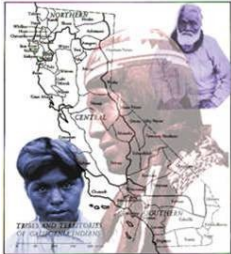


Tribal Transportation News



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Deadly Roads: An Analysis of Traffic Safety In or Near Indian Country in Humboldt County

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Introduction¹

Every year thousands of motorists die and millions more are injured on the nation's roadways. But while the overall rate of traffic-related injury and fatality has decreased over the past half-century due to improvements in road and vehicle design and traffic safety efforts, Native Americans continue to face a higher risk of traffic-related injuries and fatalities (Hilton 2006, Ganz et al., 2003). In California, between 2004 and 2009, while the overall number of fatal collisions decreased by almost 27%, fatal collisions involving American Indians *increased* by 30%.² In order to understand the reasons for this increase and to begin developing safety countermeasures, we need better data documenting the problem.

American Indian and Alaskan Native populations have the highest motor vehicle fatality rates in the U.S. (Pollack et al., 2012). These rates are significantly higher than any other racial or ethnic group, in all age categories. Gantz et al. find that the age-adjusted fatality rate from motor vehicle crashes is nearly twice as high for Native Americans as it is for whites (2003: 4). In 2012, the Centers for Disease Control and Prevention report that "motor vehicle crashes are the leading cause of unintentional injury for American Indian/Alaskan Natives ages 1-44" (Center for Disease Control and Prevention 2010). Rural Native American populations are at even greater risk for motor-vehicle-related fatalities (Grossman et al., 1997).

While there is research documenting the greater risk faced by Native Americans, less is known about the causes and rates of injury and fatalities in or near Indian Country. This study begins to explore this question by analyzing traffic incident data in Humboldt County, California. Located in northern California, Humboldt County is one of the few counties in California with lands owned and populated by three major Native American nations – the Hoopa, the Yurok, and the Karuk. Additionally, the county contains at least one new Native-owned casino.

It is likely that a combination of individual and environmental factors contribute to increasing the risk of traffic-related injury and fatalities in or near Indian Country (NIJC 2008, Ganz et al., 2003). Individual factors include impaired driving and low rates of seat belt and child safety seat use (Letourneau et al., 2008). Environmental factors include poor road quality and pedestrian presence on high-speed roadways. The presence of casinos, which serve alcohol and can bring congestion to roads unequipped to handle the increase in motor vehicle traffic, may also contribute to traffic-related fatalities (Cotti and Walker 2010).

Given the limited data sources available for this study, we were able to explore only a few of these factors. Specifically, we use quantitative and qualitative methods to document the number of fatalities and severe injuries involving youth, pedestrians, alcohol, driving while under the influence (DUI), and the presence of a newly built casino in Humboldt County. The key questions guiding this research are: 1) What is the rate of traffic collisions involving fatalities in or near Indian Country³ over a six year period (2004-2009) in Humboldt County? 2) How many of these collisions involve youth, pedestrians, alcohol, and DUI? 3) What is the effect of a new casino on the rate of collisions involving fatalities and severe injuries?

The results of this analysis, which will be shared with Native nations, document higher than average rates of severe traffic collisions in or near Indian Country, in addition to highlighting the need for better data collection.

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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 story-telling 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.



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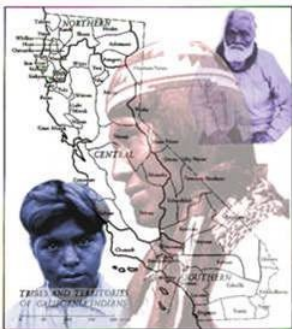
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American Indians To Receive First Round Of Payouts In \$3.4 Billion Settlement

By Frankie Barnhill, Northwest Public Radio

The federal government will pay a \$3.4 billion settlement with nearly 500,000 American Indians over government management of individual American Indian trust accounts. The settlement resolves claims of mismanagement of trust assets, including royalty payments for leases for oil, gas, timber and farm grazing.

In a Nov. 26 statement, Secretary of the Interior Ken Salazar outlined the implementation of the Cobell Settlement, including a \$1.5 billion fund to be distributed to the class action lawsuit members for "accounting and potential trust fund and asset mismanagement claims," and \$1.9 billion for a land consolidation program that lets owners voluntarily sell individual land interests that have fractionated--been split among owners over successive generations.

Checks to individuals for around \$1,000 are the first part of the settlement and will likely start arriving before the year's end. A second distribution of funds will begin afterwards for those that have or should have received income from trust land.

Salazar notes that up to \$60 million of the settlement can be set aside for scholarships to help American Indians and Alaska Natives attend college or vocational school.

The agreement was announced on Dec. 7, 2009 and was approved by Congress on Nov. 30, 2010 as part of the Claims Resolution Act of 2010. Obama signed the legislation on Dec. 8, 2010. The settlement has been upheld throughout the appeals process and is now active as the final appeal expired Nov. 24, 2012.

Elouise Cobell, the lead plaintiff in the case and a member of the BlackFeet Nation, began the suit in June 1996 but died last year. At the time, President Obama credited her work with providing the framework for scholarships, land ownership controls, and improved relations between the federal government and native tribes.



(Continued from page 1)

Background

A map of Native American tribal land in California was used to select a suitable county for analysis. After consulting with Joseph Myers, a professor of Native American Studies at UC Berkeley and Executive Director of the National Indian Justice Center, we selected Humboldt County as the area of study. Located on the northern coast of California, Humboldt County is densely forested, mountainous and mostly rural. The county has two primary population centers, the cities of Eureka (pop. 45,034) and Arcata (pop. 17,231). Native Americans make up 6% of the county's total population (134,623).⁴ In addition to five rancherias,⁵ three Indian reservations lie within the county's borders. The Hoopa Valley Indian Reservation, the largest Indian reservation in the state of California, spans 141.087 square miles along the Trinity River. According to the 2000 Census, 2,633 Hoopa live on the reservation.⁶ Members of the Yurok tribe, which is the largest Native nation in California with 5,000 enrolled members, live in several rancherias throughout Humboldt County.⁷ Depending on the source, the Karuk tribal lands range from 1.12 to several square miles. The Karuk tribe is estimated to have 506 members.⁸ Traffic incidents in or near the Hoopa, Yurok, and Karuk reservations are the focus of the analysis below. (See Figure 1.)

Roads that run through the Hoopa Reservation are subject to a complex mixture of regulation. Some roads are maintained and regulated by the state of California, while others are maintained and regulated by Humboldt County, the Bureau of Indian Affairs (BIA) or the tribe itself. State Route 299 runs northeast from the city of Arcata on the coast to Willow Creek inland, where it intersects with State Route 96, which turns north and cuts through the center of the Hoopa Reservation. As the findings below will show, these state highways are the locations of a majority of the fatal collisions in and near the reservation. In addition, there are five main arterial routes in the area that are maintained by Humboldt County. A majority of the local roads that serve Hoopa residents were built by the BIA and are now maintained by the tribe. Most of the local roads maneuver through mountainous timberland. Law enforcement is provided by both the Humboldt County Sheriff's Department and Hoopa tribal police.

According to the Hoopa Valley Transportation Plan, eight of the 29 roads in the Hoopa Tribe's Indian Reservation Road (IRR) System are deemed to be in poor condition.⁹ Signage is most consistent on State Highway 96, and becomes scarce on the rest of the county roads that run through Hoopa lands. While striping on major roads is in good condition, striping is found to be faded on many of the minor roads. A bus system used by the elderly and school children runs throughout the Hoopa reservation. Average Daily Traffic (ADT) on Hoopa roads ranges from 20 vehicles to 800 vehicles with an average of 170 vehicles per day. Most roads have peak hour volumes of below 100 vehicles per hour (Hoopa Valley Tribe, Office of Research 1996).

State Route 169 runs along the Yurok reservation, which is located along the Klamath River in Humboldt County. Similar to the state highways running through the Hoopa Reservation, State Route 169, as the findings below will show, is the scene of most fatalities in and around Yurok land. The Yurok tribe works with the Hoopa tribe to provide a transit system in the area; weekday transit services take passengers from the city of Willow Creek to Wautec Road.¹⁰ The Yurok completed an IRR inventory of their roads in 2009; however, we were not able to obtain data about these roads and the condition of the transportation infrastructure.

The Karuk Tribe resides on rancherias north of the Hoopa reservation near State Route 96 and the Six Rivers National Forest. The Siskiyou Transit and General Express (STAGE) provides transit services to the Karuk Tribe and was recently

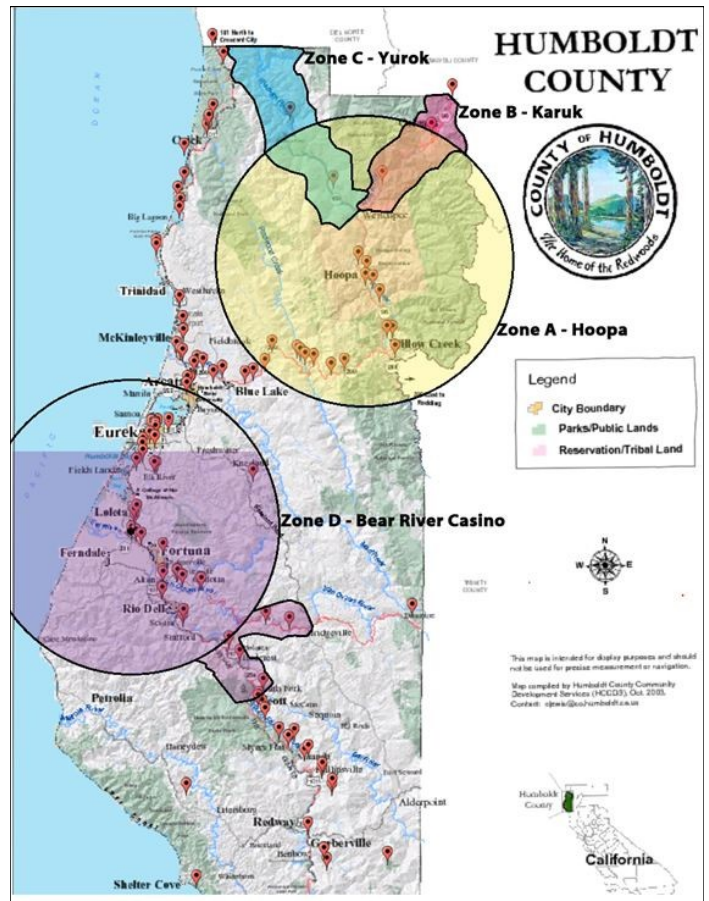


Figure 1: Traffic Fatality and Severe Injury Analysis Zones.

