation planning.

Pre-project planning activities include:

- **Preliminary project cost estimates.** This looks at alternative approaches to the project and what each approach would cost (roundabout cost vs. intersection cost, for example), and identifies items that need to be considered and included in the project. It is very important that all known items of work be identified and estimated. It is recognized that not all projects will have each and every item listed on the worksheet (see Appendix A - [Exhibit 7.5](#)). In some instances, not all of the items can be identified at this stage and an appropriate contingency factor (+5-25%) should therefore be applied to reflect other possible items.
- **Certification of public involvement.** Public involvement is required for all TTIP's (25 CFR 170.424(a)). A public hearing must be held if a project is:
  - (a) Is a new route or facility;
  - (b) Would significantly change the layout or function of connecting or related roads or streets;
  - (c) Would cause a substantial adverse effect on adjacent property; or
  - (d) Is controversial or expected to be controversial in nature. (25 CFR 170.435).

The **Certification of public involvement** is documented by submitting the self-certification statement when submitting your TTIP. Documents to be kept filed by the Tribal DOT are: Announcement of meeting, notice, or hearing; Sign-In sheet, minutes, or recording of hearing and other documentations that provide records of public involvement).

- **Consultation and coordination with States and/or MPO's for a regionally significant projects.** A "regionally significant project" is one that occurs on a facility serving regional transportation needs, and that would normally be included in the modeling of a metropolitan area's transportation network. This type of project includes work on principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. ("Regional transportation needs" includes access to and from the area outside of the region; major planned developments such as new retail malls, sports complexes, etc.; or transportation terminations, as well as most terminals themselves). The State DOT can assist in modeling or providing clarification on regionally significant projects for your area.

- **Preliminary needs assessments.** Two questions should be asked: (1) What is the problem your trying to solve with this project? (2) What are the consequences of not addressing the problem?
  - The statements should be specific enough to be measurable. The discussion should set the stage to conclude that the project is needed. How many fatalities (supported by data)? How much flooding (supported by data)? How much maintenance effort is needed? How much congestion? The discussion should make a convincing case that a solution to a problem is needed and that the purpose of the proposed project is to provide a solution that best solves the transportation problem.
  - For example, "Maple streets ADT has increase by 15% in last two years, a need to widen road for left hand turn lane is warranted according to applicable standards. If project is not address safety issues will increase.
  - Statements that are not supported by data and facts such as "dangerous", "hazardous", or "this curve caused six accidents" should not be stated. These are opinions and should not be used.
- Conceptualization of possible alternative strategies that could satisfy the identified deficiencies and purpose and need. This is not an all-inclusive list and is used for the purpose of programming a project. A complete list of all reasonable alternatives will be identified in the NEPA process.
- **Preliminary environmental and archeological reviews.** Document what and where your environmental and archeological resources are related to your project prior to construction. This can be done by working with your Tribal Natural Resource Department, Tribal Historical Preservation Office or the Federal/State agencies in your area. (See 23CFR450.322(g) for further details)

The process provides a sound basis for commitment of resources necessary to conduct environmental studies and other activities with respect to the proposed project.

See **Chapter IX - NEPA and Other Environmental Requirements** to determine the level of NEPA analysis that will be needed for the proposed project.

## D. Tribal Transportation Improvement Program (TTIP)

### 1. Definitions:

- **TTIP.** The Tribal Transportation Improvement Program is a multiyear financially constrained list of proposed transportation projects developed by a Tribe, using the Tribal Priority List or the LRTP. The transportation facilities in the TTIP must be in the approved National Tribal Transportation Facility Inventory. "Financially constrained" means that a Tribe cannot show more programmed projects/activities in their TTIP than they have funds available, or funds that are "reasonably expected to be available" [see 23 CFR 450.104, 25 CFR 170.422. Please refer to the "Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers" from FHWA Office of Planning, Environment and Realty located at <http://www.fhwa.dot.gov/planning/fsclentrntques.cfm>
- **TTPTIP.** The Tribal Transportation Program Transportation Improvement Program is a combination and complete list of all the Tribes' approved TTIPs together. The Secretary of Transportation distributes copies to each State for inclusion in their respective STIPs without further action.

## 2. Guidelines/Procedures

**TTIP consistent with the LRTP and the Inventory.** The projects listed on the TTIP must be consistent with the LRTP (25 CFR 170.421(a)). For those projects funded under the TTP, the route must be listed in the National Tribal Transportation Facility Inventory (25 CFR 170.442 (a)).

