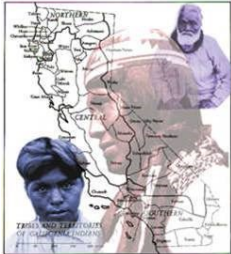


# Tribal Transportation News



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## Championing Safety on Local Roads

by Rosemarie Anderson, Pamela M. Beer, and Danena Gaines

*Engaging officials and the public is essential to successfully implementing innovations on tribal, county, city, and other municipal roads.*



Caleb Van Horn, CHD

Innovations like this roundabout, which accommodates motor vehicles, pedestrians, and bicyclists, can have many safety and operational benefits but require buy-in from local officials and the public.

Improving safety and operations on local roads is no easy task. Local roads are defined as those owned and operated by local jurisdictions (county, township, or other municipality) and not restricted by functional classification. The sheer number of these roads and their owners and operators presents a challenge. Approximately 75 percent of the Nation's roadways are local roads, and they are owned and operated by more than 30,000 agencies, including county, city, town, tribal, and other owners. Further complicating the matter is that these agencies have significant diversity in resources, including traffic expertise and funding.

Transportation agencies implement safety improvements through coordination and collaboration with a variety of traffic safety professionals and stakeholders. Local safety practitioners serve an important role in choosing new and innovative approaches to make roads safer. However, transportation professionals and safety practitioners depend on local officials who approve budgets and make decisions on the use of resources. Because of this essential link, engaging local officials in adopting innovations in transportation can greatly assist safety practitioners in improving roadway safety for the traveling public.

Increasingly diverse innovations in traffic safety

(such as roundabouts, enhanced delineation and high friction surface treatments for horizontal curves, road diets, and signing inventories) also make it more important than ever for traffic safety practitioners to work with local public officials. Practitioners can help officials understand the importance of these improvements to the safety of their communities and become champions for their use.

Transportation professionals also need to inform public officials that the methods to identify and prioritize improvements have advanced. For example, the systemic approach to safety improvement process identifies potential locations for improvements based on risk rather than simply locations where crashes have occurred. Local transportation and public works professionals should always engage appropriate decision makers, including public officials, on innovative practices to gain the necessary buy-in and resources needed to implement improvements.

### Engaging and Informing Local Officials

Local officials must address many public concerns, including transportation, public safety, economic development, and city or county services, often with limited budgets and revenue. They represent cities, counties, consolidated governments, and tribal lands. Local public officials are the ones who make decisions about how Federal, State, and local transportation funds are spent, as well as how resources (staff, equipment, materials) are used. These decision makers may include city councilpersons, county commissioners, mayors, county or city managers, public works directors, city or county engineers, and law enforcement officials.

Proactively engaging local officials in the process of adopting new traffic safety innovations can keep them informed and supportive, ease the implementation process, and, most important, improve local road safety. Safety professionals should inform local officials of the most pressing traffic safety challenges in their jurisdictions and arm them with the knowledge of potential solutions so they can act as champions for improvements in their communities. Henderson, NV, for example, has found a cham-

*(Continued on page 4)*

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*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.*

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](http://www.nijc.org/ttap.html) and click on - *join our mailing list*. You can also call Barry Litchfield at (707) 579-5507 x 224.

# NEWS & ANNOUNCEMENTS

## Motor Vehicle Deaths in 2016 Estimated to be Highest in Nine Years

*The National Safety Council (NSC) offers insight into what drivers are doing and calls for immediate implementation of proven, life-saving measures.*

For the first time in nearly a decade, preliminary 2016 data from the National Safety Council estimates that as many as 40,000 people died in motor vehicle crashes last year. That marks a 6% increase over 2015, and a 14% increase over 2014 – the most dramatic two-year escalation since 1964 – 53 years. The preliminary estimate means 2016 may have been the deadliest year on the nation's roads since 2007. An estimated 4.6 million roadway users were injured seriously enough to require medical attention in 2016, and estimated cost to society was \$432 billion.

An NSC survey released Feb. 15 provides a glimpse at the risky things drivers are doing. Although 83% of drivers surveyed believe driving is a safety concern, a startling number say they are comfortable speeding (64%), texting either manually or through voice controls (47%), driving while impaired by marijuana (13%), or driving after they feel they've had too much alcohol (10%).

Motor vehicle fatality estimates are subject to slight increases and decreases as data mature. NSC uses data from the National Center for Health Statistics, an arm of the CDC, so that deaths occurring within 100 days of the crash and on both public and private roadways – such as parking lots and drive-ways – are included in the Council's estimates.

"Our complacency is killing us. Americans believe there is nothing we can do to stop crashes from happening, but that isn't true," said NSC President and CEO Deborah A.P. Hersman. "The U.S. lags the rest of the developed world in addressing highway fatalities. We know what needs to be done; we just haven't done it."

With the upward trend showing no sign of subsiding, NSC is calling for immediate implementation of life-saving measures that would set the nation on a road to zero deaths:

- Mandate ignition interlocks for convicted drunk drivers and better education about the nature of impairment and when it begins
- Install and use automated enforcement techniques to catch speeders
- Extend laws banning all cell phone use – including hands-free – to all drivers, not just teens; upgrade enforcement from secondary to primary in states with existing bans
- Upgrade seat belt laws from secondary to primary enforcement and extend restraint laws to every passenger in every seating position in all kinds of vehicles
- Adopt a three-tiered licensing system for all new drivers under 21 – not just those under 18
- Standardize and accelerate into the fleet automotive safety technologies with life-saving potential, including blind-spot monitoring, automatic emergency braking, lane de-

parture warning and adaptive headlights

- Pass or reinstate motorcycle helmet laws
- Adopt comprehensive programs for pedestrian safety

Permission to reprint granted by the National Safety Council. To visit the website go to:

<http://www.nsc.org/pages/home.aspx>

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## How Many Structurally Deficient Bridges are in Your County?

From the Washington Post, February 2017

Trump campaigned on a \$1 trillion infrastructure plan that includes fixing the nation's bridges. There are more than 130,000 structurally deficient and functionally obsolete bridges in the country. See if any sub-standard bridges are in your neighborhood:

<https://www.washingtonpost.com/graphics/national/structurally-deficient-bridges/#06097>

Bridges are rated by a sufficiency rating that is an overall measure based on inspector ratings of many aspects of the bridge's top deck and underlying structure. The worst bridges, generally with a score below 50 percent, are classified as "structurally deficient." Bridges with scores generally between 50 and 80 percent are considered "functionally obsolete." A low score does not mean that a bridge will fall, but it indicates that it needs repair. Bridges with posted load limits are in greatest need of repair.

