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The mobile solution for assessment and reporting.It's an application that will be used for all projects moving forward. On June 16, we will talk about the new updatedpolicy on travel. Those are thingsto look forward to in the next few months. All say it now and again at the end of our meeting. For April, we do have a spotlight presentationthat someone has volunteered to share. However, we don't have any more volunteers for the future. If you like to present on something thatyour organization has done or is doing in the transportation realm. We haveboth May and June in the future. We want to keep that opportunity available for people to share what they are accomplishing. If you have questions during our meeting today, we will have at the end of the meeting opportunity where we can unmute the lines and you can ask in person. During the presentation, if you have a question,you are welcome to asked that question in the chat pod. If you are joining us on Microsoft teams, you can dojoin us in Microsoft teams.Anything shared in Microsoft teams I will copy over to the Adobe connect chat pod. If you are with us on the Adobe connect you cantype it into the chat pod. Will make sure all question show up.Our presentation first isSheri Bozic will do atribal project showcase. And thenGreg Newhouse who is ourmanagement program analyst of the FHWA will dopresentation onthe programreview. With that, I will go aheadand switch over toSheri's presentation. You are welcome to take it away .Can you hear me okay

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Can you hear me okay?

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My name isSheri Bozic I'm the director of planning development and transportation in New Mexico. I've worked for the Puebloand managedtribal transportation projectsfor seven years inNew Mexico.My presentationincludes background infoon significance of trails to thePueblo community members andinformation on master-planned development.And in New Mexico Maltaispedestrian trail which is in the design phase.ThePueblo of Jemez is located in north central New Mexicoin landtotaling almost 90,000 acres in the grand population is just under 4000.ThePueblo of Jemez people enter their homeland by the late 1100s. Of their ancestralhomeland identified by archaeological evidence and documentation,extends over an area of the 640,000 acres within the greaterJemez mountain district.At the time Spanish contact with the Pueblo of Jemez people . Of the population was approximately 7000. This background photo was taken1880. That's a photo looking at the village.Historically, trails were used for trade routes, cultural activities, spiritualpilgrimages, hunting, gathering medicinal and ceremonial items and traveling between destination. To this daytrails are used to these same activities withrunning and health and wellness events as more modern activities.The Pueblo identified great need for pedestrian trails and bikepaths during the research and development of the long-range transportation plan. Transportation safety plan and road safetyaudit of the New Mexico highway which I six the Pueblo.During numerouscommunity meetings, they emphasize major safety issues. As a result, they decided to developpedestrian trail and bikeway master plan to formalize many of the existing trails and create moreconnectivity between the trails.I included thesetwo photos to show yousome areas that are frequently used bypedestrians where there are currently no dedicatedpedestrian facilities. Of the photo on the left show achildren and teacher walking on the roadway near one of the schools.The photo on the right are high school students who cross the highwayto get to a bus stop.We added fundsto our kitsto do this plan. We put it out for bidand we receive several proposals for the master plan. We selectedBohannon Houston.The plan took 13 months to complete. Originally we were scheduled to complete in 10 months.Due to the pandemic, we had some delays.We established a pedestrian facilitycommittee comprised of numerous tribal departments, community members and cultural leaders to work with people in establishing goals and object thisfor master plans.We also hostedvisioning sessions withtribal leadership and staff. Focus groups with elderly and youth. We had an online interactive mapand community meeting.Our last community meeting was switch to a virtual for due to the pandemicthat we had really good participation which we were thankful for.This is a list of the stages of our plan development. Our plan was completed in said number of2020. We are scheduled to present the plan to tribal Council in 2021 for approval and adoption.As part of our plan development, we map all the destination throughout the Pueblo on the various administrative buildings andpost office and schools and health clinic.And we also mapped out all of the school bus stops.Andalso the public bus stops.And we use the destinations and bus stop sendinput from the community to develop the network of trails and bike paths. As you can see on these maps.The master plan includes a trail concepts guide. The community helped identify seven types of trails or pathsthat would be appropriate for the Pueblo. These different types of paths include dedicated walking trails, footpaths, multiuse trails,dedicated sidewalks, roadside walking trails, unpavedmultiuse trailsand shared roadway.

