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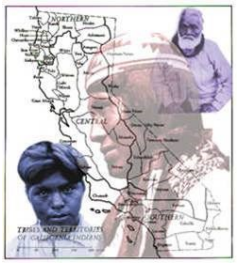

Transportation Performance Management

Theory and Practice, Challenges, and Strategies for Success

By Gregory Slater and Frances Harrison

Performance management uses data to help an agency focus on critical issues and challenges and to evaluate solutions to those challenges. To achieve an agency's vision, staff must identify how to gather the appropriate information that communicates about system performance and about the agency's actions to improve performance.

Although all transportation agencies collect significant amounts of data, an agency may be data rich but information poor. Strategically selected performance measures and a clear framework for measuring performance can help an agency focus on the data that are critical to monitor goals and objectives, evaluate programs and projects, and support decision making.

Applying the Theory

Performance management is a well-established practice in many transportation agencies, ensuring that transportation decisions are based on a set of goals, objectives, and performance measures fueled by credible information. This provides a framework of accountability for the expenditure of tax dollars. Applied effectively, performance management can be a powerful tool for building public confidence that the available funds are well spent.

Following are the key steps in performance management:

- **Set up a measurement framework.**

Identify a set of performance measures that reflect the agency's established goals and objectives. Typically, agencies select a mix of leading and lagging measures to track progress and to receive early warnings of developing problems. A hierarchy may be established with a few high-level, outcome-based measures at the top, supported by detailed, output-oriented measures.

- **Understand the baseline.**

Once measures are established, trend lines can be projected to provide a context for monitoring and to assemble a baseline for assessing progress. To build a performance baseline, agencies must develop data sources and procedures for integrating and reporting data that support performance management.

- **Set targets.**

Performance targets drive improvements. The process of target setting can involve an analysis of performance and investment trade-offs or can reflect aspirational goals—as in the highway safety program Toward Zero Deaths. Establishing realistic targets requires solid baseline trend data, as well as analytical capabilities that support the modeling of future performance. Targets occasionally may warrant adjustment for changes in base conditions that are beyond the control of the agency—for example, a long-term increase in fuel costs or increases or decreases in revenue.

- **Evaluate strategies for improvement.**

The selected performance measures are used in planning, scoping, and programming to evaluate alternative strategies. At the program level, strategies may consist of different allocations of resources across categories. For example, an allocation for preventive maintenance of pavement can be evaluated in terms of the impacts on pavement condition compared against those from an alternative strategy that allocates more funds for mobility improvements. At the project level, candidate projects for a highway safety improvement program may be

Photo: Robert Couse-Baker, Flikr

New approaches to data collection and analysis can increase travel time reliability

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The National Indian Justice Center is located in Santa Rosa, California. NIJC's building also houses the administrative offices of the California Indian Museum and Cultural Center, the Intertribal Court of California and the Regional Tribal Justice Center. Construction is currently underway for the California Indian Museum and Cultural Center, which will include a storytelling venue, Native plants garden, California Indian foods, a small Native village, audio-visual displays that highlight California Indian history and the contributions of California Indians, as well as Edward Curtis prints and traveling exhibits. If you are in the area, please come visit and tour the facilities.

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

ANNOUNCEMENTS

Western TTAP Announces New Safety Circuit Rider Program

The Western TTAP is proud to announce that we have hired Ms. Kimberly Johnston-Dodds, M.P.A., M.A., as the WTTAP Safety Circuit Rider (SCR). You may be familiar with Kim from her work with the Caltrans Native American Liaison Branch, California Department of Water Resources and the State Library - California Research Bureau.

She will be responsible for administering the Tribal SCR Program which is designed to provide safety-related information, training, and support to the Tribal transportation agencies responsible for roadway safety. While the primary focus is on tribal roads, the Tribal SCR Program Specialist will assist the WTTAP and their partners in improving road safety in Indian Country. The Tribal SCR Program can take many forms including technical assistance, training, and technology transfer.

The SCR program is funded by the Center for Disease Control (CDC) National Center for Injury Prevention and managed by the Federal Highway Administration Office of Technical Services (FHWA-OTS) – Technology Partnership Programs. The SCR is being pilot tested at three TTAP Centers (Northern Plains, Southern Plains, and Western). Traditionally, SCR Programs have focused on the Four E's (Engineering, Education, Emergency Response, and Enforcement). The Tribal SCR Program will expand the role to include behavior modification approaches in traffic safety (i.e. child passenger safety, seat belt use, impaired driving prevention).

The Tribal Safety Circuit Rider will work with tribal governments to identify and implement low- cost countermeasures. The Tribal SCR Program will have a focus on transportation safety and emphasize the Tribal Safety Management System (SMS) Strategic Plan Emphasis Areas: 1) Decision Making Process; 2) Data Collection; 3) Run off the Road Crashes; 4) Occupant Protection / Child Restraint; 5) Alcohol / Drug Impaired Driving; 6) Other Driver Behavior and Awareness; 7) Drivers Under 35; and 8) Pedestrian Safety.

International Low Volume Road Conference

The Low Volume Road Conference is scheduled for July 12-15, 2015 in Pittsburgh, PA. This conference only happens once every 4 years and has attendees from across the world. It is a very good place to learn more about new maintenance and technology methods for gravel/dirt roads. Registration fees are reduced for TTP and Tribes.

To register or to read more about this conference, go to:
http://www.cvent.com/events/11th-international-conference-on-low-volume-roads/event-summary-ccd33c8304e54950b646faf451364a5a.aspx

BIA Announces the 2014-2017 Tribal Transportation Planning Coordinating Committee (TTPCC) Membership Appointments

Southern Plains Region

Primary Member
Art Muller
Roads Director
Citizen Potawatomi Nation
Shawnee, Oklahoma

Alternate Member
Angela Blind
Transportation Director
Cheyenne and Arapaho Tribes
Concho, Oklahoma

Alaska Region

Primary Member
Edward "Sam" Thomas, Jr.
Transportation Director
Craig Tribal Association
Craig, Alaska

Alternate Member
Clarence Daniels
Transportation Director
Association of Village Council Presidents
Bethel, Alaska

Pacific Region

Primary Member
Jacque Carmiesan
Chief Executive Officer
Cher-Ae Heights Indian Community
Of the Trinidad Rancheria
Trinidad, California

Alternate Member
Sandi Tripp
Transportation Director
Karuk Tribe
Happy Camp, California

Eastern Region

Primary Member
Jody Clark
Transportation Manager
Seneca Nation of Indians
Salamanca, New York

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evaluated and ranked based on their potential for reducing crashes.

Strategy evaluation involves understanding the site-specific or network-level conditions related to the performance measures and requires capabilities to forecast conditions for different scenarios. In addition to contrasting the "do nothing" scenario with scenarios implementing the candidate actions, scenario analysis must consider potential changes to exogenous factors—such as growth in population or in vehicle miles traveled—that may affect the results.

- **Make data-driven decisions.**

The selection process considers the alternative strategies and their projected performance impacts. The degree to which decisions are "data driven" as opposed to "data informed" depends on the context and on the complexity of the situation.

- **Monitor results.**

Monitoring the performance results allows agencies to track progress against the baseline and toward the established targets. Monitoring can help in understanding factors contributing to the results and can inform corrections to the strategies and adjustments to the targets. Evaluations can reveal what does not work or what works only minimally. Agencies can use this information to focus limited resources on strategies that have the greatest impact on the desired outcomes.

Image: Oregon State University

Mobile lidar can capture a large amount of data about road surfaces. New collection technologies provide more accurate information for transportation agencies

Implementation Challenges

Performance management is easy to describe but difficult to get right. Implementing performance management—aligning people, processes, data, and analytical tools—can take several years. Iteration and adaptation are necessary; agencies learn and improve as they go. Following are common implementation challenges:

- **Getting the right data and getting the data right.**

Performance measures are only useful if based on credible, consistent, and timely data—but acquiring good data is costly. How much is enough? The tradeoffs between the level of detail and cost and between timeliness and quality are difficult. Agencies must address the question: what decisions need to be made with these data? Data requirements should match the intended uses, so that agencies can determine if "the juice is worth the squeeze."