Note: Each pin represents one fatal or severe traffic incident.

expanded to take passengers between Happy Camp near State Route 96 to Yreka and the Orleans community.¹¹ We were not able to obtain information about whether an IRR system exists for the Karuk Tribe and what the conditions of the roads and other transportation infrastructure near the rancherias are.

Methodology

We combined quantitative and qualitative methods to provide a more complete picture of issues involving traffic safety in or near Indian Country in Humboldt County. To understand the scope of traffic collisions in the county, we used the Transportation Injury Mapping System (TIMS).¹² Developed by researchers at the Safe Transportation Education Center (SafeTREC) at the University of California at Berkeley, TIMS provides data and mapping analysis tools that can be used to geocode and display pin maps in Google Maps of collisions included in the Statewide Integrated Traffic Records System (SWITRS). SWITRS is an online database that contains data gathered from a collision scene by California Highway Patrol (CHP) officers.¹³

After collecting aggregate data for fatalities and severe injuries for the years 2004-2009, we mapped these incidents onto Humboldt County using TIMS. We then overlaid this map onto a map of Hoopa, Yurok and Karuk lands to determine the proximity of these collisions to Indian Country. (See Figure 1.) We also analyzed the data for incidents by age, driving while under the influence, alcohol related incidents, and pedestrian involvement for each of the six years between 2004 and 2009.¹⁴

Researchers point to systemic underreporting of traffic collisions on tribal lands and a lack of tribal-level data about traffic collisions (Poindexter 2004, Bailey and Huft 2008, Sullivan and Martin 2009). One reason for underreporting, they argue, is that Native tribes in most states do not fall under the jurisdiction of state law, and therefore are not required to submit crash reports to the state reporting systems. Other barriers to reporting include insufficient tribal law enforcement capacity, lack of standardization in reporting methods, lack of access to software and technical support required to add data to the statewide database, and strained tribal-state relations (Bailey and Huft 2008). To better understand the underlying issues of traffic safety, and to explore the extent to which traffic incidents might be underreported in SWITRS, we conducted over-the-phone interviews with officials at Caltrans, members of the Hoopa and Yurok Tribal Police, and Karuk tribal officers (the Karuk do not have a tribal police). We also held an in-person meeting with experts at SafeTREC to seek advice for using the TIMS database and general guidance regarding the research design.

To measure the impact that a new casino might have on traffic fatalities, we identified the Bear River Casino, a relatively new casino owned and operated by the Bear River Band of the Rohnerville Rancheria and located on the western edge of Humboldt County just off of Highway 101. We then measured the number of fatalities that occurred within 15-20 miles of the casino in the year before it opened (2004) and in the 5 years after it opened (2005-2009), and compared these numbers with county-wide numbers.

Description of Analysis Zones

Zone A in Figure 1 is the analysis zone for the Hoopa reservation. It includes the Hoopa Reservation and a 15-mile radius around it. Zones B and C are analysis zones for the Karuk and Yurok, respectively. In or near Indian Country is defined as the combination of Zones A, B, & C.

Zone D in Figure 1 indicates the analysis zone around the Bear River Casino. It includes the city of Fortuna and the Rohnerville Airport but not the city of Eureka. We chose to exclude Eureka from the zone of analysis in order to minimize the confounding influence of traffic incidents in the most populated city in the county. Five additional miles of Highway 101 and of Route 36 heading south of the casino were included as well.

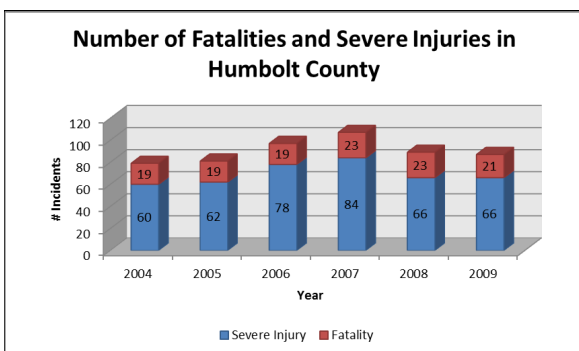


Figure 2: Fatalities and Severe Injuries in Humboldt Co., 2004-2009

Findings

A. Quantitative Analysis using SWITRS-TIMS

Figure 2 indicates the aggregate number of all reported traffic incidents involving fatalities and severe injuries in Humboldt County from 2004-2009. Over this six year period, fatalities and severe injuries increased from 19 to 21 and 60 to 66, respectively. There is a peak for both types of collisions in 2007, when fatalities were 23 and severe injuries were 84.

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Table 1 presents the number of fatalities in Humboldt County from 2004 to 2009 involving pedestrians, driving while under the influence, by age, and by age with alcohol involved. From 2004 to 2008, nearly a third of all fatalities involved a DUI violation. The number of fatal collisions involving young people (25 years or younger) ranges from a low of 2 in 2004 to a high of 5 in 2008. In 2007, 43% of all fatal collisions in Humboldt County involved young drivers, one of which involved alcohol.

We also measured the number of collisions involving pedestrians in Humboldt County. Between 2004 and 2009 (the last year of available data), the CHP reported 14 fatal or severe collisions involving pedestrians.

Table 1: Traffic Fatalities in Humboldt County from 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Total	19	19	19	23	23	21
Vehicle/Pedestrian Collision	2	2	2	2	3	3
DUI Violation	6	6	6	6	8	0
Age of Deceased 0-17	1	2	1	2	0	1
Age of Deceased 18-25	3	6	3	8	7	3
Age of Deceased 26-45	13	6	11	15	14	9
Age of Deceased 46-64	4	12	9	8	8	10
Age of Deceased 65+	4	3	1	3	3	4
Age of Deceased 0-17 with Alcohol Involved*	1	1	0	0	0	1
Age of Deceased 18-25 with Alcohol Involved*	1	3	0	1	5	1
Age of Deceased 26-45 with Alcohol Involved*	5	1	3	4	8	7
Age of Deceased 46-64 with Alcohol Involved*	1	3	2	2	4	3
Age of Deceased 65+ with Alcohol Involved*	1	2	0	0	1	2

*The National Highway Transportation Safety Administration (NHTSA) defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a non-motorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration of 0.01 grams per deciliter or above. NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the accident report that there is evidence of alcohol present, however, this does not necessarily mean that a driver or non-motorist was tested for alcohol. (National Highway Traffic and Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia, <http://www-fars.nhtsa.dot.gov/Help/Terms.aspx>).

Table 2 takes a closer look at the number of traffic fatalities and severe injuries reported in or near Indian Country. Traffic fatalities in these areas increased from 2 in 2004 to 7 in 2009, with a peak of 12 fatalities in 2008. The same trend appears for the number of collisions involving severe injuries, which more than doubled (from 6 to 13) over the six year span. The Hoopa are especially impacted by these types of collisions. Over 95% of fatal and severe collisions reported in or near Indian Country occurred on or near Hoopa land, an area that spans 141¹⁵ square miles and is equivalent to 4% of Humboldt County's land area.¹⁶

We also find that there is an overrepresentation of collisions occurring in or near Indian Country in Humboldt County. The lands of the Hoopa, Karuk and Yurok nations (including a 15-mile radius around Hoopa lands) amount to less than 25% of Humboldt County's total land mass (3,572 square miles). However, this area was the site of 33% of all fatalities in 2009, and over 50% of the county's fatalities in 2008. These numbers are especially alarming when one considers that much of the Hoopa, Karuk, and Yurok lands are rural, where we would expect low population density and little traffic.

Table 2: Number and Percent of Fatalities and Severe Injuries in or near Indian Country, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal	2	5	3	5	12	7
Fatal (%)*	10.5	26.3	15.8	21.7	52.2	33.3
Severe	6	12	14	12	12	13
Severe (%)*	10.0	19.4	17.9	14.3	18.1	19.7

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

Tables 3 and 4 present the number and percent of fatalities and severe injuries in or near Indian Country involving DUI and youth, respectively. While these collisions amount to only single digits each year, there is still cause for concern. In 2008, half of all fatal DUI collisions in Humboldt County occurred in or near Indian Country. (There is an anomaly in 2009, where zero incidents involving DUI were reported.)

Table 3: Number and Percent of Fatalities/Severe Injuries in or near Indian Country Involving DUI, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal DUI	1	1	0	1	4	0
Fatal DUI (%)*	16.7	16.7	0	16.7	50.0	0
Severe DUI	1	3	6	5	2	0
Severe DUI (%)*	6.3	17.6	30.0	16.7	9.5	0.0

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

We also find higher rates of fatal and severe injury traffic incidents involving youth (age 0 to 25) in or near Indian Country. In 2008, six out of seven (85.7%) of all fatalities involving youth in Humboldt County occurred in or near Indian Country, and between 2006 and 2009, on average half of all fatal collisions involving youth in Humboldt County took place in or near Indian Country. Moreover, the number of fatal or severe incidents involving youth in or near Indian Country increased over the six year period from a low of 3 in 2004 to three times that number in 2008.

Table 4: Number and Percent of Fatalities/Severe Injuries Involving Youth in or near Indian Country, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal involving Youth	0	0	2	3	6	1
Fatal involving Youth (%)*	0	0	50.0	33.3	85.7	25.0
Severe involving Youth	3	6	5	6	3	4
Severe involving Youth (%)*	12.0	23.1	16.1	17.1	18.6	20.0

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

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B. Casino Case Study Analysis

Table 5 indicates the number of fatalities within a 15-20 mile radius¹⁷ of the Bear River Casino between 2004 (one year before the casino opened) and 2009. In 2004, just over 30% of all fatalities in Humboldt County occurred within a 15-20 mile radius of the Bear River Casino prior to its opening (in August 2005). Fatalities decreased in 2005 and again in 2006, the first full year the casino was open. In 2007, two years after the casino opened, the number of fatalities had increased to 10, representing 43.5% of all traffic fatalities in Humboldt County and a 67% increase in the number of fatalities in this area compared to 2004. Also in 2007, all of the vehicle-pedestrian collisions reported in Humboldt County (N=2) occurred within a 15-20 mile radius of the Bear River Casino.

Table 5: Traffic Fatalities within a 15-20 mile radius of the Bear River Casino, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal	6	5	1	10	3	5
Fatal (%)*	31.6	26.3	5.3	43.5	13.0	23.8
Fatal Vehicle/Pedestrian	1	0	0	2	1	1
Fatal Vehicle/Pedestrian (%)*	50.0	0	0	100.0	33.3	33.3
Fatal DUI	1	2	1	1	0	0
Fatal DUI (%)*	16.7	33.3	16.7	16.7	0	0

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

Implications

While the relatively limited amount of data from this pilot study prevents us from drawing broad claims about the risk of severe or fatal traffic incidents in or near Indian Country, the data do point to several significant trends.