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## Final Report: US 93 North Post-Construction Wildlife-Vehicle Collision and Wildlife Crossing Monitoring on the Flathead Indian Reservation Between Evaro and Polson, Montana

The context sensitive design of US 93 North included wildlife fences and wildlife crossing structures along selected road sections and research to evaluate their effectiveness. The function of the wildlife fences is to keep wildlife from accessing the highway and to help guide wildlife towards the safe crossing opportunities. The wildlife crossing structures allow wildlife to cross the highway without being exposed to potential collisions with vehicles. Wildlife crossing structures can also help reduce intrusions of wildlife into the fenced road corridor as wildlife may choose to use the crossing structures rather than breach the wildlife fences to access the other side of the highway.

To read the full report go to:

[http://media.wix.com/ugd/9d46fb\\_77ebf7dec9694c0493cd94af4eff63e4.pdf](http://media.wix.com/ugd/9d46fb_77ebf7dec9694c0493cd94af4eff63e4.pdf)

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pion in Councilwoman Debra March.

“It’s important to involve elected officials in traffic safety issues as we meet regularly with our engaged constituents,” says Councilwoman March. “These meetings provide an opportunity to communicate the initiatives and programs our traffic engineers and police officers are implementing to improve traffic safety. Delivering a compelling story, backed with empirical data, resonates with our constituents, gains their support, and improves safety for everyone in our community.” Greater collaboration and coordination with safety practitioners benefits public officials because they better understand the technical approaches available to address specific issues relevant to their constituents.

“The biggest challenge is education,” says James Nall, traffic division director with the Public Works Department in Mesa County, CO. “Anyone who has a driver’s license often believes [he or she has] expertise in safety, but there is a great deal of science behind it. That is why we need to educate our elected officials.”

### Preparation Is Key

To begin, practitioners should identify key local officials to determine their interest in traffic safety issues and their information needs related to road safety. Also vital is gathering pertinent data on the traffic safety issues within the jurisdiction (such as crash, roadway, trauma, citation, adjudication data) and identifying proven innovations to address the issues.



Nevada Department of Transportation

Councilwoman Debra March of Henderson, NV, is shown here with State Senator Mark Manendo at Nevada’s Traffic Safety Summit in May 2016.

The information that practitioners use to make their case will vary depending on the traffic safety challenge, the innovation being discussed, and the local official’s position (for example, elected or appointed) and established interest. Some examples of sources of information include public needs and preferences gathered from public involvement activities, expected demographic and socioeconomic changes, and information gathered from road safety audits. It is also important to identify the nature of the safety problems, where they are occurring, and the risks associated with them, as well as crash data, causes, and citizen concerns relevant to the issue. In addition, prepare information on potential safety strategies, countermeasures, and funding options for implementation.

After collecting and compiling key information, practitioners often will make initial contact through local official’s staff. Practitioners should be prepared to present the facts—data, proposed solutions, and costs with an eye for solutions scaled to a level that officials are able to address. For example, instead of proposing enhanced delineation and friction treatments for every horizontal curve in a county, propose implementing the improvements on only the higher risk curves initially, within a reasonable budget for the agency. Most important, practitioners should be prepared to educate officials and their staff members on proven, effective, low cost solutions. Preparing a one-page summary with main points to leave behind might be helpful, as officials can refer to it in the future or use it to educate other decision makers.

### Michigan LTAP Workshop for Elected Officials

The Michigan Local Technical Assistance Program (LTAP) hosted a workshop on “What Elected Officials Need to Know About Traffic Safety” to educate local officials on technical issues and provide an informed basis for decisions.

The participants were exposed to real-world examples of commonly misunderstood traffic safety concepts such as the safety benefits of roundabouts. The workshop content included Michigan crash data, factors influencing crashes on Michigan roadways, and other technical information and resources.

A followup study on the effectiveness of the workshop showed a 15:1 ratio of secondary transfer of information after training elected officials. The data were gathered through surveys of attendees within 12 months after the training event. Individuals self-identified the number of people they transferred material to and how they transferred the materials

Engaging Federal and State agency safety experts can assist local practitioners in their outreach to local officials. In addition, Federal and State agencies often can provide training and technical assistance needed for the identification and implementation of proposed safety improvements.

### Strategies to Engage Local Officials

Because local officials receive many requests for funding and demands for their time and attention, several strategies can help make every minute with them count.

*Understand the issue/innovation by researching the facts, benefits to the local community or State, and potential costs.* Supplement facts and figures with stories of crashes in the community and explain how the innovation may reduce or prevent such crashes. Make the issue personal to the local official and the community.

Steve Latoski, public works director for Mohave County, AZ, suggests an effective formula for making this personal connection to traffic safety issues. “Emphasize results, especially lives and dollars saved,” says Latoski.

*Acknowledge the arguments against the innovation and, to the extent possible, identify information that overcomes the argument.* Emphasize results seen in similar cases, gather information on proven countermeasures, and synthesize common results to make your case. “Any time you’re [asking someone to consider] spending money it could be a tough sell,” said the late David Brand, who served as county engi-

neer in Madison County, OH. “There are going to be questions, but part of that sell is to have those answers and to present the information in a way that the elected officials can then get their arms around it and also return support for it.”



Brett Fusco, Delaware Valley Regional Planning Commission

The Delaware Valley Regional Planning Commission held a public visioning workshop as part of its Connections 2045 long-range plan update. At the workshop, these participants discussed their values, concerns, and future forces, and identified their vision for transportation in the region.

*Identify partners (organizations and individuals) who can support the cause. Share the results of public outreach.* Get involved in any local, regional, or statewide efforts on traffic safety (such as strategic highway safety plans) to build connections that can be beneficial to safety improvement programs. In many instances, local officials are already involved in efforts to develop regional and local transportation efforts. Working toward safety goals together can help to build and strengthen essential relationships.

*Determine an approach to communicate with local officials.* Be brief, concise, and clear on what is needed, use non-technical (common) language to explain concepts, and provide graphics and other visual aids when possible. The approach should be similar to communicating with the public about traffic safety.

Joseph Marek, traffic safety program manager in Clackamas County, OR, has worked hand in hand with local officials. “You don’t need tons of technical jargon to talk about things that are really common sense, and when you talk to citizens they get that . . . They can’t rattle off equations, but they know when that [road] sign shouldn’t be there,” he says.

*Identify opportunities to engage local officials.* Use town hall meetings and one-on-one meetings or briefings to present data, proposed solutions, and costs. Be concise when presenting information. Public comment during regular city council or county commissioners meetings are also potential opportunities for practitioners to make presentations on innovative practices.