- **Repurposing data.**

When agencies want to use the same data for high-level performance monitoring and for project-level, site-specific decision making, the accuracy requirements for the project-level needs may trump the more forgiving requirements for the high-level measures. But this choice can affect the cost and the timeliness of the data collection. For example, asset inventory for general asset management does not require the same level of spatial accuracy as for project design.

Some agencies focus on planning-level data to provide broad coverage and to keep the budgets for data collection manageable. With the emergence of new data collection technologies such as mobile lidar, however, some agencies are moving toward the collection of more accurate data that can be used for both planning and design. Many agencies use cost-effective sampling approaches for tracking maintenance quality and allocating maintenance resources based on level-of-service targets, but these data often are disconnected from the maintenance work orders that track accomplishments and resources consumed.

- **Right-sizing performance measures.**

Developing a performance measurement framework involves trade-offs between simplicity and coverage. Some agencies have pursued a comprehensive approach involving hundreds of measures. Although this provides a wealth of information that can be used at multiple levels of the organization to track progress, the data gathering and analysis are burdensome and costly.

Agencies that underestimate the requirements for collecting and managing large volumes of data for performance management may end up with poor quality information and may damage the credibility of the program. In contrast, a minimalist approach with only a few measures may be more sustainable but may not provide the kind of insights the agency requires to develop effective improvement strategies.

Candidate measures can be assessed for their helpfulness in the decision processes. This screening exercise can weed out measures that may be easy to collect and report but that do not provide value.

- **Making credible forecasts.**

Performance management involves a series of "what if" questions: What will performance look like in 10 years? What will the system look like with greater investment

Photo: LADOT, Flickr

Video traffic count data is stored on a memory card. Storage and organization of large amounts of data is a concern for transportation agencies.

in pavement preservation? How many lives can be saved if rumble strips are added in this corridor?

Although a variety of forecasting models is available, the results depend on assumptions that can influence the certainty of the outcome. Skillful approaches to scenario development can present forecasts in a context that allows for understanding possible futures.

- **Getting to data-driven decisions.**

Defining how performance data will be used to allocate resources and to prioritize or select projects is critical in implementing an effective performance management program. These decisions cannot be based solely on performance data, however, because many non-quantifiable factors are at play, and practicalities such as equity must be considered. Nevertheless, agencies must define how to use the performance data in decision making and must do the hard work of shifting the status quo.

When transitioning to a more data-driven process, agencies must be wary of introducing biases into data collection or otherwise "gaming the system." Establishing a culture in which data are treated as an asset—and the credibility of the data is paramount—ensures the quality of the information for decision making.

- **Communicating effectively.**

Many agencies struggle with transforming data into information and presenting the result in a manner that enables meaningful conclusions. Data presentation must help to tell not only how the system is performing but why. Why are things improving? Why are they getting worse? Because of programs or external factors? This kind of analysis and contextual presentation is frequently the weak link between data and decisions. Staff time and effort are required, as well as journalistic skills, for fact finding and reporting effectively about performance.

- **Balancing continuity and adaptation.**

Ideally, agencies should establish and stick to a set of performance measures, allowing the development of a trend line and a set of analytical tools for modeling the impacts of strategies. Performance management programs are

Performance Management for Improving Mobility in Maryland

The Maryland State Highway Administration (SHA) has used the findings from its *Mobility Report* to improve system reliability and to guide program decisions at all levels of the organization. The report has provided a model that can be applied to the other data-driven areas of the transportation program.

The Maryland SHA business plan focuses on mobility and the economy, and reliability is woven into the organizational vision. The agency has developed various objectives, performance measures, and strategies to achieve the mobility goals for the safe, efficient, and reliable movement of people and goods. The *Mobility Report* summarizes the congestion and reliability trends in Maryland and the state's efforts for congestion management, improved reliability, and multimodalism.

Under the performance-based planning program, Maryland harnesses archived vehicle probe speed data, traffic count data, and many other sources to understand and analyze mobility on the highway infrastructure. With these diverse sources of data, Maryland SHA can monitor travel time variability and identify sources of congestion and factors contributing to unreliability.

Various congestion and reliability metrics help in identifying problem spots. Data sets and applications, including archived incident data, support understanding of recurring and nonrecurring congestion, allowing the identification of appropriate mitigation strategies, from intelligent transportation systems and emergency vehicle deployment to short-term geometric improvements to mid- or long-term enhancements. In recent years, Maryland SHA has explored incorporating reliability not only for alleviating congestion but for reducing travel time variability on the system.

Photo: Elvert Barnes Photography, Flickr

A commuter bus park-and-ride facility in Waldorf, Maryland. The state's Mobility Report tracks progress toward goals in relieving congestion, improving reliability, and encouraging multimodalism.

Characteristics and Principles for State Agencies' Data

The Data Subcommittee of the American Association of State Highway and Transportation Officials' Standing Committee on Planning has identified the characteristics of high-quality data for decision making and has developed related principles for understanding and using data:

1. Valuable—data are an asset. Data are a core business asset that has value and is managed accordingly.
2. Available—data are open, accessible, transparent, and shared. Access to data is critical to performing duties and functions; data must be open and usable for diverse applications and open to all.
3. Reliable—data quality and extent are fit for a variety of applications. Data quality is acceptable and meets the needs for which it is intended.
4. Authorized—data are secure and comply with regulations. Data are trustworthy and are safeguarded from unauthorized access.
5. Clear—a common vocabulary is used, and data are defined. Data dictionaries are developed and metadata established to maximize the consistency and transparency of the data across systems.
6. Efficient—data are not duplicated. Data are collected once and used many times for many purposes.
7. Accountable—decisions maximize the benefit of data. Timely, relevant, high-quality data are essential to maximize the utility of data for decision making.

These core principles are intended to ensure that state transportation agencies give data a level of attention commensurate with the importance of the project decisions.

strengthened when agencies maintain continuity in measures and measurement practices.

Nevertheless, changes to performance measures may be necessary as new concerns and priorities emerge. For example, the increased emphasis on understanding travel time reliability, in addition to delay, has required new approaches to data collection and analysis. Similarly, many agencies are shifting from a focus on vehicle throughput to person throughput; this requires gathering and combining data for transit and highways.

Moreover, technologies and data sources are emerging that may provide new opportunities for measurement. Taking advantage of these new sources may mean discontinuing old measures and beginning new trend lines. Change comes with a cost; in addition to the loss of continuity, systems may need to be retooled, and the users of the performance information may need to be educated about the new measure.

Strategies for Success

Despite these challenges, many state DOTs have made great strides in building robust, successful performance management programs. Key strategies for success are covered below:

- **Aligning the organization around a data driven approach.**

Performance-based planning and performance management involve a culture shift. The shift begins with collaboration across the organization to develop and communicate the vision of the performance management program and to work through the goals for measuring success and the strategies to meet the goals. This is the starting point, and often several years are required for managers and staff to gain sufficient confidence in the data and analysis results to begin relying on them to guide decisions.

As agencies determine which strategies are yielding the highest payoff, they can focus resources appropriately. The results help to win the hearts and minds of key staff in the organization and to achieve the buy-in needed for a sustainable performance management program. In a performance management approach, data programs become integral to how the organization does business.

- **Telling the story.**

A key aspect of performance management—and of performance-based planning and programming—is the ability to present a compelling story of the transportation system, its condition, its past, and its direction. The plot of the story is that transportation agencies are charged with responding to a variety of needs, but not all of these needs can be met. A data driven approach can help maximize results and achieve a balance across the program in addressing congestion, safety, and transportation asset management. By sharing the information used in striking this balance, agencies can gain public confidence, which adds to the success.

- **Getting serious about data.**

The importance of quality data to the success of a performance management program cannot be overstated. Agencies must begin to treat their data as a strategic asset and to develop robust approaches to data management and access. The Data Subcommittee of the AASHTO Standing Committee on Planning has drafted a set of core data principles to assist states and to move toward national consistency in the data used in performance management and performance based planning programs (see sidebar, above).

