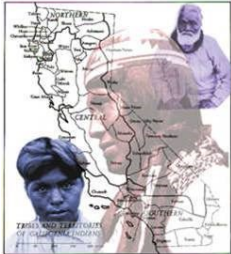


Tribal Transportation News



A Publication of the Western TTAP
Published by the National Indian Justice Center



Exploring Transportation Safety on Tribal Lands

By Kathryn Quick, Associate Professor, University of Minnesota



The motor vehicle crash fatality rate is higher for American Indians than for any other ethnic or racial group in the United States. And, even as the number of fatal motor vehicle crashes decreased in the nation as a whole from 1975–2013 by approximately 21 percent, on American Indian reservation roads motor vehicle crashes increased by about 35 percent.

“These are huge disparities,” says Associate Professor Kathryn Quick. “Clearly, this is an issue that needs to be explored.” In a project sponsored by the Roadway Safety Institute at the University of Minnesota (UMN), Quick and Research Associate Guillermo Narváez, both with the University’s Humphrey School of Public Affairs, are collaborating with American Indian communities to better understand the transportation safety risks on tribal lands and develop strategies to mitigate these risks.

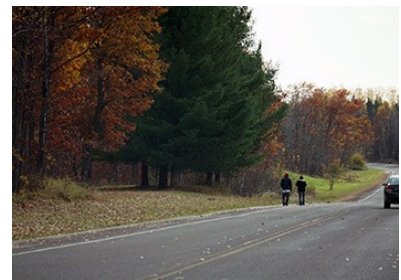


Kathy Quick (seated) gathered ideas during a community health services fair at Red Lake Nation in northern Minnesota. Photos: Guillermo Narváez

Quick and Narváez are focusing on gathering on-the-ground knowledge about the nature of roadway risks and options to improve safety on reservations in Minnesota. “We’re also actively and intentionally trying to build and sustain relationships with tribal communities to contribute to their efforts to address these kinds of issues over the long term,” Narváez says.

The researchers are reviewing crash data, coordinating with Minnesota’s Advocacy Council on Tribal Transportation, and conducting interviews with key stakeholders. So far, they have had discussions with 12 tribal governments to discuss their tribal transportation concerns. That has grown into collaborations with four tribal governments: the Red Lake Band of Chippewa, Leech Lake Band of Ojibwe, Fond du Lac Band of Lake Superior Chippewa, and Mille Lacs Band of Ojibwe. In those communities, Narváez and Quick are interviewing people responsible for road construction and maintenance, law

enforcement, injury prevention, and emergency response on the reservation; professional drivers who know the roads particularly well; and residents. They have interviewed more than 120 key stakeholders and surveyed about 240 other people by tabling at 9 community events.



Preliminary findings indicate a heightened concern for pedestrian safety, since many reservation residents travel on foot.

Collectively, the study participants comprise a broad variety of viewpoints that has produced rich data about what local experts know about the sources of risk, how they manage those risks, and what they recommend to improve safety, Quick says. From these participants and from other tribal land locations and researchers, they are also gathering success stories about improving roadway safety.

Preliminary findings suggest that tribal transportation safety problems may not be so different from rural safety problems, except for a much greater concern for pedestrian safety and the complexities of coordinating between the tribal governments and other jurisdictions.

Many reservation residents, by choice or necessity, travel on foot to get around in reservations, and several tribal governments are actively promoting walking, jogging, and biking for their recreational and health benefits. However, people feel unsafe because of narrow road shoulders, poor lighting, vegetation, or animals. In addition, there are many concerns that



Tribal government in Leech Lake, Minn., as well as in many of the other 566 recognized American Indian and Alaska Native tribes, are remaking and renaming their roads in manners that have greater meaning to them. This road sign is in Ojibwe, which translates to “wolf” in English.

(Continued on page 4)

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If you would like to join our TTAP Mailing List and subscribe to our quarterly publication of *Tribal Transportation News*, go to www.nijc.org/ttap.html and click on - [join our mailing list](#). You can also call Barry Litchfield at (707) 579-5507 x 224.

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 plants garden, California Indian foods, a small Native village, audio-visual displays that highlight California Indian history and the contributions of California Indians, as well as Edward Curtis prints and traveling exhibits. If you are in the area, please come visit and tour the facilities.

NEWS & ANNOUNCEMENTS

Tribal Transportation Safety Planning Project

The National Indian Justice Center (NIJC) is proud to announce that it has been contracted by the La Jolla Band of Luiseño Indians to administer the **Transportation Safety Planning Project for California Tribes**. Joan Harper, the Transportation Safety Planning Project Coordinator, will coordinate transportation safety plan training and technical assistance for development of tribal transportation safety plans as well as other subjects including long range transportation plans, conducting road safety audits and pedestrian safety audits. The project goal is to increase the number of tribal transportation safety plans in California and to make California tribes more competitive for tribal safety set aside funds. Finally, to assist this project, NIJC and UC Berkeley's SafeTREC have partnered to develop training and an online tool for California tribes to access their safety data from SWITRS. For more information about these projects, e-mail joan-harper@nijc.org or go to the NIJC project website at: <http://www.nijc.org/projects.html>.

Traffic Safety Factsheet Rural/Urban Comparison of Traffic Fatalities 2015

From NHTSA Traffic Safety Facts, April 2017

Key Findings

Of the 35,092 motor vehicle traffic fatalities in 2015 there were 17,114 (49%) that occurred in rural areas, 15,362 (44%) that occurred in urban areas, and 2,616 (7%) that occurred in unknown areas.

According to the 2015 American Community Survey from the U.S. Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas. However, rural fatalities accounted for 49 percent of all traffic fatalities in 2015.

Rural traffic fatalities decreased by 28 percent from 23,646 in 2006 to 17,114 in 2015. Urban traffic fatalities decreased by 18 percent from 18,791 in 2006 to 15,362 in 2015.

In 2015 the fatality rate per 100 million vehicle miles traveled was 2.6 times higher in rural areas than in urban areas (1.84 and 0.71, respectively).

Of the 17,114 rural traffic fatalities in 2015 there were 4,758 people (28%) killed in speeding-related crashes. Of the 15,362 urban traffic fatalities in 2015 there were 4,171 people (27%) killed in speeding-related crashes.

Rural alcohol-impaired-driving fatalities decreased by 34 percent from 7,493 in 2006 to 4,915 in 2015. Urban alcohol-impaired-driving fatalities decreased by 24 percent from 5,921 in 2006 to 4,474 in 2015.

The 2015 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among front seat passenger vehicle occupants in urban areas was 89.4 percent, and rural occupants were observed to have a use rate of 86.8 percent.

Based on known restraint use in fatal crashes, 50 percent of rural passenger vehicle occupants killed in 2015 were unrestrained as compared to 46 percent of urban passenger vehicle occupants killed.

To read the full report go to:

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812393>

Distracted Driving 2015

From NHTSA Traffic Safety Facts, March 2017

Summary

The National Highway Traffic Safety Administration (NHTSA) works to reduce the occurrence of distracted driving and raise awareness of its dangers. This risky behavior poses a danger to vehicle occupants as well as pedestrians and bicyclists. Driver distraction is a specific type of driver inattention. Distraction occurs when drivers divert their attention from the driving task to focus on some other activity. Oftentimes, discussions regarding distracted driving center around cell phone use and texting, but distracted driving also includes other activities such as eating, talking to other passengers, or adjusting the radio or climate controls. A distraction-affected crash is any crash in which a driver was identified as distracted at the time of the crash.

- Ten percent of fatal crashes, 15 percent of injury crashes, and 14 percent of all police-reported motor vehicle traffic crashes in 2015 were reported as distraction-affected crashes.
- In 2015, there were 3,477 people killed and an estimated additional 391,000 injured in motor vehicle crashes involving distracted drivers.
- Nine percent of all drivers 15 to 19 years old involved in fatal crashes were reported as distracted at the time of the crashes. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes.
- In 2015, there were 551 nonoccupants (pedestrians, bicyclists, and others) killed in distraction-affected crashes.

To read the full report go to:

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812381>

(Continued from page 1)

drivers who are not from the reservation do not expect or anticipate encountering so many pedestrians in some locations, as well as concerns about congestion and speeding during peak tourism periods.

Kade Ferris, Transportation Planner with the Red Lake Tribal Engineering Department, says that the researchers' work has allowed for "an unprecedented and useful integration of disparate types of data into a more comprehensive, robust picture, leading to the development of a comprehensive tribal transportation safety plan for the Red Lake Nation." Some of these data have helped identify pedestrian safety concerns along Minnesota Highway 1, the main east-west highway through the reservation, where people are moving back and forth among the residential areas, stores, and community facilities. According to Ferris, the data collected through this research collaboration helped the tribe to apply for and receive funding from the State of Minnesota to develop a new walking trail and street lighting to provide a safer walking environment for the reservation's residents. The researchers are also working with the Red Lake Band DOT to elaborate a protocol to analyze safe routes to school to support their request for improvement funds.

Tribal transportation leaders and others have not identified alcohol- or drug-impaired driving as a distinguishing, special feature of roadway safety in reservations Quick notes. "We hear very mixed statements about this. Some people indicate that impairment is not a particular concern. Others indicate that it is, but emphasize they do not see a difference between on- and off-reservation patterns."

The data indicate that collaboration among law enforcement agencies is key not just for patrolling and responding to incidents, but also for monitoring and prioritizing safety concerns. The team has heard many positive stories, but also that there are "some issues... around data quality, data sharing, and data interpretation to set priorities for safety resources," Quick says.

Quick and Narváez plan to complete their analysis of reservation safety data, expand into non-Minnesota sites, and build research and teaching capabilities about tribal governance at the Humphrey School.

About This Project

"Collaborating with American Indian Communities to Re-Interpret and Strategize About Transportation Safety Risks in

Tribal Lands" is led by principal investigator Kathryn Quick and co-investigator Guillermo Narváez with the Humphrey School of Public Affairs at the University of Minnesota (UMN). More information can be found at:

www.roadwaysafety.umn.edu/research/search/projectdetail.html?id=2015031.

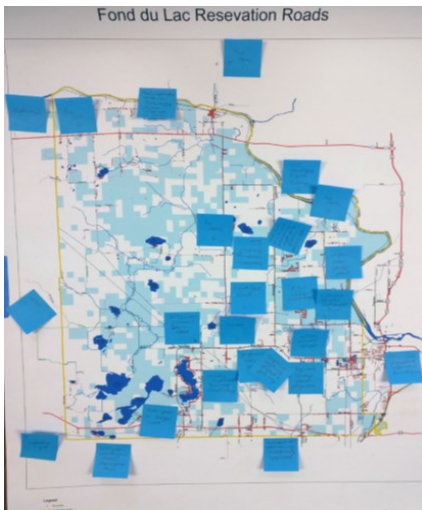
The Roadway Safety Institute is the Region 5 University Transportation Center focusing on user-centered transportation safety systems. The Institute is a consortium led by the UMN; other members are the University of Akron, the University of Illinois at Urbana-Champaign, Southern Illinois University Edwardsville, and Western Michigan University.

This article was featured in the January 2017 issue of the USDOT's UTC Spotlight newsletter. And was reprinted with the permission of the author Kathryn Quick, Associate Professor, Humphrey School of Public Affairs, University of Minnesota.

Safety Center Stakeholder Group Member Spotlight

By Janet Leli, Safety Sidekick Newsletter, Vol. 7, April 2017

Our first issue of 2017 brings us another opportunity to spotlight a member of our Stakeholder Group. We are happy to share with you some information about Byron Bluehorse, who is an Assistant Professor with the University of Alaska Fairbanks, Tribal Management Program.



Notes taken from Fond du Lac members while talking about their experiences and impressions of the roads they drive in the reservation.



Byron is also the manager of the Alaska Tribal Technical Assistance Program, whose mission is to help tribes become aware of the significance of tribal transportation issues through education and training, to help tribes define transportation systems that enhance community and economic development, promote desired land use, protect cultural resources, to orient and coordinate federal, state and local governments, and maximize efficient use of indigenous transportation resources.

Byron Bluehorse is an enrolled member of the Navajo Nation. He holds a bachelors degree in University Studies and a masters degree in Community and Regional Planning from the University of New Mexico. From 1993-1997, Byron served in the U.S. Marine Corps, an experience which led him to Japan, Panama, and the Philippines. After receiving an honorable discharge, Byron returned home to New Mexico to

pursue a higher education. While in graduate school, Byron served as an AmeriCorps volunteer where he helped to establish the University of New Mexico Tribal Service Corps. Byron's past employment experience includes the U.S. Equal Employment Opportunity Commission, U.S. Forest Service, Resource Center for Raza Planning and Bureau of Indian Affairs (BIA). After moving to Alaska in 2005, Byron began working as a Contracts and Grants Specialist for the BIA. In this capacity, he provided technical assistance in the area of P.L. 93-638 Indian Self-Determination contracting to tribal entities in the Interior and Arctic Slope regions. Byron currently lives in Fairbanks and is a member of the American Planning Association.

Becoming involved in safety

While working for the Alaska Tribal Technical Assistance Program Center (AKTTAP), Byron met many Tribal planners who were passionate about shedding light on the need for more safety opportunities. Those mentors opened his eyes to the safety arena. AKTTAP eventually hosted a Regional Safety Summit, which many Tribal Governments participated in, to raise awareness of available opportunities and technology to improve and develop new programs. They also worked with several Tribes to develop safety plans. AKTTAP also held a peer-to-peer safety workshop session where they utilized Tribal input to create a safety website (tribalsafety.org) where Tribes can access numerous resources.

