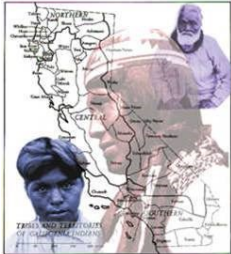


Tribal Transportation News



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The Roads Less Traveled

by Rosemarie Anderson, FHWA Office of Safety and Pamela Beer, Cambridge Systematics, Inc.

A new toolkit from FHWA is paving the way for safer local and tribal rural highways.



Cambridge Systematics

Rural roads traverse varied land and serve multiple purposes. FHWA's Safety Toolkit aims to help local and tribal agencies implement safety improvements on roads such as this one winding through mountainous, rocky terrain.

When most people think of a rural road, they most likely picture a pastoral setting with beautiful scenery. Although it is true that many of the Nation's rural roadways offer scenic views, they also present challenges for local and tribal governments and agencies when it comes to improving safety for road users.

According to the National Highway Traffic Safety Administration's *Traffic Safety Facts: Rural/Urban Comparison*, fatalities on rural roads in 2013 accounted for 54 percent of all traffic fatalities, even though only 19 percent of the U.S. population lived in rural areas at that time. In fact, the fatality rate per 100 million vehicle miles traveled was 2.6 times higher in rural areas than in urban areas.

To help address this issue, the Federal Highway Administration has developed a toolkit and two user guides for transportation professionals and elected officials who are working to improve safety on rural roadways. *Improving Safety on Rural Local and Tribal Roads--Safety Toolkit* (FHWA-SA-14-072) is intended for local and tribal road practitioners, local public works staff, and Federal and State safety engineers. The *Safety Toolkit's* accompanying user guides, *User*

Guide #1: Improving Safety on Rural Local and Tribal Roads--Site Safety Analysis (FHWA-SA-14-073) and *User Guide #2: Improving Safety on Rural Local and Tribal Roads--Network Safety Analysis* (FHWA-SA-14-074), offer a step-by-step process for safety analysis.

"With over half of all roadway fatalities occurring in rural areas, we believe that providing resources, like this toolkit, to safety professionals in rural and tribal areas will significantly improve their ability to make their roads safer for all users," says Tony Furst, Director of Innovative Program Delivery.

Challenges on Rural Local and Tribal Roads

Improving safety on these roadways might be easier if they were all the same. But they are not. A rural road may be straight or winding. It may go through mountains or farmland. The road may be subject to rain and snow. Its surface may be paved or unpaved. A need exists to provide information and assistance to rural local and tribal road practitioners throughout the country to enable them to address safety concerns on these diverse rural roads, and the toolkit is a step toward meeting that need.

In 2013, FHWA reported that 71 percent of the more than 4 million miles (6.3 million kilometers) of roadways in the Nation are in rural areas. Further, the majority of the rural roads (74 percent) are locally owned and maintained.

Addressing safety on rural local and tribal roads presents several challenges. As a result of low traffic volumes, fatalities and serious injuries tend to be dispersed, making it difficult to identify hot spots, specific locations with safety issues and strategies to address them. Many rural safety problems, such as wildlife crossings, rockfalls, and severe weather, happen randomly, making it nearly impossible to plan for when and where they will occur. The roadways in rural areas

(Continued on page 4)

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



Table of Contents

The Roads Less Traveled1
Western TTAP Staff Directory2
News and Announcements3
Congressional Interest in Tribal Government
Transportation Safety9
Review of Transportation Safety Provisions in the FAST Act.....9
NTTC 2016 Save the Date.....32

TRANSPORTATION RESOURCES
Recent Transportation legislation12
Transportation Events Calendar.....13
Tribal Transportation Partners Directory14
Tribal Transportation Resources16
Tribal Transportation Funding Resources.....29

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NEWS & ANNOUNCEMENTS

Action Planning: Incorporating the Public Health Approach into Tribal Transportation

By Carrie Brown, Western TTAP Safety Circuit Rider

Public Health and transportation are more closely related than previously thought. Generally, public health means *prevention*, and the realm of transportation is no different. Reasons why an organization would want to adopt an action plan are many; it gives credibility and shows commitment, increases efficiency, creates accountability, and prevents overlooking details. A great way to start incorporating public health into transportation is through action planning. It helps make an initiative vision concrete.

An Action Plan is a written document that outlines activities your organization will complete to meet a specific objective. An action plan can be its own document, or written into an existing document, i.e. a transportation safety plan. A transportation safety plan is an ideal place to incorporate public health initiatives and action plans. An action plan can have one action step, or several. Each action step should include the following information:

- What activity will occur
- Who is responsible for the activity
- When will the activity take place and for how long
- What resources are needed
- Communication flow

There are several factors to consider when forming an action plan. You want your action plan to be solid through good criteria. Questions to ask yourself or group:

- Is our action plan complete?
- Is our action plan clear?
- Is our action plan current?
- Does our action plan engage the future?
- Is our action plan centered on our mission, goals and objectives?

The best time to develop an action plan is within the first 6 months of beginning a community initiative; however, this can vary significantly based on funding, grant requirements, deadlines, etc. It is also important to note that an action plan is a work in progress. They can change and grow to adapt to the changing needs of your community. It is also important to keep in mind that action plans need not be shut away in a file after creation; do not forget about it. Display your action plan, share it, and let it be a reminder of what your organization is setting out to accomplish.

For resources on action plan formation, visit: <http://ctb.ku.edu/en/table-of-contents/structure/strategic-planning/develop-action-plans/main>

To see an example of simple and effective action plan, visit: <http://www.tidyforms.com/download/action-plan-template-3.html>

To view a webinar (recording) on developing a tribal

transportation safety plan, visit: <http://goo.gl/tWUSnb>
We honor our people by keeping them safe.