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I'm gonnaswitch gears to talk about our firstpedestrian project. Multiuse pedestrian trail. This map shows how Highway four bisects the mainPueblo Village.This highway has presented major safetyconcerns to the Pueblo for decades.In this multiuse pathis the highest priority trail inour master plan.This graphic shows the trail alignment which runs parallel to the highway. There aretwo, is split up into three sections here.In the south end of the trail,it starts at the Pueblo housing divisionand it goes to all of ourmajor destinations and it endsat this Canyon Roadwhere we have a fitness center and a high school and a tribal department.This is a list of some of the funding that was available toapply for for design and construction of the trail.This is a grant application processthat was pretty fast. We had meetings with our PPOin summer, 2018. We submitted ourapplication and gave presentations.And we had our notice of award in May, 2019.As part of ourapplication for funds, we presented a videowhich told a story of the great need for pedestrian facilities. We also used photographs which was really helpful to demonstrate the need for this project.We also used historical dataand crashdataor accidentdata.One thing I highly recommended for everyone going after a grant fund is invest some money doing a preliminarycost benefit so you don't under askfor funds. We are happy to receive the funds we requested it and it was the amount we came up with for apreliminary cost benefit which we had an engineer put together for us.Here is our budget and schedule for this project. Our totalbudget is 5.5 million. We ended up receivingCMAC and RTPfunds and matching tribaltransportation funds.And we are currently in design now with construction expectedto start the beginning of next year through 2023.This is a typical section of our plannedtrail. It will be 10 foot wide with two footshoulders on either side. It will mostly follow along Highway four as shown on the left photo.And a small portion of it will follow existing footpath which is a little ways awayfrom the highway as shown on the right photo.We are super excited for this projectto be constructed. Hopefully I can present to you guys the finished projectat the end of2023.Now I am open for any questions.

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As a reminder on the questions. You are welcome to type in the chat pod.Foreither teams or Adobe connect. That was an excellent presentation,Sheri. We have time we can take questions over the phone. If you have a question you'd like to ask over the phone, dial star six on your phone and that should unmute you.Sheri there's a question from Duane. Did they give you a reason why you did not get cap fundssince it is the New Mexico route?

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I think they just chose between those three different funding sources. The cap funding,the total was pretty low, I think102 or 200,000 at that time. They went with the larger.The CMAC had a larger pool offunding. Is supplemented by theare TT. And then they figured out which of the three funding sources would be most appropriate.A follow-up from Doug. What percentage of the funding was fromRTP?

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That's a good question. It was much lower. The CMAC portion was way higher. Think maybe85/16?All right you've got thanks fromboth of them.

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Thank you for the question.

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We still have time for more questions if anybody would like to ask any.

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Feel free to email or call meat a later date, anyone who is interested to hear more.

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You can see the last slide has sherries contact.A couple people aretyping. We will give them time.Jeff is asking, was this chapterone or chapter 2 funds?I can answer that question. Since it was CMAC andRITtrails that is chapter 1 funding. You said you werematching it withCCT funds right?

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16% isTT Tfunds.

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Were the fundsavailable to New Mexico D.O.T.?

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Yes they were.I don't know if Andy is typing a follow-up or thank you. We will see. I think that maybe the last of the questions.Sherry with thank you. There is a question. Did the Pueblo do a 202a nine agreement with New Mexico D.O.T. andFHWA?

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We did not with the planning designphase which we are doing now but we are planning for the construction fund which is a much larger portion of the project.

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When do you expectconstruction to begin on the trail?

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Theconstruction should start in December.The design will be done in Septemberand we have maybe a month, 4 to 6 weeks of review byMexico D.O.T. we hope to bid in December.I see Andy is still typing so we will give him a chance to finish typing. After we receive that, we willproceed ontoour next presentation.All right. It's not a question he is saying thank you and good luck on getting that tool toll agreement from New Mexico. I think maybe we did a 202 nine a while ago. But it will be one of the first for New Mexico if not the first. We are excited about2029 agreements aboutbecoming more mechanism for using the fundsfor funds to meet transportation needs.Thank you Sherry for the presentationand I got confirmation this would be our first one in New Mexico.

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Thank you for the info.Thank you again,Sheri.

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Thank you, have a great day everyone. I will switch out presentations.Do you have the ready for his. Greg is our management and program analystfor the FHWA officetribal transportation. He has been spearheadingbasically sinceday one of his job. Spearheading updatesto the program and review process. I knowhe's excited to show you today what's come out of thateffort. Greg, take it away.