Byron shared an example of a safety activity that he has been involved with that he feels could be a best practice for others. He has participated in several Road Safety Audit (RSA) teams, one of which led to a report in which he served as lead author. Byron shared that being a part of these teams has opened my eyes to the history, process, and benefits of an RSA. He strongly encourages anyone interested in RSAs to take RSA training and participate in an RSA audit. Such opportunities provided him with a better understanding of the built environment and the movement of people. He also developed a greater appreciation for low-cost options such as roadway reconfiguration, also known as Road Diets.

One recommendation that Byron would like to share with the safety community is to listen to your clients and the community, as they have the local knowledge of the roads that they drive daily and can add valuable insight to safety concerns. Quantitative data can help, but gathering local knowledge and stories increases greater success to find and implementing counter measures that could be used.

Reprinted with the permission of the National Center for Rural Road Safety, Western Transportation Institute at Montana State University-Bozeman. To visit the website go to:

<https://ruralsafetycenter.org/>

Te-Moak Western Shoshone Tribe Putting Best Practices to Use

By Carrie Brown, Western TTAP Safety Circuit Rider

It is no secret that American Indians and Alaska Natives die in motor vehicle crashes at higher rates than other Americans. Adult American Indians are 1.5 times more likely to die in motor vehicle crashes than that of whites or blacks. Furthermore, American Indian infants under the age of 1, are 8 times more likely to perish in motor vehicle crashes than whites or blacks. What do we do about this? The first thing many people think about is changing the physical roadway to make it safer. Engineering can be a great way to improve safety, however it can also be time consuming and expensive. There are other public health based strategies that can be used to address this alarming death rate that are both effective and cost efficient. Best practices in motor vehicle safety that are evidence-based are the answer.

Best Practices in transportation are the cornerstone of traffic safety. Best practices are procedures or initiatives that have been shown through research and experience to produce the most effective results. Communities can incorporate best practices into their transportation safety plans for optimal results at low cost. A step by step guide titled "Tribal Motor Vehicle Injury Prevention Best Practices Guide 2016," was developed by the Centers for Disease Control and Prevention. This guide details how some tribes have implemented evidence-based initiatives into their communities and the lessons they learned along the way. You can access the guide at: https://www.cdc.gov/motorvehiclesafety/native/best_practices_guide.html.

One example of best practice put into use happened on April 5th, 2016 when the Te-Moak Western Shoshone Tribe passed an ordinance addressing seat belt and child restraint use on their tribal lands. Currently, the state of Nevada where the tribe is located has a secondary seat belt law. A secondary seat belt law only allows law enforcement to issue citations to drivers for failure to wear their seatbelt if they have been pulled over for a separate offense; failure to wear a seat belt is not a reason to be pulled over and issued a citation alone. However, if you are unbelted and driving on Te-Moak tribal lands, you can be pulled over and issued a citation. Their new ordinance also incorporates public health best practices by requiring children to stay rear-facing in an appropriate car seat until the age of 2 and all children must be in an appropriate child restraint until they reach 57" in height. Additionally, these citations are now considered primary moving violations under tribal law and can be prosecuted in tribal court.

Reports from Te-Moak Traffic Safety Specialist Intern, Toni Roloson, state that support from tribal council was unanimous to protect tribal children. As a mother, she feels that children are our most important asset.

If you would like information and resources on how to incorporate low-cost, life-saving, best practices into your community, contact Carrie Brown, WTTAP Safety Circuit Rider at 775-432-4438 or cbrown@nijc.org.

Making Transportation Safer for Every Pedestrian

Getting people to their destinations safely and conveniently is the goal of the **safe transportation for every pedestrian**—or STEP—program the Federal Highway Administration is encouraging agencies and communities to adopt during Every Day Counts round four (EDC-4).

STEP features proven, cost-effective techniques that can reduce pedestrian fatalities at uncontrolled crossing locations. Pedestrians account for more than 17.5 percent of all traffic fatalities. More than 66 percent of pedestrian fatalities occur at non-intersection locations such as midblock areas, and about 16 percent happen at intersections with no signals or stop signs.

“With STEP, we’re looking at enhanced crossings at uncontrolled locations, whether at intersections or midblock crossings,” said Peter Eun, FHWA transportation safety engineer and a leader of the EDC-4 STEP team. “We can have a big impact on safety in those areas.”

In addition to improving safety and helping agencies make targeted investments that address a national pedestrian safety problem, the STEP countermeasures can enhance the quality of life for pedestrians.

“We want to help provide safer crossings, but also improve connectivity of the pedestrian network since walking is the oldest form of transportation,” said Eun.

Five Safety Techniques

STEP includes five countermeasures to get pedestrians safely across the road at uncontrolled locations. “These are proven techniques. We know they work and can drive down fatality numbers,” said Keith Sinclair, FHWA transportation safety engineer.

- **Crosswalk visibility enhancements**, such as crosswalk lighting and enhanced signing and marking, help drivers detect pedestrians. “A large percentage of crashes happen at night, so lighting is an important factor,” said Eun.
- **Raised crosswalks** are a traffic-calming technique that can reduce vehicle speeds and encourage drivers to yield to pedestrians.
- **Pedestrian refuge islands** provide a safer place for pedestrians to stop at the midpoint of the road before crossing the remaining distance, which is particularly helpful for pedestrians with limited mobility.
- **Road diets**, also an EDC-3 innovation, reconfigure a roadway cross-section to safely accommodate all users. It can reduce vehicle speeds and the number of lanes pedestrians need to cross and create space to add new pedestrian facilities.
- **Pedestrian hybrid beacons** (PHBs) provide a stop control treatment at locations where pedestrian volumes aren’t high enough to warrant a traffic signal. They are a useful device for higher speed multilane roads. “It’s pedestrian activated and is only on when a pedestrian is walking across the roadway,” said Sinclair.



Pedestrian hybrid beacons, one of the safety countermeasures in the EDC-4 STEP program, alert drivers to the presence of pedestrians in a crosswalk.

Communities Take STEPs

The North Jersey Transportation Planning Authority is among the organizations and agencies interested in pursuing STEP during EDC-4.

“Our home city of Newark is a pedestrian-focused city,” said Mary Ameen, the authority’s deputy executive director. “STEP is something we’re very eager to incorporate into the planning and programming in our metropolitan planning organization region.”

Many communities and States are already benefiting from STEP countermeasures.

Safety studies conducted in Tucson, AZ, where more than 100 PHBs are in use, show that the technique reduced crashes by as much as 70 percent at some locations. “The pedestrian hybrid beacon was born in the city of Tucson,” said Kelly Morton, FHWA safety engineer. “It originated in Tucson’s efforts to develop unique and effective safety crossing treatments.”

Using road diets to enhance safety is a standard practice in 21 States and Washington, DC, and continues to attract widespread interest across the country. In Michigan, the Department of Transportation developed a **road diet checklist** to help planners analyze a road segment for potential reconfiguration. Michigan has road diets totaling more than 50 miles on 60 State corridors and nearly 90 miles on 94 local corridors.

Learn More

View an EDC-4 **webinar** on the STEP program. <https://connectdot.connectsolutions.com/p8s87m1p8c/?launcher=false&fcsContent=true&pbMode=normal>

See FHWA’s **Proven Safety Countermeasures** Web page for strategies to improve pedestrian safety.

<https://safety.fhwa.dot.gov/provencountermeasures/>

Visit the **Pedestrian and Bicycle Information Center** for information on resources, planning and design tools, and training.

<http://www.pedbikeinfo.org/>

Contact **Becky Crowe** of the FHWA Office of Safety or **Peter Eun** of the FHWA Resource Center for information and technical assistance.

This and the following article from the Innovator Newsletter, May/June 2017, Vol. 10, Issue 60 were reprinted with permission of U.S.DOT-FHWA.

Taking Data-Driven Safety Analysis to the Local Level

New tools help agencies target transportation investments and cut crashes

After generating widespread interest among States during Every Day Counts round three (EDC-3), **data-driven safety analysis** (DDSA) is back for an encore in EDC-4—this time with an added focus on local deployment.

During EDC-3, more than 40 States implemented DDSA at some level, and 44 States made 145 technical assistance requests to the Federal Highway Administration’s DDSA deployment team. This strong interest was a driving factor for including DDSA in the 11 EDC-4 innovations FHWA is promoting in 2017 and 2018.

“We’re honored and excited that DDSA was included in this next round,” said Jerry Roche of the FHWA Office of Safety and a leader of the EDC-3 and EDC-4 deployment teams. “Agencies want to make their road systems as safe as possible, and once they learn about these new analysis tools, they are eager to start using them.”

DDSA is the application of the latest generation of software tools for analyzing crash and roadway data. These tools quantify expected safety impacts, enabling agencies to make more informed decisions, better target their investments, and reduce severe crashes on roads.

For EDC-4, the deployment team will continue to help States incorporate DDSA into their processes, policies, and projects, but a new emphasis will be on assisting local agencies.

“In most States, around half of fatalities occur on the local system,” Roche said. “For EDC-4 we’d like to increase the number of local agencies that gain proficiency with the tools and, in turn, help them qualify for **Highway Safety Improvement Program** funding.”



Local Successes

Many local agencies have already implemented DDSA, with much success.

In Thurston County, WA, the public works department used systemic analysis tools to prioritize projects and better target their safety investments.

We’ve been fortunate to use the **Systemic Safety Project Selection Tool**, and that’s allowed us to utilize a lot of data we already had,” said Scott Davis, interim county engineer. “By using the data to customize solutions, you’re focusing your energies where you can make the biggest difference to the community, in this case reducing fatal and serious injury crashes.”

The analysis allowed the agency to better identify at-risk locations on its system.

“We can look at that crash data and identify certain crash types that need to be addressed throughout the county,” said Matt Unzelman, senior civil engineer for Thurston County

Public Works. “We’re able to look at parts of the county that need to address a certain collision pattern. Then, we can identify what counter-measures to use at those locations, sometimes before crashes happen. It’s a more proactive approach.”

In Maricopa County, AZ, the Maricopa Association of Governments—the regional metropolitan planning organization—worked with county agencies and FHWA to develop data-driven road safety assessments.

“We’ve implemented those road safety assessments on a regional basis. That’s been very important,” said Amy St. Peter, the association’s assistant director. “We’re using data out in the field to collect more information with a human factor expert to help us identify what behaviors, what environmental factors, what infrastructure contribute to those crashes and how we can mitigate those.”

The Minnesota Department of Transportation (MnDOT) used DDSA tools to develop road safety plans for each of its 87 counties.

“It was a partnership between the county engineers and MnDOT, as well as the Federal Highway Administration,” said Sue Miller, county engineer for Freeborn County. “We were able to sit down and say, ‘What can we do together to make this data-driven process work for us?’”

The analysis showed that half of fatalities across the State were on local roads, so MnDOT shared funding with the counties to help them implement the plans, based on the data.

“The DOT really understood that if you want to make a true safety difference, then we have to get that money down to the local level to start shifting the culture,” Miller said.

Ultimately, DDSA allows agencies to make safety investments with more confidence.

“We know that we’re saving lives,” said St. Peter. “It could be our friend, our neighbor, our co-worker, but we know that people are here and they’re healthy and they’re safe because of the work we’re doing.”

Learn More

Watch a **video** that explains DDSA approaches and highlights success stories.

<https://www.youtube.com/watch?v=Lx7sJktkFVA>

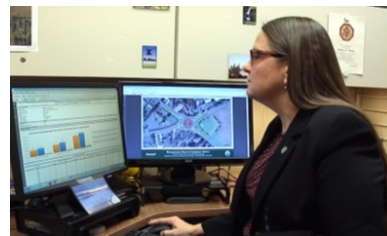
View an EDC-4 **webinar** on DDSA.

<https://connectdot.connectsolutions.com/p8upjik585xq/?launcher=false&fcsContent=true&pbMode=normal>

See FHWA’s **library** of DDSA resources.

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/ddsa_resources/#case

Contact **Jerry Roche** of the FHWA Office of Safety or **John McFadden** of the FHWA Resource Center for information and technical assistance.



Data-driven safety analysis uses new, evidence-based models that help transportation agencies target safety investments with more confidence.

California Collaborative Long Range Transportation Plan (CLRTP) Factsheet

OVERVIEW: What is the CLRTP?

The Collaborative Long Range Transportation Plan (CLRTP) is an integrated plan that will feed the transportation needs of Federal Lands into Statewide and the Metropolitan Transportation Planning process. The agencies that are party to the plan include the following Federal Land Management Agencies (FLMAs): the National Park Service (NPS), Fish and Wildlife Service (FWS), USDA Forest Service (USFS), Bureau of Land Management (BLM), US Army Corps of Engineers (USACE), the Bureau of Reclamation (BOR), and the Presidio Trust. Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving regional transportation systems (including roads/bridges rehabilitation, trails, and transit connector services) that provide public access to, through and within Federal Lands. The CLRTP will also identify dual funding opportunities based on projects or needs that mutually benefit the FLMAs, State and local agencies and Tribal governments.

OBJECTIVES: What Is The Role of Caltrans, Local Agencies, and Tribes?