- **Mastering the art of forecasting.**

Photo: Oran Viriyincy, Flickr

A data-driven program can help redirect a focus to person throughput, serving users of many different modes.

Given the uncertainties in the evolving transportation system, scenario planning is an essential tool in the performance management toolbox. Effective scenario planning is an art, requiring agencies to weave together diverse data sets to develop a picture of alternative futures. Possible ranges in external factors—such as population, economic growth, and land use—must be framed and built into the predictions.

A second type of scenario planning can explore the performance implications of different funding levels or allocations across program areas. This often involves applying the tools that facilitate trade-off analysis for asset management. The results can be used to understand the risks associated with declining revenues.

- **Leveraging geographic information systems (GIS) technology to break down data silos.**

Most agencies have developed individual data programs in areas such as pavement condition, traffic, crashes, and roadway inventory. Agencies implementing performance management find it necessary to bring these data sets together into a unified framework. When data are integrated, their value for performance management is magnified. Today's GIS technology provides a powerful integration tool, an analysis framework for decision support, and an easily understood interface for a variety of customers.

The use of GIS can streamline workflows, break down siloed programs, and provide an agency wide communication tool. GIS can help agencies make connections between asset condition, system operational performance, work accomplished, and work planned. Program units can use GIS to assess what the other units are doing or planning and to coordinate and share resources.

GIS provides the ability to look spatially at an entire transportation corridor or region, understand the travel demand, assess the safety challenges, and view a full picture of corridor assets with condition and lifecycle data. This global view allows the development of a comprehensive, strategic approach across programs to achieve multiple performance goals.

Scenarios for System Performance

The Maryland State Highway Administration, in collaboration with the University of Maryland, recently completed the Maryland Scenarios Project, which examined the impacts of various combinations of land use and transportation improvements using the Maryland Statewide Transportation Model (MSTM). The results were incorporated into advice for state transportation policy makers.

The modeling applied the land use and transportation improvements identified in the state's Constrained Long-Range Plan (CLRP). The scenario analysis addressed the question "What if the state were to grow differently?" Applying the MSTM, planners evaluated distinct land use scenarios in conjunction with two transportation scenarios; the CLRP helped in discussing the policy implications and in forging future directions. The scenarios provide a context for understanding the future baseline for system performance in the areas of mobility, safety, and infrastructure.

Change In Vehicle Miles Traveled (%)

	Transportation Strategy		
Land Use	CLRP	Improved Transit	Express Toll Lanes
Baseline (CLRP)	-	-1.1	.0.2
Transit-friendly Development	-1.2	-2.3	-2.7
Build Out	11.2	10.1	11.5

Realizing the Value of Natural Systems: an Asset Management Approach

By Andrew K. Smith, P.E., CFM, Env Sp, Senior Water Resources Manager, Black & Vetch, Kansas City, MO

The burgeoning field of asset management has, to this point, primarily focused on engineered infrastructure. Asset management typically includes a geographically based inventory, a preliminary condition assessment, and capital improvement/maintenance planning. Approaching the management of *natural* systems—waterways, ponds, lakes, wetlands, and other systems that transport and treat water in the natural environment—from a similar perspective can provide significant and profound benefits to a multitude of stakeholders. Including natural systems in comprehensive asset management programs enables the stewards of these resources to better manage and promote natural systems as valuable amenities that yield many economic and environmental benefits.

The reality is that many natural systems are engineered to one degree or another. Engineers have certainly had a hand in creating lakes by damming up rivers and diverting rivers and streams for water supply, energy production, flood control, and development. Human activity has adversely affected the quality and flow of water even in waterways and water bodies that are otherwise undisturbed. The focus now is to understand and take advantage of how natural systems manage water as originally intended by nature. Ironically, that often requires further human intervention; an asset management approach can help municipalities manage those interventions as efficiently as possible.

There is also room for increased application of asset management to green infrastructure. Green infrastructure comprises stormwater management systems that incorporate soils, vegetation, and natural processes that mimic nature by reducing flows into conveyance and treatment systems. Although bioswales, constructed wetlands, and detention faculties are engineered, the points raised in this article also apply to green infrastructure owned by cities and counties. For example, lakes or detention ponds in public parks are also assets that require condition assessment and proactive planning for effective and efficient maintenance.

The value of an asset management approach to engineered infrastructure is clear, especially when assets are underground and thus expensive to repair and maintain. Failures in the system can be catastrophic. Water and public works managers who understand the condition of and proactively manage such community assets are able to more judiciously assign capital improvement and maintenance funds, improve service to users, better align with regulatory requirements, and more clearly communicate fiscal requirements to stakeholders.

Understanding the stability, health, and engineered utility impacts on stream reaches like this one in St. Peters, Missouri, yields many benefits for stakeholders. (Photo credit: Black & Veatch)

The same value propositions apply to natural systems. Although natural systems are typically more accessible than buried infrastructure, the fact remains that unless natural systems can be viewed from a road or are located in a public space such as a park, they—and potential problems—tend to go unnoticed. These systems can also be expensive to maintain and repair, and doing so typically entails more regulatory compliance activity than that required for maintenance and repair of buried infrastructure. Even small failures in the natural system can impact regulatory compliance, while catastrophic failures can endanger property or human life.

Natural systems must clear a higher bar than simply transporting water from one place to another. As part of the ecosystem, these systems have habitat and recreation roles in addition to water conveyance and treatment jobs. This introduces an entirely new field of stakeholders and level of responsibility for managers.

Traveled terrain

It's one thing to admit that understanding of the natural systems within a particular service area is often undervalued and underdeveloped. It's more difficult to figure out the next step, especially in new territory. How do managers develop and apply an understanding of natural systems to best leverage natural, human, and financial resources? One approach is exemplified by the city of St. Peters, Missouri, a community of approximately 55,000 in the St. Louis Metropolitan Area. Using APWA based ranking systems, hydrologic and hydraulic models, and geographic information systems (GIS), the city and its consulting team (Black & Veatch and Vireo) developed an asset management program and conducted a condition assessment for the city's natural systems.

The effort began with a thorough assessment of the city's 47 miles of stream corridor. A team of professionals, including a city representative, a water resources engineer, and an ecologist physically inspected the city's natural open channels. The team members walked in the stream where possible or along the bank. They used GPS units to create data points that included physical information for each representative stream section. Collected information included channel geometry, bank slope stability, and erosion/deposition as well as ecological information indicating habitat extent and health. Geo-referenced photographs were shot at each information point for future reference. The

The author investigates a utility conflict with a dry stream bed; the problem was identified through the asset management process. (Photo credit: Black & Veatch)

information gathered at each point allowed the team to create a rating for each reach of stream corridor.

This detailed inspection allowed the team not only to observe the overall condition of the waterways but also to locate specific instances of bank failure, compromised utility infrastructure, and instances where the natural system was being adversely impacted by one or more stakeholders. Conducting this inspection from roadways or via remote sensing (aerials) cannot fully supply the information necessary for this crucial step in the process. The team also inspected 75 of the largest ponds and detention basins throughout St. Peters and described them for inclusion in hydrologic and water quality models.

The condition assessment information was incorporated in a GIS system that became the hub for future activities. The ratings assigned to each reach yielded a comprehensive view of the health and stability of the city's waterways. The first point of order is to evaluate the problem areas where stream rankings are low and to address them to the fullest extent possible. But the assessment also enabled the city to identify high-ranking reaches to target for future conservation efforts.

The project team also completed traditional modeling of the hydrologic and hydraulic performance of detention basins and waterways in the system. St. Peters was able to overlay this information with the condition assessment of its natural system, yielding a comprehensive understanding of municipal assets. This foundation allows the city to identify the potential impact of improvements and opportunities to solve more than one problem through a single project.

The consulting team developed a comprehensive list of prioritized projects for the city that included opinions of probable cost. The team maximized efficiency by developing the project parameters and costs within GIS using data collected in the field. Once the project list was developed, city staff launched a public-education campaign to engage stakeholders on stormwater and water quality issues. This eventually led to passage of a funding mechanism for the city to perform capital improvement projects to address erosion, pollution, and flooding issues and meet federal regulations.