1. Fatal Collisions in or near Indian Country are on the Rise

The data presented in this study indicate that the percentage of fatal collisions in or near Indian Country is rising, accounting for over 50% of the county's fatal collisions in 2008. This is especially alarming when one considers that fatality rates are on the decline nationally. The overrepresentation of fatal traffic incidents in or near Indian Country in Humboldt County should be studied further to identify the causes that contribute to this higher rate and to identify strategies for reducing it. Rates were considerably lower in 2009, but it is too soon to know if they are trending down.

2. Fatal and Severe Collisions in or near Indian Country Involving Youth are Increasing

Traffic fatalities and severe collisions involving youth are significantly higher in or near Indian Country than in other areas of Humboldt County, and this trend is growing. Between 2004 and 2008, the number of fatalities involving youth in or near Indian Country went from 0 to 6, and between 2004 and 2007 the number of severe injury incidents involving the same population doubled (from 3 to 6). In 2004 fatal and severe traffic incidents involving youth in or near Indian Country accounted for 10.7% of all fatal and severe collisions in Humboldt County. By 2008, that number was nearly four times as large (39.1%). Determining the reason for this increase requires further study of the behavior of young drivers, the road conditions in these areas, and other potential contributing factors. Again, rates were considerably lower in 2009, but it is too soon to know if they are trending down.

3. Effect of Casino: Short-term Increase in Traffic Fatalities

The findings presented above suggest that a new casino may contribute to an increase in traffic fatalities, at least within the first few years of a casino's opening. In 2004, the year before the Bear River Casino opened, traffic fatalities in the area accounted for 31.6% of the total number of fatal collisions in Humboldt County. By 2007, two years after the casino opened, that number had increased to 43.5%, with 10 traffic fatalities reported within a 15-20 mile radius of the casino. In 2008 and 2009, the number of fatalities in the area had dropped. In 2008 and 2009, fatal collisions in the area of the Bear River Casino accounted for only 13% and 23.8%, respectively, of the total number of fatal collisions in the county. This suggests that the two-year period after a casino opens may be an especially dangerous time with regard to traffic collisions. More study needs to be done to determine both the causes of the increase in the two years immediately following the casino's opening and the causes of the decrease in fatalities in years three and four. Attention also needs to be paid to vehicle-to-pedestrian collisions. As noted above, in 2007 100% of pedestrian fatalities in Humboldt County occurred in the vicinity of the Bear River Casino; in 2008 and 2009 a third of all pedestrian fatalities in the county occurred near the Bear River Casino.

In summary, at the same time that traffic fatalities at the national level are decreasing, fatal and severe collisions in Humboldt County, and especially in areas in or near Indian Country, are increasing. This trend reflects a growing danger and suggests a need for immediate steps to be taken to increase traffic safety in these areas.

Next Steps

Below we suggest next steps that might be taken to improve traffic safety in Indian Country.

1. Identify Hotspots

Using the TIMS data, identify hotspots (i.e., places where a number of collisions have occurred) and visit these sites. Analyze the traffic volumes, road conditions, traffic control devices (signage, signals, stop signs and other traffic management controls), primary trip purposes, and times of travel of travelers on these roadways to identify factors that may contribute to high rates of traffic incidents in these areas. This data can be used to request federal and state financial assistance to improve road conditions and add better signage to these areas.

2. Work with Tribal Police to Document all Traffic Injuries

One officer of the Yurok Tribe told us that while motor-vehicle incidents involving fatalities and severe injuries are regularly reported to the California Highway Patrol (CHP), many incidents involving minor injuries are not. The officer said there are several reasons for this: drivers do not want the state to be involved; some drivers are not aware that they should report a collision; and some drivers may not have licenses or may have had their licenses revoked and therefore do not want to report the collision. Thus, while the fatality and severe injury data presented in this report are likely to be accurate, it is also likely that minor incidents in or near Indian Country are underreported. To provide a true picture of the risk of traffic incidents (both minor and severe/fatal) in these areas, researchers should conduct qualitative interviews with representatives of Native nations (tribal members and officers and tribal police) in areas in Indian Country where there appear to be the greatest density of accidents and injuries. Researchers should also work with tribal police to document the problem, including assisting with developing methods for data gathering.

3. Work with Tribal Members to Develop Better Analysis of Risk Conditions and Safety Efforts

Researchers have found that when compared to all other ethnic groups, Native Americans "fare significantly worse across traffic safety outcomes and incidence of motor vehicle fatalities." Yet, in spite of this disparity, "fewer traffic safety efforts specifically target Native Americans" (Ganz et al. 2003: 10). The data in this report will be shared with tribal members as a first step in collaboratively developing better analysis that identifies the individual and environmental causes leading to traffic injuries in or near Indian Country, in addition to developing safety education programs that target Native populations in Humboldt County.

4. Expand to a Statewide Study

Analysis of traffic incidents in Humboldt County is a first step in documenting the greater risk of injury from motor-

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vehicle traffic incidents in or near Indian Country. This analysis needs to be extended to the rest of the state, and the results of this analysis should be shared with all Indian nations of California.

Footnotes

- ¹We wish to thank David Minkus and Deborah Lustig for their comments on an earlier draft of this document.
- ²National Highway Traffic and Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia, <http://www-fars.nhtsa.dot.gov>.
- ³For the purpose of this report, we define “in or near Indian Country” to be within a 15 mile radius of Indian lands.
- ⁴United States Census Bureau website, State & County QuickFacts, Humboldt County, California, <http://quickfacts.census.gov/qfd/states/06/06023.html>.
- ⁵Blue Lagoon Rancheria, Blue Lake Rancheria, Rohnerville Rancheria, Table Bluff Rancheria, and Trinidad Rancheria.
- ⁶Hoopa Valley Indian Tribe website, <http://www.hoopa-nsn.gov/government/statistics.htm>.
- ⁷Yurok Tribe website, <http://www.yuroktribe.org/culture/culture.htm>.
- ⁸United States 2010 Census Data website, <http://2010.census.gov/2010census/data/>.
- ⁹Indian Reservation Roads (IRR) is a federal database of public roads that provide access to and from Indian reservations. The IRR program is administered by the Federal Highway Administration (FHWA) and facilitates design, construction, and maintenance of these roads.
- ¹⁰Yurok Tribe website, http://sixriversgraphicdesign.com/Yurok/Planning/Transportation_Program.htm.
- ¹¹Karuk Tribe website, <http://www.karuk.us/karuk/departments/transportation>.
- ¹²Transportation Injury Mapping System website, <http://tims.berkeley.edu/>.
- ¹³California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) website, <http://www.chp.ca.gov/switrs/switrs2000.html>.
- ¹⁴We were not able to include ethnicity in our analysis because SWITRS/TIMS does not include ethnicity data. The National Highway Traffic Safety Administration maintains a Fatality Analysis Reporting System (FARS), which does include ethnicity data. However, FARS does not have a mapping tool, and thus we were unable to use FARS data in our analysis. Further research is needed to map by hand the locations of the fatal incidents reported in FARS.
- ¹⁵Hoopa Valley Indian Tribe website, <http://www.hoopa-nsn.gov/government/statistics.htm>.
- ¹⁶Hoopa Valley Indian Reservation Transportation Plan, <http://ceres.ca.gov/planning/hoopa/transportation.html>
- ¹⁷A distance of 20 miles was used when measuring collisions on freeways leading to the casino from the south. As noted in the description of Zone D above, the city of Eureka, which lies approximately 10 miles north of the Bear River Casino, was not included in the zone of analysis in order to minimize confounding variables.

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Yurok Implement Car Safety Laws

By Triplicate Staff, Del Norte Triplicate

The Yurok Tribal Council recently passed a vehicle ordinance that includes the adoption of California's primary seat belt and child safety seat laws on the Yurok Reservation. The seventh California tribe to embrace these laws, the Yurok Tribe critically needed a means to address the high rate of motor vehicle crash-related injuries and fatalities that occur on and near the Yurok Reservation, the tribe said in a press release.

Adoption of the law empowers tribal police officers to enforce seat belt and child safety seat laws on the reservation, which was not previously being done. There is often confusion over agency jurisdiction for patrolling on tribal lands, which can reduce regular patrolling on tribal lands by city, county or state law enforcement and lead to low seat belt and child safety seat use, the tribe said.

According to data collected by the California Rural Indian Health Board's Injury Prevention Program in 2011-12, the seat belt use rate on the Yurok Reservation is 75.2 percent, more than 20 percentage points lower than the state rate of 96.2 percent. The child safety seat use rate is even more alarming at 53 percent, more than 40 percentage points lower than California's rate of 94.4 percent, the tribe said. The reservation averages well over 100 motor vehicle crashes a year, and nearly half of these result in injury or death, the tribe said.

The CRIHB Injury Prevention Program, together with the Yurok Tribal Police Department, was awarded a four-year grant (2010-2014) through the CDC. The project, titled "Buckle up Yurok," encourages seat belt and child restraint use on the Yurok Reservation. Activities of this program include child passenger safety training, child safety seat distribution, and advocating for legislation for primary seat belt and child safety seat laws. During the first two years of the project, CRIHB staff worked with the Yurok Tribal Police Department to encourage community support for the recently passed vehicle ordinance.

Moving forward, the "Buckle Up Yurok" staff and the tribal police are collaborating to develop a diversion program to implement within the Yurok Tribal Court. This program would offer violators the opportunity to attend a motor vehicle and child passenger safety classes in lieu of fines.



Humboldt Tribes One Step Closer to Getting HCAOG Seat; Transportation Panel Reviews New Member Criteria

By Megan Hansen, The Times Standard

Members of the county's transportation panel made progress in outlining desired criteria for adding a tribal seat to its board, but the final stipulations have yet to be approved. The Humboldt County Association of Governments board -- which is largely responsible for Humboldt County transportation projects -- reviewed a list of nine criteria developed in previous board discussions. The criteria are aimed at making potential new members to the board, like tribes, as equal as possible to existing members.

Fortuna Mayor Douglas Strehl said Fortuna wants to make sure any tribal seat is subject to all the same laws and regulations as any other elected official. The HCAOG board is currently made up of elected officials from Fortuna, Humboldt County, Ferndale, Arcata, Rio Dell, Blue Lake, Trinidad and Eureka. "That government person sitting here should be as equal as us," Strehl said.

Local tribes have wanted a seat on HCAOG since the 1980s and have petitioned the board numerous times to include them. The Hoopa Valley Tribe was denied membership in 2008, when the California Office of Legislative Counsel -- a nonpartisan public agency that prepares legal opinions -- stated the tribe's membership in the agency wasn't mandatory.