- Participate in defining statewide high-priority areas in your local jurisdictions that provide access to or within Federal Lands.
- Identify specific goals and objectives for managing these Federal Land areas and appropriate transportation access.
- Identify gaps, missing routes, accessibility issues, and inconsistencies in parts of your network that link to Federal Lands.
- Identify locations/corridors where your agency needs to work with federal, state, and other local partners to develop and implement transportation improvements to the regional transportation system for the enhancement of Federal Lands access.
- Identify where there is a nexus between need and dual funds leveraging opportunities

What Funding Programs are under CLRTP?

- The Federal Lands Transportation Program (FLTP) is the primary fund source under the CLRTP and its eligible recipients include: NPS, FWS, USFS, BLM, USACE, BOR, and the Presidio Trust.
 - ◇ \$375M per year and approximately \$8.6B projected over the planning horizon of the plan - 2040.
 - ◇ Funds are allocated to each of the agencies above and then distributed regionally or nationally – not by state.
 - ◇ Strategically targeted state and local investment at enhances Fed Lands access can drive more FLTP funding to CA.
- The Federal Lands Access Program (FLAP) is the com-

panion program to the FLTP and its eligible recipients are state and local transportation agencies.

- ◇ \$270 million per year - \$31M per year allocated to California or \$713M over the life of the CLRTP.
- ◇ Funds are allocated based on periodic calls for projects (approximately every two years).
- ◇ Local match is required (11.47%), but FLTP can be if the FLMAs is willing to or is already making an investment on the same or connecting route.
- Other Fed Lands Programs
 - ◇ Tribal Transportation Program (TTP) - \$465M per year and funds are allocated by Tribe or BIA region. Tribes already have plans and TIPs – need to identify places where there's a need that is also eligible for FLTP or FLAP.
 - ◇ Nationally Significant Federal Lands and Tribal Projects - \$100M per year or \$2.3B over the life of the CLRTP. Program is authorized but it doesn't yet receive dedicated funding. It is likely, however, that will be funded in the next authorization bill.

TIMEFRAME:

- Conduct outreach webinars (includes Tribal outreach) and Strategic Investment Area (SIA) validation: Jan. to Aug. 2017.
- Finalize Baseline Conditions, Performance Measures, & Financial Gap Analysis (FGA) – September 2017
- Scenario Planning Workshops – June to August 2017
- Draft Plan – September to December 2017
- Finalize and Adopt Plan – Winter to Spring 2018

Caltrans HQ Contact: Michael Sidhu, Office of State Planning - DOTP

Contact information:

Email: michael.sidhu@dot.ca.gov

Phone: (916) 654-6491

Project lead: Elijah Henley, Central Federal Lands - FHWA

Contact information:

Email: Elijah.henley@dot.gov

Phone: (720) 963-3562

California Tribal Transportation Safety Planning Project

By Joan Harper, Western TTAP Transportation Safety Planning Project Coordinator

The development and maintenance of safe roads on or near tribal lands is a key element in fostering healthy and sustainable communities. Notably, motor vehicle crashes are one of the leading causes of death or injury for Native people. According to the Center for Disease Control (CDC), American Indian and Alaska Natives are killed or injured in motor vehicle crashes at much higher rates than other Americans. It is estimated that on average, 2 American Indians or Alaska Natives are killed in motor vehicle crashes every day.¹ Strategies to develop and maintain safe roadways can include a number of options, such as relatively low-cost construction projects (e.g., lane-striping, signage or guardrails), driver safety and awareness education programs, increased law enforcement, and high-cost construction projects involving multiple jurisdictions.

Tribal Transportation Safety Plans

One way tribes are addressing roadway safety issues is through the development of a Tribal Transportation Safety Plan (TSP). Typically, the transportation safety planning process uses a community-based approach to gain input from community stakeholders, technical transportation safety experts, and responsible as well as affected government agencies and jurisdictions. Key steps in the process involve gathering and analyzing roadway safety data, identifying safety issues, prioritizing needed improvements, and developing recommendations and strategies to secure funding to implement projects. Once a Tribe completes and adopts a TSP, the information, data, and recommendations contained in the plan can be used to justify and compete more effectively for funding and transportation improvement grants.

Tribal Transportation Needs Assessments

An effective TSP should be supported by safety data and analysis by Tribal staff and/or outside technical expertise. Tribes often utilize the assistance of transportation planners and traffic engineers to analyze and assess roadway conditions as well as traffic, bicycling, and pedestrian crash and safety data. A number of California tribes obtained the technical assistance of transportation safety experts by completing a Transportation Safety Assessment (TSA) through programs funded in 2009 and 2017, by the California Department of Transportation (Caltrans). Through the assessment process, transportation planners and traffic safety engineers worked with tribal communities to identify safety issues as well as possible technical solutions and improvements. Now, armed with the data, technical analyses, and suggested safety improvements contained in a TSA, many tribes are well-prepared to develop or update a TSP or long-range transportation plan.

FHWA Transportation Safety Planning Grants

The Federal Highway Administration (FHWA) provides grants to assist federally recognized Tribes in the preparation of a safety plan as well as other projects. Over 30 tribes in

California and Nevada have received FHWA grants for safety planning. Grant applications for Fiscal Year 2017 are anticipated to be accepted starting in July 2017. Applicants will want to be sure to gather the necessary information and submit their applications before the closing deadline. Tribes interested in applying for the FHWA safety planning grant, can find more information at: <https://flh.fhwa.dot.gov/programs/tp/safety/ttspf.htm> or contact Adam Larsen, FHWA Tribal Transportation Planning Safety Engineer, at: Adam.Larsen@dot.gov or 360-619-7751. To receive notices about this application period, add your contact information to the Tribal Transportation Safety website's mailing list at: <http://www.tribalsafety.org/News-Events/Mailing-List-Form>.

Tribal Transportation Safety Planning Project

The National Indian Justice Center (NIJC) has been contracted by the La Jolla Band of Luiseño Indians to administer the Tribal Transportation Safety Planning Project for California Tribes. The project is focused on identifying existing and potential transportation safety planning projects and resources, gaps in tribal transportation safety and long-range planning activities and services, and training and technical assistance to close the identified service gaps.

Transportation Safety Planning Workshops

Training workshops designed to address the safety planning needs of Tribes are being planned for the northern, central, and southern parts of California. The workshops will be approximately 2-3 days in duration. Topics covered and information and materials available at the workshops will address all aspects of the transportation safety planning process. Presentations will include transportation safety planning experts who will be available to respond to individual questions. Tribes and others will receive notification and detailed information about upcoming workshops. To add your name and email address to the workshop mailing list, go to http://www.nijc.org/mailling_list.html.

Tribal Transportation Planning Survey

The Tribal Transportation Safety Planning Project is conducting a survey to assess the transportation safety and long-range transportation planning needs of all California Tribes. The survey is intended to identify the individual needs of tribes, aid in the preparation of appropriate technical assistance to tribes in the form of informational materials and services, and tailor topics and methods presented in the safety planning workshops to meet the needs of participants. The survey can also serve as an application for those Tribes interested in participating in workshops and receiving assistance through the Tribal Transportation Safety Planning Project for California Indians. The survey is available online at: <https://www.surveymonkey.com/r/tribaltransportationplanningurvey>.

For additional information, contact Joan Harper, Project Coordinator, at joanharper@NIJC.org or 707 579-5507.

¹<https://www.cdc.gov/features/tribalprograms/index.html>

HOT CARS Act of 2017 Will Prevent Child Heatstroke Deaths by Getting Much-Needed Technology into Vehicles

Washington, D.C. News Conference June 7, 2017

*Many children needlessly die in hot cars each year –
Summer brings extreme risk for these tragedies*

Washington, D.C. (June 7, 2017). U.S. Representatives Tim Ryan (D-13th OH), Peter King (R-2nd NY) and Jan Schakowsky (D-9th IL) introduced the Helping Overcome Trauma for Children Alone in Rear Seats Act (HOT CARS Act of 2017, H.R. 2801), a critical piece of legislation that would prevent children from being needlessly killed and injured when unknowingly left alone in vehicles. The bi-partisan effort has already received widespread support from more than twenty of the nation's leading public health, consumer and safety organizations, as well as an expert in neuroscience and the brain memory system, along with families who have lost their child or were seriously injured due to child vehicular heatstroke. The timing of the bill's introduction coincides with the kickoff of the National Vehicular Heatstroke Prevention Campaign by the National Highway Traffic Safety Administration (NHTSA).

No child should endure the tragedy of dying while trapped in a hot vehicle. The unfortunate reality is that even good, loving and attentive parents can get distracted. Studies have shown that this can happen to anyone, anywhere. That is why I am proud to have Representatives King and Schakowsky join me in introducing this important legislation. Our cars can already alert drivers when they leave their keys in the car, their lights on, or their trunk open – none of which are life threatening. It is not unusual for the government to mandate safety features to protect lives. Cars are mandated to have seat belts, interior trunk-releases, and rear backup cameras. Our legislation would move us one step closer to getting this inexpensive technology in every car on the road to help save the lives of children nationwide," said Congressman Tim Ryan (D-13th OH).

The HOT CARS Act would require the U.S. Department of Transportation to issue a final rule requiring cars to be equipped with a system to alert the driver if a passenger remains in the back seat when a car is turned off.

"Since 1990, nearly 800 children have died from heatstroke in vehicles," said Rep. Schakowsky (D-9th IL). "My colleagues Rep. Tim Ryan, Rep. Peter King and I are introducing the HOT CARS Act today in hopes of bringing that number down to zero. Even the most attentive parent can get distracted and forget a child in the back seat of their car. To prevent these tragedies, our bill would require all new vehicles to be equipped with an alert system to remind the driver to check the back seat. A simple alert can save lives."

"The belief is that it can't happen to you, always someone else. Unfortunately it happens over and over again, even to the most conscientious parents. Technology is available and it can

be placed in new vehicles to protect innocent children. It's really that simple. I am proud to work with Reps. Ryan and Schakowsky on this legislation," said Rep. King (R-2nd NY).

Advocates for Highway and Auto Safety president Jackie Gillan stated, "Already this year nine children have died in hot cars, and the scorching summer days of high temperatures are still ahead of us. Yet, I want to be very clear that this is not just a 'seasonal' problem. These deaths are happening year round. The HOT CARS Act takes the same approach as the law enacted by Congress in 2008 that requires rear view cameras as standard equipment in all cars by May of 2018. This is a very reasonable and effective way to stop preventable, unnecessary injuries and deaths."

"We commend Congressman Tim Ryan, Ranking Member Jan Schakowsky, and Congressman Pete King for their leadership on this very important safety issue. GM is committed to protecting the safety of children in and around our vehicles and has already deployed an industry-first Rear Seat Reminder on many of our 2017 and 2018 models. The Rear Seat Reminder is a simple feature that is intended to do exactly what it says: remind the driver to look in the rear seat before exiting the vehicle, said Dan Turton, vice president of GM North America Public Policy.

Miles Harrison, whose 21-month old son Chase died after being unknowingly left in a car, said, "Every time we hear of another child dying, we re-live that horrible day with them all over again and we ask WHY? Why does this keep happening when there is technology available to prevent it?" He continued, "We need to make sure that Congress mandates a vehicle alarm system to save the lives of our children and eliminate the crushing pain this causes their parents."

Since 1990, more than 800 children have died in hot cars. Janette Fennell, president and founder of KidsAndCars.org, said, "Children will continue to die in hot cars unless something is done to help our exhausted and overtaxed brains. Education alone will not solve this problem. These unthinkable tragedies can only be prevented with the combination of education and technology. We certainly wish that we could train our memories to 'never forget,' but this is a very human condition we all live with."

Deona Bien's heartbreaking words spoke directly to many as she said, "No one could ever understand what the parents who have lost children due to heatstroke in a vehicle live through every single day. We now unite as grieving parents to ask for a long overdue alert system in cars so that they can prevent these tragedies from happening to more families. We all long for the day that no other children join ours in heaven."

In the majority of cases, it is loving and caring parents who unknowingly leave their child in the car. Common stressors like a change in routine or lack of sleep or even simple distractions can all have an effect on even the most responsible parents. Dr. David Diamond, a professor in the Departments of Psychology, Molecular Pharmacology and Physiology at the University of South Florida, said, "The one aspect which is not a factor is that these children were not forgotten by parents who were reckless with regard to care for their children. This modern day phenomenon must be explained from a brain science perspective, not one that blames parents for be-

ing negligent.” He continued, “We must have a system that provides a reminder to parents of the presence of a child in the backseat for that rare occasion when a child’s life is in danger because parents, through no fault of their own, lose awareness of the presence of their child in the car.”

Norman Collins, grandfather to “Bishop” Collins who died in a hot car in 2011, said, “I call upon our lawmaking government officials to assist in the effort by supporting and passing the HOT CARS Act to save lives and avoid any more families having to endure the lifelong horror of grief that ours and so many other families have encountered due to the preventable tragedies of hot car deaths. Please help us to turn our pain into power, our tragedy into triumph, and our agony into positive action.”

A video recording of the press conference and additional materials can be found at saferoads.org.

National Highway Traffic Safety Administration (NHTSA)

Vehicle Heatstroke Prevention Campaign started June 5 Vehicle Heatstroke Prevention



Heatstroke is the leading cause of vehicular non-crash-related deaths for children under 14. In fact, each year, an average of 37 children have died from vehicle heatstroke between 1998-2015.

While it seems like an impossible mistake to make, every parent or caregiver can potentially become distracted, and distractions often fuel this devastating situation.