**Project Funding.** The TTIP needs to document the anticipated or available funding source(s) to be used to implement each transportation project. All of the funded transportation projects must be listed on an FHWA approved TTIP.

**Planning Requirements for Development of the TTIP.** The TTIP must adhere to all relevant provisions found in 25 CFR 170. The FHWA or BIA Transportation Planning Specialist will provide technical assistance to the Tribe to ensure that all Federal planning requirements have been met in the development of the proposed TTIP.

**Financially Constrained.** The TTIP must be financially constrained and contain all proposed projects and activities for construction programmed for four years. The year the project or activity will be implemented should be indicated in the TTIP.

Projects that are not financially constrained in the TTIP will be considered a part of an illustrative list, as long as they are listed in the LRTP. The unconstrained projects will not be considered for approval on the TTIP, nor will they be forwarded to be included into the State DOT STIP. Once funds become available for any project identified on the illustrative list, an amendment to the TTIP should be made showing the project as funded and programmed and forwarded to the Tribe's respective Federal agency, the FHWA or the BIA for approval.

**Public Involvement.** As required by 25 CFR 170.424, prior to submitting the TTIP for approval, the public must be allowed the opportunity to review and comment on the TTIP. The TTIP is subject to approval by the FHWA and concurred by the BIADOT Regional Road Engineer.

**TTIP Timeline.** The following table shows the timeline for the development, delivery, and approval of the TTIP (25 CFR 170.425).

TTIP Timeline (Fiscal Year)			
Quarter	Month	Action Item	Responsible Party
1 <sup>st</sup> Quarter	Oct-Nov-Dec	(1) Notifies the Tribe of the annual update of the TTIP; (2) Organizes with the Tribe a TTIP Coordinating meeting; (3) Provides the Tribe "Projected Program Amount" letter with funding amounts (see Appendix A - <a href="#">Exhibit 7.1</a> ); (4) Sends a copy of the current TTIP to the Tribe; (5) Provides a Pre-Project Planning Scope worksheet to the Tribe; and (6) Provides the Tribe with a FHWA Approved TTIP Form (see Appendix A - <a href="#">Exhibit 7.2</a> ); (7) Provides the Tribe a copy of the TTIP Certification Statement (see Appendix A - <a href="#">Exhibit 7.3</a> ).	FHWA Tribal Coordinator or BIA FPOC

2 <sup>nd</sup> through 4 <sup>th</sup> Quarter	Jan through July 15	(1) Reviews any new transportation planning information, priority lists, and TTIP. (2) Completes and forwards an updated TTIP package (Transportation Planning Process and TTIP Development Certification; TTIP Checklist; Approved TTIP Forms) to FHWA Transportation Planning Specialist or BIA FPOC.	Tribe
4 <sup>th</sup> Quarter	July 16 through September	Reviews all submitted information with the Tribes	FHWA Tribal Coordinator or BIA FPOC
		Upon satisfactory submittal, the TTIP is approved.	FHWA Planning Specialist or FPOC

During the first quarter of the fiscal year, the Tribe will receive a Projected Program Amount letter (See Appendix A - [Exhibit 7.1](#)). The TTP projected amount is used to assist in developing the TTIP. The TTP projected amount is not a guaranteed funding amount, nor is it to be used as leverage for other funding. The amount documented in the letter is for planning purposes only and to fulfill the requirements of 25 CFR 170.425(a).

Also, each Tribal transportation department will receive an electronic “FHWA Approved TTIP Form” or “BIA Approved TTIP Form” (See Appendix A - [Exhibit 7.2](#)) or the Microsoft Access TTIP Data Base File (See Appendix A - [Exhibit 7.4](#)) to develop their TTIP. The Tribe will fill out one of these forms for each activity to be included in their TTIP. Activities will fall into seven categories:

1. Administration
2. Planning
3. Preliminary Engineering
4. Construction
5. Construction Engineering
6. Transit
7. Maintenance

During this phase of the TTIP development, the Tribe and FHWA or BIA should mutually determine what inherent and/or non-inherent functions the Federal Government will perform (see 25 CFR 170 Appendix A to Subpart E – TTP Functions that are not Otherwise Contractible).