Concerns about whether the tribes would be subject to the same laws as the other board members have been unresolved until now. HCAOG has been working with the North Coast Tribal Transportation Commission for more than a year on developing appropriate membership criteria after Assembly Bill 307 passed. The bill designated federally recognized tribes as public agencies that can participate in joint powers authorities, such as HCAOG.

Trinidad Rancheria CEO and tribal transportation commission Chairwoman Jacque Hostler said the idea is to have Humboldt's eight tribes form a joint powers authority -- an agency governed by state law that is made up of multiple smaller agencies, which have joined together to address similar issues -- from which one person would sit on the HCAOG board and represent all the tribes. She said the North Coast Tribal Transportation Commission is looking at the possibility of transforming into a JPA. "Once the criteria is decided on, then we can go back and begin to develop the rules of our JPA," Hostler said. She said the Blue Lake, Trinidad, Yurok, Karuk and Hoopa tribes are especially interested in the concept. The Big Lagoon, Wiyot and Bear River Tribes have been somewhat interested.

Forming a JPA is the first criteria outlined by HCAOG. The second criteria is that the tribal representative shall be an elected official. The third criteria is that the representative shall be personally subject to open meeting laws, also known as the Brown Act, in regards to HCAOG business. During Thursday's meeting, the HCAOG board added in that the JPA shall be subject to the Brown Act, too, but not the tribes themselves.

Campaign contributions were a hot topic that was discussed as part of the fourth criteria. The HCAOG board decided that tribes and JPAs shouldn't make campaign contributions to individuals running for the Humboldt County Board of Supervisors or city councils, in an effort to not sway fellow board members. The fifth criteria states each HCAOG member agency shall make sure their representatives don't accept tribal campaign contributions. Hostler said that shouldn't be a problem. "We have consensus from the main tribes involved that they're willing to limit campaign contributions in Humboldt County," Hostler said. Individual tribe members wouldn't be part of this rule, nor would tribal businesses like casinos. Hostler said casinos are a separate business and shouldn't be included in the restriction. "That'd be like limiting Green Diamond from making contributions," Hostler said about the private timber company.

The sixth through eighth criteria items state members shouldn't vote on Regional Housing Needs Assessment funding if they're not direct recipients of housing allocations, each JPA or member agency shall maintain more than five miles of public roadways, and each member agency shall have at least 300 people residing in its jurisdiction. HCAOG counsel David Tranberg said the number of miles of roadway and population restrictions would apply to the JPA as a whole, not the individual tribes or members. He mentioned that since most community services districts don't maintain roads, they wouldn't be allowed to apply for an HCAOG seat. "We're trying to identify criteria that'll stand the test of time," Tranberg said.

The ninth criteria is that tribes must agree to a limited waiver of sovereignty, which they already do when completing joint projects with the county.

The HCAOG board decided to add in a tenth criteria item that involves making member JPAs as transparent as possible, while also respecting tribal rights. Strehl and Arcata City Councilwoman Susan Ornelas said they'd like to see the JPA subject to the Public Records Act, Political Reform Act and other public interest laws. Tranberg said these laws don't necessarily apply to the tribes, according to a state legislative analyst's opinion from 2007. He said HCAOG staff might want to ask the legislative analyst for an updated opinion.

(Continued on page 13)

RECENT TRANSPORTATION LEGISLATION

(Continued from page 12)

Hostler said asking for an updated option could delay the process for another six to nine months. She said she personally believes it's fine if the criteria include more transparency stipulations, but that she'd double check with the tribes. "I would rather be compliant with these acts," Hostler said. "People are going to ask for our records. It's not going to serve any purpose to hide anything."

A revised list of criteria with updated information will be presented to the HCAOG board for approval at a future meeting. Once the criteria are approved, the board must also separately approve adding a tribal seat to the board.

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

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

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

STATE LEGISLATION



CALIFORNIA LEGISLATION

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

The 162nd 2013-2014 session convened on December 3, 2012

New Laws Report 2010-2012

To view the report go to:
<http://www.leginfo.ca.gov/pdf/BillsEnactedReport2011.pdf>

For new laws for 2013 go to:

<http://www.californiality.com/2010/12/new-california-laws-2011.html>

California Booster Seat Laws 2013



The new **Child Car Seat Installation, Inspection & Instruction Law**, effective in 2013, helps parents and guardians make sure kids' car seats are installed safely.

State law requires every public or private hospital, clinic, or birthing center, at the time of the discharge of a child, to provide information on the current law requiring child passenger restraint systems to the parents or the person to whom the child is released.

AB 1452, which takes effect January 1, 2013, adds a requirement that parents be notified and informed about where, and at no cost, the child passenger restraint system can be inspected and proper installation instruction can be given.

A child under 8 years of age who is 4'9" inches in height or taller may use a safety belt rather than a child safety seat or booster seat.



NEVADA LEGISLATION

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

The 77th session begins February 4, 2013

New laws from the 76th (2011) Session:

Go to: <http://www.leg.state.nv.us/Session/76th2011/Reports/AllPassedBills.cfm>



FEDERAL LEGISLATION

(For more information go to: <http://Thomas.loc.gov>)

The 113th Session convened on January 3, 2013.

TRANSPORTATION EVENTS CALENDAR

Please visit the **National Indian Justice Center** web site to view more upcoming transportation events. Go to: www.nijc.org/ttap_events.html

JANUARY 2013



January 13-17
Transportation Research Board (TRB) 92nd Annual Meeting
Washington Wardman Park, Omni Shorham, and Hilton Hotels
Washington, DC
For more information go to:
<http://www.trb.org/AnnualMeeting2013/AnnualMeeting2013.aspx>

FEBRUARY 2013

February 5-8
World of Concrete
Las Vegas Convention Center
Las Vegas, NV
For more information go to:
<http://www.worldofconcrete.com/>

February 7-9
12th Annual New Partners for Smart Growth Conference
Kansas City Convention Center
Kansas City, Mo
For more information go to:
<http://www.newpartners.org/about/about-the-event/>

February 9-13
National Asphalt Pavement Association Annual Meeting
The Phoenician
Scottsdale, AZ
For more information go to:
<http://www.asphaltpavement.org/>

February 10-13
International Erosion Control Association (IECA) Annual Convention
Town and Country Resort & Convention Center
San Diego, CA

For more information go to:
<http://www.ieca.org/conference/annual/ec.asp>

February 22-26
American Traffic Safety Services Association (ATSSA) 43rd Annual Convention and Traffic Expo
San Diego Convention Center
San Diego, CA
For more information go to:
<http://www.atssa.com/2013Convention.aspx>

MARCH 2013

March 3-6
Institute of Transportation Engineers (ITE) Technical Conference and Exhibit
Sheraton San Diego Hotel & Marina
San Diego, CA
For more information go to:
<http://www.ite.org/>

March 18-20
Design-Build in Transportation Conference
Hilton Walt Disney World
Orlando, FL
For more information go to:
<http://www.dbtranspo.com/>

March 19-21
World of Asphalt 2013
Henry B. Gonzalez Convention Center
San Antonio, TX
For more information go to:
<http://www.worldofasphalt.com/>

APRIL 2013



April 7-10
2013 American Public Works Association (APWA) North American Snow Conference
Charlotte Convention Center
Charlotte, NC
For more information go to:
<http://www.apwa.net/snow>

April 14-16
2013 Transportation Finance and Mileage-Based User Fees Symposium
Doubletree by Hilton Hotel Philadelphia Center City
Philadelphia, PA
For more information go to:
<http://www.ibtta.org/Events/content.cfm?ItemNum=6308&RDtoken=61664&userID=>

April 21-25
National Association of County Engineers (NACE) Annual Conference
Des Moines Marriott Downtown
Des Moines, IA
For more information go to:
<http://countyengineers.naco.org/events/annualconf/Pages/NACE2013.aspx>

MAY 2013

May 13-15
2013 Sustainability in Public Works Conference
San Diego, CA
For more information go to:
<http://www.apwa.net/sustainability>



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.

Central Federal Lands Highway Division

Federal Highway Administration
12300 West Dakota Ave.
Lakewood, CO 80228
(720) 963-3500

<http://www.cflhd.gov/index.cfm>

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.



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.



Federal Transit Administration

1200 New Jersey Avenue, SE
4th & 5th Floors East Building
Washington, DC 20590

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

FTA Region 9 Offices

Federal Transit Administration
201 Mission Street Suite 1650
San Francisco, CA 94105
(415) 744-3133

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

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

Rural Transit Assistance Program (RTAP)

The mission is to address the needs of rural, small urban and tribal transit operators across the nation.

Union Station Business Center
Ten G Street NE, Suite 710
Washington, DC 20002
Main: 202-248-5043
Fax: 202-289-6539

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

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

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 561 federal recognized tribal governments in the United States. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure and economic development are all part of the agency's responsibility. In addition, the Bureau of Indian Affairs provides education services to approximately 48,000 Indian students.

Bureau of Indian Affairs

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



Pacific Regional Office

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

Western Regional Office

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

CALIFORNIA



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 Transportation Planning, Native American Liaison Branch
1120 N Street

Sacramento, CA 95814
(916) 653-3175

<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

California Department of Transportation Division of Local Assistance

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

California LTAP

3000 State University Drive East, Napa Hall
Sacramento, CA. 95819
Contact: Michelle Gianini
Phone: (916) 278-6174, E-mail: gianinim@csus.edu

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://www.itcn.org/ITCN%20Home.html>

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: Jim Nichols
Phone: (775) 829-9022
E-mail: jnichols@tmcc.edu
Program Manager: Mindy Gonzalez
Phone: (775) 829-9046
E-mail: mgonzalez@tmcc.edu

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

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 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>

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>

Office of Federal Lands Highway
<http://flh.fhwa.dot.gov/>

Central Federal Lands Highway Division
<http://www.cflhd.gov/>

Bureau of Indian Affairs
<http://www.bia.gov/>

US DOT/FHWA Federal Lands Highway Coordinated Technology Implementation Program
The Federal Lands Highway Coordinated Technology Implementation Program is a cooperative technology deployment and sharing program between the FHWA Federal Lands Highway office and the Federal land management agencies. It provides a forum for identifying, studying, documenting, and transferring new technology to the transportation community.
For more information go to:
<http://www.ctiponline.org/>

National Transportation Library (NTL)
Follow link: VDOT One Search
<http://ntl.bts.gov/exit/vdot.html>