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Very excitedgood morning, afternoon.I'd like to introduce myself.I'mthe PMAwith the office of travel and transportation. I've been with federal highways now for about six years.Prior to OTT, I was with the federal highways Wisconsin division office. Andfor 15 years prior to that,I was the engineer with Bureau of native affairs Midwestregion. I've been around transportation for quite a while. As you know, thisyear has been a crazy one. We've gone through a couple of different iterations of coming upwith the program.And the new process.This is where we are at right now. I want to take the opportunity to roll it out to the tribal community.According to the rags.It is part of the stewardshipthat is whywe are doing that.While we were going to the process.Welive bythis and fulfillsome environment.And identify areas that may need additionalassistance and training and education for the tribes.And identify those areasas well as make sure things are conforming to regulations.What we are calling this is tribal transportationinformation. TheTTP IR. The caveat I need to drive home it is only applicable with federal highways,I didpresent this last week.This process could be something embraced and crossed the TTTprogram and federal highway so we have common footing in terms of program reviews.The selection forconducting reviews is a riskbase for the process. We go through this a reiteration annuallyfor the tribes review. The goal will be all tribes will have a review during authorization..Typically four years.The goal is to have all tribes review during the authorization..We are in COVID. There is light at the end of the tunnel.This is geared forconducting reviews remotely, short-term. Iswith reduced program element approach which I will discuss in a little bit. Modified questions guides and we have a SOP that's in development and pretty far along.Nationallythere is a large effort going on now. Federal highway realized across the country. Both on the federal aidside and the federallandside.Traditional program reviews are not working. There is an effortto retool the whole process starting from scratch.Too rigid informat.No flexibility. Using charters and templates.Way too prescriptive and way too many questions.Data requests, a lawfrom the reviewee and reviewers stand point.It's a review I was part ofdoing in the revision office in Wisconsin.Somebody's can get very intense depending on what you need out of it.We are trying to gear this away from historical context.I discussed our risk approach, this is a sample. It doesn't really mean anything. Want to give you a snapshot of theelements you are looking at. This is our program, we look at 19 different elements on the program.Finance program management, single audits.All the way to technical assistance. There is a numerical value that isworked throughfor tribal coordinators and leadership within federal highways. We've come up with a snapshot which is potentially aelements we may want to do a review on for certain tribes.The thought iswe will just go throughthis year by yearand get rid of the higher number of elements as we get these review. Every year the risk assessment will look a bit different.

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[ Captioners transitioning ]I mentioned the review guides.These have been modifiedthrough the development processpreviously in the TTP program they were vetted internallythrough the oppositeTribal Transportation. Everyone got thereeyes out. We madeof these modified question guides.These are just cover sheetsand a couple of samples thatone has to do with program management and the other has to do with financial management. Some of these are very small with only a few questions.Some of the data requirements are larger.They may have perhaps 10 questions that need to be answered. Justkind of depends.

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These are the guys that are fully developed right now. There are seven of themprogram management, financial management,Kirman, planning,budget development,construction and construction monitoring and maintenance programs. Those arefully developed and these are some of the others we are thinking of orthat are currently in development right now.The first generation,program reviews will only encompass thoseguys that are fully developed at this point.Along with the question guides, we are going to request some dataas supporting documentation.That needs to do regularly-- directly support the answer fora negative response is perfectly acceptable. If there is a question of answer is no, we really need to know that this is really not agotcha process. This is theidentification of areas where technical assistance may be required. Also, if there's a questionyou may think we don't have it but we are working on it and it's in developmentis taking place. Indicate that whereit's appropriate and expand on those accomplishments to dateso we have a good feel for that. The data requirements will vary depending on the question guide. In terms of getting the data toOTT, the references utilize the recently rollout SharePoint site. I believeevery program agreementwith the Tribes and Federal Highways has access to thatSharePoint site.If not, a thumb drive at work as well.There will be detailed information provided on a coversheet along with the guide tool and instruction packet.This is going to becomplicitywas one of the things we kept in mind going through this.

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I mentioned we have theSOP in development working on the final stages of that and we will be going through the approvalprocess internally.These are some of the steps that are in the bodyof the SOP that kind offlows throughwhat we do internallyand some of the timelines involved.I don't want to get to box down this because it has been an internal type document.

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What some of the scenarios are thatlead to an action planor a close-up situation with the review.

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This chart, I apologize forthat this is a document we will use internally to provide a tracking devicefor us to be able to trackand see how we are doing so thatthis really is something that will be effective to make sure we identify those areas fortechnical assistance and where it may be needed.Typical timeline,what we are looking at is typically we dothe workload assessment angling in Januaryand February timeframe.From there we U.S. election of Tribes and the program elements that will be utilized.Then we will do early location, 15 daysahead of packages sent out. Thattypically happens in the March timeframepackages out the door and we willtries about 45 days to complete thoseand get the data back to us. Again, they are going to beone or two and not seven or eight and there may be three questionsin a package or there may be 12. It just depends.We get the information back and do a reviewand a confirmation letter back to the tribe willgenerate the reports and develop the action planthen jointly betweenFederal Highwaysand the tribe.We will monitor the progress and close andclose it out if we can get there.