No one is immune. **Yet, this tragedy is 100% preventable.**

We each have a role to play to help keep our kids safe. Help us share live-saving tips and resources with as many people as we can.

Get your **Heatstroke Prevention Toolkit** (English/Spanish): <https://www.safercar.gov/parents/InandAroundtheCar/heat-involved.html>

Additional traffic safety marketing campaign materials: <https://www.trafficsafetymarketing.gov/get-materials/child-safety/heatstroke-prevention>

FAA Will Release Maps to Speed up Drone Authorization Applications



The Federal Aviation Administration (FAA) released the first set of unmanned aircraft systems (UAS) facility maps on April 27. The maps will depict areas and altitudes near airports where UAS may operate safely. They will help drone operators improve the quality of their Part 107 airspace authorization requests, which will help the FAA process these requests more quickly.

Beginning April 27, users may access the facility maps at <http://www.faa.gov/uas>. Users will be able to download the data in several formats, view the site on mobile devices, and customize their views.

By referring to the facility maps when completing airspace authorization applications, remote pilots will be able to tailor their requests to align with locations and altitudes that the maps indicate are likely to be approved for small UAS operations. This will help simplify the process and increase the likelihood that the FAA will approve their requests.

FAA air traffic personnel will use the maps to process Part 107 airspace authorization requests. Altitudes that exceed what are depicted on the maps require additional safety analysis and coordination to determine if an application can be approved.

The maps will be informational only. They do not automatically authorize flights. Remote pilots must still submit online airspace authorization applications at:

<https://www.faa.gov/uas/>

The maps also do not guarantee approval for requests within the guidelines indicated by the maps. Only the FAA can grant controlled airspace access, which must be done through the authorization process.

The agency is releasing the maps in phases, with the first release on April 27 containing approximately 200 facility maps. The FAA plans to release facility maps over the next 12 months. Updates to the maps database will coincide with the agency’s existing 56-day aeronautical chart production schedule: https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/does/media/Product_Schedule.pdf.

If a map is not yet available, it can be expected in future releases.

The FAA’s website will be updated within the several weeks with additional guidance and information about the facility maps. Visit www.faa.gov/uas to view the facility maps.

Additional questions may be directed to the FAA’s UAS Integration Office via uashelp@faa.gov or by calling 844-FLY-MY-UA.

TRANSPORTATION LEGISLATION

This information is provided expressly for educational purposes. The Western TTAP hopes to inform and educate tribal communities about legislation that may impact California and Nevada tribal communities and their tribal transportation programs. The following legislation was current at the time of publication. Legislation may change or be repealed. For further information, please check the status of the legislation at the respective website sources noted below.

Due to the overwhelming number of pending transportation related bills in the California, Nevada, and Federal Legislatures we have created a downloadable file on the NIJC Website that lists each bill, the sponsor, the status, and a brief summary.

To view and download the file go to: http://www.nijc.org/ttap_legislation.html

STATE LEGISLATION



CALIFORNIA LEGISLATION

(For more information, go to <http://leginfo.legislature.ca.gov>)

New Laws Report 2010-2016

A list of all bills enacted in a calendar year during the Regular Session of the Legislature, unless otherwise noted.

To view the report go to:

<http://www.leginfo.ca.gov/NewLaws.html>

The 2017-18 session of the California Legislature began on January 4, 2017.

ANNOUNCEMENT

California Transportation Commission Approves Early Implementation Plan for Senate Bill 1

As a result of the passage of SB1, approximately \$100 million new dollars will be added to Caltrans Active Transportation Program (ATP) annually over the next decade.

The California Transportation Commission held a Senate Bill 1 (SB1) implementation kickoff meeting in Sacramento on June 8 and 9, 2017, for interested stakeholders to learn about the SB 1 programs under the purview of the Commission and the Commission's development of guidelines to implement these programs.

Agenda, presentation materials, and a recording of the June 8th Kickoff Forum and Implementation Workshops are available here:

<http://catc.ca.gov/programs/SB1.html>

On June 9th, the SB1 Implementation Workshop included a presentation of the draft guidelines for the **2017 ATP Augmentation**. The presentation is available here:

http://catc.ca.gov/programs/SB_1/6-9-17_ATP_Augmentation.pdf

The presentation contains important and specific information about 2017 ATP Augmentation project eligibility, schedules, and application submittal process, and delivery expectations.

An additional workshop was held on June 23, 2017 for public comment on the draft 2017 Active Transportation Program Guidelines. These guidelines are on the agenda for approval for the next CTC meeting in Sacramento on June 28, 2017, and a call for 2017 ATP Augmentation projects is expected to be announced on June 30, 2017. Please carefully read the guidelines to be aware of specific project eligibility for this round of ATP funding.

An integral part of the California Transportation Commission's implementation strategy for the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 is to solicit input and feedback from transportation stakeholders and the public at large regarding the process of building guidelines for the new and existing programs under SB 1.

If you are interested in participating on one or more of the workgroups or interested in receiving further information regarding the programs, please take a moment to complete this form:

http://catc.ca.gov/programs/SB_1/Workgroup_sign-up_form.pdf



NEVADA LEGISLATION

(For more information, go to <http://www.leg.state.nv.us/Session/>)

78th (2015) Session: All Bills that Became Law

To visit the website go to:

<http://www.leg.state.nv.us/Session/78th2015/Reports/AllBillsThatBecameLaw.cfm>

The 79th (2017) Session of the Nevada Legislature began on February 6, 2017.



FEDERAL LEGISLATION

(For more information go to: <https://www.congress.gov/>)

Browse Public Laws 114th Congress (2015-2016) and prior congressional sessions go to:

<https://www.congress.gov/public-laws/114th-congress>

The 115th (2017-2019) session of Congress began on January 3, 2017.



TRANSPORTATION EVENTS

Please visit the National Indian Justice Center web site to view more upcoming transportation events. go to: http://www.nijc.org/ttap_calendar.html

JULY 2017

July 10-14
Esri User Conference
San Diego Convention Center,
San Diego, CA
For more information go to:
<http://www.esri.com/events/user-conference/registration>

July 14-17
12th National Conference on Transportation Asset Management
Westin San Diego
San Diego, CA
More details coming soon
For more information go to:
<http://onlinepubs.trb.org/onlinepubs/Conferences/2018/AssetManagement/SavetheDate.pdf>

July 17-20



LTAP/TTAP National Conference
Renaissance Portsmouth-Norfolk Waterfront Hotel
Norfolk, VA
For more information go to:
<http://www.nltapa.org/events/2017-ltapttap-national-conference>

AUGUST 2017

August 14-17
2017 Tribal Lands & Environment Forum
COX Business Center
Tulsa, OK
For more information go to:
http://www7.nau.edu/itep/main/Conferences/confr_tlef

August 22-14
2017 NNALEA International Training Conference and EXPO
Tropicana Hotel & Casino
Las Vegas, NV
For more information go to:
<http://nnalea.org/wordpress/>

August 27-30



PWX-Public Works EXPO
Orange County Convention Center
Orlando, FL
For more information go to:
http://pwx.apwa.net/PWX/Event_Details/PWX/Event_Details.aspx?hkey=65b9af03-ef6c-45eb-a0ef-0d0e19df57b2

SEPTEMBER 2017

September 17-20
2017 American Road and Transportation Builders Association National Convention (ARTBA)
Omni Amelia Island Plantation
Amelia Island, FL
For more information go to:
<http://www.artbanationalconvention.org/>

September 21-22
6th International Cycling Safety Conference
UC Davis Conference Center
Davis, CA
For more information go to:
<http://icsc2017.ucdavis.edu/>

September 23-29,
National Safety Council Congress and Expo
Indiana Convention Center
Indianapolis, IN
For more information go to:
<http://congress.nsc.org/nsc2017/Public/Enter.aspx>

September 25-29,



20th Annual National Tribal Transportation Conference
JW Marriott Tucson Starr Pass Resort & Spa
Tucson, AZ
For more information go to:
<http://www.ttapnttc.com/>

OCTOBER 2017

October 20-November 1
3rd National RTAP Technical Assistance Conference
Hilton Omaha
Omaha, NB
For more information go to:
<http://nationalrtap.org/conference2017>

NOVEMBER 2017

November 13-17



2017 National Tribal GIS™ Conference
Southwestern Indian Polytechnic Institute
Albuquerque, NM
For more information go to:
<http://www.tribalgis.com/>



TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL



Federal Highway Administration
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
<http://www.fhwa.dot.gov/index.html>

Federal Highway Administration (FHWA) is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although State, local, and tribal governments own most of the Nation's highways, FHWA provides financial and technical support to them for constructing, improving, and preserving America's highway system.



Office of Federal Lands Highway
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-9494
<http://flh.fhwa.dot.gov/>

The Office of Federal Lands Highway (FLH) provides program stewardship and transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands.

The primary purpose of the FLHP is to provide financial resources and technical assistance for a coordinated program of public roads that service the transportation needs of Federal and Indian lands.

Central Federal Lands Highway Division
Federal Highway Administration
12300 West Dakota Ave.
Lakewood, CO 80228
(720) 963-3500
E-mail: cfl.fhwa@dot.gov

The Central Federal Lands Highway Division (CFLHD) operates as part of the Federal Lands Highway Program, serving the needs of all central states. CFLHD actively administers the surveying, designing and constructing of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. CFLHD also provides training, technology, deployment, engineering services, and products to other customers.



Federal Transit Administration
1200 New Jersey Avenue, SE
4th & 5th Floors East Building
Washington, DC 20590
<http://www.fta.dot.gov/>

FTA Region 9 Offices
Federal Transit Administration
201 Mission Street Suite 1650
San Francisco, CA 94105
(415) 744-3133
<http://www.fta.dot.gov/about/region9.html>

Federal Transit Administration (FTA) is one of 10 modal administrations within the U.S. Department of Transportation. Headed by an Administrator who is appointed by the President of the United States, FTA administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

Rural Transit Assistance Program (RTAP)
The mission is to address the needs of rural, small urban and tribal transit operators across the nation.
Union Station Business Center
Ten G Street NE, Suite 710
Washington, DC 20002
Main: 202-248-5043
Fax: 202-289-6539
<http://www.nationalrtap.org/>

National Local Technical Assistance Program Association (NLTA)
A not-for-profit organization representing and serving the 58 LTAP and TTAP Member-Centers in the United States and Puerto Rico All staff of Member-Centers are entitled to Association services and opportunities to Serve. www.nltapa.org

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

Bureau of Indian Affairs

There are millions of acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives. There are 566 federal recognized tribal governments in the United States. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure and economic development are all part of the agency's responsibility. In addition, the Bureau of Indian Affairs provides education services to approximately 48,000 Indian students.

Bureau of Indian Affairs

1849 C Street, N.W.
Washington DC 20240
(202) 208-7163
www.bia.gov

Pacific Regional Office

Bureau of Indian Affairs
2800 Cottage Way
Sacramento, CA 95825
(916) 978-6000



Western Regional Office

Bureau of Indian Affairs
400 N. 5th Street, 2 AZ Center, 12th Floor
Phoenix, AZ 85004
(602) 379-6600

CALIFORNIA



California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch
1120 N Street
Sacramento, CA 95814
(916) 653-3175
<http://dot.ca.gov/hq/tpp/offices/ocp/nalb/>

The Native American Liaison Branch was created in 1999 in the Department of Transportation to serve as a liaison between the Department, federal, state, local, and regional transportation agencies to establish and maintain government to government working relationships with Tribal Governments throughout California

California Department of Transportation

Division of Local Assistance

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

California LTAP

California State University, Sacramento
3000 State University Drive East, Napa Hall
Sacramento, CA. 95819
Contact: Michelle Gianini
Phone: (916) 278-6174, E-mail: gianinim@csus.edu
Website: <http://www.californialtap.org/>

NEVADA



Nevada Department of Transportation

1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000
<http://www.nevadadot.com>

The Nevada Department of Transportation is responsible for the planning, construction, operation and maintenance of the 5,400 miles of highway and over 1,000 bridges which make up the state highway system.

Inter-Tribal Council of Nevada

680 Greenbrae Dr., Suite 280
Sparks, Nevada 89431
Phone: (775) 355-0600 Fax: (775) 355-0648
<http://itcn.org/>

Nevada Indian Commission

5366 Snyder Avenue
Carson City, NV 89701
(775) 687-8333 Fax: (775) 687-8330
<http://www.nic.nv.gov>

Nevada LTAP

TMCC Meadowood Campus

5270 Neil Road, Room 302
Reno, NV 89502
Program Director: Randy Bowling
Phone: (775) 829-9045
E-mail: rbowling@tmcc.edu
Program Director: Jim Nichols
Phone: (775) 829-9022
E-mail: jnichols@tmcc.edu
Website: <http://www.tmcc.edu/ltap/>

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California State Transportation Agency (CalSTA)

A new state agency focused solely on transportation.

To visit the website go to:

<http://www.calsta.ca.gov/>

California Department of Transportation (Caltrans)

Native American Liaison Branch

<http://dot.ca.gov/hq/tpp/offices/ocp/nalb/>

California Department of Transportation

Division of Mass Transportation

<http://www.dot.ca.gov/hq/MassTrans/>

California Transportation Commission

<http://www.catc.ca.gov/>

California Bay Delta Authority

<http://www.calwater.ca.gov/calfed/Tribal.html>

California Environmental Protection Agency

<http://www.calepa.ca.gov/>

California Rural Transit Assistance Program (RTAP)

California Association for Coordinated Transportation (CalAct) is under contract to Caltrans to implement RTAP in California.