Metropolitan planning organizations have technical advisory committees made up primarily of representatives from local jurisdictions, departments of transportation, transit agencies, and the Federal Highway Administration. The technical advisory committees usually meet monthly or quarterly to provide input and guidance into all transportation planning activities. These committee meetings may be another opportunity to engage local officials on traffic safety issues and present information on proposed improvements and countermeasures.

*Provide information on available resources.* Information on proven effectiveness along with the cost and examples of best practices can go a long way to promote an innovation. Gen-

eral background information on local and rural road safety needs and reports on projects and countermeasures are available on FHWA’s Local and Rural Road Safety Program Web site at [http://safety.fhwa.dot.gov/local\\_rural](http://safety.fhwa.dot.gov/local_rural).



Greg Parker, Johnson County, IA

This county engineer (far right, pointing) explains design features of a partially constructed bridge during a road tour for elected officials in Iowa.

*Follow up after your meeting with local officials.* Send a thank you and offer to provide additional information or presentations if needed. Invite the local official and his or her staff to attend upcoming open houses and road safety events. Offer public knowledge of the official’s support, such as a speaking role at a ribbon-cutting ceremony or safety meetings.

### A Downtown Revival in Grand Junction, CO

The city of Grand Junction, CO, has been a leader in roadway innovations since 1962 when it proposed the first “road diet” for Main Street. A more recent showcase of how the city embraces innovation is the redesign of its downtown.

“Grand Junction has always supported innovations,” says Trent Prall, engineering manager for the city. “We did road diets before they were even called road diets, have converted numerous intersections to roundabouts, and, in partnership with the Colorado Department of Transportation, had the first [diverging] diamond interchange in the State.”

The city’s downtown is virtually the “heart” of the community. However, residents had begun to go to areas outside the city for shopping and entertainment instead of the

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downtown area. To develop a plan to make the downtown area an appealing place for residents to visit, the Public Works, Utilities, & Planning Department reached out to stakeholders including business owners, residents, visitors, road users, commercial vehicle operators, pedestrians, bicyclists, event organizers, and other special interest groups. The plan included implementing a road diet and other improvements to encourage walking and biking along with accommodations for vehicles.

Prall notes the importance of the Grand Junction Public Works, Utilities, & Planning Department articulating its goals. “We had a comprehensive plan for the city, which called for complete streets, pedestrian and bicycle improvements, and other safety improvements,” he says. “It was also helpful that many local councilmembers were also active in the Colorado Municipal League, which made members aware of new improvements in roadway design.”

#### Resources to Improve Communication With Elected Officials

FHWA has developed a brochure, *Communicating About Local Road Safety with Elected Officials* (FHWA-SA-16-019), and a video of the same title, with tips for communicating about road safety with local elected officials.

To download the brochure, visit [http://safety.fhwa.dot.gov/local\\_rural/training/fhwas16019/fhwas16019.pdf](http://safety.fhwa.dot.gov/local_rural/training/fhwas16019/fhwas16019.pdf).

The video is available at [www.youtube.com/watch?v=Vod8feJyXH0&feature=youtu.be](http://www.youtube.com/watch?v=Vod8feJyXH0&feature=youtu.be)

For example, most members of the city council understood the safety benefits of road diets, but wanted to make sure that the reduction of traffic lanes from four to three could handle future traffic growth. “For road diets, we are very specific about how we address capacity and balance the needs of automobiles, trucks, transit, and pedestrians [and] bicyclists,” Prall says.

As the public works department proposed additional improvements, the agency made sure to understand the concerns and arguments against the innovations in order to address them effectively. “We did a lot of upfront work to get to know our elected officials, so we knew their concerns and could identify who was pro-bicycle and who was more interested in capacity, and address their concerns,” says Prall. “We also tried very hard to put ourselves in the shoes of each stakeholder and anticipate his or her needs.”

The department also did a lot of preparation to have all the facts and to demonstrate to officials how the innovation worked in comparable cities. “We also met one on one with all of our local officials, adjacent property owners [and] tenants, and other key stakeholders,” says Prall. “We discussed the change in detail. This is a much better strategy than presenting the information in a large meeting or hearing.”

The redesign of downtown has led to a thriving area with shops, restaurants, hotels, and other services. Rather than reducing capacity, the improvements have helped the downtown compete with other, newer shopping areas by providing an attractive, walkable environment for shopping and dining.

In addition, the Public Works, Utilities, & Planning Department has not limited innovations to just downtown. The

valley now has 18 roundabouts, a testament to the effectiveness of engaging local officials in adopting innovations.

Prall provides this advice on gaining support for roadway innovations from local officials and stakeholders: “If you bring them in early, they are your partners; bring them in late, and they are your judge[s].”



City of Grand Junction

Grand Junction, CO, revitalized its downtown after innovations to increase public use through a road diet. The improvements encourage walking and biking, and parking on side streets provides easy access to the businesses in the area.

#### Working Together

When local safety practitioners and officials work together to implement traffic safety innovations, everyone in the community benefits. Safety practitioners can do their part by thoroughly researching the facts about their transportation challenges, identifying the best potential solutions, and making the case to local officials for implementing proposed improvements. Local officials can by practitioners and consider the proposed alternatives, work with transportation agencies to develop a proposed plan of action, and champion the cause for funding.

**Rosemarie Anderson** is the local and rural roads manager with the FHWA Office of Safety. She has more than 30 years of experience in transportation planning and engineering. She holds an M.S. in transportation and an M.S. in financial planning from the New Jersey Institute of Technology.

**Pamela M. Beer** is a senior associate with Cambridge Systematics, Inc. She has nearly 30 years of experience in the areas of highway safety, strategic planning and analysis, communications and community outreach, public awareness, media relations, and transportation safety planning. Beer has worked with FHWA to develop marketing plans and materials for many programs, including *Improving Safety on Rural Local and Tribal Roads: Safety Toolkit* (FHWA-SA-14-072) and the National Center for Rural Road Safety. She has a B.F.A. from The University of Utah.

**Danena Gaines, Ph.D.**, is a senior associate with Cambridge Systematics with 10 years of experience in transportation safety planning, data collection and analysis, traffic safety research, and local and rural road safety culture. Gaines has worked with FHWA to document local road safety practices.

She holds an M.S. and a Ph.D. in civil engineering, with a concentration in transportation, from Georgia Institute of Technology.

For more information, see [http://safety.fhwa.dot.gov/local\\_rural](http://safety.fhwa.dot.gov/local_rural).

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<https://www.fhwa.dot.gov/publications/publicroads/17janfeb/index.cfm>

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## The Tribal Transportation Safety Management System Steering Committee

Safety Management System Steering Committee



In January 2016, BIA and FHWA reestablished the Tribal Transportation Safety Management System Steering Committee (SMS Committee) with a formal charter. The committee meetings provide a forum for communication and collaboration between federal agencies, TTAP, and the five committee members who represent Tribal governments. Anyone who is interested may listen in on SMS committee meetings. More information and past meeting notes are available on TribalSafety.org.