FHWA-BIA Tribal Transportation Program Online Reporting Tool (PORT)

To fulfill new reporting requirements under the Fixing America's Surface Transportation (FAST) Act, the Federal Highway Administration (FHWA) and Bureau of Indian Affairs (BIA) have developed a new Tribal Transportation Program Online Reporting Tool (PORT). To assist in familiarizing Tribes with the PORT, an [Overview Guide: https://flh.fhwa.dot.gov/programs/ttp/guide/documents/reporting-tool-guide.pdf](https://flh.fhwa.dot.gov/programs/ttp/guide/documents/reporting-tool-guide.pdf), and [Frequently Asked Questions \(FAQ\) page: https://survey.max.gov/162274](https://survey.max.gov/162274) have been published online. The FAQ page also allows your questions to be submitted. An online video overview of PORT will be available in July, followed by a webinar in September.

All tribes that receive Tribal Transportation Program funding will be required to report using the PORT. This will enable FHWA and BIA to fulfill FAST Act reporting requirements. By October 1, each Tribe will receive a reporting keychain providing unique access into PORT.

Tribes will be required to report on TTP expenditures for Fiscal Year 2016 (October 1, 2015 through September 30, 2016), with the online reporting due to be completed by December 31, 2016.

New Deputy Assistant Secretary for Tribal Government Affairs

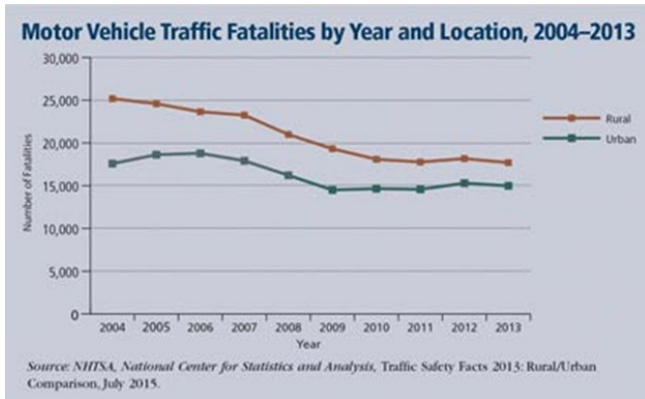
Secretary Foxx announced the new Deputy Assistant Secretary for Tribal Government Affairs, Kenneth Martin. Kenneth, an enrolled member of the Bad River Band of Lake Superior Chippewa Indians, will serve as the first Deputy Assistant Secretary at the Department dedicated to strengthening the government-to-government relationship between the United States and tribal governments.

Foxx hopes that with the help of Martin, his team will be able to address the needs of reservations more directly and hopes to improve transportation on reservations across the country. "Now we have a single individual to liaise with tribal communities," Foxx said. "We have an awful lot of work that was discussed today that involves everything from hazardous material to highway and grant funding programs. We're going to use Kenneth Martin to plug into all those things and provide technical assistance on all those things going forward."

To visit the Resources for Tribes and Tribal Governments go to: <https://www.transportation.gov/tribal>

(Continued from page 1)

are often winding and hilly, lack shoulders, and have excessive vegetation, all of which can present challenges for the implementation of infrastructure improvements.



In addition, law enforcement and emergency medical services (EMS) in rural areas often operate with limited resources. Law enforcement officers frequently patrol large geographic regions, which presents challenges with enforcing traffic laws. Many EMS responders in rural areas are from volunteer units, and hospitals and trauma centers are few in number. The nearest hospital may be many miles away from a crash, which may increase the time before an injured individual receives medical care.

Another challenge to improving safety on rural roads is that the mitigation strategies are diverse and draw from several safety areas. In many cases, local agencies and tribal transportation agencies do not have the resources (such as funding or staff with transportation safety experience) to address roadway safety issues.

“Tribal traffic safety can be very challenging,” says Dennis Trusty, Director of the Northern Plains Tribal Technical Assistance Program at the United Tribes Technical College in Bismarck, ND. “There are a lot of different issues. Some of them deal with the lack of transportation codes and laws, such as the [driving] age. Another problem involves roadways that were built 40 to 50 years ago and often have features that are unsafe. And there is a lack of adequate law enforcement [because the officers] are often dealing with other pressing problems.”

Resources for Rural Road Safety

Local rural and tribal agencies have a number of resources available to help them meet these challenges and improve traffic safety.

The FHWA Office of Safety has a Web page dedicated to local and rural road safety issues; see http://safety.fhwa.dot.gov/local_rural. The site includes information on FHWA’s Highway Safety Improvement Program and specifics on safety issues such as roadway departures, pedestrian and bicyclist safety, and intersection safety. Site visitors will also find links to partner organizations

and agencies, such as the Local Technical Assistance Program/Tribal Technical Assistance Program (LTAP/TTAP), National Association of County Engineers, and National Association of Development Organizations.



Delaware Valley Regional Planning Commission

Local and tribal agencies have to consider and understand the distinct challenges they face to make rural roads safer. Here, a tractor trailer and other vehicles share a two-lane road through farmland.

In addition, FHWA recently launched a center devoted to local and rural road safety issues, the National Center for Rural Road Safety, accessible at <http://uralsafetycenter.org>. The major focus of the center is on providing training and technical assistance to rural local and tribal agencies. To this end, the center’s Web site is a resource for putting training tools and resources for rural transportation safety into practice.

The LTAP/TTAP centers are focused on providing assistance to tribes, counties, parishes, townships, cities, and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance, and newsletters.

In addition, the Tribal Transportation Safety Web site at www.tribalsafety.org is sponsored by the TTAP centers. The site is a useful resource for safety practitioners with a focus on safety issues and strategies for tribal roads. It offers safety information pertinent to the tribal community, including safety planning and funding, and provides a discussion forum for various safety topics.