Typically, “inherent Federal functions” are at no cost to the Tribe (e.g., National Environmental Policy Act (NEPA) Approval); whereas non-inherent functions are a cost to Tribes (e.g., NEPA documentation, design, construction, and project management).

**3. TTIP Development.** The following defines the seven categories and provides basic guidance to aid Tribes in filling out the FHWA Approved TTIP Form or the BIA Approved TTIP form.

Category	Guidance
Administration	Costs associated with Administration may be direct and/or indirect cost related to tribal transportation department operating costs. Indirect costs should match line 11 of the Federal Financial Report, SF 425 and follow the FHWA indirect policy. (See Section XV - Reporting Requirements). 25CFR 170.931, 25CFR170 Appendix A to Subpart B A 36
Planning	Costs associated with Planning are those activities conducted during the Long Range Transportation Planning process (see 25CFR 170.400-446) i.e. 20 year LRTP, transportation improvement plan development, pre-project planning, etc. Up to 2% of total fiscal year TTP funds as shown on RFA (23 U.S.C. 202(c)), and up to 100% of TTP funds, if identified as a priority on the FHWA approved TTPTIP (25 CFR 170.403).
Preliminary Engineering	Costs associated with developing a PS&E package (see 25CFR170.460) i.e. surveying, design, NEPA, technical engineering, ROW acquisition, etc. Budgeted costs are usually between 10-25% of the overall project costs. Funds used for preliminary engineering can be up to 100% of Tribes' total fiscal year allocation minus any amounts from other areas.
Construction	Costs associated with construction activities include but not limited to roadway construction, utility relocation, bridge construction, culvert placement (not replacement of culverts), etc. Budgeted costs are usually between 60-90% of the overall project cost. Funds used for construction can be up to 100% of Tribes' total fiscal year allocation minus any amounts from other areas.
Construction Engineering	Costs associated with construction engineering include but not limited to, managing the project on/off site, inspection, material testing, etc. Budgeted costs are usually between 10-15% of the overall project costs. Funds used for construction engineering can be up to 100% of Tribes' total fiscal year allocation minus any amounts from other areas.
Transit	Costs associated with transit are documented in the LRTP and include but not limited to, administration, operations, personnel, etc.. Costs should be coordinated with the Federal Transit Administration (FTA) if used as matching FTA projects. Funds used for transit can be up to 100% of Tribes' total fiscal year allocation minus any amounts from other areas
Maintenance	Activities identified as maintenance are located in 25 CFR 170 Appendix A to Subpart G. Funds used for maintenance can be up to 25% of total fiscal year TTP Tribal allocation or \$500,000, whichever is greater (23 U.S.C. 202(a)(8); 25 CFR 170.802), except for road sealing, which is not subject to any limitation.



- 4. Submitting the TTIP Package.** The Tribe should submit the following items as a package to the FHWA or BIA Transportation Planning Specialist for review in order for the TTIP to be approved:
- A signed and dated “Tribal Transportation Planning Process and Transportation Improvement Program Development Certification Statement” (See Appendix A - [Exhibit 7.3](#)).
  - FHWA or BIA Approved TTIP Forms for each project/activity.
  - Tribal Resolution or Tribally authorized government action.

The TTIP package may be mailed, e-mailed or faxed to the FHWA or BIA Transportation Planning Specialist.

- 5. Reviewing the TTIP.** The FHWA or BIA Transportation Planning Specialist will review the TTIP package.

**Note:** If the FHWA or BIA Transportation Planning Specialist does not receive a signed “Transportation Planning Process and Transportation Improvement Program Development Certification Statement”, as described above, then a manual and more time consuming review process will take place.

- 6. Approving the TTIP.** The FHWA and BIA have until September of the current fiscal year to approve the TTIP (BIA will concur). Once the TTIP is processed by the federal agency, the document is forwarded to FHWA-FLH Headquarters Office in Washington DC where it is considered for approval. Once approved by FHWA the TTIP becomes part of the official TTPTIP. The Tribe will then receive a signed copy of the TTPTIP (See Appendix A - [Exhibit 7.6](#)). If some projects are not eligible, the Tribe will receive a “partial” TTIP approval.

FHWA provides copies of the approved TTPTIP to the FHWA division office for transmittal to the State transportation agency for inclusion in the State Transportation Improvement Program (STIP). Note: Having a project listed on the STIP does not guarantee State funding.)