Taking resource management into the future

Best practices for public works managers continue to evolve. Today we typically measure progress by how well we serve future generations as well as current citizens—and we do that by effectively managing assets. Just as the best stormwater control strategies consider both gray and green solutions, effective management of both natural and engineered systems provides triple-bottom-line sustainability.

Managers who have documented and evaluated their entire system find benefit in being able to:

- understand interactions between engineered and natural systems, where there are often opportunities for conflict or impairment;
- quickly develop capital improvement plans that include *visible* improvements to benefit stakeholders and the environment;
- better plan development/redevelopment within their service area;
- convey the value of these systems to elected officials and residents; and
- efficiently manage the funds already available to them or, in some cases, use assessment information to help develop new funding sources.

Municipalities often have a limited understanding of the condition and value of their natural systems despite the fact that these systems perform vital functions for residents on a daily basis. Asset management for natural systems provides a lens through which to view these resources as both important infrastructure and economically, environmentally, and socially beneficial community amenities.

Andrew Smith can be reached at (913) 458-3043 or smitha@bv.com.

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U.S. Department of Transportation
Federal Highway Administration

Improving Safety on Rural, Local, and Tribal Roads One Step at a Time

By: Rosemarie Anderson, FHWA Office of Safety

According to FHWA, rural roads account for approximately 40 percent of the vehicle miles traveled in the United States, but almost 57 percent of fatalities. Even though staff in rural agencies are keenly aware of the need to address safety on these roadways, they are often tasked with many diverse responsibilities including planning, landscaping, construction oversight, and maintenance. In the busy world of rural transportation safety, practitioners are always looking for more efficient ways to identify and apply effective safety countermeasures.

To help both rural and tribal agencies address roadway safety issues in an efficient and effective way, FHWA has developed new resources: *Improving Safety on Rural Local and Tribal Roads – Safety Toolkit* and two accompanying User Guides.

The Toolkit walks the reader through a step-by-step safety analysis process. Each step includes descriptions of tools, examples, guidance, resources, and implementation suggestions.

Safety Analysis Process

The plain language and real world examples make this user-friendly product an easy reference guide for local and tribal practitioners dealing with traffic safety challenges.

The accompanying User Guides demonstrate different aspects of the Toolkit through the use of hypothetical examples based on real-world situations.

Improving Safety on Rural Local & Tribal Roads – Site Safety Analysis, User Guide #1 concentrates on how to conduct a site-specific analysis for a specific scenario. The guide gives a hypothetical example in which residents in a community are complaining that travel speeds are too high on a horizontal curve in their community and have taken their concerns to community leaders who in turn ask the Public Works Department to study the location and come up with a solution. How should a Director proceed? The User Guide walks the Director through the solution for addressing this problem in a way that satisfies all stakeholders.

Improving Safety on Rural Local & Tribal Roads – Network Safety Analysis, User Guide #2 describes how to conduct a safety analysis on a component of the transportation network (such as all two-lane road segments, or all stop-controlled intersections). A hypothetical example of this type of analysis might involve a question from a county commissioner on how to improve intersection safety following a particularly severe traffic crash, such as one involving teenagers.

Training on how to use the Toolkit and User Guides will be available in the near future. The Toolkit and User Guides are now available online at http://safety.fhwa.dot.gov/local_rural/. For more information, contact Rosemarie Anderson at rosemarie.anderson@dot.gov.

Federal Transit Admiration (FTA)

Capital Investment Grant Program Interim Policy Guidance

The FTA invites public comment on interim policy guidance the agency is proposing for the Capital Investment Grant (CIG) program. The proposed interim guidance has been placed in the docket and posted on the FTA web site. Comments are requested within 30 days of publication in the Federal Register. If adopted, this proposed interim policy guidance will complement FTA's regulations that govern the CIG program by providing a deeper level of detail about the methods for applying the project justification and local financial commitment criteria for rating and evaluating New Starts, Small Starts, and Core Capacity Improvement projects, and the procedures for getting through the steps in the process required by law.

To view the proposed interim policy go to the FTA website at:
http://www.fta.dot.gov/

Protecting Transportation Investments with Risk-based Asset Management

From the FHWA Focus Newsletter April, 2014

A new series of reports available from the Federal Highway Administration (FHWA) examines how transportation agencies can use risk management to better protect their highway infrastructure investments, improve decision-making, and demonstrate accountability.

Until recently, transportation agencies have largely used risk management at the project level during construction. Managing risks at the project level helps to identify threats to the cost, scope, and schedule, as well as opportunities to keep projects on track. However, risk management can also pay dividends at the broader program and organizational levels, particularly when agencies face funding challenges. For example, the Washington State Department of Transportation (WSDOT) tracks and forecasts potential risks to assets. Based on the classification, age, condition, performance, and projected risk to assets, WSDOT then develops and implements reconstruction and preservation strategies. Agencies can also use risk management to prepare for and respond to such external risks as extreme weather events, climate change, and major economic downturns.

Managing risk is an integral step in following a comprehensive asset management framework, as described in the American Association of State Highway and Transportation Officials Asset Management Guide—A Focus on Implementation. And under the Moving Ahead for Progress in the 21st Century Act (MAP-21), States are to develop risk-based transportation asset management plans.

State transportation agencies with a process for undertaking a risk management analysis for their highway network would include identification, assessment, evaluation, and prioritization of risks that can affect the condition, effectiveness, and system performance as it relates to operation of their physical assets. Agencies would also include an approach for addressing the risks that they determine to be high priority.

"This series of reports will help transportation agencies as they develop their asset management plans and make complex infrastructure investment decisions and communicate them effectively to the public," said Steve Gaj of FHWA.

Five reports are available in the Risk-Based Transportation Asset Management series:

- Report 1: Evaluating Threats, Capitalizing on Opportunities (Pub. No. FHWA-HIF-12-035).
- Report 2: Examining Risk-Based Approaches to Transportation Asset Management (Pub. No. FHWA-HIF-12-050).
- Report 3: Achieving Policy Objectives by Managing Risks (Pub. No. FHWA-HIF-12-054).
- Report 4: Managing Risks to Networks, Corridors, and Critical Structures (Pub. No. FHWA-HIF-13-017).
- Report 5: Building Resilience into Transportation Assets (Pub. No. FHWA-HIF-13-018).

To download all of the reports, visit www.fhwa.dot.gov/asset/pubs.cfm?thisarea=risk.

For more information on risk based transportation asset management, contact Nastaran Saadatmand at FHWA, 202-366-1337 (email: nastaran.saadatmand@dot.gov), or Steve Gaj at FHWA, 202-366-1336 (email: stephen.gaj@dot.gov).

Investing in the Future of Pavement Management

As transportation agencies have changed the way they do business in recent years, including the increased use of asset management principles for resource allocation and other decision making, the role of pavement management has changed also. Pavement management continues to evolve as it moves from reporting pavement condition, optimizing projects, and estimating funding needs to supporting asset management practices, linking maintenance and preservation activities, and providing performance data for calibrating the Mechanistic-Empirical Pavement Design Guide models and other performance-based models. Data collection technologies have also evolved over the years, moving from visual pavement condition surveys to modern automated techniques.

As data collection becomes more efficient, accurate, and precise, agencies can use the better quality data Investing in the Future of Pavement Management to make more informed decisions. This has become even more important in the face of shrinking funding, an aging pavement network, and increased traffic demands.

These advances in pavement management are fulfilling the vision of FHWA's Pavement Management Roadmap (Pub. No. FHWAHIF-11-011). The Roadmap outlines research and development initiatives and priorities needed by the year 2020 to address the country's pavement management needs at the project, network, and strategic levels. To learn more about completed and ongoing projects, including research into new applications of pavement management data, strategies for incorporating emerging technologies into pavement management systems, and steps to achieving more sustainable pavement management, visit FHWA's Pavement Management Roadmap Web site at:

www.fhwa.dot.gov/pavement/management/roadmap.