Committee members serve 2-year renewable terms. In summer 2017 the SMS committee will distribute a call for new members. Any tribal employee with an interest in participating as a committee member should sign up for the mailing list at TribalSafety.org and watch for open positions to be announced.

### Reports to Congress

“Congress finds that... without more accurate reporting of crashes on Indian reservations, it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures” according to the Fixing America’s Surface Transportation (FAST) Act. The SMS committee is contributing to the development of two reports to congress required by section 1117 of the FAST Act and the revision of a national Strategic Transportation Safety Plan for federally recognized Tribes.

The first report to congress will describe the quality of safety data available to tribal governments. The report is heavily based on survey responses that represent 151 tribal governments and 22 states; the survey was developed and distributed by the committee. The committee helped develop the draft report. The final draft is currently under review by USDOT with publication anticipated in March 2017.

The second report to congress will describe options for improving transportation safety on public transportation facilities in Tribal areas. This report will involve an update of the Strategic Transportation Safety Plan for federally recognized Tribes which was originally published in 2008. This document will include a review of national safety databases, transportation safety plans that have been developed by tribes, and state strategic highway safety plans. The report will identify trending emphasis topics and propose lists of countermeasures that can be used to address those topics. This report will not only be presented to congress but will be a useful resource for tribes during safety planning. A public draft is expected in May 2017 and will be distributed on the TribalSafety.org mailing list. The anticipated publication date for this report is December 2017.

### TribalSafety.org

The SMS Committee has established a website at TribalSafety.org. Posted on this website are the committee meeting notes, a copy of the charter, and contact information for all current committee members. In addition, the TribalSafety.org website contains a catalog of resources, information about transportation safety funding sources, upcoming events, and a map of fatal crashes based on the Fatality Analysis Reporting System (FARS) database. Finally, you can register with the website to receive an email update when updates are made to TribalSafety.org. The link to register for the SMS mailing list is: <http://tribalsafety.org/News/Mailing-List-Form>

### Conclusion

The Tribal Transportation Safety Management System Steering Committee has been established to provide national leadership in the effort to reduce the impacts of transportation incidents in Tribal Areas. You are encouraged connect with the SMS committee through TribalSafety.org, by listening to an upcoming committee meeting, or by contacting a committee member. The current committee chairs are Janis Spear of the Northern Cheyenne Tribe, Robert Frazier of the Bureau of Indian Affairs Division of Transportation, and Adam Larsen of the Federal Highway Administration Office of Tribal Transportation.

Reprinted with the permission of the Tribal Transportation SMS Committee. To visit the website go to: <http://www.tribalsafety.org/>

## Cultural Competency in Program Implementation: Why include it?

By Carrie Brown, Western TTAP Tribal Safety Circuit Rider

Cultural competency is not always an easy thing to see or implement into any program, however, it can make or break a program if not incorporated. By creating culturally relevant and competent messages, you will be able to reach your target audience on a deeper level.

Culture is defined in *Principles of Marketing*, by P. Kotler, as “the learned distinctive way of life of a society.” This definition is simple; culture is complex. While many public health and transportation practitioners may be from tribal communities, it should be noted that tribes are unique and diverse. Not all tribes share the same cultural practices.

Culture can be broken down into three distinct tiers: (1) Artifacts and behaviors, (2) Norms and Values, and (3) Underlying assumptions (1988, Schein). *Artifacts and behaviors* are what we see; what a newcomer, visitor or consultant would notice about your community or organization. Examples would be dress, jewelry, organizational charts, physical layout, degree of formality, logos, and mission statements. *Norms and values* are what we say; what we would be told is the reason things are the way they are and should be. Examples would include company philosophy, daily norms and justifications. *Underlying assumptions* are what we believe and act upon. These are unconscious, taken for granted beliefs about the community, its purpose, people, rewards etc. An example of an underlying assumption is safety in engineering. No sane architect would design an unsafe bridge for use by their community. By understanding these concepts and applying them to the community you live or work in will help you to understand the culture. Culture dictates the way that people learn. When you understand how people from a community learn and retain information, you can incorporate those techniques into your programming messages to develop greater outcomes.

Here are 4 tips to identify and incorporate cultural competency into your program:

- **Do your homework** – avoid cultural blunders by doing some research. Find out what your community values through quantitative and qualitative research. Do surveys, focus groups, and interview key informants.
- **Find an advocate** – find a champion from your community. This advocate can help deliver your message; a community may accept a message better depending on the messenger.
- **Do a Beta Test** – before you launch a campaign or initiate a program, get input first. Blunders can easily be avoided by running your initiative by members of the community that you trust before you take your campaign public.
- **Work the networks** – become active or “in the know” of other networks. All communities have sub-groups. Get to know them and find out who their leaders are. Being

familiar with sub-groups can help when marketing to your community. Examples of sub-groups can be social media networks, sports teams, dance groups, etc.

If you would like assistance on how to make your program and messaging more culturally competent, contact Carrie Brown, Safety Circuit Rider, at [cbrown@nijc.org](mailto:cbrown@nijc.org) or 775-432-4438.

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## Innovation Corner

By Tony Furst

### Q&A: The New Office of Innovative Program Delivery

In 2016, the Federal Highway Administration began re-tooling the Office of Innovative Program Delivery (OIPD) to expand the agency’s ability to advance innovation in the transportation community. This expansion involved the restructuring of four individual centers focusing on innovative finance, acceleration of innovation, local-aid support, and transportation workforce development. Following this overview of the new OIPD and its four centers, future issues of this column in Public Roads will focus in turn on each of the individual centers.

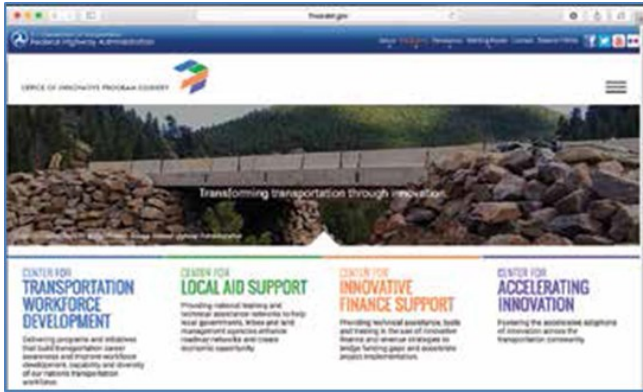
*What’s new about the Office of Innovative Program Delivery?* FHWA is committed to facilitating a thriving culture of innovation across the transportation community by expanding the integration of new technologies and practices. The change in OIPD demonstrates that commitment. Originally focused on innovative finance, OIPD now advances innovation across a broader range of crosscutting functions. Combining these functions in one office improves the focus and increases the visibility of FHWA’s efforts to provide leadership on innovation and thus influence change.