- 7. TTIP Resources.** The following are resources that can assist in developing a TTIP.

Web link:

- Tribal Transportation Planning –FHWA Tribal Transportation Planning website at <http://www.fhwa.dot.gov/hep/Tribaltrans/topics.htm>. This site provides information, training, and technical assistance to the transportation professionals responsible for planning the capital, operating, and maintenance needs for Tribal Governments. On this website, you will find planning news, regulations, policies, training information, technical resources, and contact information. Also on this site is a Tribal Transportation Module Training Series, with topics such as, *Introduction to Planning; Developing a LRTP; Developing a TIP; Funding Resources; Public Involvement; Data Collection and Uses; Safety; and Project Prioritization.*

## D. National Tribal Transportation Facility Inventory Update

### 1. Definition:

- **National Tribal Transportation Facility Inventory (NTTFI).** A comprehensive database of all transportation facilities eligible for TTP funding by Tribe, reservation, BIA agency and region, Congressional district, State, and county. Other specific information collected and maintained under the TTP Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, and ownership.

2. **Overview.** The National Tribal Transportation Facility Inventory is developed through the LRTP process, as described in 25 CFR 170.410 through 170.415. The Tribes can use the inventory to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing TTP transportation facilities, and develop management systems.

The BIA Regional offices maintain, certify, and review the data for their region's portion of the National Tribal Transportation Facility Inventory database. Tribes can receive training from BIADOT to enter their own data updates.

An important use of the inventory is funding disbursement. The BIA uses elements of the National Tribal Transportation Facility Inventory in the Relative Need Distribution Factor (RNDF), the formula to determine tribal shares of transportation funds. Therefore, it is imperative that Tribes maintain their National Tribal Transportation Facility Inventory to ensure their share of those funds is accurately calculated.

### 3. Statutory/Regulatory Requirements

25 CFR 170.225 - 170.228 and 25 CFR 170.442 - 170.445.

4. **Guidelines / Procedures.** BIA maintains the National Tribal Transportation Facility Inventory. It is important for Tribes to periodically update their inventory information to ensure Tribal shares of TTP funding are properly calculated and to determine eligibility of facilities for TTP funding of improvements. Tribes should submit their inventory updates through the BIA Regional Office. Following is an annual process for inventory updates:

Date	Action
By November 1	BIA Regional Office provides the tribes in its region copies of the National Tribal Transportation Facility Inventory.
By March 15	Tribe reviews the data and submits changes (together with a strip map of each change) to the BIA Regional Office along with authorizing resolutions or similar official authorization.
By May 15	BIA Regional Office reviews each tribe's submission for errors or omissions and provides the tribe with its revised inventory.
By June 15	Tribe must correct any errors or omissions.
By July 15	BIA Regional Office certifies its data and enters the data into the National Tribal Transportation Facility Inventory.
By August 15	BIA provides tribe with copies of the Relative Need Distribution Factor distribution percentages.

**5. The Importance of the National Tribal Transportation Facility Inventory.** The inventory is an important factor affecting two of the three elements in the Tribal Transportation Allocation Methodology. Because each Tribe's share of TTP funds is determined in part by the transportation facilities, the Tribe should update its National Tribal Transportation Facility Inventory annually. To ensure that the Tribe receives its Tribal share as distributed by the formula found in 25 CFR Part 170, the BIA and FHWA need accurate and complete information about the overall state of transportation facilities that serve Tribal communities.

## **6. Resources**

- BIA Coding Guide and Instructions  
[https://www.itims.doi.gov/guides/irr\\_coding\\_guide.pdf](https://www.itims.doi.gov/guides/irr_coding_guide.pdf)
- Policy on Minimum Attachments for Acceptance of TTP Roads/Facilities into the National Tribal Transportation Facility Inventory, by the Director of the BIA, June 15, 2006  
<http://www.ttap.mtu.edu/IRRPCC/MinimumAttachmentsPolicy6-15-06.pdf>
- RIFDS Public User Manual  
<http://www.ttap.mtu.edu/bia/inventory%20files/RIFDS-PUBLIC-USERSMANUAL.pdf>
- Draft Coding Guide,  
<http://www.ttap.mtu.edu/bia/inventory%20files/IRR-CodingGuide-DRAFT.doc>
- BIADOT RIFDS training workshops - by BIADOT or the Tribal Technical Assistance Programs (TTAP)