TRANSPORTATION LEGISLATION

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

Due to the overwhelming number of pending transportation related bills in the California, Nevada, and Federal Legislatures we have created a downloadable file on the NIJC Website that lists each bill, the sponsor, the status, and a brief summary.
To view and download the file go to:
http://www.nijc.org/ttap_legislation.html

STATE LEGISLATION

CALIFORNIA LEGISLATION

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

New Laws Report 2010-2014
A list of all bills enacted in a calendar year during the Regular Session of the Legislature. unless otherwise noted.
To view the report go to:
http://www.leginfo.ca.gov/NewLaws.html

The 2015-2016 Legislative Session convened on January 5, 2015.

NEVADA LEGISLATURE

(For more information, go to http://www.leg.state.nv.us/Session/77th2013/Reports/

The 78th (2015) Session of the Nevada Legislature convened on February 2, 2015.

77th (2013) Session: All Bills that Became Law
To visit the website go to:
http://www.leg.state.nv.us/Session/77th2013/Reports/AllBillsThatBecameLaw.cfm

FEDERAL LEGISLATION

Congress.gov
Congress.gov is the official source for federal legislative information. It replaces the nearly 20-year-old THOMAS.gov site with a system that includes platform mobility, comprehensive information retrieval and user-friendly presentation. It currently includes all data sets available on THOMAS.gov except nominations, treaties and communications. These data sets will be added throughout 2014. Until that time they are still accessible through THOMAS.gov via the link below. THOMAS.gov will be permanently retired by the end of 2014.
To access THOMAS.gov, click here.

Browse Public Laws 113th Congress (2013-2014) and prior congressional sessions go to:
http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=113

The 114th Congress (2015-2017) convened on January 3, 2015.

April is Distracted Drivers Awareness Month

CALLS KILL
Hands-free is not risk-free

Eighty percent of Americans mistakenly believe hands-free devices are safer than using handheld phones while driving. But that is just not the case. More than 30 studies show hands-free devices don't make drivers any safer because the brain remains distracted by the phone conversation.

Join the National Safety Council this April in observing Distracted Driving Awareness Month. It is the perfect time to break the habit and put away your phone while behind the wheel.

Find a variety of downloadable materials including posters and fact sheets to share with your coworkers, family and friends at nsc.org/cellfree.

TRANSPORTATION EVENTS

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

APRIL 2015

April 12-15
2015 APWA North American Snow Conference
DeVos Place
Grand Rapids, MI
For more information go to:
http://www.apwa.net/snow

April 13-14
TRB-Moving Active Transportation to Higher Ground: Opportunities for Accelerating the Assessment of Health Impacts
Keck Center
Washington, DC
For more information go to:
http://www.cvent.com/events/moving-active-transportation-to-higher-ground-opportunities-for-accelerating-the-assessment-of-healt/event-summary-93088f3956b14c00a4032867ccbc3965.aspx

April 19-22
AASHTO GIS for Transportation Symposium
Des Moines Marriott Downtown
Des Moines, IA
For more information go to:
http://www.gis-t.org/

April 19-23
2015 NACE / APWA Florida Chapter Joint Expo & Conference
Ocean Center & Hilton Daytona Beach Resort
Daytona Beach, FL
For more information go to:
http://www.countyengineers.org/events/2015/Pages/About2015.aspx

April 28-30
10th Annual FTA Drug and Alcohol Program National Conference
Hyatt Regency
Atlanta, GA
For m ore information go to:
http://transit-safety.fta.dot.gov/DrugAndAlcohol/Training/NatConf/2015/

MAY 2015

May 4-5
Nevada Tribal Transportation Safety Summit
Atlantis Casino Resort Spa
Reno, Nevada
For more information go to:
http://www.nijc.org/ttap.html

May 6-8
Transportation for Sustainability– An International Conference
The Keck Center of the National Academies
Washington, DC
For more information go to:
http://www.cvent.com/events/transportation-for-sustainability-an-international-conference/event-summary-027c6580aaa54f68b793ac1c9c100cab.aspx

May 17-19
Teens in the Driver's Seat Summit
Courtyard Marriott San Antonio
San Antonio, TX
For more information go to:
http://www.t-driver.com/2013/12/17/2014-teens-in-the-driver-seat-summit/

National Public Works Week
May 17-23, 2015

May 31-June 1
Community Transportation (CTAA) EXPO 2015
Tampa Marriott
Tampa, FL
For more information go to:
http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=3948&z=5

JUNE 2015

June 7-10
Waste Management and Resource Efficiency in Transportation Summer Conference
Metro Headquarters
Los Angeles, CA
For more information go to:
http://www.trb-adc60.org/

June 7-11
32nd International Bridge Conference
David L. Lawrence Convention Center
Pittsburgh, PA
For more information go to:
http://www.eswp.com/bridge/

JULY 2015

July 12-15
11th International Conference on Low-Volume Roads
Omni William Penn
Pittsburgh, PA
For more information go to:
http://www.cvent.com/events/11th-international-conference-on-low-volume-roads/event-summary-ccd33c8304e54950b646faf451364a5a.aspx

July 15-17
Public-Private Partnerships In Transportation Conference
Hyatt Regency
Washington, DC
For more information go to:
http://www.artbap3.org/

July 20-24
Esri User Conference
San Diego Convention Center
San Diego, CA
For more information go to:
http://www.esri.com/events/user-conference?

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

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

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

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

CALIFORNIA

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
Website: http://www.cce.csus.edu/conferences/caltrans/localAssistance/index.cfm

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: Heather Lara
Phone: (775) 829-9045
E-mail: hlara@tmcc.edu
Website: http://www.tmcc.edu/ltap/

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California State Transportation Agency (CalSTA)
A new state agency focused solely on transportation.
To visit the website go to:
http://www.calsta.ca.gov/Default.htm

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.rtcsouthernnevada.com/

Regional Transportation Commission (RTC) of Washoe County, Nevada.
http://www.rtcwashoe.com/home

FEDERAL

US DOT Federal Highway Administration (FHWA)
http://www.fhwa.dot.gov/

US DOT Federal Transit Administration (FTA)
http://www.fta.dot.gov/

FTA Region 9 Offices
http://www.fta.dot.gov/about/region9.html

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

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

ORGANIZATIONS

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

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

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

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

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

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

National Rural Transit Assistance Program (RTAP)

TRIBAL TRANSPORTATION RESOURCES

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

TribalGIS.com
A technical forum for (and by) Tribal 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.ltap.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/anmviewer.asp?a=49&z=36

National Association of County Engineers
To visit the website go to:
http://www.countyengineers.org/

Northern California APWA Chapter
To visit the web site go to:
http://northernca.apwa.net/

ENVIRONMENTAL

US Environmental Protection Agency Region 9
http://www.epa.gov/region09/tribal/index.html

US EPA American Indian Environmental Office
http://www.epa.gov/indian/

US EPA Online Mapping Tool.
Interactive web-based mapping tool that provides the public with access and information on Environmental Impact Statements (EIS) .
To visit the website go to:
http://nepassisttool.epa.gov/nepassist/eismapper/index.html

US DOT FHWA Roadside Vegetation Management
A technical resource for the care of the land and vegetation management.
http://www.environment.fhwa.dot.gov/ecosystems/vegmgmt.asp

US DOT FHWA Livability Initiative
This webpage is intended to provide information on the FHWA Livability Initiative as well as provide updates on the HUD/DOT/EPA Partnership for Sustainable Communities.
To view this website go to:
http://www.fhwa.dot.gov/livability/index.cfm

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information
Arnold & Porter Climate Change Litigation Summary Chart
http://www.climatecasechart.com/

US EPA
State and Local Government Climate Change Actions
http://www.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

FHWA—Travel Modeling
Using GIS in Planning and Environment Linkages (PEL) go to: http://gis.fhwa.dot.gov

California Climate Change Portal
http://www.climatechange.ca.gov/state/index.html

Multicultural Environmental Leadership Development Initiative (MELDI)
University of Michigan
Staff conduct research on environmental workforce dynamics and provides resources to help enhance the leadership and career development opportunities available to students, activists and environmental professionals.
For more information go to:
http://meldi.snre.umich.edu/

California Research Bureau
Environment, Growth Management, and Transportation

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

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 applications in transportation.
For more information go to:
http://environment.transportation.org/environmental_issues/gis/