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What we will do for the short term, we do have these concrete bulletspretty much complete at this point.We do plan on getting some reviews done betweennow and the end of the performance year.There will be some Tribes selected on or about April 1stwe will sit in evocation letter to those Tribes. Letting them know exactly what is comingand the instructional sheet along with the packagethat will be coming 15 days after that.Then the rest of thedownloads accordingly.

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The next steps and things we have already done. As I indicated her earlier, but it breezyengineers last week. We are going tosend this out today via webinar. We do need to finalize our internal standard operating procedure.It will go through selection criteria.One of the things we really need to determine, even though we havefull Tribes we want to review some Tribes may not be fully capable of doingthese reviews currently,just because the situation still from coming.We will get a real good handle to see if we have selected Tribes that has the capacity to access the filesif there are people inworking or not, before we send those out.We will send packages to those selected Tribes. Some of the other things we are doing, we are working on some training for OCD and perhaps evenBIA currently in development. For program reviews.Make national warehouseof this training, the National Highway Institute, had a very good training programconsideringhow to contact10:and write. Is currently being retooled they are not even going to look at the traditional trainingand help you have a handle in terms of which direction they are going to go.

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Okay.That is basicallymy presentation. That was a lot. However, if you have any questions, feel freeto shoot those out.

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The same situation. You can type questions into the chat pod, or you can hit start 6to ask the question over the phone. Either waywill work. We have plenty of time for questions today.

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Jeff from theBIA asked the question, is this a COVID alternative to in person site visits?At this point, it is. That is the intent. However,who knows what the new normal is going to look like this is geared up so it could be done bothremoteif there is a certain aspectthat we can get a good handle on, and in person. Right now,yes it's beingdone remotely due to the current situation. But we do want to getback to in person reviews as well.

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The questionaboutwho is handlingdevelopment of the new program review standards?This is being done at headquarters with Federal Highways.I believe itis the infrastructure component. Becausethey mainly deal with Federal Highways or excuse me,the federal aid component. Nationally,you know,all the statesbeing redone. As being redone from the headquarters effort. Is just now beinggetting off the ground.

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There was a question abouta packet you would send to the Tribes. Yes. I actually have a partial wine hereI was going to showafter the presentationwas done.

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Do you want me to go ahead and switch over to that now,?

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Yeah.This is not the entirepackage.This is kind of the informational guide that will be sent along with the packet.Kind of an explanation of what we are looking for. And you can go through this.It shows from each of the program elements, the number of questionsand the reference or source documents we are looking for.It looks through all of these, and then, toward the end of this, I have a sample.This one is from the program management guide.A kind of will have this, in terms of, what we are looking for, in terms of, the acceptable answers that may be out thereif you go through this, you can see the intentionis the answer will be doneright on this form.I will be sending the word documents out. So the answers could be completed right on this form, or could be attached with another document, if you will justreference the question number.

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Just looking at some of the other questions.Andrew asked, can we get copies of the documents you are using for the review/assessment process?

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Yeah. I don't think it will be a big deal once this is rollout.Rolled out.And Matt,looking for clarification. The3 through 12 pertaining to program areas with pertain to any part depending onrisks identified, that is correct.Yes.Marlene was askingfor clarification about the program agreementTribes only? This process, that is correct.It has nothing to do, right now, at this point in time, for any of theBIA Tribes this is only for Federal Highways program agreement Tribes at this time.

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Jeff asked, yes.During the financial management component, there will be a single auditon status and findings.There are couple of questions that have to do with thatin a couple of the guides.

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I think the questions haverun their course.Does anybody have anything else?

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Thanks again, everybody.

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Thank you, Craig, for the presentationon this new initiative in the details on the rollout and everything.There is definitely interest there.Thismeeting was scheduled for an hour and a half it looks like we will end early which will give you part of your afternoon back. I am going topost in the chat pod right now, a link. This is to a survey. This will allow ayou to give us feedback.Give us feedback on the meeting today as well as just the overallwebinar series we have been doing. Also,give you the very important opportunity, as I mentioned earlier,the opportunity to volunteerthe same way Sherry did today on her presentationthey developed. A chance for you to share something you have that you would like to share with everyone else.Please, if you have something that would fit that category, please share it in the survey so we can be able togive you the opportunityto share that and an upcoming webinar.With that,it looks like we will conclude our meeting to for today. We look forward to seeing you for the next webinar onApril 24ththank you all, for joining us today.