Ownership and Length of Public Roads				
	Total Miles of U.S. Public Roads	Locally Owned	State Owned	Federally Owned
Rural Roads	2,940,580 miles (4,734,333 kilometers)	2,174,094 mi (3,500,291 km)	625,052 mi (1,006,334 km)	141,434 mi (227,709 km)
Urban	1,191,536 mi (1,918,373 km)	1,020,685 mi (1,643,303 km)	160,140 mi (257,825 km)	10,711 mi (17,245 km)
Total	4,132,153 mi (6,652,766 km)	3,194,779 mi (5,143,594 km)	785,192 mi (1,264,159 km)	152,145 mi (244,953 km)

Source: Highway Statistics 2013, Public Road Length—2013 Miles by Ownership, October 21, 2014.
Note: The discrepancy in the total numbers is due to unreported numbers that are neither rural nor urban.

Although rural and tribal agencies have access to information and resources, they might not know how to obtain them quickly and efficiently. Many staff in rural and tribal agencies have myriad responsibilities. Therefore, opportunities to improve safety may be missed, despite awareness of the need to address safety issues. FHWA’s

Safety Toolkit aims to help rural and tribal transportation professionals easily find the information they need.

Benefits of the Toolkit

The benefits of the *Safety Toolkit* are inherent in its purpose--a one-stop shop for information on the safety analysis process and resources, presented in plain language for anyone wanting to address roadway safety issues.

The step-by-step approach presented in the toolkit and its user guides is based largely on the safety analysis process given in the American Association of State Highway and Transportation Officials' *Highway Safety Manual*. This process involves three components: evaluating the network (road system), selecting improvements, and implementing and monitoring those improvements.

"Because crashes in rural areas tend to be linked more by contributing factors than by location, the challenge is that you need to look at the entire system to be able to identify trends," says David Brand, a county engineer in Madison, OH. Contributing factors may include causes such as low roadway friction around a curve or constraints on sight distance.

Brand continues, "The toolkit is helpful in explaining the best way to identify these trends in crash causes and to select the right low-cost safety countermeasures to reduce serious and fatal injuries on rural systems."

Each component of the safety analysis has a series of steps. The first component--evaluating the network--includes the following three steps: (1) compile data, (2) conduct network screening, and (3) select sites for implementation.

Two steps come under selecting improvements, the second component: (4) diagnose site conditions and identify countermeasures, and (5) prioritize countermeasures for implementation.



Cambridge Systematics

In many rural locations, weather conditions can be severe. On this road, snow is one of many factors that local practitioners have to take into consideration when making safety improvements.

The final component, implementing and monitoring the improvements, includes the final two steps: (6) implement countermeasures, and (7) evaluate their effectiveness.

What follows is a brief description of each step.

Step 1: Compile Available Safety Data

One of the problems facing local and tribal agencies is a lack of comprehensive safety data (crash data, traffic data, and roadway data). The toolkit shows that valuable safety analysis can be conducted with limited data, but the type of analysis and the level of sophistication vary according to the quantity and quality of the available data.

The most common types of quantitative information are data on crashes, traffic volumes, and roadway characteristics. Qualitative anecdotal information also can contribute to safety analysis. The toolkit provides examples of each type. For instance, anecdotal data may involve calls from local citizens, whereas quantitative data on roadway characteristics may be the road's functional classification, length of medians or guardrails, and number and types of lanes. The toolkit also gives examples of data sources, including reports such as a State's strategic highway safety plan, and the organizations or agencies that can assist in data collection and access, such as the LTAP.

"The main challenge I have with [addressing] safety in rural areas is best illustrated by a map that just shows dots where crashes occurred, scattered across the county," says Scott Davis, a transportation manager with Thurston County, WA. "It is difficult to develop a plan to reduce serious injuries and fatalities when this is the type of data we have available. Fortunately, the [*Safety Toolkit*] provides information on tools, such as the Systemic Safety Project Selection Tool, [which] helps localities improve safety even when the data are limited."

Step 2: Conduct Network Screening

The toolkit demonstrates how to evaluate all or some of an agency's roadway system from a safety perspective. It explains the benefits of performing a safety examination on the overall network rather than looking at individual locations. The end result is a list of sites with the greatest potential for safety improvements.

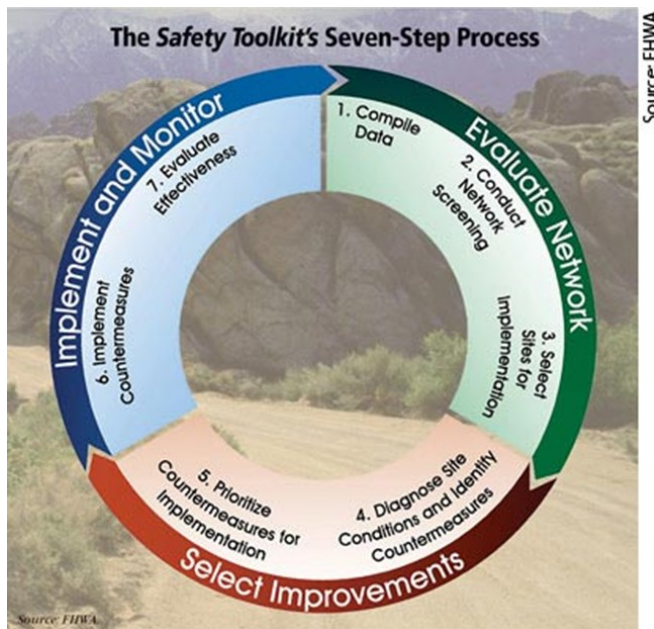
"The toolkit and user guides [are] the first publications I've seen to describe the network safety analysis process," says Steve Castleberry, Director of the Nevada County, CA, Department of Public Works. "Historically, we would use a pin-type map to identify hot spot crash locations, and we would address those locations individually. Now, we screen for crash types or roadway characteristics with the goal of fixing multiple risk areas with a single project. For example, we are now screening for incidences of winter crashes with the plan of identifying and funding a number of high friction surface treatment projects."