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 pro-actively improving the future safety performance of a road project during the planning and design sates, and for identifying safety issues in existing transportation facilities.
For additional information and resources on RSA's go to:
http://safety.fhwa.dot.gov/rsa/

Arizona Department of Transportation
By Esther Corbett & Robert Mickelson at the Intertribal Council of Arizona, Inc.
592 Building Tribal Traffic Safety Capacity
http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/6877
And,
592 Tribal Traffic Safety Funding Guide
http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/7181

National Highway Traffic Safety Administration (NHTSA)
Fatality Analysis Reporting System (FARS)
http://www-fars.nhtsa.dot.gov/Main/index.aspx
FARS Native American Traffic Safety Facts
http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/NA_Report.htm

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

Interactive Highway Safety Design Model –2014 Release
Includes a Beta version of crash prediction capabilities for freeway ramps/interchanges (including ramps, C-D roads and ramp terminals based on draft HSM Par C material developed under NCHRP Project 1-45.Available for free downloading at:
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

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

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

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

Nighttime Visibility Policy/Guidance
http://safety.fhwa.dot.gov/roadway_dept/night_visib/policy_guide/

Sign Visibility: Training, Technical Guidance, & Research go to:
http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/

TRIBAL TRANSPORTATION RESOURCES

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 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
New website from the Office of Safety
To visit the website go to:
http://safety.fhwa.dot.gov/provencountermeasures/

Resources: Crash Modification Factors in Practice
To visit the website go to:
http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/index.cfm

The National Work Zone Safety Information Clearinghouse
Work Zone Safety and Flagger Tutorial
The purpose of this tutorial is to provide the fundamentals of work zone safety and to explain the concepts of flagging in a work zone. It is not intended to replace comprehensive instruction of the topic.
To view the tutorial go to:
http://www.workzonesafety.org/taxonomy/term/5606/all

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/

3M Roadway Safety
Guidance for Improving Roadway Safety:
Understanding Minimum Reflectivity Standards go to:
http://solutions.3m.com/wps/portal/3M/en_US/NA_roadway/safety/safetyinitiatives/minimumretroreflectivity/

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

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:
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/

TRIBAL TRANSPORTATION RESOURCES

University of Minnesota Center for Transportation Studies
"Distraction Dodger" Game
Distraction Dodger is an online game designed to help teens and young adults understand the importance of concentrating on driving.
To view the game go to:
http://www.its.umn.edu/DistractionDodger/

National Highway Traffic Safety Administration (NHTSA)
Emergency Medical Services
To reduce death and disability by providing leadership and coordination to the EMS community in assessing, planning, developing, and promoting comprehensive, evidence-based emergency medical services and 9-1-1 systems.
To visit the website go to:
http://www.ems.gov/index.htm

Everyone is a Pedestrian
A one-stop shop website safety tips and resources for local leaders, city planners, parents and others involved in improving pedestrian safety.
To visit the website go to:
http://www.nhtsa.gov/nhtsa/everyoneisapedestrian/index.html

FHWA
Pedestrian Safety Guide and Countermeasure Selection System (Pedsafe)
An online toolbox that communities can use to improve pedestrian safety in their area.
To visit the website go to:
http://www.pedbikesafe.org/PEDSAFE/index.cfm

Federal Government
Data.gov - Empowering People
Data.gov increases the ability of the public to easily find, download, and use datasets that are generated and held by the Federal Government.
To visit the website go to:
http://www.data.gov/

High Friction Roads
The Transtec Group is a pavement engineering firm
Surface Enhancements At Horizontal Curves (SEAHC)
To visit the website go to:
http://www.highfrictionroads.com/

National Highway Traffic Safety Administration (NHTSA)
Native American Data available in FARS
Native American fatalities, Native American fatalities on Tribal reservations, and all fatalities on Tribal reservations from 2007-2011
To visit the website go to:
http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA WEB REPORT.HTM

FHWA
Horizontal Curve Safety
A focus on horizontal curves can prove to be a cost effective approach to reducing roadway departure crashes.
To visit the website go to:
http://safety.fhwa.dot.gov/roadway_dept/horicurves/

California Department of Public health (CDPH)
WalkSmartCA is part of the *It's Up to All of Us* public education campaign, which is designed to educate both pedestrians and drivers on what steps they can take to keep our streets safe.
To visit the website go to:
http://www.cdph.ca.gov/HealthInfo/injviosaf/Pages/WalkSmartCA.aspx

California Pedestrian Safety (PedSafe) Program
PedSafe aims to create environments where these activities can happen safely by implementing a multi-faceted approach of education, media outreach and messaging, technical assistance, and training and facilitation.
To visit the website go to:
http://www.cdph.ca.gov/programs/SACB/Pages/ItsUp2Us.aspx

Centers for Disease Control and Prevention (CDC)
CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System) CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System)
To visit the web site go to:
http://www.cdc.gov/injury/wisqars/

National Road Safety Foundation (NRSF)
To Visit the website go to:
http://www.nrsf.org/

Animated Traffic Law
Visualizing traffic law
To visit the website go to:
http://animatedtrafficlaw.org/atlc/

Teens In The Drivers Seat
Texas A&M Transportation Institute
To visit the website go to:
http://www.t-driver.com/

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION RESOURCES (Continued)

CONSULTATION

California Office of the Tribal Advisor
Responsible for overseeing and implementing effective government-to-government consultation between the Governor's Administration and California Tribes on policies that affect California tribal communities.
To visit the website go to:
http://tribalgovtaffairs.ca.gov

TRB Committee on Native American Transportation Issues
TRB has provided links to examples of federal, state and non-governmental organization online resources related to tribal consultation policies and guidelines.
To view the resources go to:
http://sites.google.com/site/trbcommitteeabe80/WELCOME/links

FHWA-Tribal Transportation Planning
Delivers products and services that provide information, training, and technical assistance to the transportation professionals responsible for planning for the capital, operating, and maintenance needs on Tribal lands.
To visit the website go to:
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

U.S. DOT
U.S. Research and Innovative Technology Administration (RITA)
ITS ePrimer
Provides transportation professionals with fundamental concepts and practices related to ITS technologies.
To visit the website go to:
http://www.pcb.its.dot.gov/ePrimer.aspx

U.S. DOT
Research Hub Website
A searchable database of the latest U.S.DOT-sponsored research, development and technology projects
To visit the website go to:
http://ntlsearch.bts.gov/researchhub/index.do

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/

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-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)

TRIBAL TRANSPORTATION RESOURCES

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

FHWA
The Federal-aid Highway Program Policy & Guidance Center
The PGC provides a central location of laws, policies, and guidance about the *Federal-Aid Highway Program* (FAHP)
To visit the website go to:
http://www.fhwa.dot.gov/pgc/

FHWA
INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) was developed by FHWA as a practical, web-based, collection of voluntary best practices, called criteria, designed to help transportation agencies integrate sustainability into their programs (policies, processes, procedures and practices) and projects .
To visit the website go to:
https://www.sustainablehighways.org/

FHWA
Tribal Transportation Planning
To visit the website go to:
http://www.fhwa.dot.gov/planning/processes/tribal/

FHWA
Federal-aid Essentials for Local Public Agencies
To visit the homepage go to:
http://www.fhwa.dot.gov/federal-aidessentials/

Civil Rights: Title VI/Nondiscrimination 17 videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig

Finance: Administrative Requirements 9 videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=finance

Environment: NEPA Regulatory Framework and Process 17 videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm

Right-Of-Way 6 videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=rightofw

Project Development: Required Approvals 19 videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=develop

Project Construction and Contract Administration: Safety and Operations 14 Videos
http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=construc

FHWA
Asset Management
The mission of the Asset Management team is to provide leadership and expertise in the systematic management of highway infrastructure assets.
To visit the website go to:
http://www.fhwa.dot.gov/asset/about.cfm

FHWA
2014 Transportation Asset Management Peer Exchange
Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Asset Management Plan (TAMP) requirements.
To view the report go to:
http://www.fhwa.dot.gov/asset/pubs/hif14013.pdf