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The mobile solution for assessment and reporting. It's an application that will be used for all projects moving forward. On June 16, we will talk about the new updated policy on travel. Those are things to look forward to in the next few months. All say it now and again at the end of our meeting. For April, we do have a spotlight presentation that someone has volunteered to share. However, we don't have any more volunteers for the future. If you like to present on something that your organization has done or is doing in the transportation realm. We have both May and June in the future. We want to keep that opportunity available for people to share what they are accomplishing. If you have questions during our meeting today, we will have at the end of the meeting opportunity where we can unmute the lines and you can ask in person. During the presentation, if you have a question, you are welcome to asked that question in the chat pod. If you are joining us on Microsoft teams, you can do join us in Microsoft teams. Anything shared in Microsoft teams I will copy over to the Adobe connect chat pod. If you are with us on the Adobe connect you can type it into the chat pod. Will make sure all question show up. Our presentation first is Sheri Bozic will do a tribal project showcase. And then Greg Newhouse who is our management program analyst of the FHWA will do presentation on the program review. With that, I will go ahead and switch over to Sheri's presentation. You are welcome to take it away . Can you hear me okay

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Can you hear me okay?

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We can hear you just fine.

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My name is Sheri Bozic I'm the director of planning development and transportation in New Mexico. I've worked for the Pueblo and managed tribal transportation projects for seven years in New Mexico. My presentation includes background info on significance of trails to the Pueblo community members and information on master-planned development. And in New Mexico Maltais pedestrian trail which is in the design phase. The Pueblo of Jemez is located in north central New Mexico in land totaling almost 90,000 acres in the grand population is just under 4000. The Pueblo of Jemez people enter their homeland by the late 1100s. Of their ancestral homeland identified by archaeological evidence and documentation, extends over an area of the 640,000 acres within the greater Jemez mountain district. At the time Spanish contact with the Pueblo of Jemez people . Of the population was approximately 7000. This background photo was taken 1880. That's a photo looking at the village. Historically, trails were used for trade routes, cultural activities, spiritual pilgrimages, hunting, gathering medicinal and ceremonial items and traveling between destination. To this day trails are used to these same activities with running and health and wellness events as more modern activities. The Pueblo identified great need for pedestrian trails and bike paths during the research and development of the long-range transportation plan. Transportation safety plan and road safety audit of the New Mexico highway which I six the Pueblo. During numerous community meetings, they emphasize major safety issues. As a result, they decided to develop pedestrian trail and bikeway master plan to formalize many of the existing trails and create more connectivity between the trails. I included these two photos to show you some areas that are frequently used by pedestrians where there are currently no dedicated pedestrian facilities. Of the photo on the left show a children and teacher walking on the roadway near one of the schools. The photo on the right are high school students who cross the highway to get to a bus stop. We added funds to our kits to do this plan. We put it out for bid and we receive several proposals for the master plan. We selected Bohannon Houston. The plan took 13 months to complete. Originally we were scheduled to complete in 10 months. Due to the pandemic, we had some delays. We established a pedestrian facility committee comprised of numerous tribal departments, community members and cultural leaders to work with people in establishing goals and object this for master plans. We also hosted visioning sessions with tribal leadership and staff. Focus groups with elderly and youth. We had an online interactive map and community meeting. Our last community meeting was switch to a virtual for due to the pandemic that we had really good participation which we were thankful for. This is a list of the stages of our plan development. Our plan was completed in said number of 2020. We are scheduled to present the plan to tribal Council in 2021 for approval and adoption. As part of our plan development, we map all the destination throughout the Pueblo on the various administrative buildings and post office and schools and health clinic. And we also mapped out all of the school bus stops. And also the public bus stops. And we use the destinations and bus stop send input from the community to develop the network of trails and bike paths. As you can see on these maps. The master plan includes a trail concepts guide. The community helped identify seven types of trails or paths that would be appropriate for the Pueblo. These different types of paths include dedicated walking trails, foot paths, multiuse trails, dedicated sidewalks, roadside walking trails, unpaved multiuse trails and shared roadway.