When traditional methods (hot spot or black spot analysis) are not effective for identifying locations for improvements on rural roadways, some agencies take a systemic approach. The approach is detailed in the Systemic Safety Project Selection Tool, which provides a step-by-step process for conducting systemic safety analysis. For example,

(Continued on Page 6)

(Continued from page 5)

Thurston County, WA, used the tool to address roadway departure crashes on horizontal curves. Based on a review of crash data--along with aerial photography and geographic information system (GIS) files--researchers identified nine risk factors for use in screening and prioritizing candidate locations. Based on this information and analysis, they selected countermeasures including signing, rumble strips, pavement markings, and roadside improvements.



The Systemic Safety Project Selection Tool is available for download at: <http://safety.fhwa.dot.gov/systemic>.

Step 3: Select Sites For Implementation

After agencies identify locations during the network screening, they review and evaluate the sites to determine which to select for detailed analysis. Selecting the locations is a qualitative process that relies on considerations such as relative severity and frequency of crashes, traffic volumes, stakeholder concerns, and potential solutions.

The toolkit provides several possible considerations to select sites for more detailed analysis. Considerations include number and rate of crashes; available funds; crash severity; possible integration with a planned maintenance or construction project nearby; and whether it is consistent with agency policies, plans, or programs.

Step 4: Diagnose Site Conditions and Identify Countermeasures

Agencies then take the results from the previous steps and diagnose site conditions and identify countermeasures. The availability of crash data influences how this step will be conducted, but the toolkit provides information about diagnosing site crash conditions with and without data. When using data, the toolkit recommends reviewing crash report forms for the site. These forms provide a considera-

ble amount of data on the cause of the crash. Options for conducting site diagnosis without crash data include utilizing existing expertise, conducting a road safety audit, and applying the predictive method from AASHTO's *Highway Safety Manual*.

Once the site diagnosis is complete, agencies will identify countermeasures to mitigate the safety issues. They may identify countermeasures by examining contributing factors, reviewing a specific crash type, considering conditions at a specific location, and selecting countermeasures proven to address these conditions. Countermeasures range from roundabouts for addressing intersection safety to enhanced delineation and improved friction for horizontal curves.

Step 5: Prioritize Countermeasures For Implementation

Funding limitations at the local and tribal levels are always an issue. If a single site was studied and only one countermeasure was selected, then the agency is ready to begin the next step: implementation. However, if the agency studied more than one site or identified multiple countermeasures at one or more sites, specific countermeasures and sites must be chosen for implementation. In these cases, the countermeasures must be prioritized based on agency resources.

The appropriate prioritization method depends on the resources and data available. The toolkit explains two main methodologies for prioritizing projects: qualitative (such as considering the available right-of-way to implement the strategy) and quantitative (such as conducting a cost-benefit analysis). An agency can look at these various methods and develop a matrix to rate the projects, for example, high, medium, or low, or good, fair, or poor.

"The toolkit is very helpful in explaining the countermeasure selection process," says Ohio's Brand. "It is a mix of (1) what types of preventable crashes are happening, (2) what are the most effective countermeasures to address those crash types, and (3) what countermeasures will my community support?"

Step 6: Implement Countermeasures

Implementation is where the rubber meets the road. Obtaining the necessary human and financial resources is a major consideration in implementing any safety project or program. The toolkit suggests ways to fund projects. For example, harness local funding sources and staff, such as using the maintenance staff to implement low-cost projects, which may include sign replacement, vegetation control, or roadway striping, as part of their regular duties. In addition, use locally generated funds as a match to leverage State or Federal dollars to support project implementation.

The toolkit also encourages agencies to look beyond safety-focused funding programs for access to a broader set of funding pools. For example, agencies might be able to

secure more funding by incorporating safety treatments into maintenance or capital improvement projects than if they limited their applications strictly to safety programs.

Step 7: Evaluate Effectiveness

Everyone, particularly elected officials, wants to know whether the safety efforts are actually making a difference. Therefore, evaluation of past projects is critical to the success of future local and tribal road safety efforts. Although safety results typically are not immediate, taking steps to document results can demonstrate that improving safety not only saves lives, but it also makes a difference in other areas, such as operational improvements.

Not all evaluations are equal, and they depend on the resources available. The toolkit walks practitioners through different methods and points to additional resources to help users decide which approaches will work best in their communities. Some methods recommended in the toolkit include collecting public feedback; conducting a general and comparative assessment of before-and-after crash frequency, severity, and traffic volumes; and conducting a rigorous before-after analysis.

After each step, the toolkit also provides a list of related resources, making it easy to find additional information.

toolkit. The user guides' solutions provide step-by-step procedures for practitioners to apply the methods to comparable situations in any community.

User Guide #1: Improving Safety on Rural Local and Tribal Roads--Site Safety Analysis. The scenario in this guide involves complaints from a community about safety at a particular curve and high travel speeds. Given the circumstances, the guide walks the reader through compiling data (step 1); diagnosing site conditions and identifying countermeasures (step 4); prioritizing countermeasures for implementation (step 5); implementing countermeasures (step 6); and evaluating effectiveness (step 7). Conducting network screening (step 2) and selecting sites for implementation (step 3) are not necessary in this scenario because the location of interest was pinpointed by the public.