FHWA
National Transportation Atlas Database (NTAD) 2014 DVD.
To download the DVD go to:
https://1bts.rita.dot.gov/pdc/user/products/src/products.xml?p=33653&c=-1

FHWA
Construction
To visit the website go to:
http://www.fhwa.dot.gov/construction/

FHWA-Federal Lands Highway (FLH)
Strategic Transportation Safety Plan Toolkit for Tribal Governments
To visit the web site go to:
http://flh.fhwa.dot.gov/programs/ttp/safety/stsp-toolkit.htm

FTA
National Transit Data Base
To visit the website go to:
http://www.ntdprogram.gov/ntdprogram/

Strategic Highway Research Program (SHRP 2)
Non-Destructive Testing (NDT) Toolbox
Web-Based electronic repository now available.
To visit the site go to:
http://www.ndtoolbox.org/

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES
(Continued)

Rural Transit Assistance Program (RTAP)
National RTAP proudly serves tribal communities residing in rural areas. Tribes are encouraged to access all of the National RTAP best practices, reports, training videos, workbooks, surveys and direct one-on-one technical assistance through our resource center.
To visit the center go to:
http://www.nationalrtap.org/Tribal-Transit

Victoria Transportation Policy Institute
Transportation Cost and Benefit Analysis
A guidebook for quantifying the full costs and benefits of different transportation modes. A comprehensive study of transportation benefit and costing research, and a guidebook for applying this information in planning and policy analysis.
To view the guide book go to:
http://www.vtpi.org/tca/

Partnership for Mobility Management
The Partnership for Mobility Management is a joint effort of technical assistance partners that work with local, state and regional leaders and organizations to realize the possibilities of improving transportation options for all Americans wherever they live and to assist those especially in need of alternative transportation options.
For more information visit the website at:
http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=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://webbuilder.nationalrtap.org/WebApps/ProcurementPRO.aspx

Bicyclinginfo.org
Pedestrian and Bicycle Information Center
Provides resources and information to promote bike to work events and bike commuting.
To visit the website go to:
http://www.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

TRIBAL TRANSPORTATION RESOURCES

American Indian land recovery and management.
To visit the website go to:
http://www.iltf.org/

Coordinated Technology Implementation Program (CTIP)
Roadside Revegitation 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/

CalTrans Earth
GIS interface as a resource for public use.
To visit the website go to:
http://earth.dot.ca.gov/

California Department of Public Health (CDPH)
California Environmental Health Tracking Program (CEHTP)
To visit the website go to:
http://www.ehib.org/project.jsp?project_key=EHSS01

National Transportation Consortium (NTC)
The NTC is a non-profit corporation created for one purpose: provide tribal governments and their enterprises a better method for buying buses and transportation services.
To visit the website go to:
http://www.nativetransit.org/

U.S. Department of Housing and Urban Development (HUD)
Tribal Directory Assessment Tool (TDAT) v2.0
TDAT was designed to help users quickly identify tribes and provide appropriate tribal contact information to assist with initiating Section 106 consultation.
To visit the website go to:
http://egis.hud.gov/tdat/Tribal.aspx

National Center for Mobility Management
Focuses on transportation's many customer groups: current and potential riders; employers, economic development groups, and local business associations; human service agencies and their clients; taxpayers and other funders; and local governments.
To visit the website go to:
http://nationalcenterformobilitymanagement.org/

American Road and Transportation Builders Association (ARTBA)
Transportation Investment Advocacy Center (TIAC)
The program is aimed at helping private citizens, legislators, organizations and businesses successfully grow transportation infrastructure resources at the state and local levels through the legislative and ballot initiative processes.
To visit the website go to:
http://www.transportationinvestment.org/

Ready Indian Country
The goal of Ready Indian Country is to collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.
To visit the web site go to:
http://www.ready.gov/make-a-plan/indian-country

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTAION RESOURCES (Continued)

CalACT
California Association for Coordinated Transportation is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984.
To visit the website go to:
http://www.calact.org/home

California Department of Transportation (Caltrans)
California Transportation Plan (CTP) 2040 website
CTP provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions.
To visit the website go to:
http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/index.shtml

California Transportation Commission
California Road Charge Technical Advisory Committee and Pilot Program
The California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage charge pilot program.
To visit the website go to:
http://www.catc.ca.gov/meetings/Committees/Road_Charge/Road_Charge.html

Community Transportation Association of America (CTAA)
FedCentral
The site offers news and analysis of Congressional hearings, regulatory news, important resources and more
To visit the website go to:
http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2923&z=37

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/

FHWA
MAP-21 Performance Measurement Requirements
To visit the website go to:
http://www.fhwa.dot.gov/tpm/

Performance Management Questions and Answers on the Federal Highway Administration's MAP-21 website have been updated. Go to:
http://www.fhwa.dot.gov/map21/qandas/qapm.cfm

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. 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

WEBSITE APPLICATIONS—APPS

Heat Safety Tool App
U.S. Department of Labor (DOL), Occupational Safety and Health Administration (OSHA)
The App allows workers and supervisors to calculate the heat index for their worksite.
To download the app go to:
https://www.osha.gov/SLTC/heatillness/heat_index/heat_app.html

Transportation Construction Advocate App
American Road & Transportation Builders Association (ARTBA)
Available for both Android and Apple devices.
To download the app go to:
Google Play or iTunes.

Asphalt Calculator+ App
This iPhone/iPod Touch app will calculate the amount of cubic yards needed for a given job. It will also calculate hot mix tonnage. Polyclef Software.
To download the app go to:
Google Play or iTunes.

Life Saver Apps
Distracted driving for parents and students.
Android and IPhone.
To visit the website go to:
http://lifesaver-app.com/

TRIBAL TRANSPORTATION RESOURCES

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

Pavement Construction and Safety Training on Demand
New free Web-based courses sponsored by the Federal Highway Administration (FHWA)
To view the courses go to:
http://www.fhwa.dot.gov/publications/focus/13jul/13jul02.cfm

In partnership with the University of Texas at El Paso, two free web based training courses on Intelligent Compaction and Asphalt Stringless Paving
Intelligent Compaction: http://ctis.utep.edu/FHWA_TrainingCourse/
Stringless or GPS Based Asphalt Paving: http://ctis.utep.edu/FHWA_AsphaltString/

National Highway Institute (NHI)
NHI Training In Action 2014-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_2014.pdf

National Highway Institute (NHI)
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.

- **NEW:** Applying Section 4(f): Putting Policy into Practice course 142073.
- **NEW:** National Traffic Incident Management Responder Training course 133126.
- **NEW:** Combating Roadway Departures Course 380117.

To view the entire list of available courses go to:
http://www.nhi.fhwa.dot.gov/default.aspx

National Highway Institute (NHI) 2014
Transportation Asset Management (TAM) Courses.
moving Ahead for Progress in the 21st Century Act (MAP-21) mandates that all STATES must have asset management plans in place by 2015.

- 131106 Introduction to Transportation Asset Management
- 131106A Introduction to Transportation Asset Management with Workshop
- 131106B Development of a Transportation Asset Management Plan
- 131106C Introduction to the Development of a Transportation Asset Management Plan

To View the course details got to the NHI website:
http://www.nhi.fhwa.dot.gov/default.aspx

National Highway Institute (NHI) 2014
De The National Highway Institute (NHI) announces that the following updated training is available.

- 132010A entitled "Earthquake Engineering Fundamentals" is a Web-based prerequisite to 132094A and
- 2094B. Participants will generally be notified to take the WBT course about 1 month before the following two sessions.
- 132094A entitled "LRFD Seismic Analysis and sign of Transportation Geotechnical Features" .
- 132094B entitled "LRFD Seismic Analysis and Design of Structural Foundations and Earth Retaining Structures".