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I'm gonna switch gears to talk about our first pedestrian project. Multiuse pedestrian trail. This map shows how Highway four bisects the main Pueblo Village. This highway has presented major safety concerns to the Pueblo for decades. In this multiuse path is the highest priority trail in our master plan. This graphic shows the trail alignment which runs parallel to the highway. There are two, is split up into three sections here. In the south end of the trail, it starts at the Pueblo housing division and it goes to all of our major destinations and it ends at this Canyon Road where we have a fitness center and a high school and a tribal department. This is a list of some of the funding that was available to apply for for design and construction of the trail. This is a grant application process that was pretty fast. We had meetings with our PPO in summer, 2018. We submitted our application and gave presentations. And we had our notice of award in May, 2019. As part of our application for funds, we presented a video which told a story of the great need for pedestrian facilities. We also used photographs which was really helpful to demonstrate the need for this project. We also used historical data and crash data or accident data. One thing I highly recommended for everyone going after a grant fund is invest some money doing a preliminary cost benefit so you don't under ask for funds. We are happy to receive the funds we requested it and it was the amount we came up with for a preliminary cost benefit which we had an engineer put together for us. Here is our budget and schedule for this project. Our total budget is 5.5 million. We ended up receiving CMAC and RTP funds and matching tribal transportation funds. And we are currently in design now with construction expected to start the beginning of next year through 2023. This is a typical section of our planned trail. It will be 10 foot wide with two foot shoulders on either side. It will mostly follow along Highway four as shown on the left photo. And a small portion of it will follow existing foot path which is a little ways away from the highway as shown on the right photo. We are super excited for this project to be constructed. Hopefully I can present to you guys the finished project at the end of 2023. Now I am open for any questions.

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As a reminder on the questions. You are welcome to type in the chat pod. For either teams or Adobe connect. That was an excellent presentation, Sheri. We have time we can take questions over the phone. If you have a question you'd like to ask over the phone, dial star six on your phone and that should unmute you. Sheri there's a question from Duane. Did they give you a reason why you did not get cap funds since it is the New Mexico route?

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I think they just chose between those three different funding sources. The cap funding, the total was pretty low, I think 102 or 200,000 at that time. They went with the larger. The CMAC had a larger pool of funding. Is supplemented by the are TT. And then they figured out which of the three funding sources would be most appropriate. A follow-up from Doug. What percentage of the funding was from RTP?

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That's a good question. It was much lower. The CMAC portion was way higher. Think maybe 85/16? All right you've got thanks from both of them.

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Thank you for the question.

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We still have time for more questions if anybody would like to ask any.

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Feel free to email or call me at a later date, anyone who is interested to hear more.

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You can see the last slide has sherries contact. A couple people are typing. We will give them time. Jeff is asking, was this chapter one or chapter 2 funds? I can answer that question. Since it was CMAC and RIT trails that is chapter 1 funding. You said you were matching it with CCT funds right?

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16% is TT T funds.

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Were the funds available to New Mexico D.O.T.?

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Yes they were. I don't know if Andy is typing a follow-up or thank you. We will see. I think that maybe the last of the questions. Sherry with thank you. There is a question. Did the Pueblo do a 202 a nine agreement with New Mexico D.O.T. and FHWA?

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We did not with the planning design phase which we are doing now but we are planning for the construction fund which is a much larger portion of the project.

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When do you expect construction to begin on the trail?

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The construction should start in December. The design will be done in September and we have maybe a month, 4 to 6 weeks of review by Mexico D.O.T. we hope to bid in December. I see Andy is still typing so we will give him a chance to finish typing. After we receive that, we will proceed onto our next presentation. All right. It's not a question he is saying thank you and good luck on getting that tool toll agreement from New Mexico. I think maybe we did a 202 nine a while ago. But it will be one of the first for New Mexico if not the first. We are on getting that tool toll agreement from New Mexico. I think maybe we did a 202 nine a while ago. But it will be one of the first for New Mexico if not the first. We are excited about 2029 agreements about becoming more mechanism for using the funds for funds to meet transportation needs. Thank you Sherry for the presentation and I got confirmation this would be our first one in New Mexico.

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Thank you for the info. Thank you again, Sheri.

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Thank you, have a great day everyone. I will switch out presentations. Do you have the ready for his. Greg is our management and program analyst for the FHWA office tribal transportation. He has been spearheading basically since day one of his job. Spearheading updates to the program and review process. I know he's excited to show you today what's come out of that effort. Greg, take it away.