User Guide #2: Improving Safety on Rural Local and Tribal Roads--Network Safety Analysis. The scenario in this guide is set in a small, rural town. In the example, the development of an intersection safety plan is recommended to identify and prioritize safety improvements. All 15 two-way stop-controlled intersections in the town are selected for a detailed evaluation, and the countermeasures are selected and prioritized. This user guide walks practitioners through all seven steps of the safety process.

Nevada County, CA, Case Study

Nevada County is located on the eastern edge of the Sierra Nevada mountains in northern California. It has a population of nearly 100,000. One of the problem areas in the county involved McCourtney Road, where 3 crashes occurred over a period of 10 years. The issue was a curve that reduced visibility and a steep dropoff along the shoulder.

With funds available from FHWA's Highway Safety Improvement Program, the county made the decision in 2011 to redesign the roadway by flattening the shoulder slope and the area adjacent to the roadway to improve visibility. The cost for these improvements was \$388,000, and the work took 4 years to complete.

The toolkit, however, presents information on how the county could have implemented a more cost-effective solution by installing chevrons and better line delineation. The total cost would have been approximately \$5,000, and the time to implement the improvements would have been only 1 month.

Nevada County's Castleberry demonstrated how safety could have been improved by adding images of low-cost countermeasures to a photograph of McCourtney Road before the redesign project. "For Nevada County, the 'aha' aspect of the toolkit and user guide[s] was the use of low-cost countermeasures," he says. "We have mostly narrow, rural, winding roads. Rather than attacking crash locations

(Continued on page 8)



Shown here is McCourtney Road in Nevada County, CA, before the implementation of a safety project to improve the highway's sharp curve to the left.

Some sources include a link to FHWA's Crash Modification Factors Clearinghouse at www.cmfclearinghouse.org, which helps transportation professionals identify the most appropriate countermeasures for their safety needs; Safety Analyst, which can help agencies improve programming of site-specific highway safety improvements; and Road Safety 365, a workshop for local governments.

The User Guides

To further assist practitioners with improving the safety of their roads, FHWA created two user guides. Each guide, by presenting a typical scenario on rural roads, shows how to apply the safety analysis process through examples of solutions using methods presented in the

(Continued from page 7)

with widening and realignment projects, we now look first at low-cost countermeasures such as chevron signs, rumble strips, and high friction surface treatments.”

According to Castleberry, it previously took the county years to deliver even small safety projects to widen roads because of environmental regulations, right-of-way acquisition, and Federal requirements. “By focusing on low-cost countermeasures, we believe we are getting a similar level of safety improvement, but we are getting it delivered to



Nevada County, CA, Department of Public Works

This photo shows McCourtney Road after the safety improvement project with temporary pylons still along the shoulder. The project widened the roadway and leveled off the shoulder.



Nevada County, CA, Department of Public Works

This edited photograph shows how safety could have been improved on McCourtney Road through low-cost countermeasures such as chevrons and better line delineation.

the public 2 to 3 years sooner,” he says. “A check of a few of our projects has indicated the benefit-cost ratio of the lower cost projects is 5 to 60 times greater than the traditional widening projects.”

Conclusion

By helping to prevent traffic-related fatalities and seri-

ous injuries, the *Improving Safety on Rural Local and Tribal Roads--Safety Toolkit* and user guides can assist individuals tasked with making their roadways safer. The toolkit provides a single resource to assist with the identification of safety issues and countermeasures to address them, and offers guidance through the implementation and evaluation of countermeasures. For ease of navigation, the document has color-coded steps, and it is presented in plain language for ease of comprehension. Using the toolkit and user guides can be beneficial for experienced traffic safety personnel as well as those new to safety processes.

“What is a good safety countermeasure to employ in one community may not be the best countermeasure for your area,” says Ohio’s Brand. “You have to understand what is actually occurring to make the best first choice. The toolkit helps you make that choice.”

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

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

For more information, see http://safety.fhwa.dot.gov/local_rural/training/fhwasa14072 or contact Rosemarie Anderson at 202-366-5007 or rosemarie.anderson@dot.gov.

Article reprinted from the Federal Highway Administration's January/February 2016 issue of Public Roads, Vol. 79, No. 4.

Congressional Interest in Tribal Government Transportation Safety

By Adam Larsen, FHWA Safety Engineer and Tribal Coordinator

Pursuant to the FAST Act, “without more accurate reporting of crashes it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures.” The law goes on to require the Department of Transportation to develop two reports to congress. These reports could influence future legislation regarding federal programs aimed at improving transportation safety for Tribal Governments.

The first report, due by December 2016, will examine the collection, sharing, and use of transportation safety data and the relevance of that data to Native American tribes. The purpose of this report is to improve the collection and sharing of data on crashes on Indian reservations. This report also requires identification of federal transportation funds provided to tribes by agencies other than the Department of Transportation and the Department of the Interior. Finally, states, counties and tribes will be provided with options and best practices for transitioning to a paperless transportation safety data reporting system that uses data to improve safety on Indian reservations.

The second study, due by December 2017, must identify and evaluate options for improving safety on public roads on Indian Reservations.

We need your help in developing these reports. You can assist by completing a survey about transportation safety efforts. Enforcement, injury prevention, transportation, and planning departments of tribal governments are encouraged to share information to ensure that congress is provided accurate and complete information. Both Tribal and State governments are invited to participate in this conversation. The survey can be found at:

<https://survey.max.gov/586164>

Federal Lands Highway will author these reports on behalf of the Secretary of Transportation and will do so in coordination with the Tribal Transportation Safety Management System Steering Committee. If you are interested in additional information, please contact Adam Larsen, Adam.Larsen@dot.gov 360-619-7751.