**“FHWA is committed to facilitating a thriving culture of innovation across the transportation community.”**

How has the focus on innovative finance changed? The Center for Innovative Finance Support retains OIPD’s original mission, with its focus on the Federal-Aid Highway Program. Using tools such as Grant Anticipation Revenue Vehicles (GARVEEs), State Infrastructure Banks, and tolling and public-private partnerships, this center provides the expertise to deliver complex and costly infrastructure projects. The center also acts as FHWA’s liaison with the U.S. Department of Transportation’s new Build America Bureau, which streamlines the use of Federal credit assistance across USDOT and coordinates technical assistance for projects receiving bureau support.

Has the Center for Accelerating Innovation changed? The Center for Accelerating Innovation will continue to lead its highly successful partnership with the States to deploy innovative technologies and practices rapidly into transportation operations through the Every Day Counts initiative. This center will remain FHWA’s focal point for advancing new technologies and practices. It will work across FHWA, through its





Visit the OIPD Web site to learn about the innovative programs and services offered by the four centers and how to access them.

advanced market readiness program and with the recently completed nationwide network of State Transportation Innovation Councils. In short, the Center for Accelerating Innovation will identify, develop, and implement innovations to improve the transportation system.

How does the Center for Local-Aid Support fit into the picture? Agencies at all levels of government are striving to meet customer demands for a safe, reliable transportation system in an era of constrained budgets. The Center for Local-Aid Support works with the local, tribal, and Federal land management agencies to understand their needs and then provide training and assistance on innovative technologies and practices through the national network of Local and Tribal Technical Assistance Program centers and the Coordinated Technology Implementation Program (CTIP, the Federal lands component).

What does the Center for Transportation Workforce Development do? This center will invigorate new and established stakeholder relationships to collaboratively encourage and promote a workforce that can meet the Nation's transportation needs. From elementary school to advanced schooling, this center will propose, explore, and act on approaches to meet the education and training needs of professionals and practitioners in the highway construction and operation industries. Working with the transportation community, the center will identify needed skills and develop innovative solutions to close gaps and ensure a qualified work force. By bringing together four centers that advance innovation, FHWA has created a convenient, central source for State transportation departments and local and tribal agencies seeking information and assistance on implementing the latest highway construction technologies and processes. To learn more, visit [www.fhwa.dot.gov/innovativeprograms](http://www.fhwa.dot.gov/innovativeprograms).

**Tony Furst** is FHWA's chief innovation officer and head of the Office of Innovative Program Delivery.

This article was reprinted from the Federal Highway Administration Research and Technology Monthly Newsletter, Public Roads, Vol. 80, No. 4, January/February 2017. To view the newsletter go to:

<https://www.fhwa.dot.gov/publications/publicroads/17janfeb/index.cfm>



## Bridge Replaced With Innovative Contracting Opens in California

After completion of a replacement project using the construction manager/general contractor (CM/GC) delivery method, the George E. Tryon Bridge over the South Fork of the Smith River in California opened to traffic on March 3. Federal Lands Highway chose CM/GC contracting for the project because of the challenge of building an arch bridge at a constricted site under complicated project conditions. Using CM/GC early in the project development process helped mitigate risk, incorporate constructability considerations, realize cost savings, and limit environmental impacts. Other project partners include the Six Rivers National Forest, Del Norte County, the California Department of Transportation, and California State Parks.

## California Federal Lands Project Features Innovations

The Truckee River Bridge and Dollar Creek Trail project in Tahoe City, CA, is using several Every Day Counts (EDC) innovations, including the Safety Edge paving technique, accelerated bridge construction, roundabouts, road diets, and in-lieu fees and mitigation banking. The project is designed to improve safety and mobility for all travel modes. Federal Lands Highway collaborated with more than 20 agencies on the context-sensitive design for the project.

To visit the Every Day Counts (EDC) website go to:

<https://www.fhwa.dot.gov/innovation/everydaycounts/>

## Building Partnerships with Tribal Communities to Improve Safety

University of Minnesota Center for Transportation Studies,  
Catalyst Newsletter, March 2017

The motor vehicle crash fatality rate is higher for American Indians than for any other ethnic or racial group in the United States. Although the number of fatal crashes decreased in the nation as a whole by about 21 percent from 1975–2013, it increased by about 35 percent on American Indian reservation roads. In a project sponsored by the Roadway Safety Institute, U of M researchers Kathy Quick Guillermo Narváez are collaborating with American Indian communities to explore this disparity, better understand the transportation safety risks on tribal lands, and develop strategies to mitigate these risks. To read the entire article go to: <http://www.cts.umn.edu/publications/catalyst/2017/march/tribal>

## Willits Bypass: The Wait is Over

### Six Decades After It Was First Proposed, North Coast Route Becomes Reality



The southbound U.S. Highway 101 bridge spans State Route 20 at the new southern interchange of the Willits Bypass. Note the unique redwood cone pattern designed just for this project. These redwood cones adorn all the concrete structures of the bypass, which opened in November 2016. *Caltrans photo by Scott Lorenzo.*

The Willits Bypass, first envisioned more than 60 years ago, had become to many living along California's North Coast a mythical tale, like Bigfoot, something you only hear stories about but never see for yourself. Until ground was broken for construction in the fall of 2012, many locals believed it would never be completed.

U.S. Highway 101 is considered the lifeline of the northern California coastal range. For decades, travelers through the city of Willits experienced delays that would often reach 30-60 minutes or more during summer. The purpose of the Willits Bypass is to ease congestion for interregional traffic along this important trucking and tourism corridor.

After being shelved numerous times due to funding shortages in the 1960s and 1970s, the project was revived by the California Transportation Commission (CTC) in 1988 — only to be put on hold due to funds diverted to seismic retrofit projects.

But after many challenges, construction did begin and the bypass saw its first vehicles on November 3, 2016.

#### Funding issues

After getting past the funding shortages due to the seismic retrofit projects, Caltrans moved forward on an environmental document, with the final document completed in 2006. Funding for construction from the CTC seemed to be automatic after so many years of work, but when Caltrans brought the project to the CTC in early 2007, the economy was starting to falter, and highway funding shortages were looming on the horizon.

The CTC told Caltrans that funding for Northern California projects was too competitive at that time to pay for the full proposed four-lane bypass, but was more feasible if the project was divided into two phases. Staff quickly drew up such plans, held a public meeting to gain local support and returned to the CTC. Funding for Phase 1 of the Willits Bypass was allocated, for two lanes over the full length of the project.