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Very excited good morning, afternoon. I'd like to introduce myself. I'm the PMA with the office of travel and transportation. I've been with federal highways now for about six years. Prior to OTT, I was with the federal highways Wisconsin division office. And for 15 years prior to that, I was the engineer with Bureau of native affairs Midwest region. I've been around transportation for quite a while. As you know, this year has been a crazy one. We've gone through a couple of different iterations of coming up with the program. And the new process. This is where we are at right now. I want to take the opportunity to roll it out to the tribal community. According to the rags. It is part of the stewardship that is why we are doing that. While we were going to the process. We live by this and fulfill some environment. And identify areas that may need additional assistance and training and education for the tribes. And identify those areas as well as make sure things are conforming to regulations. What we are calling this is tribal transportation information. The TTP IR. The caveat I need to drive home it is only applicable with federal highways, I did present this last week. This process could be something embraced and crossed the TTT program and federal highway so we have common footing in terms of program reviews. The selection for conducting reviews is a risk base for the process. We go through this a reiteration annually for the tribes review. The goal will be all tribes will have a review during authorization.. Typically four years. The goal is to have all tribes review during the authorization.. We are in COVID. There is light at the end of the tunnel. This is geared for conducting reviews remotely, short-term. Is with reduced program element approach which I will discuss in a little bit. Modified questions guides and we have a SOP that's in development and pretty far along. Nationally there is a large effort going on now. Federal highway realized across the country. Both on the federal aid side and the federal landside. Traditional program reviews are not working. There is an effort to retool the whole process starting from scratch. Too rigid in format. No flexibility. Using charters and templates. Way too prescriptive and way too many questions. Data requests, a law from the reviewee and reviewers stand point. It's a review I was part of doing in the revision office in Wisconsin. Somebody's can get very intense depending on what you need out of it. We are trying to gear this away from historical context. I discussed our risk approach, this is a sample. It doesn't really mean anything. Want to give you a snapshot of the elements you are looking at. This is our program, we look at 19 different elements on the program. Finance program management, single audits. All the way to technical assistance. There is a numerical value that is worked through for tribal coordinators and leadership within federal highways. We've come up with a snapshot which is potentially a elements we may want to do a review on for certain tribes. The thought is we will just go through this year by year and get rid of the higher number of elements as we get these review. Every year the risk assessment will look a bit different.

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[ Captioners transitioning ]I mentioned the review guides. These have been modified through the development process previously in the TTP program they were vetted internally through the opposite Tribal Transportation. Everyone got there eyes out. We made of these modified question guides. These are just cover sheets and a couple of samples that one has to do with program management and the other has to do with financial management. Some of these are very small with only a few questions. Some of the data requirements are larger. They may have perhaps 10 questions that need to be answered. Just kind of depends.

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These are the guys that are fully developed right now. There are seven of them program management, financial management, Kirman, planning, budget development, construction and construction monitoring and maintenance programs. Those are fully developed and these are some of the others we are thinking of or that are currently in development right now. The first generation, program reviews will only encompass those guys that are fully developed at this point. Along with the question guides, we are going to request some data as supporting documentation. That needs to do regularly -- directly support the answer for a negative response is perfectly acceptable. If there is a question of answer is no, we really need to know that this is really not a gotcha process. This is the identification of areas where technical assistance may be required. Also, if there's a question you may think we don't have it but we are working on it and it's in development is taking place. Indicate that where it's appropriate and expand on those accomplishments to date so we have a good feel for that. The data requirements will vary depending on the question guide. In terms of getting the data to OTT, the references utilize the recently rollout SharePoint site. I believe every program agreement with the Tribes and Federal Highways has access to that SharePoint site. If not, a thumb drive at work as well. There will be detailed information provided on a coversheet along with the guide tool and instruction packet. This is going to be complicity was one of the things we kept in mind going through this.

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I mentioned we have the SOP in development working on the final stages of that and we will be going through the approval process internally. These are some of the steps that are in the body of the SOP that kind of flows through what we do internally and some of the timelines involved. I don't want to get to box down this because it has been an internal type document.

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What some of the scenarios are that lead to an action plan or a close-up situation with the review.

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This chart, I apologize for that this is a document we will use internally to provide a tracking device for us to be able to track and see how we are doing so that this really is something that will be effective to make sure we identify those areas for technical assistance and where it may be needed. Typical timeline, what we are looking at is typically we do the workload assessment angling in January and February timeframe. From there we U.S. election of Tribes and the program elements that will be utilized. Then we will do early location, 15 days ahead of packages sent out. That typically happens in the March timeframe packages out the door and we will tries about 45 days to complete those and get the data back to us. Again, they are going to be one or two and not seven or eight and there may be three questions in a package or there may be 12. It just depends. We get the information back and do a review and a confirmation letter back to the tribe will generate the reports and develop the action plan then jointly between Federal Highways and the tribe. We will monitor the progress and close and close it out if we can get there.