Review of Tribal Transportation Safety Provisions in the FAST Act

By Ron Hall, President, Bubar & Hall Consulting, LLC

In 2016, roadway safety is an impending and critical challenge facing tribal governments. While the overall national trend for fatalities in vehicle crashes is historically trending downward, fatal crashes on Indian reservations have increased over the last few years, and data to support safety improvements on tribal lands is lacking. There is a possibility that those increased fatal crash rates are actually underreported. According to Congress, without more reliable data it is difficult to understand the nature of the problem and for tribes to develop effective strategies to respond. Here is perhaps an unforeseen consequence of the Indian Self-Determination Policy; if a tribe does not assert its sovereignty to implement lifesaving highway safety strategies on tribal lands, nobody else has authority to act in their place.

On December 4, 2015 President Obama signed a five-year, \$305 billion transportation bill called the "Fixing America's Surface Transportation Act" (FAST Act). The bill passed Congress with broad bipartisan support (House 356 in favor-65 opposed and Senate 83 in favor-16 opposed). Within the bill itself are provisions that tribal governments can use to implement transportation safety programs. Included in the bill are resources for effective technology in crash reporting and other strategies proven to reduce motor vehicle crashes, save lives and reduce injuries. The FAST ACT also mandates two national reports indicating that the quality of roadway safety data in Indian Country will be evaluated and those findings incorporated into future policies and initiatives.

Tribal Transportation Program Funds (TTP)

In general, the Tribal Transportation Program (TTP) will benefit from increased authorizations totaling \$2.425 billion over the next five years.

FAST Act Tribal Transportation Program (TTP) Funding

Year	2016	2017	2018	2019	2020
Authorization*	\$465M	\$475M	\$485M	\$495M	\$505M

This funding is distributed to tribes under a formula determined by the FAST Act's predecessor, Moving Ahead for Progress in the 21st Century (MAP-21). In addition to road construction, TTP funds can be used for a wide range of eligible activities, including any transportation project eligible for assistance under 23 U.S.C. that is located within, or that provides access to, tribal land, or is associated with a tribal government. This includes virtually all transportation safety activities authorized under federal law.

The FAST Act builds on the legacy of ISTEA, SAFETY-LU and MAP-21 by emphasizing data driven planning

(Continued on page 10)

(Continued from page 9)

and project selection. Tribes continue to have lead responsibility for roadway safety on BIA and tribally owned roads. Tribes that invest in safety data collection and program reporting expertise will find funding and support resources that will assist in tribal efforts to save lives and reduce injuries from motor vehicle crashes. Since the remaining federal safety programs are competitive and designed to direct funds to verifiable safety issues, the TTP funds are the only secure source of tribal transportation funds available.

Tribal Transportation Program Safety Funds (TTPSF)

Administered by Federal Lands Highways in the Federal Highway Administration, the TTPSF emphasizes the development of Strategic Transportation Safety Plans using a data driven process, helping tribes determine how transportation safety needs will be addressed in tribal communities. The FAST Act did not directly alter the Tribal Transportation Program Safety Fund that was created in MAP-21, beyond increasing the base TTP funding.* Each year under the FAST Act, 2% of the available TTP funds are set aside to address safety issues in tribal communities in the TTPSF (approximately \$9 million subject to take downs in FY 2016).

Funding is based on competitive proposals solicited in a Notice of Funding Availability (NOFA) each year. In 2015 the TTPSF funded projects of all eligible types, including projects that are eligible under the Highway Safety Improvement Program based on four categories:

1. Safety plans and safety planning activities (40 percent)
2. Engineering improvements (30 percent)
3. Enforcement and emergency services improvements (20 percent)
4. Education programs (10 percent)

The 2016 NOFA for the TTPSF has not yet been published. Additional information on the TTPSF is on our website at:

<http://ruralsafetycenter.org/resources/list/tribal-transportation-program-safety-funds-ttspf/>,

or contact:

- **Russell Garcia**, TTP Safety Program Manager, Russell.Garcia@dot.gov, 202-366-9815
- **Adam Larsen**, TTP Safety Engineer, Adam.Larsen@dot.gov, 360-619-7751

*It is possible that changes to HSIP spending criteria (see below) could apply to TTSP spending eligibility, but that interpretation is yet to be determined.

Indian Highway Safety Program (IHSP)

The Indian Highway Safety Program (IHSP) has been in place since the Highway Safety Act of 1966 created what is now 23 U.S.C. Section 402. The FAST Act did not change the IHSP. Though the funds originate in the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), the IHSP is administered by the U.S. Department of the Interior's Bureau of Indian Affairs (BIA) Office of Justice Services. The BIA IHSP is performance-based and data driven. According to the instructions for FY 2016 IHSP applications: "A traffic safety problem **must** be identified and all applications must contain measurable targets and performance measures and be justified by data. **Insufficient data to justify a traffic safety problem will significantly reduce the possibility of funding for your Tribe.**" (Emphasis in original). IHSP funds are intended to supplement an existing traffic safety program within a tribal government. Applications are accepted for:

1. Law Enforcement full-time
2. Law Enforcement overtime
3. Impaired Driving
4. Child Passenger Safety
5. Traffic Records

To learn more about the IHSP go to:

<http://ruralsafetycenter.org/resources/list/indian-highway-safety-program-ihsp/>

Highway Safety Improvement Program (HSIP)

Tribes are urged to look closely at the opportunities presented in the Highway Safety Improvement Program (HSIP). Even in today's difficult federal fiscal environment, the HSIP has grown significantly. Consider the following:

During 2005-2009 SAFETEA-LU authorized the HSIP at \$5.06 billion over four years as follows:

SAFETEA-LU Highway Safety Improvement Program (HSIP) Funding

Year	2005	2006	2007	2008	2009
Authorization*	\$0	\$1,236M	\$1,256M	\$1,276M	\$1,296M

During 2013 and 2014 MAP-21 authorized the HSIP at \$4.8 billion over two years as follows:

MAP-21 Highway Safety Improvement Program (HSIP) Funding

Year	2013	2014
Estimated Funding	\$ 2.39 B	\$ 2.41 B

The FAST Act nearly maintains the MAP-21 funding level for HSIP and provides \$11.586 billion over five years as follows:

FAST Act Highway Safety Improvement Program (HSIP) Funding

Year	2016	2017	2018	2019	2020
Estimated Funding	\$2.226B	\$2.275B	\$2.318B	\$2.360B	\$2.407B

Tribal governments are eligible recipients of HSIP funds available to the states. In fact, each state must provide at least 40 percent of all Federal funds apportioned under the HSIP to be expended by the political subdivisions of the state, including tribal governments. Tribes have to compete at a state level for HSIP funds. One important change in the FAST Act is to remove from eligibility the use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Many states are evaluating their HSIP accessibility by tribal governments through their Strategic Highway Safety Plan process.

To see a table containing FY 2016 Federal-Aid Highway Program Apportionments under the FAST Act, including each state's apportionment under the HSIP, go to FHWA's website at:

https://www.fhwa.dot.gov/legsregs/directives/notices/n4510802/n4510802_t1.cfm

FAST Act Studies Directed at Safety and Data in Indian Country

The FAST Act requires two national studies on tribal safety data be conducted by the Secretary of Transportation. The first, due one year after enactment, will examine the quality of transportation safety data collected by states, counties, and tribes for transportation safety systems and the relevance of that data to Native American tribes. The purpose of this report is to improve the collection and sharing of data on crashes on Indian reservations. It also requires identification of federal transportation funds provided to tribes by agencies other than the Department of Transportation and the Department of the Interior. Finally, states, counties and tribes will be provided with options and best practices for transitioning to a paperless transportation safety data reporting system that uses data to improve safety on Indian reservations.

The second study, due within two years of enactment, must identify and evaluate options for improving safety on public roads on Indian Reservations. This report is to be developed in consultation with the Secretary of the Interior, the Attorney General, states and tribes.

Federal Lands Highway will author these reports on behalf of the Secretary of Transportation and will do so in coordination with the Tribal Transportation Safety Management System Steering Committee. If you are interested in being interviewed during the development of these re-

ports, please contact:

Adam Larsen, Adam.Larsen@dot.gov 360-619-7751.

Other National FAST Act Safety Provisions

Other nationwide roadway safety provisions of the FAST Act include:

- The FAST Act removes eligibility of HSIP funds for most non-infrastructure safety programs, such as education and enforcement activities, which were allowed in MAP-21.
- Requires FMCSA to remove safety scores assigned to truck companies from a public website.
- USDOT is asked to conduct a study on the impacts of marijuana-impaired driving.
- Prohibits rental car agencies and car dealers with fleets of more than 35 cars from renting vehicles that have been recalled but not repaired. The bill does not require used-car dealers to repair recalled vehicles before selling them.
- Triples the maximum fine the NHTSA can levy against an automaker that violates safety defect regulations from \$35 million to \$105 million per violation.
- Doubles the time automakers would have to retain safety records from five years to ten years.
- Requires the government to revise the five-star rating system for new cars to reflect not only the ability of a vehicle to protect passengers in a crash, but also whether the vehicle comes equipped with crash avoidance systems like automatic braking and lane-change monitoring.
- Provides \$21 million for research into in-vehicle sensor technology that can determine if a driver has a dangerously high level of alcohol in his or her body and automatically lock the ignition.



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 2010-2015

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 4, 2016



NEVADA LEGISLATION

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

The 78th (2015) Session of the Nevada Legislature adjourned *sine die* on June 1, 2015. The legislature is now in the interim period between legislative sessions.

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

To visit the website go to: <http://www.leg.state.nv.us/Session/78th2015/Reports/AllBillsThatBecameLaw.cfm>

FEDERAL LEGISLATION



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

Browse Public Laws 114th Congress (2014-2015) and prior congressional sessions go to:

<http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=114>

The 114th 2nd session of Congress (2015-2017).

The House convened on January 5, 2016.

The Senate convened on January 11, 2016.

ANNOUNCEMENTS

May 18, 2016 the Senate Environment and Public Works Committee approved the Brownfields Utilization, Investment, and Local Development (BUILD) Act of 2015. Senate Bill 1479, introduced on June 6, 2015 by Senator Inhofe (R-OK). If enacted, S. 1479 would reauthorize the Brownfields program through fiscal year 2018.

The Brownfields program, which is administered by the U.S. Environmental Protection Agency (EPA), provides grants and technical assistance to states, local governments, tribes, and redevelopment agencies to assess, clean up, and reuse brownfields sites.

The BUILD Act seeks to provide funding for technical assistance grants to small communities and rural areas, make non-profit community groups eligible grant recipients, and to authorize funding for multi-purpose grants aimed at tackling more complex sites.

On May 20, 2016 the U.S. EPA announced \$55.2 million will be rewarded through 218 new grants for cleaning up brownfields properties in underserved communities. The grants range from \$200,000 to \$820,000 and will go to 131 communities across the country.