ORGANIZATIONS

California Indian Basketweavers Association
<http://www.ciba.org/>

California Indian Manpower Consortium, Inc.
<http://www.cimcinc.org/>

California Indian Museum & Culture Center
<http://www.cimcc.org/>

National Indian Justice Center
<http://www.nijc.org/>

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

Office of Indian Energy and Economic Development Tribal Energy and Environmental Information Clearinghouse (TEEIC)
The site includes information about energy resource development and associated environmental impacts and mitigation measures; guidance for conducting site-specific environmental assessments and developing monitoring programs; information about applicable federal laws and regulations; and federal and tribal points of contact.
<http://teeic.anl.gov/>

TribalGIS.com
Is a newly established technical forum for (and by) Tribal

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

GIS Professionals across the country.
For more information go to:
www.tribalgis.com

LTAPP/TTAP Interchange-Podcasts

An Audio Newsletter
Aims to share news between centers and the LTAPP/
TTAP community.
To listen go to the news section at:
<http://www.ltapp.org/podcasts/>

California Tribal Transportation Coalition (CTTC)
Formed to ensure that California tribes are not left out of
the next Federal Transportation Authorization bill.
For more information go to:
<http://www.californiatribes.org/>

Community Transportation Association of America
Technical Assistance for Rural and Tribal Communities
For more information go to:
[http://web1.ctaa.org/webmodules/webarticles/
anviewer.asp?a=49&z=36](http://web1.ctaa.org/webmodules/webarticles/anviewer.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 DOT FHWA Roadside Vegetation Management
A technical resource for the care of the land and vegeta-
tion management.
[http://www.environment.fhwa.dot.gov/ecosystems/
vegmgmt.asp](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 Commu-
nities.
To view this website go to:
<http://www.fhwa.dot.gov/livability/index.cfm>

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart
<http://www.climatecasechart.com/>

US EPA

State and Local Government Climate Change Actions
[http://www.epa.gov/statelocalclimate/local/local-examples/
action-plans.html](http://www.epa.gov/statelocalclimate/local/local-examples/action-plans.html)

National Highway Traffic Safety Administration (NHTSA)

Final Environmental Impact Statement Corporate Average
Fuel Economy Standards, Passenger cars and Light Trucks,
Model Years 2011-2015.
To view the document go to
[http://www.regulations.gov/#!documentDetail;D=NHTSA-
2008-0060-0605;oldLink=false](http://www.regulations.gov/#!documentDetail;D=NHTSA-2008-0060-0605;oldLink=false)

Columbia River Crossing

<http://www.columbiarivercrossing.org/Default.aspx>

Intercounty Connector

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

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 dynam-
ics 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://meldi.snre.umich.edu/>

California Research Bureau

Environment, Growth Management, and Transportation
Supplement
For more information and links go to:
<http://www.library.ca.gov/sitn/crb/docs/20090504.pdf>

AASHTO—Center for Environmental Excellence

The new web page offers background and an overview of
GIS technology and its importance for environmental appli-
cations in transportation.
For more information go to:
[http://environment.transportation.org/environmental_issues/
gis/](http://environment.transportation.org/environmental_issues/gis/)

TRIBAL TRANSPORTATION RESOURCES

FHWA-Central Federal Lands Highway Division

Promoting Geosynthetics Use on Federal Lands Highway Projects

To view the study go to:

<http://www.cflhd.gov/resources/geotechnical/>

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 stages, 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

http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592.pdf

And,

592 Tribal Traffic Safety Funding Guide

http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592s.pdf

Insurance Institute Highway Loss

Fatality Analysis Reporting System (FARS)

From the US DOT.

http://www.iihs.org/research/fatality_facts_2008/default.html

National Institute for Occupational Safety and Health (NIOSH)

Construction Equipment Visibility

<http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/>

Interactive Highway Safety Design Model –2011 Release

Analysis tools for evaluating safety and operational effects of geometric designs on two-lane rural roads. The software and associated documents are available for free downloading at:

<http://www.ihsdm.org>

Work Zone Law Enforcement

Safe and Effective Use of Law Enforcement in Work Zones

For more information go to

http://safety.fhwa.dot.gov/wz/law_enforce/

FHWA Office of Safety

FHWA safety officials, transportation officials and safety experts strongly recommend better use of nine tools that are keys to reducing roadway fatalities each year.

For more information go to:

<http://safety.fhwa.dot.gov/policy/memo071008/Loc>

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/

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/

Basic Course Slides on Retro-reflectivity, go to:

http://safety.fhwa.dot.gov/roadway_dept/night_visib/retrotoolkit/moreinfo/intro/

Nighttime Visibility Policy/Guidance

http://safety.fhwa.dot.gov/roadway_dept/night_visib/policy_guide/

Sign Visibility: Training, Technical Guidance, & Research go to:

http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/

Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel

To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/

Intersection Safety Resources

To visit the web page go to:

<http://safety.fhwa.dot.gov/intersection/resources/>

Intersection Safety Presentations

30 and 60 minute presentations on the topic of safety at intersections. The presentation is intended to relay safety issues at intersections (including the typical types of crashes) along with some techniques to address these issues.

To view the presentations go to:

<http://safety.fhwa.dot.gov/intersection/resources/intsafpst092609/>

Work Zone Mobility and Safety Program

Work Zone Training Compendium

The U.S. Federal Highway Administration has released a

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

compendium of information on available work zone training and guides.

To view the training program go to:

http://www.ops.fhwa.dot.gov/wz/outreach/wz_training/index.htm

Roundabouts

Roundabouts are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections.

Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic

For more information visit the website at:

<http://safety.fhwa.dot.gov/intersection/roundabouts/>

Roundabout Outreach and Education Toolbox

This Toolbox is designed to be a highly useable, online reference that connects transportation professionals with outreach resources from across the country to help them obtain public support for roundabouts.

To utilize the tool box go to:

<http://safety.fhwa.dot.gov/intersection/roundabouts/roundabouttoolbox/>

Roadway Worker Safety Website

The U.S. Federal Highway Administration's Office of Operations has launched a new page on its Work Zone Safety website designed to be a central source of data and links to information and technical resources on roadway worker safety.

To visit the website go to:

<http://www.ops.fhwa.dot.gov/wz/workersafety/index.htm>

Training, Tools, Guidance and Countermeasures for Locals

Local and Rural team is continuously looking for new ways to meet the needs of local and rural road owners and operators. Insuring that tools meet the needs of the users and that they have the resources and training they need to effectively use the tools is a critical part of the solution.

To visit the web site go to:

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

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

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

To visit the website go to:

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

Proven Safety Countermeasures—2012

New website from the Office of Safety

To visit the website go to:

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

Cornell Local Roads Program

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:

<http://www.clrp.cornell.edu/flaggingtutorial/flagtutorial.htm>

The National Work Zone Safety Information Clearinghouse

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/>

AAA Foundation

2009 Traffic Safety Culture Index

Investigates the public's traffic safety knowledge, attitudes, behaviors, and experiences.

To view the index go to:

<http://www.aaafoundation.org/pdf/2009TSCIndexFS.pdf>

MinimumReflectivity.org

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

<http://minimumreflectivity.org/index.asp>

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:

<http://bussafety.fta.dot.gov/splash.php>

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

The National Work Zone Safety Information Clearinghouse

Traffic Management & Work Zone Safety Power Workshop at International Bridge Conference

The workshop was packed with timely information related to night work, federal regulations, worker protection and the latest strategies in temporary traffic control.

To view the workshop go to:

TRIBAL TRANSPORTATION RESOURCES

http://www.workzonesafety.org/news_events/wz_conferences/power_workshop2010_PA

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

The Ohio LTAP Center is committed to providing our local roadway agencies the necessary information for implementing the Safety Edge on their paving projects across our state.

To visit the website go to:

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

Newly Revised Emergency Procedures for Rural Transit Drivers Training Module

National RTAP

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

Safe Routes to School Local Policy Guide

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

To view the guide go to:

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

The California Safe Routes to School Technical Assistance Resource Center (TARC)

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

FHWA

Roadway Safety Noteworthy Practices Database

To visit the website go to:

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

LTAP/TTAP Safety Toolkit

National LTAP/TTAP

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/>

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/index.htm>

Federal Government

Data.gov - Empowering People

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

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/>

CONSULTATION

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:

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

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

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.transportationresearch.gov/rppm/default.aspx>

FHWA-National Highway Specifications

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

For more information go to:

www.specs.fhwa.dot.gov

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/index.cfm>

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-CFL/TD-10-004

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.cflhd.gov/programs/techDevelopment/geotech/SNAP/>

FHWA-Federal Lands Highway (FLH)

Indian Reservation Roads Program Delivery Guide

FHWA-WFL/TD-08-005

A Manual for FHWA Program Agreement Tribes

To view the guide go to:

<http://flh.fhwa.dot.gov/programs/irr/documents/irr-program-delivery-guide.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

FHWA

Office of Planning, Environment, & Realty (HEP)
Livable Communities

To visit the website go to:

TRIBAL TRANSPORTATION RESOURCES

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

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.aspx>

Victoria Transportation Policy Institute

Transportation Cost and Benefit Analysis

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

To view the guide book go to:

<http://www.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/annviewer.asp?a=1790&z=95>

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

The Research and Innovative Technology Administration (RITA) coordinates the U.S. Department of Transportation's (DOT) research programs and is charged 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://www.nationalrtap.org/>

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.bicyclinginfo.org/index.cfm>

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/>

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

Coordinated Technology Implementation Program (CTIP).

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

<http://www.nativerevegetation.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>

AASHTO 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.aashtosomguidance.org/>

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/>

United States Transportation Facts and Figures

Find state-by-state transportation facts, comparisons and rankings.

To visit the website go to:

<http://gis.rita.dot.gov/StateFacts/>

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:

<http://transportationforcommunities.com/>

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/>

CalTrans Earth

GIS interface as a resource for public use.

To visit the website go to:

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

FHWA

Federal-aid Essentials for Local Public Agencies

To visit the website go to:

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

California Department of Public Health (CDPH)

California Environmental Health Tracking Program (CEHTP)

To visit the website go to:

http://www.ehib.org/project.jsp?project_key=EHSS01

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/>

MAP—21

FHWA

Federal Highway Administration website: Moving Ahead for Progress in the 21st Century

To visit the site go to:

<http://www.fhwa.dot.gov/map21/>

FTA

Federal Transit Administration website: Moving Ahead for Progress in the 21st Century

To visit the site go to:

<http://www.fta.dot.gov/map21/>

California DOT (CalTrans)

Enhanced National Highway System

As per the new federal authorization MAP-21, starting October 1, 2012 the existing National Highway System (NHS) has been expanded to include all Principal Arterials (i.e.

TRIBAL TRANSPORTATION RESOURCES

Functional Classifications 1,2 and 3) to the new Enhanced NHS.