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What we will do for the short term, we do have these concrete bullets pretty much complete at this point. We do plan on getting some reviews done between now and the end of the performance year. There will be some Tribes selected on or about April 1st we will sit in evocation letter to those Tribes. Letting them know exactly what is coming and the instructional sheet along with the package that will be coming 15 days after that. Then the rest of the downloads accordingly.

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The next steps and things we have already done. As I indicated her earlier, but it breezy engineers last week. We are going to send this out today via webinar. We do need to finalize our internal standard operating procedure. It will go through selection criteria. One of the things we really need to determine, even though we have full Tribes we want to review some Tribes may not be fully capable of doing these reviews currently, just because the situation still from coming. We will get a real good handle to see if we have selected Tribes that has the capacity to access the files if there are people in working or not, before we send those out. We will send packages to those selected Tribes. Some of the other things we are doing, we are working on some training for OCD and perhaps even BIA currently in development. For program reviews. Make national warehouse of this training, the National Highway Institute, had a very good training program considering how to contact 10:and write. Is currently being retooled they are not even going to look at the traditional training and help you have a handle in terms of which direction they are going to go.

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Okay. That is basically my presentation. That was a lot. However, if you have any questions, feel free to shoot those out.

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The same situation. You can type questions into the chat pod, or you can hit start 6 to ask the question over the phone. Either way will work. We have plenty of time for questions today.

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Jeff from the BIA asked the question, is this a COVID alternative to in person site visits? At this point, it is. That is the intent. However, who knows what the new normal is going to look like this is geared up so it could be done both remote if there is a certain aspect that we can get a good handle on, and in person. Right now, yes it's being done remotely due to the current situation. But we do want to get back to in person reviews as well.

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The question about who is handling development of the new program review standards? This is being done at headquarters with Federal Highways. I believe it is the infrastructure component. Because they mainly deal with Federal Highways or excuse me, the federal aid component. Nationally, you know, all the states being redone. As being redone from the headquarters effort. Is just now being getting off the ground.

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There was a question about a packet you would send to the Tribes. Yes. I actually have a partial wine here I was going to show after the presentation was done.

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Do you want me to go ahead and switch over to that now,?

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Yeah. This is not the entire package. This is kind of the informational guide that will be sent along with the packet. Kind of an explanation of what we are looking for. And you can go through this. It shows from each of the program elements, the number of questions and the reference or source documents we are looking for. It looks through all of these, and then, toward the end of this, I have a sample. This one is from the program management guide. A kind of will have this, in terms of, what we are looking for, in terms of, the acceptable answers that may be out there if you go through this, you can see the intention is the answer will be done right on this form. I will be sending the word documents out. So the answers could be completed right on this form, or could be attached with another document, if you will just reference the question number.

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Just looking at some of the other questions. Andrew asked, can we get copies of the documents you are using for the review/assessment process?

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Yeah. I don't think it will be a big deal once this is rollout. Rolled out. And Matt, looking for clarification. The 3 through 12 pertaining to program areas with pertain to any part depending on risks identified, that is correct. Yes. Marlene was asking for clarification about the program agreement Tribes only? This process, that is correct. It has nothing to do, right now, at this point in time, for any of the BIA Tribes this is only for Federal Highways program agreement Tribes at this time.

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Jeff asked, yes. During the financial management component, there will be a single audit on status and findings. There are couple of questions that have to do with that in a couple of the guides.

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I think the questions have run their course. Does anybody have anything else?

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Thanks again, everybody.

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Thank you, Craig, for the presentation on this new initiative in the details on the rollout and everything. There is definitely interest there. This meeting was scheduled for an hour and a half it looks like we will end early which will give you part of your afternoon back. I am going to post in the chat pod right now, a link. This is to a survey. This will allow a you to give us feedback. Give us feedback on the meeting today as well as just the overall webinar series we have been doing. Also, give you the very important opportunity, as I mentioned earlier, the opportunity to volunteer the same way Sherry did today on her presentation they developed. A chance for you to share something you have that you would like to share with everyone else. Please, if you have something that would fit that category, please share it in the survey so we can be able to give you the opportunity to share that and an upcoming webinar. With that, it looks like we will conclude our meeting to for today. We look forward to seeing you for the next webinar on April 24th thank you all, for joining us today.