<http://www.calact.org/doc.aspx?13>

NEVADA

Nevada Department of Transportation (NDOT)

Local Governmental Liaison

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

Southern Nevada Regional Transportation Commission

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

Regional Transportation Commission (RTC) of Washoe County, Nevada.

<http://www.rtcwashoe.com/home>

FEDERAL

US DOT Federal Highway Administration (FHWA)

<http://www.fhwa.dot.gov/>

US DOT Federal Transit Administration (FTA)

<http://www.fta.dot.gov/>

FTA Region 9 Offices

<http://www.fta.dot.gov/about/region9.html>

Office of Federal Lands Highway & Central Federal Lands Highway Division

<http://flh.fhwa.dot.gov/>

Bureau of Indian Affairs

<http://www.bia.gov/>

US DOT/FHWA Federal Lands Highway

Coordinated Technology Implementation Program (CTIP)

The Federal Lands Highway Coordinated Technology Implementation Program is a cooperative technology deployment and sharing program between the FHWA Federal Lands Highway office and the Federal land management agencies. It provides a forum for identifying, studying, documenting, and transferring new technology to the transportation community.

For more information go to:

<http://www.ctiponline.org/>

National Transportation Library (NTL)

Follow link: VDOT One Search

<http://ntl.bts.gov/exit/vdot.html>

ORGANIZATIONS

California Indian Basketweavers Association

<http://www.ciba.org/>

California Indian Manpower Consortium, Inc.

<http://www.cimcinc.org/>

California Indian Museum & Culture Center

<http://www.cimcc.org/>

National Indian Justice Center

<http://www.nijc.org/>

Center for Excellence in Rural Safety

Launched a new interactive Web tool called Safe Road Maps. It was developed by CERS researcher Tom Horan and his team at Claremont University. Visit the CERS home page for links to the releases and to Safe Road Maps: www.ruralsafety.umn.edu.

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)

The site includes information about energy resource development and associated environmental impacts and mitigation measures; guidance for conducting site-specific environmental assessments and developing monitoring programs; information about applicable federal laws and regulations; and federal and tribal points of contact.

<http://teeic.anl.gov/>

National Rural Transit Assistance Program (RTAP)

The program operates today under a cooperative agreement between the Federal Transit Administration and the Neponset Valley Transportation Management Association. Our overarching mission is to address the needs of rural, small urban and tribal transit operators across the nation.

<http://www.nationalrtap.org/Home.aspx>

TRIBAL TRANSPORTATION RESOURCES

TribalGIS.com

A technical forum for (and by) Tribal GIS Professionals across the country.

For more information go to:
www.tribalgis.com

Community Transportation Association of America

Technical Assistance for Rural and Tribal Communities

For more information go to:
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=49&z=36>

National Association of County Engineers

To visit the website go to:

<http://www.countyengineers.org/>

Northern California APWA Chapter

To visit the web site go to:

<http://northernca.apwa.net/>

ENVIRONMENTAL

US Environmental Protection Agency Region 9

<http://www.epa.gov/region09/tribal/index.html>

US EPA American Indian Environmental Office

<http://www.epa.gov/indian/>

US EPA Online Mapping Tool

Interactive web-based mapping tool that provides the public with access and information on Environmental Impact Statements (EIS).

To visit the website go to:

<https://www.epa.gov/ejscreen>

US DOT FHWA Roadside Vegetation Management

A technical resource for the care of the land and vegetation management.

<http://www.environment.fhwa.dot.gov/ecosystems/vegmgmt.asp>

US DOT FHWA Livability Initiative

This webpage is intended to provide information on the FHWA Livability Initiative as well as provide updates on the HUD/DOT/EPA Partnership for Sustainable Communities.

To view this website go to:

<http://www.fhwa.dot.gov/livability/index.cfm>

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart

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

US EPA

State and Local Government Climate Change Actions

<http://www.climate.dot.gov/state-local/index.html>

FHWA—Travel Modeling

Using GIS in Planning and Environment Linkages (PEL) go to: <http://gis.fhwa.dot.gov>

California Climate Change Portal

<http://www.climatechange.ca.gov/state/index.html>

Multicultural Environmental Leadership Development Initiative (MELDI)

University of Michigan

Staff conduct research on environmental workforce dynamics and provides resources to help enhance the leadership and career development opportunities available to students, activists and environmental professionals.

For more information go to:

http://www.snre.umich.edu/research/centers_and_institutes/MELDI

California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:

<http://www.library.ca.gov/crb/>

AASHTO—Center for Environmental Excellence

The new web page offers background and an overview of GIS technology and its importance for environmental applications in transportation.

For more information go to:

http://environment.transportation.org/environmental_issues/gis/

SAFETY RESOURCES

Tribal Road Safety Audits: Case Studies

Sponsored by FHWA (Office of Safety and Office of Federal Lands)

Road Safety Audits (RSAs) are an effective tool for proactively improving the future safety performance of a road project during the planning and design sates, and for identifying safety issues in existing transportation facilities.

For additional information and resources on RSA's go to:

<http://safety.fhwa.dot.gov/rsa/>

Arizona Department of Transportation

By Esther Corbett & Robert Mickelson at the Intertribal Council of Arizona, Inc.

592 Building Tribal Traffic Safety Capacity

https://apps.azdot.gov/ADOTLibrary/publications/project_reports/PDF/AZ592.pdf

And,

592 Tribal Traffic Safety Funding Guide

<http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/7181>

National Highway Traffic Safety Administration (NHTSA)

Fatality Analysis Reporting System (FARS)

<http://www-fars.nhtsa.dot.gov/Main/index.aspx>

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

FARS Native American Traffic Safety Facts
https://cdan.nhtsa.gov/NA_report/NA_Report.htm

National Institute for Occupational Safety and Health (NIOSH)
Construction Equipment Visibility
<http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/>

Interactive Highway Safety Design Model –2016 Release
Includes a Beta version of crash prediction capabilities for freeway ramps/interchanges (including ramps, C-D roads and ramp terminals based on draft HSM Par C material developed under NCHRP Project 1-45. Available for free downloading at: <https://www.fhwa.dot.gov/research/tfhrc/projects/safety/comprehensive/ihsdm/>

Work Zone Law Enforcement
Safe and Effective Use of Law Enforcement in Work Zones
For more information go to
http://safety.fhwa.dot.gov/wz/law_enforce/

FHWA Office of Safety

Local and Rural Road Safety Program
The FHWA Local and Rural Safety Program provides national leadership in identifying, developing, and delivering safety programs and products to local and officials and governments to improve highway safety on local and rural roads.
To visit the site go to:
http://safety.fhwa.dot.gov/local_rural/

- ◆ **Improving Safety on Rural Local and Tribal Roads — Safety Toolkit**
The Safety Toolkit provides a step-by-step process to assist local agency and Tribal practitioners in completing traffic safety analyses, identify safety issues
To view the toolkit go to:
http://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/isrltrst.pdf
Site Safety Analysis – User Guide #1
http://safety.fhwa.dot.gov/local_rural/training/fhwasa14073/isrltru1.pdf
Network Safety Analysis – User Guide #2
http://safety.fhwa.dot.gov/local_rural/training/fhwasa14074/isrltr2.pdf

- ◆ **Safety Circuit Rider Programs-Best Practices Guide**
This guide is intended to provide state DOT and LTAP/TTAP centers with an easy -to- use resources for implementing or enhancing a Safety Circuit Rider (SCR) program.
Available on-line at:
http://safety.fhwa.dot.gov/local_rural/training/fhwasa09019/

- ◆ **Nighttime Visibility Policy/Guidance**
http://safety.fhwa.dot.gov/roadway_dept/night_visib/
- ◆ **Sign Visibility: Training, Technical Guidance, & Research**
go to:
http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/
- ◆ **Maintenance of Drainage Features for Safety**
A guide for local street and highway maintenance personnel
To view the guide go to:
http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/
- ◆ **Intersection Safety Resources**
To visit the web page go to:
<http://safety.fhwa.dot.gov/intersection/resources/>
- ◆ **Work Zone Mobility and Safety Program**
Work Zone Training Compendium
The U.S. Federal Highway Administration has released a compendium of information on available work zone training and guides.
To view the training program go to:
http://www.ops.fhwa.dot.gov/wz/outreach/wz_training/index.htm
- ◆ **Roundabouts**
Roundabouts are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections. Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic
For more information visit the website at:
<http://safety.fhwa.dot.gov/intersection/roundabouts/>
- ◆ **Roundabout Outreach and Education Toolbox**
This Toolbox is designed to be a highly useable, online reference that connects transportation professionals with outreach resources from across the country to help them obtain public support for roundabouts.
To utilize the tool box go to:
<http://safety.fhwa.dot.gov/intersection/roundabouts/roundabouttoolbox/>
- ◆ **Roadway Worker Safety Website**
The U.S. Federal Highway Administration's Office of Operations has launched a new page on its Work Zone Safety website designed to be a central source of data and links to information and technical resources on roadway worker safety.
To visit the website go to:
<http://www.ops.fhwa.dot.gov/wz/workersafety/index.htm>
- ◆ **Training, Tools, Guidance and Countermeasures for Locals**
Local and Rural team is continuously looking for new ways to meet the needs of local and rural road owners and operators. Insuring that tools meet the needs of the users and that they have the resources and training they need to effectively use the tools is a critical part of the solution.
To visit the web site go to:
http://safety.fhwa.dot.gov/local_rural/training/

TRIBAL TRANSPORTATION RESOURCES

◆ **Local & Rural Road (LRR) Safety Peer-to-Peer (P2P) Program**

Open to public highway agencies seeking to adequately address safety problems on their local and rural road network.

To visit the website go to:

http://safety.fhwa.dot.gov/local_rural/training/p2p/

◆ **Proven Safety Countermeasures**

New website from the Office of Safety

To visit the website go to:

<http://safety.fhwa.dot.gov/provencountermeasures/>

◆ **Resources: Crash Modification Factors in Practice**

To visit the website go to:

<http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/index.cfm>

◆ **Roadway Safety Noteworthy Practices Database**

To visit the website go to:

<http://rspcb.safety.fhwa.dot.gov/noteworthy/>

◆ **Horizontal Curve Safety**

A focus on horizontal curves can prove to be a cost effective approach to reducing roadway departure crashes.

To visit the website go to:

http://safety.fhwa.dot.gov/roadway_dept/horicurves/

◆ **Road Diets: A Proven Safety Countermeasure (Long version) 2016**

A Road Diet is a roadway reconfiguration that increases safety and livability at a low cost. Implementing Road Diets improves mobility and accessibility for all users, including pedestrians and bicyclists.

To view the video go to:

<https://www.youtube.com/watch?v=n3ucpaCigig>

Unsignalized Intersection Safety Strategies

To view the guide go to:

http://ruralsafetycenter.org/wp-content/uploads/2016/06/intersection_guide12.pdf

Pedestrian Safety Guide and Countermeasure Selection System (Pedsafe)

An online toolbox that communities can use to improve pedestrian safety in their area.

To visit the website go to:

<http://www.pedbikesafe.org/PEDSAFE/index.cfm>

The National Work Zone Safety Information Clearinghouse

The Clearinghouse is dedicated to providing the transportation construction industry and the general public with comprehensive information to improve motorist, worker and pedestrian safety in roadway work zones.

Now a new international section in six languages.

For more information go to:

<http://www.workzonesafety.org/>

Work Zone Safety and Flagging Tutorial

The purpose of this tutorial is to provide the fundamentals of work

zone safety and to explain the concepts of flagging in a work zone. It is not intended to replace comprehensive instruction of the topic.

To view the tutorial go to:

<https://www.workzonesafety.org/training/work-zone-safety-and-flagging-tutorial/>

3M Roadway Safety

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

http://solutions.3m.com/wps/portal/3M/en_US/NA_roadway/safety/safetyinitiatives/minimumretroreflectivity/

Federal Transit Administration

Transit Bus Safety Online resources and tools, designed to help rural and small urban transit bus providers develop and strengthen their programs.

To access the website go to:

<https://www.transit.dot.gov/regulations-and-guidance/safety/fta-sponsored-training-courses>

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

<http://ut.zerofatalities.com/>

Crash Modifications Clearinghouse (CFM)

The CMF Clearinghouse is funded by the U.S. DOT-FHWA and maintained by the University of North Carolina Highway Safety Research Center. A CMF is an estimate of the change in crashes expected after implementation of a countermeasure.

To visit the website go to:

<http://www.cmfclearinghouse.org/>

Impact Teen Driver

Impact Teen Drivers was organized for the purpose of providing awareness and education to teenagers, their parents, and community members about all facets of responsible driving, with the goal of reducing the number of injuries and deaths suffered by teen drivers as a result of distracted driving and poor decision making.

To view the website go to:

<http://www.impactteendrivers.org/>

Road Safety Foundation

To visit the web site go to:

<http://www.roadwaysafety.org/about-us/>

Center For Disease Control (CDC)

Native American Road Safety

To visit the web site go to:

<http://www.cdc.gov/Motorvehiclesafety/native/index.html>

Distraction.gov

The official U.S. Government website for distracted driving.