To visit the website go to:

<http://dot.ca.gov/hq/tsip/hseb/map21nhs.html>

TRANSPORTATION PROGRAMS AND DEVELOPMENT



FHWA Resource Center

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

For more information go to:

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

The FHWA has developed an extensive list of resources that focus specifically on the latest culvert technology. To view this list go to:

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

National Highway Institute (NHI)

NHI Training In Action 2012-Magazine

Improving the Performance of Transportation Through Training.

To View the magazine go to:

http://www.nhi.fhwa.dot.gov/downloads/other/training_in_action_2012.pdf

National Highway Institute (NHI) - 2012

The NIH in partnership with the Transportation Curriculum Development Council has developed a number of FREE web-based trainings that can be completed in one, two, or three hours. Whether you are working in the field, have limited time for training, or just want to expand your skill set on a specific topic these web-based courses provide an ideal way to enhance your knowledge on key areas.

- HMA Paving Field Inspection NHI Course 131129 Plan Reading Series NHI Course 134108
- Flagger Training NHI Course 133118
- Maintenance of Drainage Features for Safety NHI Course 380108
- FOCUS on Training—Ready, Set, Go: Maintenance Training Series NHI Course 134109
- PPE and High Visibility Garments NHI Course 381007
- Special Mixture Design Considerations and Methods for Warm Mix Asphalt Course 131137
- **NEW 2012** -Principles of Evacuation Planning Tutorial NHI Course 133107

- **NEW 2012**-Safe and Effective Use of Law Enforcement Personnel in Work Zones is an interactive Web-based training (WBT) course 133119

To view the entire list of available courses go to:

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

National Transportation Training Resource (NTTR)

The National Transportation Training Resource (NTTR) is an online database of information about learning resources for the public-sector transportation workforce. The NTTR is a tool for training managers and frontline transportation professionals.

To visit the website go to:

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

FHWA Wildlife Vehicle Collision Reduction Study Training Course

A national study was conducted on the causes and impacts of wildlife vehicle collisions (WVCs). This study also provides recommendations and solutions for reducing these collisions.

To view the course go to:

www.environment.fhwa.dot.gov/WVCtraining/index.asp

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:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_667.pdf

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/>

University of California, Berkeley, Institute of Transportation Studies.

Technology Transfer Program

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT (Continued)

Michigan Transportation Institute-Center for Technology and Training

Sign Retro Management Selection Tool helps you estimate how much it will cost your organization to implement different Federal Highway Administration sign retroreflectivity maintenance methods using your organization's specific costs and implementation scenarios.

To register for the tool go to:

<http://ctt.mtu.edu/ToolRegistration.html>

U.S. Small Business Administration (SBA)

Online Courses for Starting Your Business

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

For more information go to:

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

Community Transportation Association of America (CTAA)

Passenger Service and Safety PASS Basic Training Program

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

For more information go to:

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

Community Transportation Safety and Security Accreditation (CTSSA)

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

junction 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:

http://www.fta.dot.gov/newsroom/12910_14467.html

PUBLICATIONS



The following are the most recent publications received and entered into the National Indian Justice Center (NIJC) data base. The NIJC web site has the complete list of publications going back several years. To view the Tribal Transportation (TTAP) Resources data base go to:

http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

Traffic Safety Facts Sheet 2010: School Transportation-Related Crashes

U.S. DOT-National Highway Traffic Safety Administration (NHTSA) DOT HS 811 618

Road Safety Audits

National Cooperative Highway Research Program (NCHRP) Synthesis 336

The Promise of Rural Roads

Transportation Research Circular E-C165

Design and Development of the LCO-140H Series Hydraulic Hybrid Low Floor Transit Bus

U.S.DOT- Federal Transit Administration (FTA) No. 0018

Safe Routes to School and Traffic Pollution: Get Children Moving and Reduce Exposure to Unhealthy Air

Safe Routes to School National Partnership

Accelerated Implementation of Intelligent Compaction Technology for Embankment Subgrade Soils, Aggregate Base, And Asphalt Pavement Materials

U.S.DOT-Federal Highway Administration (FHWA) FHWA-IF-12-002

Stabilization and Rehabilitation Measures for Low-Volume Forest Roads.

USDA-U.S. Forest Service (FS)

TRIBAL TRANSPORTATION RESOURCES

Low-Volume Roads 2011, Volume 3

Journal of the Transportation Research Board, No. 2205

Rockfall: Characterization and Control

Transportation Research Board (TRB)

Review of TIGER Discretionary Grants Program

U.S. Department of Transportation's Office of Inspector General MH-2012-188

Review of Driver's License Security

U.S. Government Accountability Office (GAO)
GAO-12-893

Road Safety in the United States: Are the (Relatively) Good Times Over?

University of Michigan Transportation Research Institute
UMTRI-2012-26

Transit on the Cutting Edge of Clean Technology

American Public Transportation Association (APTA)

Transit 2012 , Volume 2

Journal of the Transportation Research Board, No. 2275

2012 Montana Summer Transportation Institute:

Western Transportation Institute
FHWA/MT-12-003/6439-159

Are We There Yet? Creating Complete Communities for 21st Century America

Reconnecting America

Characteristics of Fatal Crashes Involving 16- and 17-Year-Old Drivers with Teenage Passengers

AAA Foundation for Traffic Safety

Environment 2012

Journal of the Transportation Research Board, No. 2270

Human Factors Guidelines for Road Systems: Second Edition

National Cooperative Highway Research Program (NCHRP)
Report 600

Research on Fatigue in Transit Operations

Conference Proceedings on the Web

Corps of Engineers Water Resources Infrastructure: Deterioration, Investment, or Divestment?

Water Science and Technology Board, part of the National Academies' Division on Earth and Life Sciences (DELS)

National Child Restraint Use Special Study

U.S.DOT- National Highway Traffic Safety Administration (NHTSA)

Integrated Approach for Nonintrusive Detection of Driver Drowsiness

University of Minnesota Center for Transportation Studies

Identification of Utility Conflicts and Solutions

Strategic Highway Research Program (SHRP 2) Report S2-R15B-RW-1

Geology and Properties of Earth Materials 2012

Journal of the Transportation Research Board, No. 2282

Highway Safety 2012: Traffic Law Enforcement, Alcohol, Occupant Protection, Motorcycles, and Trucks

Journal of the Transportation Research Board, No. 2281

National Transportation Statistics

U.S.DOT's Bureau of Transportation Statistics
Research and Innovative Technology Administration (RITA)

Traffic Safety Facts: Passenger Vehicles 2010

U.S.DOT- National Highway Traffic Safety Administration (NHTSA)

State Blood Alcohol Concentration Testing and Reporting for Drivers Involved in Fatal Crashes: Current Practices, Results, and Strategies, 1997-2009

U.S.DOT- National Highway Traffic Safety Administration (NHTSA)

Validity and Usability of a Safe Driving Behavior Measure for Older Adults

Florida Department of Transportation
University of Florida

ITS and Transportation Safety: EMS System Data Integration to Improve Traffic Crash Emergency Response and Treatment – Phases IV and V

University of Minnesota Center for Transportation Studies

Curbing Teen Driver Crashes: An In-Depth Look at State Novice Driver Initiatives

Governors Highway Safety Association

Road Audit Safety Manual

Idaho Department of Transportation (IDT)

Colorado Rockfall Simulation Program: Modeling Rockfall in 3D

Manual
Program
U.S.DOT-Federal Highway Administration (FHWA)

A Guide to Performance Contracting for Construction: A Guide to Using Performance Goals and Measures to

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Continued)

Improve Project Delivery

U.S.DOT-Federal Highway Administration (FHWA)

Showcasing an Advanced Motorist Warning System in Texas

U.S.DOT-Federal Highway Administration (FHWA)

Rural Public Transportation Strategies for Responding to the Livable and Sustainable Communities Initiative

National Cooperative Highway Research Program (NCHRP) Research Results Digest 375

Data Needs for Assessing Rural Transit Needs, Benefits, and Levels of Service

National Cooperative Highway Research Program (NCHRP) Research Results Digest 376

Transit 2012, Volume 1, Including 2012 Thomas B. Deen Distinguished Lecture

Journal of the Transportation Research Board, No. 2274

Traffic Control Devices, Visibility, and Highway-Rail Grade Crossings 2012

Journal of the Transportation Research Board, No. 2298

Does facing traffic improve pedestrian safety?

VTT Technical Research Centre of Finland, Finland

Asphalt Materials and Mixtures 2012, Volume 1

Journal of the Transportation Research Board, No. 2293

Asphalt Materials and Mixtures 2012, Volume 3

Journal of the Transportation Research Board, No. 2295

Concrete Materials 2012

Journal of the Transportation Research Board, No. 2290

Geotechnical Solutions for Soil Improvement, Rapid Embankment Construction, and Stabilization of the Pavement Working Platform: Final Phase 2 Summary Report

Strategic Highway Research Program (SHRP 2) Renewal Project R02

Geotechnical Solutions for Soil Improvement, Rapid Embankment Construction, and Stabilization of the Pavement Working Platform: Web-Based Information and Guidance System Development Report

Strategic Highway Research Program (SHRP 2) Renewal Project R02

Review of Motorcycle Safety: Federal Funding Flexibility and Research Priorities in States

U.S. Government Accountability Office (GAO)

Statistical Methods and Highway Safety Performance 2012

Journal of the Transportation Research Board, No. 2279

Developing Safety Plans: A Manual for Local Rural Road Owners

Federal Highway Administration (FHWA) FHWA-SA-12-017

Field Guide for Unpaved Rural Roads

Wyoming T2, Updated: Kansas LTAP

Guide for In-Place Treatment of Wood in Historic Covered and Modern Bridges.

USDA-Forest Service FPL-GTR-205

TRANSPORTATION NEWSLETTERS



NACE News—Monthly Newsletter

National Association of County Engineers

To view the newsletter go to:

<http://www.countyengineers.org/news/Newsletters/Forms/AllItems.aspx>

Community Transportation Association of America

Tappy Grams is an electronic newsletter that describes new and timely publications on transportation-related information.

To view the newsletter go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=345&z=80>

Nevada Department of Transportation

Nevada Research and Technology Review Quarterly Newsletter

To view the newsletter go to:

http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/Research/Newsletters.aspx

FHWA

Public Roads Magazine

Reading *Public Roads* is the easiest way to keep up-to-date on developments in federal highway policies, programs, and research and technology.