Lesson learned: Large, expensive projects are getting harder to fund, so breaking them up into prioritized phases, or sections, may be the only way to get them funded over time.

#### Protests

While some in the community voiced concerns about the scope of the bypass, or whether it was really needed, organized protests did not begin until after the 2012 groundbreaking. The first of these protests, the so-called "Boot Print" tours, trespassed onto various areas within the footprint of the bypass. These protests gradually faded after construction began.

Tree sitters then began to occupy trees within the bypass construction area in January 2013, about one month before tree and brush removal began. The protests continued through the summer, until there were no more trees along the project route to occupy.

Other actions initiated by the protesters included chaining themselves to equipment and blocking trucks on the highway, while others chained themselves to the trucks or gathered at the local construction office to block employee access.

However, a strong show of support for the bypass also emerged, by those who backed construction of a new route. Counter-protests were sometimes staged on behalf of the bypass at the same time as rallies against it.

Due to the ongoing protests, CHP maintained a large presence on this project, paid for through the Construction Zone Enhanced Enforcement Program (COZEEP). This program is normally used to enhance work zone safety by reimbursing CHP to provide off-duty officers with vehicles to be present at each end of a work zone. Six officers within the six-mile project area were assigned around the clock to discourage trespassers, among them specially trained officers to safely remove tree sitters.

Lessons learned: COZEEP can be used rather than hiring private security for construction projects; it is important to provide safe access for media; and tree sitters may climb more than trees!

#### Cow vandalism?

While installing water lines on mitigation parcels for grazing cattle, a team of archeologists worked a day or two ahead of the trenching crew, looking for any potential cultural areas to avoid. They found an area that contained a concentration of chert, or stone flakes, left behind when Native Americans made stone tools. They used tall survey stakes to clearly mark the Environmentally Sensitive Area (ESA) so the trenching crew would avoid the site.

What the archeologists did not realize was there were cattle in another part of that field. The cattle wandered over to the survey stakes and did what bovines tend to do: they rubbed up against the stakes to scratch themselves, knocking them to the ground, and trampled them into the grass.

The trenching crew, assisted by a tribal monitor looking for any artifacts brought to the surface, had already trenched through the area when one of the stakes was spotted on the ground. Work stopped, and local tribes were notified of the mistake. Caltrans staff discussed the issue with the tribal monitor, and it was agreed that since no artifacts had been dug up, work should proceed with pipe laying and backfilling.

Lessons learned: The quick reporting to the local tribes kept the situation from escalating, but when local media found

out about the mistake, there was initial disbelief about the cattle. However, the issue was resolved because Caltrans was truthful early, owned the mistake, and explained the changes implemented so it would not happen again.

### **Falsework collapse**

It would be difficult to talk about Willits Bypass challenges without mentioning the falsework collapse that injured several workers. Falsework is the temporary structure that supports the concrete forms until the concrete hardens and the bridge can support itself.



These columns, or bents, rise over 20 feet to support the 1.1 mile viaduct. In all, 64 of these columns support the viaduct's roadway.

The 1.1-mile-long viaduct is the type of challenging project that every structural engineer wants in their work history. Built in eight frames, or segments, its foundations rest on friction piles (steel piles that do not extend into the bedrock) due to the very deep soils in that area of the valley. Designed to withstand large earthquakes, the viaduct crosses two local roads, several waterways and a 100-year floodplain.

On January 22, 2015, a section of falsework collapsed as it was being loaded with wet concrete.

Caltrans concluded that the falsework was not installed as shown on the approved falsework drawings provided by the contractor, that certification by the contractor's Engineer of Record's designated representative may have been ineffective, and that the collapse was rapid with no prior indicators of an emerging loss of stability.

Recommendations included:

- revising the Standard Specifications regarding delegation of certification of the falsework and timing of certification;
- evaluating the need for horizontal forces to be positively restrained; and
- providing internal training for reviewing best practices in design, construction and inspection of the falsework.

### **Late design change minimizes delays**

The bypass was scheduled to be a three-season project, breaking ground in the fall of 2012 and opening to traffic in the fall of 2015. However, after the first season it was clear that the protests had delayed the project schedule a full year, and the completion was changed to the fall of 2016.

After the second construction season, the continuing protests, a lawsuit against the project, and a temporary suspension of Caltrans' permit by the U.S. Army Corps of Engineers, it seemed the bypass would not open until fall 2017.

Another reason for the second year of delay was due to the original design of the north interchange. The bridge foundations were designed to require a full 300 days of settlement from the time the fill was placed before the bridges could be constructed. This lowered the cost for pilings, and was considered to be a good tradeoff when the original schedule allowed for the long settlement.

Facing approximately \$10-12 million in costs for a second year of delay, Caltrans' construction staff brainstormed with design staff to see if the foundations could be quickly redesigned to reduce the settlement time, saving significant time and money. Plans were modified to reduce the settlement time from 300 days to just 30, a change order for about \$3 million was initiated, and steel friction piles ordered. This change did add increased risk due to potential settlement issues, but paid off by paring the project delay to one year.

### *Mitigation and Relinquishment Work Will Be Completed Over the Next Few Years*



### **Challenges will continue**

The main Willits Bypass project has been completed, but there are several related projects still in progress. Mitigation and relinquishment work will be completed over the next few years. The main mitigation project is the largest of its kind ever to be designed and constructed by Caltrans. To make up for the approximately 40 acres of wetlands permanently impacted during construction of the bypass, as well as another 20 acres temporarily impacted, more than 2,000 acres of land were purchased to create and rehabilitate wetlands, improve riparian areas along creeks, remove non-native invasive plants, and re-plant almost 800,000 native species. After the mitigation is completed, the work will be monitored for 10 years to assure success. There are sure to be more challenges waiting to be met, and still more to be learned from this project.

Source: District 1 Chief Public Information Officer Phil Frisbie Jr. Reprinted from Caltrans Mile Marker, March 2017. To read the Newsletter go to:

<http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q1.pdf#>

# 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](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.**



## 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.**

## ANNOUNCEMENTS

### New California Law

**Assembly Bill 30, Alejo. School or athletic team names: California Racial Mascots Act.**

Existing law provides that it is the policy of this state to afford all persons in public schools equal rights and opportunities in the educational institutions of the state, as specified, and further prohibits, and provides remedies for, acts that are contrary to that policy.