To visit the website go to:

<http://www.distraction.gov/index.html>

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

Safety Edge Resources

New Mexico DOT

To visit the website go to:

http://dot.state.nm.us/content/dam/nmdot/LTAP/NMLTAP_Safety_Edge_Resources.pdf

Safe Routes to School Local Policy Guide

An additional effort to bring public health considerations into the development of transportation policies and practices.

To view the guide go to:

http://www.saferoutestpartnership.org/media/file/Local_Policy_Guide_2011.pdf

California Active Transportation Program (TAP) Resource Center

Assists local communities with creating Safe Routes to School (SRTS) programs by providing trainings, technical assistance, and resources to implement safe and successful SRTS strategies throughout California.

To visit the website go to:

<http://www.casaferoutestschool.org/>

Department of Labor-OSHA

OSHA Construction Focus Four Hazards Training materials

For more information go to:

http://www.osha.gov/dte/outreach/construction/focus_four/index.html

Everyone is a Pedestrian

A one-stop shop website safety tips and resources for local leaders, city planners, parents and others involved in improving pedestrian safety.

To visit the website go to:

<http://www.nhtsa.gov/nhtsa/everyoneisapedestrian/index.html>

University of Minnesota Center for Transportation Studies

"Distraction Dodger" Game

Distraction Dodger is an online game designed to help teens and young adults understand the importance of concentrating on driving.

To view the game go to:

<http://www.its.umn.edu/DistractionDodger/>

National Highway Traffic Safety Administration (NHTSA)

Emergency Medical Services

To reduce death and disability by providing leadership and coordination to the EMS community in assessing, planning, developing, and promoting comprehensive, evidence-based emergency medical services and 9-1-1 systems.

To visit the website go to:

<http://www.ems.gov/>

LTAP/TTAP Safety Toolkit

To visit the website go to:

<http://www.ltap.org/resources/safety/>

Federal Government

Data.gov - Empowering People

Data.gov increases the ability of the public to easily find, download, and use datasets that are generated and held by the Federal Government.

To visit the website go to:

<http://www.data.gov/>

High Friction Roads

The Transtec Group is a pavement engineering firm

Surface Enhancements At Horizontal Curves (SEAHC)

To visit the website go to:

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

National Highway Traffic Safety Administration (NHTSA)

Native American Data available in FARS

Native American fatalities, Native American fatalities on Tribal reservations, and all fatalities on Tribal reservations from 2007-2011

To visit the website go to:

http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/USA_WEB_REPORT.HTM

California Department of Public Health

WalkSmartCA is part of the *It's Up to All of Us* public education campaign, which is designed to educate both pedestrians and drivers on what steps they can take to keep our streets safe.

To visit the website go to:

<http://www.cdph.ca.gov/HealthInfo/injviosaf/Pages/WalkSmartCA.aspx>

California Pedestrian Safety (PedSafe) Program

PedSafe aims to create environments where these activities can happen safely by implementing a multi-faceted approach of education, media outreach and messaging, technical assistance, and training and facilitation.

To visit the website go to:

<http://www.cdph.ca.gov/programs/SACB/Pages/ItsUp2Us.aspx>

Centers for Disease Control and Prevention (CDC)

CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System) CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System)

To visit the web site go to:

<http://www.cdc.gov/injury/wisqars/>

National Road Safety Foundation (NRSF)

To Visit the website go to:

<http://www.nrsf.org/>

Animated Traffic Law

Visualizing traffic law

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:

<http://animatedtrafflaw.org/atlc/>

Teens In The Drivers Seat

Texas A&M Transportation Institute

To visit the website go to:

<http://www.t-driver.com/>

Tribal Transportation Safety

To visit the website go to:

<http://www.tribalsafety.org/>

California Department of Transportation (Caltrans)

Caltrans has begun the process of creating the State's first **Bicycle and Pedestrian Plan**. They are seeking feedback and will be conducting public outreach over the next year. Caltrans has posted a public survey to provide input on their website here:

www.cabikepedplan.org.

National Center for Rural Road Safety

The center was created to identify the most effective current and emerging road safety improvements and deploy them on rural roads.

To visit the center's website go to:

<http://ruralsafetycenter.org/>

Indian Health Service (IHS) Injury Prevention Program

To visit the website go to:

<https://www.ihs.gov/InjuryPrevention/>

National Aging and Disability Transportation Center

To visit the website go to:

<http://www.nadtc.org/>

University of Minnesota-Road Safety Institute (RSI)

To visit the website go to:

<http://www.roadwaysafety.umn.edu/>

UC Berkeley-Transportation Injury Mapping System

To visit the website go to:

<https://tims.berkeley.edu/>

Centers for Disease Control and Prevention (CDC)

Roadway to Safer Tribal Communities Toolkit

To view the toolkit go to:

<https://www.cdc.gov/motorvehiclesafety/native/toolkit.html>

Institute of Transportation Engineers (ITE)

Unsignalized Intersection Improvement Guide

To visit the website go to:

<http://www.ite.org/uiig/>

National Center for Rural Road Safety

Road Safety Audits (RSA) on Tribal Lands: Making Roads Safer An introduction video discussing the relatively high fatality rates on Tribal lands due to road traffic crashes.

To view the video go to:

<https://www.youtube.com/watch?v=Cis6wRSHkKA>

CONSULTATION

BIA-Tribal Leaders Directory

Provides contact information for each federally recognized tribe. The electronic, map based, interactive directory also provides information about each BIA region and agency that provides services to a specific tribe. Additionally, the directory provides contact information for Indian Affairs leadership.

For more information go to:

<http://www.indianaffairs.gov/WhoWeAre/BIA/OIS/TribalGovernmentServices/TribalDirectory/index.htm>

California Office of the Tribal Advisor

Responsible for overseeing and implementing effective government-to-government consultation between the Governor's Administration and California Tribes on policies that affect California tribal communities.

To visit the website go to:

<http://tribalgovtffairs.ca.gov>

TRB Committee on Native American Transportation Issues

TRB has provided links to examples of federal, state and non-governmental organization online resources related to tribal consultation policies and guidelines.

To view the resources go to:

<http://sites.google.com/site/trbcommitteeabe80/WELCOME/links>

FHWA-Tribal Transportation Planning

Delivers products and services that provide information, training, and technical assistance to the transportation professionals responsible for planning for the capital, operating and maintenance needs on Tribal lands.

To visit the website go to:

https://www.planning.dot.gov/focus_tribal.asp

FHWA-Transportation Planning Capacity Building (TPCB) Tribal Planning Resources

Offers transportation planning professionals legislative, regulatory, and general guidance; technical resources; and relevant links related to Tribal planning issues.

To visit the website go to:

http://www.planning.dot.gov/focus_tribal.asp

U.S. Department of Housing and Urban Development (HUD)

Tribal Directory Assessment Tool (TDAT) v2.0 TDAT was designed to help users quickly identify tribes and provide appropriate tribal contact information to assist with initiating Section 106 consultation.

To visit the website go to:

<https://www.huduser.gov/portal/egis/apps/tdat.html>

TRIBAL TRANSPORTATION RESOURCES

CONSULTATION RESSOURCES (Continued)

FHWA-Tribal Transportation Self-governance Program (TTSGP)

As required by Section 1121 of the Fixing America's Surface Transportation (FAST) Act, the Secretary shall, pursuant to a negotiated rulemaking process, develop a Notice of Proposed Rulemaking (NPRM) that contains the regulations required to carry the TTSGP.

For more information go to:

<https://flh.fhwa.dot.gov/programs/ttp/ttsgp/>

Washington State Department of Transportation- Washington Indian Transportation Policy Advisory Committee

Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State.

This guide was developed to help Tribes, MPOs and RTPOs who may not be familiar with one another's purpose or planning processes to work together. It draws from best practices currently utilized across the state..

To view the guide go to:

[http://www.wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal Consultation Best Practices Guide for MPOsRTPOs in WA FINAL.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal%20Consultation%20Best%20Practices%20Guide%20for%20MPOsRTPOs%20in%20WA%20FINAL.pdf)

MORE TRANSPORTATION RESOURCES

U.S. DOT

U.S. Research and Innovative Technology Administration (RITA)

Research Program and Project Management Website

To visit the website go to:

<http://www.rita.dot.gov/>

U.S. Research and Innovative Technology Administration (RITA)

ITS ePrimer

Provides transportation professionals with fundamental concepts and practices related to ITS technologies.

To visit the website go to:

<http://www.pcb.its.dot.gov/ePrimer.aspx>

Research Hub Website

A searchable database of the latest U.S.DOT-sponsored research, development and technology projects

To visit the website go to:

<http://ntlsearch.bts.gov/researchhub/index.do>

Transportation.gov

Transportation and Health Tool

Developed by the U.S. DOT and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

To visit the website go to:

<https://www.transportation.gov/transportation-health-tool>

FHWA

National Highway Specifications

Clearinghouse and electronic library. Current specifications, construction manuals and drawings.

For more information go to:

<http://www.fhwa.dot.gov/construction/>

Resource Center Planning Team

The Planning Technical Service Team at the Federal Highway Administration (FHWA) Resource Center helps support the planning process through the provision of training, technical assistance, technology deployment, and partnerships.

For more information go to:

<http://www.fhwa.dot.gov/resourcecenter/teams/planning/>

Federal-Aid Program Administration

The guide is intended to provide basic information for FHWA and State personnel involved in the administration of the Federal-Aid Highway Program. It is not intended to be an eligibility guide, but contains basic descriptions and historical information on active and inactive programs.

This guide should be of interest to FHWA, State highway agencies, local governments, and private sector personnel interested in a basic understanding of Federal-Aid programs, projects, or other program characteristics. In addition to basic information, sources of additional information are provided.

For more information go to:

<http://www.fhwa.dot.gov/federalaid/>

Soil Nail Analysis Program (SNAP) & Users Manual- Geotechnical.

FHWA-HIF-14-016

A program for designing soil nail earth retaining structures, including both the nail and wall-facing elements of the structure.

To download the program go to:

<http://www.fhwa.dot.gov/engineering/geotech/software/snap2/snap2.pdf>

Bureau of Indian Affairs (BIA)

Indian Reservation Roads Program: Stewardship Plan

To view the plan go to:

<http://www.ewu.edu/Documents/CBPA/NWTTAP/StewardshipPlan.pdf>

In Cooperation with the Federal Transit Administration (FTA)

Planning for Transportation in Rural Areas

To view the guide go to:

http://www.ewu.edu/Documents/CBPA/NWTTAP/RuralGuidebookfinal_7_10_01.pdf

Office of Planning, Environment, & Realty (HEP)

Livable Communities

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:

<http://www.fhwa.dot.gov/livability/>

The Federal-aid Highway Program Policy & Guidance Center

The PGC provides a central location of laws, policies, and guidance about the *Federal-Aid Highway Program* (FAHP)

To visit the website go to:

<http://www.fhwa.dot.gov/pgc/>

INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) was developed by FHWA as a practical, web-based, collection of voluntary best practices, called criteria, designed to help transportation agencies integrate sustainability into their programs (policies, processes, procedures and practices) and projects .

To visit the website go to:

<https://www.sustainablehighways.org/>

Tribal Transportation Planning

To visit the website go to:

<http://www.fhwa.dot.gov/planning/processes/tribal/>

Federal-aid Essentials for Local Public Agencies

To visit the homepage go to:

<http://www.fhwa.dot.gov/federal-aidessentials/>

- ◆ Federal-aid Program Overview. 23 videos.
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=overview>
- ◆ Civil Rights: Title VI/Nondiscrimination 17 videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig>
- ◆ Finance: Administrative Requirements 9 videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=finance>
- ◆ Environment: NEPA Regulatory Framework and Process 17 videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm>
- ◆ Right-Of-Way 6 videos
<https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=rightofw>
- ◆ Project Development: Required Approvals 19 videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=develop>
- ◆ Project Construction and Contract Administration: Safety and Operations 15 Videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=construc>

Asset Management

The mission of the Asset Management team is to provide leadership and expertise in the systematic management of highway infrastructure assets.

To visit the website go to:

<http://www.fhwa.dot.gov/asset/about.cfm>

National Transportation Atlas Database (NTAD) 2015 DVD.

To view the database or download the DVD go to:

https://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html

Federal Lands Highway (FLH)

Strategic Transportation Safety Plan Toolkit for Tribal Governments

To visit the web site go to:

<http://flh.fhwa.dot.gov/programs/ttp/safety/stsp-toolkit.htm>

FTA

National Transit Data Base

To visit the website go to:

<https://www.transit.dot.gov/ntd>

Transit Asset Management Guide

Updated 2016

To view the guide go to:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Report_No._0098.pdf

National Resources & Technical Assistance For Transit-Oriented Development (TOD)

The TOD Technical Assistance Initiative is a project of the Federal Transit Administration administered by Smart Growth America that provides on-the-ground and online technical assistance to support transit-oriented development, improve access to public transportation, and build new economic opportunities and pathways to employment for local communities

For more information go to:

<https://todresources.org/>

Strategic Highway Research Program (SHRP 2)

Non-Destructive Testing (NDT) Toolbox

Web-Based electronic repository now available.

To visit the site go to:

http://shrp2.transportation.org/Documents/SHRP2_R06_Renewal_NDT_Toolbox_Resources.pdf

Rural Transit Assistance Program (RTAP)

National RTAP proudly serves tribal communities residing in rural areas. Tribes are encouraged to access all of the National RTAP best practices, reports, training videos, workbooks, surveys and direct one-on-one technical assistance through our resource center.