To view the site go to:

<http://www.tfhr.gov/pubrds/index.htm>

TRIBAL TRANSPORTATION RESOURCES

FHWA

Safety Compass Quarterly Newsletter
Highway Safety Solutions for Saving Lives

To view current and past issues go to:
<http://safety.fhwa.dot.gov/newsletter/>

FHWA

Focus Magazine
Accelerating Infrastructure Innovations

To view current and past issues go to:
<http://www.fhwa.dot.gov/publications/focus/past.cfm>

FHWA

Road Safety Audits (RSA) Newsletter
An outreach resource to provide you with the most current information on RSAs. Our regular features will include an overview of State RSA programs, current resources to assist you in performing RSAs, and a compilation of RSA-related news stories.

To view the newsletter go to:
<http://safety.fhwa.dot.gov/rsa/newsletter/>

FHWA

Pedestrian Forum Newsletter
Safe Pedestrians and a Walkable America

To view the newsletter go to:
http://safety.fhwa.dot.gov/ped_bike/pedforum/

FHWA

Innovator
Accelerating Innovation for the American Driving Experience

To view current and past issues go to:
<http://www.fhwa.dot.gov/hfl/innovator/>

Community Transportation Association of America

FAST MAIL Monthly Newsletter. The latest news and updates from the Community Transportation industry .

To view the newsletter go to:
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1009&z=37>

U.S. Environmental Protection Agency

District 9, San Francisco, CA
Tribal Programs Newsletter

To view the tribal web site and newsletter go to:
<http://www.epa.gov/region09/tribal/newslet.html>

California Department of Transportation (Caltrans)

California Transportation Journal
To view current and past issues go to:

<http://www.dot.ca.gov/newscenter.html>

Transportation Research Board

TR News

To view current and past issues go to:

<http://www.trb.org/Main/Public/Search2.aspx?SearchTerm=tr%20news>

National Rural Transportation Assistance (RTAP) E-NEWS

To sign up for national RTAP communications go to:

<http://www.nationalrtap.org/Resources/ResourceSearchResults.aspx?org=a2GSpnDbrul=&query=e-news>

National Indian Tenure Foundation (NITF)

Message Runner

An educational publication that addresses specific topics related to Indian land tenure.

To view the newsletter go to:
<http://www.iltf.org/resources/publications>

American Public Health Association (APHA)

E-Newsletter

Key issues affecting public health.

To reregister to receive this newsletter go to:
<http://action.apha.org/site/PageNavigator/eNewsletters>

APWA Reporter

American Public Works Association (APWA)

To view the newsletters go to:
<http://www.apwa.net/resources/reporter/>

Better Roads

Better Roads serves the information needs of construction contractors and government agencies.

To view the newsletters go to:
<http://www.betterroads.com/>

IIHS Status Report

Insurance Institute for Highway Safety (IIHS)
Covers research and topics in the highway safety field.

To view the newsletters go to:
<http://www.iihs.org/sr/default.aspx>

Rural Safety News

University of Minnesota

Center for Excellence in Rural Safety (CERS)

To view the newsletters go to:
<http://www.ruralsafety.umn.edu/publications/ruralsafetynews/archive/>

Transit Lane Brief

Small Urban and Rural Transit Center (SURTC)

To View the newsletters go to:
<http://www.surtc.org/newsletter/>

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION RESOURCES (Continued)

VIDEOS AND DVDS



Environmental Justice in Transportation for California Tribes Video Workbook

Produced by the National Indian Justice Center.
Available at: 707-579-5507 or,
<http://nijc.org/publications.html>

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

The Forest Service, Bureau of Land Management and Federal Highway Administration have jointly developed training videos to show how the various programs authorized within SAFETEA-LU can benefit public lands and their neighboring communities.

The training video can be found at: <http://www.fs.fed.us/eng/safetea-lu>

FHWA LTAP/TTAP Clearinghouse

Operators Pre-Start Motor Grading Inspection
Promotes motor grader safety and productivity for county and city road agencies.

-AND-

Roadway Safety + Training Program Version 9 Is a standard method of providing worker awareness training for road workers. The RSP+ download includes interactive Macromedia modules, Trainee Booklets, Toolbox Pamphlets, printable screen guides, and an Instructor Manual. Most are provided in 3 languages.

Download program from www.workzonesafety.org

To obtain copies of the videos contact Sarah Crane at 202-289-4434, or e-mail scrane@artba.org

FHWA Office of Safety Design

Two informational videos on DVD.

FHWA-SA-08-007. Median Barriers—A Solution to Cross-Median crashes.

FHWA-SA-07-024. The previously released video, Rumble Strips—A Sound Investment.

Order from FHWA Report Center – publication number Report.center@fhwa.dot.gov.

FHWA Office of Safety

2009 Road Safety Audit (RSA) Video

FHWA has created a new video on Road Safety Audits

(RSAs). The new RSA video focuses on the benefits of using a multidisciplinary approach to improve safety. For more information or to view the video go to:

<http://safety.fhwa.dot.gov/rsa/video2009/>

FHWA office of Safety

Modern Roundabouts: A Safer Choice (FHWA-SA-10-023)

The video explains the many benefits of roundabout intersections and is intended primarily for decision makers in state and local transportation agencies to overcome the common barriers and reasons for not considering roundabouts as intersection alternatives. It is presented in a non-technical manner and can be used at public meetings for proposed roundabout projects.

For more information go to:

<http://safety.fhwa.dot.gov/intersection/roundabouts/>

Sign Retroreflectivity Informational Presentations

The Center for Technology & Training at the Michigan Tech Transportation Institute has developed a web-based informational presentation designed to help local agencies begin the discussion of sign retroreflectivity with decision-makers.

To download the videos go to:

<http://ctt.mtu.edu/SignRetroPresentations.html>

Zero Fatalities Utah DOT

Reggie P. Shaw Video

His vehicle drifted across the highway centerline and side-swiped an oncoming vehicle on Sept. 22, 2006. The officers investigated and found out that Shaw was text messaging during the time of his accident.

To view the video go to:

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

[utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+08-25-2009&utm_content=Web&utm_term.](http://ut.zerofatalities.com/?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+08-25-2009&utm_content=Web&utm_term.)

Tribal School Zone Safety: Video and Toolkit

To obtain a free DVD, Please contact:

Chimai Ngo, 202-366-1231

Roadway Safety Foundation

New Run-Off-Road/Rumble Strip Brochure and Recognize-React-Recover DVD

To obtain free copies of the brochure and DVD go to:

<http://www.roadwaysafety.org/run-off-road-dvd-2/>

Road Safety Audit (RSA) Software

Is intended to be a guiding and process tracking tool enabling the use of RSA prompt lists at variety of detail levels, while providing a way to accompany each safety issue raised with a discussion and assessment

To download the software go to:

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

TRIBAL TRANSPORTATION RESOURCES

Rumble on the Reservation

This 11-minute DVD highlights rumble strips as a cost-effective crash countermeasure that American Indian communities can incorporate into roadway safety projects on tribal lands.

Roadway Safety Foundation

Please contact us at 202-857-1228 or info@roadwaysafety.org to order free copies

Dine Biitah: “Among the People”, Scenic Byway

Threads its way through over a hundred miles of Navajo land, people, culture and natural beauty.

To obtain a copy go to:

http://www.nijc.org/ttap_resources.html

The Safety Edge: Your Angle for Reducing Roadway Departure Crashes

FHWA-SA-10-033

Informational DVD to introduce you to a cost-effective treatment that has proven to provide results by saving lives.

To obtain a copy of the DVD go to:

http://www.nijc.org/ttap_resources.html

Every Day Counts Course for Locals

Ohio Department of Transportation (ODOT)

For more information go to:

http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

Rural Road Crashes – They’re Preventable

Iowa Department of Transportation

To view the DVD or obtain a copy go to:

<http://www.iowadot.gov/mvd/ods/RuralRoadCrashes.html#>

One Design—10,000 Bridges

Thousands of bridges across America must be replaced. A new tool kit for designing and constructing bridges brings home the benefits of accelerated bridge construction techniques so local contractors can use typical equipment to build bridges quickly and efficiently. Developed through the second Strategic Highway Research Program, a division of the Transportation Research Board, the tool kit was demonstrated in construction of a bridge over the Keg Creek near Council Bluffs, Iowa.

To View the video go to:

http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Pages/Video-One_Design-10,000_Bridges_536.aspx

Video Demonstrations of Three SHRP 2 Products Now Available

Step-by-step demonstrations narrated by the principal investigators of three SHRP 2 products that were featured in the SHRP 2 booth at the 91st TRB Annual Meeting are now available on the SHRP 2 website

- Geotechnical Solutions for Transportation Infrastruc-

ture: a web tool that provides guidance for soil improvement, rapid embankment construction, and stabilization of the pavement working platform

- Transportation Project Impact Case Studies (T-PICS): a national database of case studies that can be used to assess the pre- and post-construction economic development and related effects of various kinds of transportation projects
- My Road Trip Advisor: a tool that predicts arrival times for travelers based on travel time reliability information

To view the videos go to:

http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Pages/SHRP_2_Video_Demonstrations_at_the_91st_TRB_Annual_Meeting_533.aspx

Recycled Materials for Local Engineers

Recycled Materials Research Center-NH T2 Center

To obtain a copy go to:

http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

ROADWAY SAFETY+: A Road Construction Industry Consortium Program: Ver 11.0

National Work Zone Safety Information Clearinghouse

To obtain a copy go to:

www.workzonesafety.org

Ordering Information

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

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

To order or borrow materials, please send a request to: barry@nijc.org or 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

TRIBAL TRANSPORTATION FUNDING RESOURCES

CALIFORNIA



NOTE: many of the listed transportation programs are dependant on the implementation of MAP-21.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The State-Legislated Safe Routes to School Program

July 6, 2012, MAP-21, the Moving Ahead for Progress in the 21st Century Act was signed into law. Under MAP-21, SRTS was consolidated into the Transportation Alternatives Program (TAP), but is eligible for Surface Transportation Program (STP) and Highway Safety Improvement Program (HSIP) funds.

September 27, 2012, Caltrans proposed funding SRTS from a \$21 million set aside in the STP. This concept was approved by the CTC as a one year policy. Future funding for SRTS will be determined through the MAP-21 Implementation process.

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

Memorandum of Understanding (MOU)

The California Department of Transportation (Caltrans), in consultation with the Governor's Office of Small Business Advocate, have entered into a Memorandum of Understanding (MOU) with the U.S. Small Business Administration (SBA), to offer a technical assistance surety bond guarantee program to promote increased small business participation in this initiative provides a viable means to advance the unimpeded participation of all willing, ready, and able construction contractors and subcontractors, professional architectural and engineering firms, suppliers and truckers, without regard to race, ethnicity, gender, or physical disability to participate in the State's Contracting Program.