This bill would establish the California Racial Mascots Act, which would prohibit public schools from using the term Redskins as a school or athletic team name, mascot, or nickname beginning January 1, 2017, subject to specified exceptions. The bill would also provide that this prohibition may not be waived by the State Board of Education. To the extent that this prohibition would impose additional duties on public schools, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

To view the entire bill go to:

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160AB30](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB30)



# 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](http://www.nijc.org/ttap_calendar.html)

## APRIL 2017

April 4-6  
**Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT): Innovative and Effective Partnering Conference**  
Sparks-Reno Convention Center  
Reno, NV

For more information go to:  
<http://projectteamintegration.com/innovative-effective-partnering/>

April 9-13  
**National Association of County Engineers (NACE) Annual Meeting**  
Duke Energy Convention Center  
Cincinnati, OH

For more information go to:  
<http://www.countyengineers.org/events/nace17/Pages/NACE17.aspx>

April 18-20  
**FTA 12th Annual Drug and Alcohol Program National Conference**  
Hilton New Orleans Riverside Hotel  
New Orleans, LA

For more information go to:  
<https://sites.ewu.edu/nwttap/2016/05/16/12th-annual-fta-drug-and-alcohol-program-national-conference-save-the-date/>

April 23-25



**APWA North American Snow Conference**

Iowa Events Center Hy-Vee Hall  
Des Moines, IA  
For more information go to:  
<http://www3.apwa.net/snow>

April 23-27  
**2017 Tribal Self-Governance Annual Consultation Conference**

Spokane Convention Center  
Spokane, WA  
For more information go to:  
<http://www.tribalselfgov.org/events/event/2017-tribal-self-governance-annual-consultation-conference/>

April 25-27  
**11th International Bridge and Structures Management Conference**

Sheraton Mesa Hotel at Wrigleyville  
West  
Mesa, AZ  
For more information go to:  
<http://onlinepubs.trb.org/onlinepubs/conferences/2017/11thInternationalBSM.pdf>

## MAY 2017

May 3-5  
**2017 California Transportation Planning Conference**

Walnut Creek Marriott  
Walnut Creek, CA  
For more information go to:  
<http://www.dot.ca.gov/transplanning/2017ctpc.html>

May 8-10  
**5th International Conference on Roundabouts**

Hyatt Regency Green Bay  
Green Bay, WI  
For more information go to:  
<http://www.cvent.com/events/5th-international-conference-on-roundabouts/event-summary-e41055e-aaabe48d9a23511bd91f9f3e2.aspx>

## JUNE 2017

June 11-15  
**Annual Community Transportation EXPO**

Cobo Center  
Detroit, MI  
For more information go to:  
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=4737>

## 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 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](http://pwx.apwa.net/PWX/Event_Details/PWX/Event_Details.aspx?hkey=65b9af03-ef6c-45eb-a0ef-0d0e19df57b2)

# 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](mailto: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  
4<sup>th</sup> & 5<sup>th</sup> 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 (NLTAPA)**  
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](http://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](http://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



## 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](mailto: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](mailto:rbowling@tmcc.edu)  
Program Director: Jim Nichols  
Phone: (775) 829-9022  
E-mail: [jnichols@tmcc.edu](mailto: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](http://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](http://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>

### **General Climate Change Information**

Arnold & Porter Climate Change Litigation Summary Chart

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

## **ENVIRONMENT AND CLIMATE CHANGE**

### **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](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/](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](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](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/](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/](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](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](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](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/](http://safety.fhwa.dot.gov/local_rural/training/fhwasa09019/)

### Nighttime Visibility Policy/Guidance

[http://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/](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/](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/](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](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/](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/](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/horcurves/](http://safety.fhwa.dot.gov/roadway_dept/horcurves/)

## **Unsignalized Intersection Safety Strategies**

To view the guide go to:

[http://ruralsafetycenter.org/wp-content/uploads/2016/06/intersection\\_guide12.pdf](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**

Work Zone Safety and Flagger 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/>

The National Work Zone Safety Information 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/>

## **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/](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>

## **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](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

# TRIBAL TRANSPORTATION RESOURCES

## SAFETY RESOURCES (Continued)

into the development of transportation policies and practices.

To view the guide go to:

[http://www.saferoutespartnership.org/media/file/Local\\_Policy\\_Guide\\_2011.pdf](http://www.saferoutespartnership.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.casaferoutestoschool.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](http://www.osha.gov/dte/outreach/construction/focus_four/index.html)

### LTAP/TTAP Safety Toolkit

To visit the website go to:

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

### 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/>

### 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>

### 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/ncsa/STSI/USA\\_WEB\\_REPORT.HTM](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/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/injviosa/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

To visit the website go to:

<http://animatedtrafficlaw.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 RESOURCES

## **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](http://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>

vides 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://tribalgovtaffairs.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](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](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>

## **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/>

## CONSULTATION

### **BIA-Tribal Leaders Directory**

Provides contact information for each federally recognized tribe. The electronic, map based, interactive directory also pro-

# TRIBAL TRANSPORTATION RESOURCES

## CONSULTATION RESSOURCES (Continued)

### **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_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.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. DOT**

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>

### **U.S. DOT**

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>

### **U.S. DOT-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/>

### **FHWA 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/>

### **FHWA 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/>

### **FHWA 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>

### **FHWA-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>

### **FHWA 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](http://www.ewu.edu/Documents/CBPA/NWTTAP/RuralGuidebookfinal_7_10_01.pdf)

### **FHWA**

Office of Planning, Environment, & Realty (HEP)

Livable Communities

To visit the website go to:

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

### **FHWA**

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/>

# TRIBAL TRANSPORTATION RESOURCES

## **FHWA**

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/>

## **FHWA**

Tribal Transportation Planning

To visit the website go to:

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

## **FHWA**

**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>

## **FHWA**

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>

## **FHWA**

National Transportation Atlas Database (NTAD) 2015 DVD.

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

## **FHWA-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>

## **FTA**

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

## **FTA**

**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](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>

## **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

# TRIBAL TRANSPORTATION RESOURCES

## MORE TRANSPORTATION RESOURCES (continued)

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.vtpi.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>

### Research and Innovative Technology Administration (RITA): University Transportation Centers

The Research and Innovative Technology Administration (RITA) coordinates the U.S. T with advancing the deployment of cross-cutting technologies to improve our Nation's transportation system. Within the Office of RD&T, the University Transportation Centers (UTC) program funds transportation research at 136 colleges and universities and provides the education and training needed to advance the nation's transportation system.

To view the UTC website go to:

<http://www.rita.dot.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](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 California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage 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 recommenda-

# TRIBAL TRANSPORTATION RESOURCES

## MORE TRANSPORTATION RESOURCES (continued)

tions to CalSTA regarding the design of a road usage charge pilot program.

To visit the website go to:

[http://www.catc.ca.gov/meetings/Committees/Road\\_Charge/Road\\_Charge.html](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](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 50<sup>th</sup> 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/>

# TRIBAL TRANSPORTATION RESOURCES

The FHWA has developed an extensive list of resources that 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>

## **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)**

Free web-based training:

The following updated training is available.