To visit the center go to:

<http://www.nationalrtap.org/Tribal-Transit>

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (continued)

Victoria Transportation Policy Institute

Transportation Cost and Benefit Analysis

A guidebook for quantifying the full costs and benefits of different transportation modes. A comprehensive study of transportation benefit and costing research, and a guidebook for applying this information in planning and policy analysis.

To view the guide book go to:

<http://www.vtppi.org/tca/>

Partnership for Mobility Management

The Partnership for Mobility Management is a joint effort of technical assistance partners that work with local, state and regional leaders and organizations to realize the possibilities of improving transportation options for all Americans wherever they live and to assist those especially in need of alternative transportation options.

For more information visit the website at:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2620>

University Transportation Centers

The U.S. DOT invests in the future of transportation through its University Transportation Centers (UTC) Program, which awards and administers grants to consortia of colleges and universities across the United States. The UTC Program advances the state-of-the-art in transportation research and technology, and develops the next generation of transportation professionals

To view the UTC website go to:

<https://www.transportation.gov/utc/>

Montana State University, Western Transportation Institute, (WTI)

The country's largest National UTC focused on rural transportation issues. Because we live and work in rural communities, we understand the critical roles rural transportation plays in the lives of people, in the environment and in the economy.

To visit the website go to:

<http://www.wti.montana.edu/>

ArcGIS Online—Map Services

ArcGIS Online base maps published and hosted by Esri are now freely available to all users regardless of commercial, noncommercial, internal, or external use. This means that you no longer have to pay a subscription fee for including ArcGIS Online base maps in your commercial-use web applications.

Base maps included in this new business model are World Imagery Map, World Street Map, World Topographic Map, USA Topographic Maps, and DeLorme World Base map.

To visit the website go to:

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

Go! Exploring the World of Transportation

A dynamic online magazine for teens ages 13–19 on careers in transportation. Published by the Institute for Transportation, Iowa State University.

Top visit the web site go to:

<http://www.go-explore-trans.org/>

Rural Transit Assistance Program (RTAP)-Procurement Pro

Designed to give Indian tribes, non-profit organizations, municipalities and transportation agencies the appropriate federal clauses and certifications regarding federal procurement requirements and processes when utilizing federal funds.

To visit the website go to:

<http://webbuilder.nationalrtap.org/WebApps/ProcurementPRO.aspx>

Bicyclinginfo.org

Pedestrian and Bicycle Information Center

Provides resources and information to promote bike to work events and bike commuting.

To visit the website go to:

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

Traffic Sign Retroreflectivity Maintenance Program

This resource publication/package was developed to assist Ohio local agencies in their efforts to meet the national January 2012 compliance date for implementing a program that can regularly address the new sign Retroreflectivity maintenance requirements.

To download the program go to:

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenanceProgram.aspx>

Indian Land Tenure Foundation (ILTF)

A national, community-based organization focused on American Indian land recovery and management.

To visit the website go to:

<http://www.iltf.org/>

Coordinated Technology Implementation Program (CTIP)

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

<http://www.nativerrevegetation.org/>

Interactive Map for Supplemental Transportation Programs

Beverly Foundation's Interactive Map of 1038 Supplemental Transportation Programs (STP), community-based organizations providing transportation.

To visit the website go to:

<http://beverlyfoundation.org/map-of-stps-in-america/>

One Call - One Click Transportation Services Toolkit

Community Transportation Association of America (CTTA) Provides information for communities interested in working together-whether locally, regionally or statewide-to develop a one-call or one-click service for transportation.

To visit the website go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2428&z=101>

TRIBAL TRANSPORTATION RESOURCES

ASHTO Systems Operations & Management Guidance

An online tool that uses self-evaluation and best practice experience that managers can use to identify key program, process and institutional preconditions to achieve more effective SO&M.

To visit the website go to:

http://www.its.dot.gov/press/2011/aashto_guidance.htm

Small Urban and Rural Transit Center (SURTC)

The purpose is to increase the mobility of small urban and rural residents through improved public transportation.

To visit the site go to:

<http://www.surtc.org/>

Transportation for Communities - Advancing Projects Through Partnerships (TCAPP)

The CAPP website provides a systematic approach for reaching collaborative decisions about adding highway capacity that enhance the environment, the economy, and the community and improve transportation.

To visit the website go to:

<https://trid.trb.org/view.aspx?id=1273229>

CalTrans Earth

GIS interface as a resource for public use.

To visit the website go to:

<http://earth.dot.ca.gov/>

California Department of Public Health (CDPH)

California Environmental Health Tracking Program (CEHTP)

To visit the website go to:

<http://cehtp.org/page/main>

National Transportation Consortium (NTC)

The NTC is a non-profit corporation created for one purpose: provide tribal governments and their enterprises a better method for buying buses and transportation services.

To visit the website go to:

<http://www.nativetransit.org/>

National Center for Mobility Management

Focuses on transportation's many customer groups: current and potential riders; employers, economic development groups, and local business associations; human service agencies and their clients; taxpayers and other funders; and local governments.

To visit the website go to:

<http://nationalcenterformobilitymanagement.org/>

American Road and Transportation Builders Association (ARTBA)

Transportation Investment Advocacy Center (TIAC)

The program is aimed at helping private citizens, legislators, organizations and businesses successfully grow transportation infrastructure resources at the state and local levels through the legislative and ballot initiative processes.

To visit the website go to:

<http://www.transportationinvestment.org/>

Ready Indian Country

The goal of Ready Indian Country is to collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.

To visit the web site go to:

<http://www.ready.gov/make-a-plan/indian-country>

CalACT

California Association for Coordinated Transportation is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984.

To visit the website go to:

<http://www.calact.org/home>

California Department of Transportation (Caltrans)

California Transportation Plan (CTP) 2040 website
CTP provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions.

To visit the website go to:

<http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/index.shtml>

Community Transportation Association of America (CTAA)

FedCentral

The site offers news and analysis of Congressional hearings, regulatory news, important resources and more

To visit the website go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2923&z=37>

TripSpark

TripSpark makes this possible by linking the latest technologies with a dedicated focus to help you grow your operation and meet evolving community transit needs.

To visit the website go to:

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

National Aging and Disability Transportation Center (NADTC)

The goal is to promote the availability and accessibility of transportation options for older adults, people with disabilities and caregivers.

To visit the website go to:

<http://www.nadtc.org/>

California Transportation Commission

California Road Charge Technical Advisory Committee and Pilot Program

The Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Use Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

charge pilot program.

To visit the website go to:

http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge.html

Federal Transit Administration (FTA)

Integrated National Transit database (INTD)

The database records the financial, operating and asset condition of transit systems..

To visit the website go to:

<https://www.transit.dot.gov/ntd>

National Cooperative Highway Research Program (NCHRP)

TRB Straight to Recording for All: Framework for a Pavement Maintenance Database System

To view the video go to:

<http://www.trb.org/main/blurbs/175368.aspx>

WEBSITE APPLICATIONS—APPS

Heat Safety Tool App

U.S. Department of Labor (DOL), Occupational Safety and Health Administration (OSHA)

The App allows workers and supervisors to calculate the heat index for their worksite.

To download the app go to:

https://www.osha.gov/SLTC/heatillness/heat_index/heat_app.html

Transportation Construction Advocate App

American Road & Transportation Builders Association (ARTBA)

Available for both Android and Apple devices.

To download the app go to:

<http://www.artba.org/transcon-app/>

Asphalt Calculator+ App

This iPhone/iPod Touch app will calculate the amount of cubic yards needed for a given job. It will also calculate hot mix tonnage. Polyclef Software.

To download the app go to:

<http://www.equipmentworld.com/asphalt-calculator-apps-help-get-the-paving-job-done/>

Life Saver Apps

Distracted driving for parents and students.
Android and iPhone.

To visit the website go to:

<http://lifesaver-app.com/>

TC3 Free Mobile App

TC3 is an AASHTO technical service program focused on the web-based training of front-line workers in the areas of construction, maintenance, and materials.

Download the app today at:

<https://www.tsp2.org/2014/01/29/aashto-transportation-curriculum-coordination-council-announce-new-mobile-app/>

B4UFLY App

Federal Aviation Administration

Helps unmanned aircraft operators determine whether there are any restrictions or requirements in effect at the location where they want to fly.

For more information go to:

<http://www.faa.gov/uas/b4ufly/>

Hands Off App

A project developed by the Milt Olin Foundation to raise awareness about the dangers of distracted driving. Users commit to safe driving by downloading #HandsOff and taking the #HandsOff pledge, then sharing their video pledge with friends. Download the app from iTunes or Google Play.

For more information go to:

<http://miltolinfoundation.org/>

Pocket Guide to Transportation App

The 50th anniversary of the U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) is introducing its most innovative product yet – a smartphone app for the Pocket Guide to Transportation.

For more information go to:

<https://www.transportation.gov/fastlane/introducing-pocket-guide-transportation-app>

SaferRide App

NHTSA's mobile app, SaferRide, is the simplest possible way to get home safe and only has three self-explanatory buttons on the home screen.. Features: Choose from a list of available taxi services in your area, and with the tap of a button call them.. Call a pre-programmed contact. If you just need to know where you are, you can bring up a map of your current location.

To Download the app go to:

<https://www.transportation.gov/fastlane/us-dot-mobile-apps-helping-you-stay-safe>

TRANSPORTATION PROGRAMS AND DEVELOPMENT



FHWA Resource Center

The Mission to advance transportation technologies and solutions through training, technical assistance, technology deployment, and partnerships.

For more information go to:

<http://www.fhwa.dot.gov/resourcecenter/>

The FHWA has developed an extensive list of resources that

TRIBAL TRANSPORTATION RESOURCES

focus specifically on the latest culvert technology. To view this list go to:

<http://www.scribd.com/doc/63745094/Culvert-Technologies-List>

Pavement Construction and Safety Training on Demand
New free Web-based courses sponsored by the Federal Highway Administration (FHWA)

To view the courses go to:

<http://www.fhwa.dot.gov/publications/focus/13jul/13jul02.cfm>

Transportation Safety Institute

Welcome to the USDOT's Transportation Safety Institute Learning Management System. Our continuing mission is to develop and provide world-class safety, security, and environmental training, products, and/or services for both public and private sectors.

To visit the website go to:

<https://www.transportation.gov/transportation-safety-institute>

National Transit Institute (NTI)

Rutgers, The State University of New Jersey, The mission of the National Transit Institute is to provide training, education, and clearinghouse services in support of public transportation and quality of life in the United States.

To visit the website go to:

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

National Highway Institute (NHI)

As the training and education arm of the Federal Highway Administration (FHWA), the National Highway Institute (NHI) has a long and rich history of innovation and expertise in delivering transportation training. Improving the conditions and safety of our nation's roads, highways, and bridges means continuously building on the skills of highway professionals and enhancing job performance in the transportation industry across the country. To see the list of free web-based courses go to:

https://www.nhi.fhwa.dot.gov/training/course_search.aspx?tab=0&sf=1

Federal Emergency Management Agency (FEMA)

Emergency Management Institute Tribal Curriculum
To collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.

To view the course go to:

<https://training.fema.gov/tribal/>

National Cooperative Highway Research Program (NCHRP)

Report 667

Model Curriculum for Highway Safety Core Competencies presents course materials, including the instructor's guide and student workbook, for a fundamental highway safety training course. The course is designed to address the core

competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.

To view the report go to:

<https://www.nap.edu/catalog/14459/model-curriculum-for-highway-safety-core-competencies>

Paul S. Sarbanes Transit in Parks Technical Assistance Center (TRIPTAC)

The TRIPTAC is available to *all* Federal Land Management Agencies (FLMAs), not only those applying for or receiving funds from the Transit in Parks program. State, local or tribal governments who are working in collaboration with an FLMA to expand public lands access are also welcome to use TRIPTAC services to obtain alternative transportation information and assistance.

To view available training courses go to:

<http://www.triptac.org/TRIPTACServices/Training/Default.html>

University of California, Berkeley, Institute of Transportation Studies

Technology Transfer Program

To visit the website go to:

<http://www.techtransfer.berkeley.edu/>

University of California, Berkeley, Safe Transportation Research and Education Center (SafeTREC)

Affiliated with the School of Public Health and the Institute of Transportation Studies, with additional partnerships with the of City and Regional Planning, Public Policy, and Transportation Engineering.

To visit the website go to:

<https://safetrec.berkeley.edu/>

U.S. Small Business Administration (SBA)

Online Courses for Starting Your Business

Several **free** online courses are offered by the SBA to help prospective and existing entrepreneurs understand the basics about writing a business plan.

For more information go to:

<http://www.sba.gov/content/online-courses-starting-your-business>

Community Transportation Association of America (CTAA)

Passenger Service and Safety PASS Basic Training Program
The PASS Basic program consists of 6 modules and includes comprehensive training on the assistance that drivers should be providing to passengers with special need.

For more information go to:

<http://training.ctaa.org/>

Community Transportation Safety and Security Accreditation (CTSSA)

The program is designed to promote the safety and security of the customers of community and public transportation systems and also to promote the safety and security of the women and men who deliver these services and provide mobility for the

TRIBAL TRANSPORTATION RESOURCES

PROGRAMS AND DEVELOPMENT (Continued)

riding public every day.