For more information contact a Small Business Development Center in your area, or call Linda Madden 919-324-8384; e-mail Linda_Madden@dot.ca.gov

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. **Deadline to apply.**

- Beverage Container Recycling Grants
- Farm and Ranch Cleanup Grants—**April 21, 2013**

- Household Hazardous Waste (HHW) Grants
- Local Enforcement Agency Grants
- Solid Waste Disposal and Site Cleanup Grants—**March 14, 2013**
- Tire Recycling, Cleanup, and Enforcement Grants—**February 27, 2013**
- Used Oil Recycling Grants

More 2012/13 application materials will tentatively be available January, 2013.

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

<http://www.calrecycle.ca.gov/Grants/default.htm>

Highway Safety Improvement Program (HSIP)

As of November 2012, Caltrans expects the next HSIP Call-for-Projects (Cycle 6) would be announced in the spring of 2013, realizing the timing and available funding for the next call is contingent on California's final implementation strategy for MAP-21. Caltrans anticipates being able to confirm the details of the next call by early 2013. In the mean time, 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.

Before the next Call-for-Projects, Caltrans anticipates making minor changes to the program guidelines and the application process, but expects the overall requirements and application process to be similar to Cycle 5. With this in mind, the Cycle 5 Call-for-Projects documents are included on this website for local agencies to reference as they analyze the safety of their roadway network and prepare for the next HSIP call-for-projects.

<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare4nextcall.html>

NEVADA

Nevada Department of Transportation (NDOT)

Safe Routes to School Program

For more information regarding the Nevada Safe Routes to School, please visit:

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

make our communities more livable. The TE program was developed to fund projects that go beyond where typical transportation projects usually stop.

For more information go to:

www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/Enhancement_Program.aspx

FEDERAL

U.S. DEPARTMENT OF TRANSPORTATION

Federal Safe Routes to School Program (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. For more information on this program go to:

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

Federal Transit Administration

Public Transportation On Indian Reservations (FTA 5311)

Federally recognize tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

To view the MAP-21 Fact Sheet: Formula Grants for Rural Areas Section 5311 go to:

http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf

For the program information go to:

http://www.fta.dot.gov/grants/13094_3553.html

FHWA

Surface Transportation Environment and Planning Cooperative Research Program

The STEP is the primary source of funds for FHWA to conduct research and develop tools and technologies to advance the state of the practice regarding national surface transportation and environmental decision-making.

In FY 2010, FHWA sought partnerships that leveraged limited research funding in STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the nation's surface transportation research needs.

The anticipated FY2012 STEP research efforts are preliminary and subject to change. In FY 2010, STEP addressed national research priorities that included:

- (1) Conducting research to develop climate change mitigation and adaptation strategies;
- (2) Improving state of the practice regarding livability and the impact of transportation on the environment;
- (3) Developing and/or supporting accurate models and tools for evaluating transportation measures and developing indicators of economic, social, and environmental performance of transportation systems;
- (4) Developing and deploying research to address congestion reduction efforts;
- (5) Developing transportation safety planning strategies for surface transportation systems and improvements;
- (6) Improving planning, operation, and management of surface transportation systems and rights of way;
- (7) Enhancing knowledge of strategies to improve transportation in rural areas and small communities;
- (8) Strengthening and advancing State/local and tribal capabilities regarding surface transportation and the environment;
- (9) Improving transportation decision-making and coordination across borders;
- (10) Conducting research to promote environmental streamlining/stewardship;
- (11) Disseminating research results and advances in state of the practice through peer exchanges, workshops, conferences, etc;
- (12) Meeting additional priorities as determined by the Secretary; and
- (13) Refining the scope and research emphases through active outreach and in consultation with stakeholders.

The number of stakeholders with an interest in environment and planning research is enormous and diverse, includes three tiers:

Tier 1 - Federal Agencies and Tribes: There are at least a score of Federal agencies with strong interest in transportation planning and environmental programs including: the Departments of Commerce, Defense, Homeland Security, Agriculture, Energy, Interior (DOI) and Housing and Urban Development, the Environmental Protection Agency (EPA), and the Centers for Disease Control and Prevention (CDC).

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

Within each of these agencies, there are many discrete organizations/programs with an interest - e.g., National Park Service, U.S. Fish and Wildlife Service and Bureau of Land Management within the DOI. Within the US Department of Transportation (USDOT), FHWA partners with the Federal Transit Administration (FTA) on virtually all planning and environmental work, including research. The FHWA also coordinates with the Federal Railroad, Aviation, Research and Innovative Technology, National Highway Traffic Safety and Maritime Administrations, and with the Office of the Secretary of Transportation on Global Climate Change as well as other issues. There are over 500 federally recognized Native American Tribes, which have a major interest in research affecting their planning and environmental needs.

For more information go to:

<http://www.fhwa.dot.gov/HEP/STEP/index.htm>

Dwight David Eisenhower Transportation Fellowship Program

Eisenhower Tribal Colleges and Universities Fellowship Provides Students in those schools with opportunities to pursue careers in Transportation. This fellowship also serves as a feeder for other Eisenhower Fellowships. Currently funded at \$2.2M annually.

For more information go to

<http://www.fhwa.dot.gov/tpp/ugp.htm>

National Scenic Byways Program

Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. The program allows Indian Tribes to submit applications directly to FHWA division offices, and authorizes FHWA to enter into project or grant agreements directly with Indian Tribes.

For more information go to:

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

Bureau of Indian Affairs

Traffic Safety on Indian Reservations

The Secretary of Transportation, Bureau of Indian Affairs ("BIA"), has announced that funds will be available to federally recognized Indian tribes on an annual basis for implementing traffic safety projects designed to reduce the number of traffic crashes, death, injuries, and property damage within Indian Country.

Applications due May 1 of each program year.

For more information go to:

<http://www.nijc.org/pdfs/TTAP/Social%20%20General%20Update%206.pdf>

U.S. Department of Agriculture

USDA Rural Development Grants

The mission is to increase economic opportunity and improve the quality of life for rural residents. Rural Development fosters growth in homeownership, finances business development, and supports the creation of critical community and technology infrastructure. Further information on rural programs is available at a local USDA Rural Development web site:

<http://www.rurdev.usda.gov/rbs/bus/bprogs.htm>

Nevada:

http://www.rurdev.usda.gov/RD_Grants.html

California:

http://www.rurdev.usda.gov/RD_Grants.html

FEMA: Hazard Mitigation Grant Program

Hazard mitigation is any sustained action taken to reduce or eliminate long-term risk to people and property from natural hazards and their effects. This definition distinguishes actions that have a long-term impact from those that are more closely associated with immediate preparedness, response, and recovery activities. Hazard mitigation is the only phase of emergency management specifically dedicated to breaking the cycle of damage, reconstruction, and repeated damage. As such, States, Territories, Indian Tribal governments, and communities are encouraged to take advantage of funding provided by HMA programs in both the pre- and post-disaster timeframes. Together, these programs provide significant opportunities to reduce or eliminate potential losses to State, Tribal, and local assets through hazard mitigation planning and project grant funding. Each HMA program was authorized by separate legislative action, and as such, each program differs slightly in scope and intent.

The Hazard Mitigation Grant Program (HMGP) may provide funds to States, Territories, Indian Tribal governments, local governments, and eligible private non-profits following a Presidential major disaster declaration. The Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss Pilot (SRL) programs may provide funds annually to States, Territories, Indian Tribal governments, and local governments.

For more information go to:

<http://www.fema.gov/government/grant/hmgp/index.shtm>

TRIBAL TRANSPORTATION FUNDING RESOURCES

Department of Commerce, Economic Development Administration

Economic Development Assistance Programs –and- Planning and Local Technical Assistance Programs
EDA’s mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. In implementing this mission pursuant to the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. § 3121 et seq.) (PWEDA), EDA advances economic growth by assisting communities and regions experiencing chronic high unemployment and low per capita income to create an environment that fosters innovation, promotes entrepreneurship, and attracts increased private capital investment. Applications are accepted on a continuing basis and processed as received.

For FY 2012: Cycles 2 - Dec 15, Cycle 3 -Mar 9, Cycle 4- Jun 8, and For FY 2013: Cycle 1-Sep 14

For more information go to:

<http://www.grants.gov/search/search.do;jsessionid=p6ZyNkJzB42s109t2brLTNBhJvSfdXkljhLJLqdWVTt3n9Rm2sn!-670746693?oppId=58457&mode=VIEW>

Department of Interior (DOI)

Funding availability is restricted to state governments and Federally recognized Indian Tribes. The Office of Surface Mining awards grants to States and Tribes to support the operation of APPROVED State and Tribal abandoned mine land (AML) reclamation programs. Approved programs use grant funds for mine site reclamation projects on eligible lands, which are lands and waters mined or affected by coal mining processes that occurred prior to August 7, 1977 as well as certain post -1977 and noncoal mining activity.

Deadline for FY 2013: September 30, 2013

For more information go to:

<http://www.grants.gov/search/search.do;jsessionid=H9WGTwbfrkhGnbMRv0v4TdprH6fL3wG55qKXcCYRpQhLnr8gMRT2!65310457?oppId=106533&mode=VIEW>

Centers for Disease Control and Prevention (CDC)

The overarching purpose of this program is to prevent heart attack, stroke, cancer, diabetes and other leading chronic disease causes of death or disability through implementation of a variety of evidence based programs, policies, and infrastructure improvements to promote healthy lifestyles in small communities that improve health and health behaviors among an intervention population. The program aims to achieve this

goal by supporting governmental and nongovernmental agencies and organizations, from multiple sectors, to implement evidence based strategies that align with their mission and to partner with agencies and organizations in other sectors to improve community health.

FY 2013 to be announced.

For more information go to:

<http://www.grants.gov/search/search.do;jsessionid=RgW1PFPFQshPqDGLW5sBW8ZQTmTpXQwjMLllqTy7zJdwfc1QLpXP!-1021879135?oppId=173114&mode=VIEW>

The Kodak American Green Ways Program

Eastman Kodak Company, The Conservation Fund and the National Geographic Society team up each year to present the Kodak American Greenways Awards Program. One major element of the Program involves “seed” grant awards to organizations that are growing our nation’s network of greenways, blueways, trails and natural areas.

The Program operated by The Conservation Fund invites land trusts, local governments, and other organizations to submit proposals for small greenway project grants.

Funded projects typically advance one or more of the following Program goals:

- Catalyzing new greenway projects
- Assisting grassroots greenway organizations
- Leveraging additional money for conservation and greenway development
- Promoting use and enjoyment of greenways

For more information go to:

http://www.conservationfund.org/kodak_awards





NATIONAL INDIAN JUSTICE CENTER

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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.



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