- Culvert Hydraulic Analysis and Design Program (HY-8) (WBT) 135094.
- Introduction to FRP Materials and Applications for Concrete course 130105A.
- National Traffic Incident Management Responder Training course 133126.
- 300093W Introduction to Earthquake Engineering is a web based prerequisite to 130093A Displacement-Based LRFD Seismic Analysis and Design of Bridges
- 132010A entitled "Earthquake Engineering Fundamentals" is a Web-based prerequisite to 132094A and
- 132094A entitled "LRFD Seismic Analysis and sign of Transportation Geotechnical Features" .
- 132094B entitled "LRFD Seismic Analysis and Design of Structural Foundations and Earth Retaining Structures".

2017 New and Updated Instructor-led Courses

To view the course details go to:

<http://www.nhi.fhwa.dot.gov/default.aspx>

## **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

# TRIBAL TRANSPORTATION RESOURCES

## PROGRAMS AND DEVELOPMENT (Continued)

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 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](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/tribalsafetyplan.pdf](https://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/tribalsafetyplan.pdf)

### 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](mailto:info@nationalrtap.org) or call 888-589-6821 to order.

### 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>

### Applying Knowledge Management

Knowledge Management is a formalized set of practices that can help a state DOT improve its organizational and workforce performance in the long term. Any leader of a group of people can apply knowledge management. Knowledge management aims to maximize the value from an organization's human capital. The following are two articles from the table of contents:

- [\*Knowledge, Teams, People, and Transportation Agen-\*](#)

# TRIBAL TRANSPORTATION FUNDING RESOURCES

*cies: Building a Successful, Productive Work Place Culture*, by Shane Brown and Andrew Lemer

- *Supporting Strategic Change with Knowledge Management: Washington State's Work in Progress*, by Leni Oman

From the TRB's bimonthly news magazine, *TR News September-October 2016*,

To view the entire publication go to:

<http://www.trb.org/Publications/Blurbs/175361.aspx>

## FTA Sponsored-eLearning Self-Paced Online Courses

From the Transportation Safety Institute

Free online courses:

*Safety Management Systems (SMS) Awareness*

*Curbing Transit Employee Distracted Driving*

*Fatigue and Sleep Apnea Awareness for Transit Employees*

To enroll in the courses go to:

<https://tsi-dot.csod.com/GlobalSearch/search.aspx?s=1&q=>

## 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://nijc.org/datasheets/ttap/TAP\\_ResourceList.asp](http://nijc.org/datasheets/ttap/TAP_ResourceList.asp)

### 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](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](mailto:barry@nijc.org) or [nijc@aol.com](mailto:nijc@aol.com) 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://nijc.org/datasheets/ttap/TTAP\\_ResourceList.asp](http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp)

## 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:

- 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.

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
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants.
- Illegal Disposal Site Abatement Grant Program. **FY 2017-18 announcement summer 2017.**
- Legacy Disposal Site Abatement Partial Grant Program. **FY 2017-18 announcement summer 2017.**

# TRIBAL TRANSPORTATION FUNDING RESOURCES

## FUNDING (Continued)

- Waste Tire Cleanup grants.
- Rubberized Pavement (TRP) Grant Program.
- Tire-Derived Aggregate (TDA) Grant Program.
- Tire Derived Product (TDP) Grant Program. **FY 2017-18 announcement spring 2017**

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

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

### 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 around 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/uploadedFiles/NDOT/About\\_NDOT/NDOT\\_Divisions/Planning/2016\\_NV\\_TAP%20Guidance.pdf](http://www.nevadadot.com/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Planning/2016_NV_TAP%20Guidance.pdf)

### 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](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 Enhancement Activities, Recreational Trails Program.

For more information go to:

[http://www.fhwa.dot.gov/environment/transportation\\_alternatives/](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 are 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. **Top 3 Criteria by Which Selection Committees Evaluate IDEA Proposals:**

1. **Innovation** -- Emphasize the innovation. Say it first, say it fast, and make it clear. What problem does your project address? How is your solution better than current practice?
2. **Benefits** -- Describe the expected benefits. Why is this project worth investing in?
3. **Science** -- Stick to the science. Be sure the research approach is sound and sensible.

For more information go to:

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

#### FHWA

#### Strategic Highway Research Program (SHRP2)

The objective of the SHRP2 Education Connection is to incorporate SHRP2 products into collegiate level lesson plans and curricula. FHWA anticipates awarding up to 10

# TRIBAL TRANSPORTATION FUNDING RESOURCES

cooperative agreements to help professors and instructors bring state of the practice solutions to their classrooms.

For more information go to:

<http://www.fhwa.dot.gov/goshrp2/>

## **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 and be assigned a rating of "Qualified" or "Not Qualified."

For more information go to:

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

## **Pedestrian and Bicycle Funding Opportunities**

FHWA updated the resource on Pedestrian and Bicycle Funding Opportunities / U.S. Department of Transportation Transit, Highway, and Safety Funds to account for the Fixing America's Surface Transportation (FAST) Act and provide more project examples. The table indicates potential eligibility for pedestrian and bicycle projects, notes basic program requirements, and links to program guidance.

Project sponsors should fully integrate non-motorized accommodation into surface transportation projects. Section 1404 of the FAST Act modified 23 U.S.C. 109 to require Federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so. For more information contact: [christopher.douwes@dot.gov](mailto:christopher.douwes@dot.gov).

To view the updated funding resource go to:

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

## **U.S. Department of Agriculture (USDA)**

### **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>

## **Department of Housing and Urban Development (HUD)**

### **Community Development Block Grant Program for Indian Tribes and Alaska Native Villages**

The purpose of the ICDBG program is the development of viable Indian and Alaska Native communities, including the creation of decent housing, suitable living environments, and economic opportunities primarily for persons with low and moderate incomes as defined in 24 CFR 1003.4. **Deadline to apply is May 18, 2017**

For more information go to:

<https://www.grants.gov/web/grants/view-opportunity.html?oppId=292331>





## NATIONAL INDIAN JUSTICE CENTER

5250 Aero Drive  
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Fax: (707) 579-9019  
Email: [nijc@aol.com](mailto:nijc@aol.com)  
Http://[www.nijc.org](http://www.nijc.org)

## NIJC SERVICES

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

# 20TH ANNUAL NATIONAL TRIBAL TRANSPORTATION CONFERENCE



WHEN

SEP 25-29, 2017  
7:00 AM



WHERE

Tucson, Arizona  
Tucson Starr Pass

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## ***WESTERN TTAP***

*For more details, please contact Western TTAP Coordinators*

*(707) 579-5507*

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