For more information go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=32&z=36>

Minnesota Local Technical Assistance Program (LTAP)

Gravel Road Maintenance and Design (Online)

This course helps supervisory personnel and operators better understand the materials, techniques, and equipment needed for maintaining gravel roads.

To enroll in the course go to:

<http://www.mnltap.umn.edu/training/topic/maintenance/gravel/online.html>

Curbing Transit Employee Distracted Driving

The 30-minute course, was developed by FTA in conjunction with the Florida Department of Transportation It's an excellent tool to educate, inform, and increase awareness among all transit workers about the dangers and challenges associated with distracted driving.

For more information go to:

https://tsi-dot.csod.com/LMS/catalog/Welcome.aspx?tab_page_id=-67&tab_id=20000325

Work-Zone Safety Tutorial

Minnesota LTAP has launched a new online free tutorial that offers a convenient opportunity for new, seasonal, or temporary staff to learn about the fundamentals of work-zone safety and the basic concepts of the work-zone area before arriving at the job site. There is no cost to take the tutorial, and registration is not required.

To view the tutorial go to:

<http://www.mnltap.umn.edu/training/online/workzone/>

Cal EPA

Training: California Indian Tribal Relations

CalEPA's step forward toward meeting our "commitment to educate appropriate staff, to become informed about the cultural setting of California Native Americans, their environmental issues and Tribal histories, for the purpose of improving CalEPA's understanding of and connection to California Native American Tribes."

To visit the website go to:

<http://calepa.ca.gov/tribal/training/>

Minnesota Local Road Research Board (LRRB)

YouTube video library with 34 videos to date.

For more than 50 years, the Local Road Research Board (LRRB) has brought important developments to transportation engineers throughout Minnesota. Those developments range from new ways to determine pavement strength to innovative methods for engaging the public. Today, the LRRB remains true to its important mission: supporting and sharing the latest transportation research applications with the state's city and county engineers.

To view the videos go to:

<https://www.youtube.com/user/lrrbmn>

FHWA-Developing a Transportation Safety Plan

How to conduct transportation safety planning and develop Transportation Safety Plans. It is based on the Developing a Transportation Safety Plan module, which is one of 12 modules in the series Transportation Decision-making: Information Tools for Tribal Governments. The FHWA Office of Planning produced this series to educate tribal planners and decision makers about the tribal transportation planning process and to provide them with useful program information.

To visit the website go to:

https://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/

Newly Revised Emergency Procedures for Rural Transit Drivers Training Module

National RTAP

The *Emergency Procedures* module offers the most current training on preparedness for hazards and threats that transit operators may encounter. The free module contains a Learner's Guide, a Self-paced eLearning Course Disc, an Instructor's Guide, a disc with videos and a trainer's PowerPoint presentation. Email info@nationalrtap.org or call 888-589-6821 to order. To visit the website go to:

<http://www.nationalrtap.org/>

Center for Transportation e-Learning's Computer-Based -Educational Program

To visit the website go to:

<http://www.nationalrtap.org/Training/National-RTAP-eLearning>

U.S. Department of Transportation-Everyday Counts Leadership Academy

The Every Place Counts: Leadership Academy was created as part of the Ladders of Opportunity Initiative at the US Department of Transportation. We hope the Leadership Academy will provide community members and other stakeholders who have never participated in a transportation decision-making process before and are not subject matter experts with the background information and some tools to engage in the transportation decision-making process.

To visit the website go to:

<https://www.transportation.gov/leadershipacademy>

TRIBAL TRANSPORTATION FUNDING RESOURCES

PUBLICATIONS



The NIJC web site has the complete list of publications, newsletters, videos, CDs, and DVDs going back several years. To view the Tribal Transportation (TTAP) Resources data base go to:

http://www.nijc.org/datasheets/vttap_resourceslist.php

Ordering Information

Printed copies of our in-house publications are available on a first-come, first served basis. Priority is given to Tribal Transportation Personnel. PDF versions of most of our publications are available on our website: http://www.nijc.org/ttap_resources.html

All our videos, publications and CD-ROMs in our lending library are loaned for a four-week period. Two titles may be borrowed at a time.

To order or borrow materials, please send a request to: barry@nijc.org or tcoord@nijc.org or Fax a request to: 707-579-9019.

To view past issues of publications, videos and development programs, please visit our website library at: http://www.nijc.org/datasheets/ttap/TTAP_ResourceList.asp

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Cycle 4 Call for Projects is scheduled for early 2018. And includes FY 21/22 and 22/23.

For more information go to:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

California Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle offers a variety of grant funding opportunities to assist public and private entities in safely and effectively managing California's waste stream.

Application materials forthcoming:

- Beverage Container Recycling Grants.
- Farm and Ranch Cleanup Grants. (FY) 2017-18 will tentatively be available summer 2017.
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants.
- Illegal Disposal Site Abatement Grant Program. **FY 2017-18 August 2, November 2, and February 6, 2018.**
- Legacy Disposal Site Abatement Partial Grant Program. **FY 2017-18 August 2, November 2, and February 6, 2018.**
- Waste Tire Cleanup grants.
- Rubberized Pavement (TRP) Grant Program. (FY) 2017-18 will tentatively be available summer 2017.
- Tire-Derived Aggregate (TDA) Grant Program. (FY) 2017-18 will tentatively be available Summer 2017.
- Tire Derived Product (TDP) Grant Program.

Additional grant information and list of active grants can be found at:

<http://www.calrecycle.ca.gov/Funding/>

Caltrans Transportation Planning Grant Program

Transportation Planning Grants (\$25 million annually) to encourage local and regional planning that further state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the California Transportation Commission. Climate Change Adaptation Planning Grants (\$20 million over three years) to local and regional agencies for climate change adaptation planning.

The deadline for applications is October 20, 2017

For more information go to:

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

CALIFORNIA



CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (continued)

Highway Safety Improvement Program (HSIP)

It is never too early for local agencies to analyze their roadway network to 1) identify their highest crash locations and corridors, 2) consider effective and efficient countermeasures to improve the safety of these locations/corridors, and 3) identify projects that have the highest Benefit-to-Cost ratios.

Cycle 9 is expected to be announced May, 2018

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

NEVADA

Nevada Department of Transportation (NDOT)

Transportation Alternatives Program (TAP)

The Nevada TAP provides federal transportation funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, safe routes to school (SRTS) and environmental/vegetation management **The FY 2016-2018 cycle is now open.**

For more information go to:

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

and

<http://www.nevadadot.com/home/showdocument?id=3291>

Nevada Transportation Enhancement Program

The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) share your interest in these projects and others that enhance the transportation experience in your area and make our communities more livable. The TE program was developed to fund projects that go beyond where typical transportation projects usually stop.

Applications due the second Monday each March

For more information go to:

http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape_Aesthetics_Program.aspx

FEDERAL

U.S. DEPARTMENT OF TRANSPORTATION

Transportation Alternatives Program (TAP)

- **Safe Routes to School Program.**
- **National Scenic Byways**

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as **transportation alternatives**, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhance-

ment Activities, Recreational Trails Program.

For more information go to:

http://www.fhwa.dot.gov/environment/transportation_alternatives/

IDEA Program

TRB's Innovations Deserving Exploratory Analysis (IDEA) annual program announcement solicits funding proposals for the upcoming review cycles. The announcement explains the IDEA programs, describes the types of eligible projects and their funding structures, suggests general areas for which IDEA proposals can be submitted, and provides guidelines and forms for submitting proposals.

- The Transit IDEA program **deadlines are May 1 and November 1, 2017**
- NCHRP IDEA cycles **deadlines March 1 and September each year.**
- The Rail Safety IDEA program has one review cycle per year.

If the proposal submission due date for any IDEA program falls over a weekend or on a federal holiday, the due date automatically moves to the next business day. The IDEA programs provide start-up funding for promising, but unproven, innovations in surface transportation systems. The programs' goals are to seek out and support new transportation solutions that are unlikely to be funded through traditional sources.

For more information go to:

<http://www.trb.org/IDEAProgram/IDEAProgram.aspx>

Accelerated Innovation Deployment Demonstration (AID)

The final notice announces the availability of funding and requests grant applications for FHWA's Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Consistent with other FHWA funding provided to tribes, federally recognized tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs" (published at 77 FR 47868) is eligible to apply for AID Demonstration.

All applications will be evaluated on a rolling basis until September 30, 2020. Applications will be assigned a rating of "Qualified" or "Not Qualified."

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppld=245654>

To view writing proposals for AID projects webinar go to:

<https://connectdot.connectsolutions.com/p7zvd0q6uc2/?launcher=false&fcsContent=true&pbMode=normal>

Infrastructure for Rebuilding America (INFRA)

The US Department of Transportation launched a new website announcing the Notice of Funding Opportunity (NOFO) for a total of \$1.5 Billion, for the "Infrastructure for Rebuilding America" (INFRA) Grants Program. This is similar to

TRIBAL TRANSPORTATION FUNDING RESOURCES

the “FASTLANE” program. Tribal or Tribal Consortium governments may apply directly. **Applications must be submitted by November 2, 2017.** For information on how to apply, see page 2 of the NOFO..

For more information go to:

<https://www.transportation.gov/buildamerica/infragrants>

Bureau of Indian Affairs (BIA)

BIA IHSP-Child Passenger Safety Seat Program Grant

Tribes can apply for the Child Passenger Safety Seat Program grant with this application. **Deadlines to apply are: May 1, 2018 for the FY2019, May 1, 2019 for the FY2020.**

To view the application go to:

<https://gallery.mailchimp.com/fcf27858b524c94e746bc5dcf/files/0622d84e-568d-4029-be84-54556bcb9fc0/CPSGrantApplicationwithInstructions.pdf>

BIA IHSP-Law Enforcement Grant

Tribes can apply for the full-time and over- time Law Enforcement grant with this application; use the drop down menu to select the grant the tribe is applying for. **Deadlines to apply are: May 1, 2018 for the FY2019, May 1, 2019 for the FY2020.**

To view the application go to:

<https://gallery.mailchimp.com/fcf27858b524c94e746bc5dcf/files/5692b660-268a-4852-ac28-175500cf2944/LawEnforcementGrantApplicationwithInstructions.pdf>

Energy and Mineral Development Grants

This program provides financial assistance to federally recognized tribes and Indian allottees on trust lands to evaluate their energy (conventional and renewable), and mineral resource potential on their lands. **Deadline to apply is September 25, 2017**

For more information go to:

<https://www.bia.gov/WhoWeAre/AS-IA/IEED/DEMD/TT/TF/index.htm>

Grant Program to Build Tribal Energy Development Capacity (TEDC)

The Division of Energy and Mineral Development (DEMD) annually provides tribes an opportunity to participate in the Tribal Energy Development Capacity (TEDC) grant program. The purpose of the TEDC grant program is to develop tribal managerial, organizational and technical capacity needed to maximize the economic impact of energy resource development on Indian land.

Deadline to apply is October 9, 2017.

For more information go to:

<https://www.grants.gov/web/grants/view-opportunity.html?oppId=295312>

DOI-Fish and Wildlife Service

Tribal Wildlife Grants Program

The Tribal Wildlife Grants (TWG) Program is part of a program providing wildlife conservation grants (known as the

State Wildlife Grants Program) to States and to the District of Columbia, U.S. Territories, and Tribes under provisions of the Fish and Wildlife Act of 1956 and the Fish and Wildlife Coordination Act, for the development and implementation of programs for the benefit of wildlife and their habitat and species of Tribal cultural or traditional importance, including species that are not hunted or fished. **Deadline to apply is September 1, 2017.**

For more information go to:

<https://www.grants.gov/web/grants/view-opportunity.html?oppId=293813>

U.S. Department of Agriculture (USDA)

Rural Community Development Initiative (RCDI)-Utilities

These grants will be made to qualified intermediary organizations that will provide financial and technical assistance to recipients to develop their capacity and ability to undertake projects related to housing, community facilities, or community and economic development that will support the community. **The deadline to apply is July 25, 2017.**

For more information go to:

<https://www.grants.gov/web/grants/view-opportunity.html?oppId=294134>

Water & Waste Disposal Loan & Grant Program

Provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas. Tribal lands in rural areas. Applications for this program are accepted through your local offices year round.

For more information go to:

<https://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program>

Emergency Community Water Assistance Grants

This program helps eligible communities prepare for, or recover from, an emergency that threatens the availability of safe, reliable drinking water for households and businesses. Tribal lands in rural areas. Applications for this program are accepted through your local offices year round.

For more information go to:

<https://www.rd.usda.gov/programs-services/emergency-community-water-assistance-grants>

Environmental Protection Agency (EPA)

Technical Assistance for Tribes to Address Brownfields

EPA has selected Kansas State University to provide technical assistance to tribal communities addressing Brownfields issues. This new grant will run through 2021 and provide support to tribes across the country on Brownfields issues. For more information visit the Kansas State university Technical Assistance to Brownfields website at:

<https://www.ksutab.org/>



NATIONAL INDIAN JUSTICE CENTER

5250 Aero Drive
Santa Rosa, CA 95403
Phone: (707) 579-5507
Fax: (707) 579-9019
Email: tcoord@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.

20TH ANNUAL NATIONAL TRIBAL TRANSPORTATION CONFERENCE



WHEN

SEP 25-29, 2017
7:00 AM



WHERE

Tucson, Arizona
Tucson Starr Pass

Register Now
<http://www.ttapnttc.com/>

WESTERN TTAP

For more details, please contact Western TTAP Coordinators

(707) 579-5507

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