To view the course details 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/

Federal Emergency Management Agency (FEMA)
Emergency Management Institute Tribal Curriculum
To collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.
To view the course go to:
http://www.fema.gov/training/training-tribal-representatives

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT (continued)

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/

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

Work-Zone Safety Tutorial
Minnesota LTAP has launched a new online free tutorial that offers a convenient opportunity for new, seasonal, or temporary staff to learn about the fundamentals of work-zone safety and the basic concepts of the work-zone area before arriving at the job site.
There is no cost to take the tutorial, and registration is not required.
To view the tutorial go to:
http://www.mnltap.umn.edu/training/web/workzone/

TRIBAL TRANSPORTATION FUNDING RESOURCES

PUBLICATIONS

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

Ordering Information

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

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

CALIFORNIA

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

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

2015 CYCLE 2

DRAFT of: 2015 Active Transportation Program Guidelines: (http://www.catc.ca.gov/programs/ATP.htm).
Draft 2015 ATP Application Cycle 2
Cycle 2 Call for projects is open and applications are due June 1, 2015 and includes FY 16/17, 17/18, 18/19.
For more information go to:
http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html

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.
Application materials forthcoming:

- Beverage Container Recycling Grants.
- Farm and Ranch Cleanup Grants.
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants. **FY 2015/16 applications due May 21, 2015.**
- Illegal Disposal Site Abatement Grant Program.
- Legacy Disposal Site Abatement Partial Grant Program.
- Waste Tire Cleanup grants. FY 2016/17 will tentatively be available winter 2015.

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

- Rubberized Pavement (TRP) Grant Program. FY 2015-16 will tentatively be available Spring 2015
- Tire-Derived Aggregate (TDA) Grant Program.
- Tire-Derived Product Grant Program**.**

Additional grant information and list of active grants can be found at:
http://www.calrecycle.ca.gov/Funding/

Highway Safety Improvement Program (HSIP)
It is never too early for local agencies to analyze their roadway network to 1) identify their highest crash locations and corridors, 2) consider effective and efficient countermeasures to improve the safety of these locations/corridors, and 3) identify projects that have the highest Benefit-to-Cost ratios.
Caltrans Cycle 7 to be announced the end of April 2015
For more information go to:
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

NEVADA

Nevada Department of Transportation (NDOT)

Transportation Alternatives Program (TAP)
The Nevada TAP provides federal transportation funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, safe routes to school (SRTS) and environmental/vegetation management.
FY 2014 funding to be determined.
For more information go to:
http://www.nevadadot.com/tap/

Nevada Transportation Enhancement Program
The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) share your interest in these projects and others that enhance the transportation experience in your area and make our communities more livable. The TE program was developed to fund projects that go beyond where typical transportation projects usually stop.
For more information go to:
http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape___Aesthetics_Program.aspx

FEDERAL

U.S. DEPARTMENT OF TRANSPORTATION

Transportation Alternatives Program (TAP)

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

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

National Center for Safe Routes to School
Several potential sources of Safe Routes to School funding exist, and most programs benefit from combining a variety of these sources.
To view the sources go to:
http://www.saferoutesinfo.org/

RFP: IDEA Program Announcement 2015:
TRB's Innovations Deserving Exploratory Analysis (IDEA) annual program announcement solicits funding proposals for the upcoming review cycles. The announcement explains the IDEA programs, describes the types of eligible projects and their funding structures, suggests general areas for which IDEA proposals can be submitted, and provides guidelines and forms for submitting proposals.

- The Transit IDEA program has two review cycles in 2015; Transit IDEA proposals are due May 1st and November 2nd, depending on which of the two funding cycles is targeted.
- NCHRP IDEA proposals are due March 1st and September 1st, depending on which of the two funding cycles is targeted.
- The Rail Safety IDEA program has one review cycle per year; Rail Safety IDEA proposals are due September 15, 2015.

If the proposal submission due date for any IDEA program falls over a weekend or on a federal holiday, the due date automatically moves to the next business day.
The IDEA programs provide start-up funding for promising, but unproven, innovations in surface transportation systems. The programs' goals are to seek out and support new transportation solutions that are unlikely to be funded through traditional sources.
Top 3 Criteria by Which Selection Committees Evaluate IDEA Proposals:
1. **Innovation** -- Emphasize the innovation. Say it first,

say it fast, and make it clear. What problem does your project address? How is your solution better than current practice?
2. **Benefits** -- Describe the expected benefits. Why is this project worth investing in?
3. **Science** -- Stick to the science. Be sure the research approach is sound and sensible
For more information go to:
http://onlinepubs.trb.org/onlinepubs/idea/idea_announcement2015.pdf

FHWA

Accelerated Innovation Deployment Demonstration (AID)
The final notice announces the availability of funding and requests grant applications for FHWA's Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21).
Consistent with other FHWA funding provided to tribes, federally recognized tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs" (published at 77 FR 47868) is eligible to apply for AID Demonstration.
All applications will be evaluated on a rolling basis and be assigned a rating of "Qualified" or "Not Qualified."
For more information go to:
http://www.grants.gov/web/grants/view-opportunity.html?oppId=245654

U.S. Environmental Protection Agency (EPA)
This year, fiscal year (FY) 2015, the National Clean Diesel Campaign will issue a standalone Diesel Emissions Reduction Act (DERA) Tribal Competition Request for Proposals (RFP) for a total of up to $1 million.
The FY 2015 DERA Tribal RFP is tentatively scheduled to open late **March 2015**. There will be a second Tribal competition webinar/teleconference AFTER the RFP opens. Please see below for details the webinar.
For information on previous years' DERA Tribal Program competitions, please visit www.epa.gov/cleandiesel/prgtribal.htm or contact Rosalva Tapia at 202.343.9534 or tapia.rosalva@epa.gov, or Connie Ruth at 734.214.4815 or ruth.connie@epa.gov.

Department of Housing and Urban Development (HUD)
Indian Housing Block Grant Program (IHBG)
Funds appropriated by Congress for the Indian Housing Block Grant Program (IHBG) are made available to eligible grant recipients through a formula. Regulations governing the formula can be found at 24 CFR Part 1000, Subpart D. On April 20, 2007, the Native American Housing Assistance and Self Determination Final Rule was published revising the IHBG Formula.
In brief, the formula has two components; Need and Formula Current Assisted Stock. The Need component considers population, income, and housing conditions. The Formula Current Assisted Stock component reflects housing developed under the United States Housing Act (the predecessor of the IHBG program) which is owned and/or operated by the IHBG recipient and provides funds for ongoing operation of the housing.
An Indian tribe may challenge the Need portion of the IHBG formula provided the data are gathered, evaluated, and presented in a manner that is fair and equitable for all participating tribes. Tribes have until March 30 of each year to submit challenges to their Needs data in consideration for the upcoming fiscal year.
For more information go to:
http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/codetalk/onap/ihbgformula

Department of Health and Human Services
NICHD Consortium for Research on Pediatric Trauma and Injury Prevention (R24).
The purpose of this funding opportunity announcement (FOA) is to encourage multidisciplinary collaborations to target gaps in research on pediatric trauma and injury prevention. The team science approach encouraged by this FOA could be used to generate a research resource, which may include discovery-based or hypothesis-generative approaches, to advance the relevant area of biomedical research or to devise breakthrough ideas, concepts and approaches to therapies in pediatric trauma and injury prevention research.
Deadline to apply: January 7, 2017
To view the announcement go to:
http://www.grants.gov/web/grants/view-opportunity.html?oppId=261949

Bureau of Indian Affairs (BIA)
BIA Indian Highway Safety Program- FY 2016 IHSP Funding
This funding is for law enforcement, data improvement, and behavioral safety programs.
Cover letter and the following grant applications can be found at: http://www.nijc.org/ttap_trans_safety.html

- Instructions for FY 2016 Applications.
- Overtime Application
- Impaired Driving Court Application
- Traffic Records Application
- Law Enforcement Application
- CPS Application

Deadline to apply is May 1, 2015.

NATIONAL INDIAN JUSTICE CENTER
5250 Aero Drive
Santa Rosa, CA 95403
Phone: (707) 579-5507
Fax: (707) 579-9019
Email: nijc@aol.com
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.

SAVE THE DATE

July 20-23, 2015
2015 NLTAPA Conference
Savannah Marriott Riverfront
Savannah, GA

September 21-24, 2015
The Sheraton Myrtle Beach
Convention Center & Hotel
Myrtle Beach, SC

WESTERN TTAP

For more details, please contact Western TTAP Coordinators
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