TRANSPORTATION EVENTS

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

JULY 2016

July 10-12
11th National Conference on Transportation Asset Management
Minneapolis Marriott Center
Minneapolis, MN
For more information go to:
<http://www.cvent.com/events/11th-national-conference-on-transportation-asset-management/event-summary-deb10e67357243ee80b7301b216d3ea7.aspx>

July 17-20
ADC10/30/50 Committees - Transportation Research Board Mid-Year Meeting
Sheraton Hotel
Salt Lake City, UT
For more information go to:
https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ecfgn23674a97c39&oseq=&c=&ch=&utm_source=ADC10%2F30%2F50+Mid-Year+Meeting&utm_campaign=ADC50&utm_medium=email



2016 LTAP/TTAP Annual Conference July 18-21

Concourse Hotel
Madison, WI
For more information go to:
<http://www.nltapa.org/events/2016-national-ltapttap-conference>

AUGUST 2016

August 8-11
National Conference of State Legislatures 2016 Summit
McCormick Place West
Chicago, IL
For more information go to:
http://www.ncsl.org/meetings-training/legislative-summit-16.aspx#dmn_summit

August 14-17
2016 Institute of Transportation Engineers Annual Meeting and Exhibit
Anaheim Marriott
Anaheim, CA
For more information go to:
<http://www.ite.org/annualmeeting/default.asp>

August 23-25
24th Annual National Native American Law Enforcement Association National Collaborative Training Event
Tropicana Las Vegas
Las Vegas, NV
For more information go to:
<http://nnalea.org/wordpress1/>

August 27-31, 2016
2016 GHSA Annual Meeting Crossroads: The Intersection of Technology and Driver Behavior
Seattle Sheraton
Seattle, WA
For more information go to:
<http://www.ghsa.org/html/meetings/annual/2016/index.html>

August 28-31, 2016
American Public Works Expo
Minneapolis Convention Center
Minneapolis, MN
For more information go to:
[http://www.apwa.net/Events/items/8532/2016-PWX-\(Minneapolis-MN\)](http://www.apwa.net/Events/items/8532/2016-PWX-(Minneapolis-MN))

SEPTEMBER 2016

September 7-9
National Working Summit on Transportation in Rural America
Marriott Denver Tech Center

Denver, CO
For more information go to:
<http://ruralsafetycenter.org/news-events/moving-rural-america-summit/>

September 12-14
18th Annual American Indian Tourism Conference (AITC)
Tulalip Resort and Casino
Tulalip, WA
For more information go to:
<http://aitc2016.com/>

September 21-23
2016 3rd Annual National Tribal Emergency Management Conference
Tachi Palace Hotel
Lemoore, CA
For more information go to:
<http://www.ntemc.org/>

OCTOBER 2016

October 2-5
TRB: National Conference on Rural Public and Intercity Bus Transportation
Renaissance Asheville Hotel
Asheville, NC
For more information go to:
<http://www.ribtc.org/>

October 3-6
19th Annual National Tribal Transportation Conference (NTTC)
Anaheim Marriott
Anaheim, CA
For more information go to:
<http://nttc.nijc.org/>

October 29-November 2
American Public Health Association (APHA) 2016 Annual Meeting and Expo
Colorado Convention Center
Denver, CO
For more information go to:
<http://www.apha.org/events-and-meetings/annual>



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



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>

The Native American Liaison Branch was created in 1999 in the Department of Transportation to serve as a liaison between the Department, federal, state, local, and

regional transportation agencies to establish and maintain government to government working relationships with Tribal Governments throughout California.

California Department of Transportation Division of Local Assistance

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

California LTAP

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

NEVADA



Nevada Department of Transportation

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

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

Inter-Tribal Council of Nevada

680 Greenbrae Dr., Suite 280
Sparks, Nevada 89431
Phone: (775) 355-0600 Fax: (775) 355-0648
<http://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: Randy Bowling
Phone: (775) 829-9045
E-mail: rbowling@tmcc.edu
Program Director: Jim Nichols
Phone: (775) 829-9022
E-mail: jnichols@tmcc.edu
Website: <http://www.tmcc.edu/ltap/>

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California State Transportation Agency (CalSTA)

A new state agency focused solely on transportation.

To visit the website go to:

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

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

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

FEDERAL

US DOT Federal Highway Administration (FHWA)

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

US DOT Federal Transit Administration (FTA)

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

FTA Region 9 Offices

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

Office of Federal Lands Highway

<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/>

TRIBAL TRANSPORTATION RESOURCES

National Rural Transit Assistance Program (RTAP)

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

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

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 proactively improving the future safety performance of a road project during the planning and design sates, and for identifying safety issues in existing transportation facilities.

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

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

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity

<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/isrltr1.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>

Roadway Safety Noteworthy Practices Database

To visit the website go to:

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

Horizontal Curve Safety

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

To visit the website go to:

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

Pedestrian Safety Guide and Countermeasure Selection System (Pedsafe)

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

To visit the website go to:

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

The National Work Zone Safety Information Clearinghouse

Work Zone Safety and Flagger Tutorial

The purpose of this tutorial is to provide the fundamentals of work zone safety and to explain the concepts of flagging in a work zone. It is not intended to replace comprehensive instruction of the topic.

To view the tutorial go to:

<http://www.workzonesafety.org/taxonomy/term/5606/all>

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

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/](http://www.3m.com/na/roadway/safety/safetyinitiatives/)

[minimumretroreflectivity/](http://www.3m.com/na/roadway/safety/safetyinitiatives/minimumretroreflectivity/)

Federal Transit Administration

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

To access the website go to:

<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](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 re-

sponsible 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](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](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/>

TRIBAL TRANSPORTATION RESOURCES

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

LTAP/TTAP Safety Toolkit

National LTAP/TTAP

To visit the website go to:

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

University of Minnesota Center for Transportation Studies

"Distraction Dodger" Game

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

To view the game go to:

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

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>

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

California Department of Public Health

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

To visit the website go to:

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

California Pedestrian Safety (PedSafe) Program

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

To visit the website go to:

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

Centers for Disease Control and Prevention (CDC)

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

To visit the web site go to:

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

National Road Safety Foundation (NRSF)

To Visit the website go to:

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

Animated Traffic Law

Visualizing traffic law

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 Safety

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

California Department of Transportation (Caltrans)

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

National Center for Rural Road Safety

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

To visit the center's website go to:

<http://ruralsafetycenter.org/>

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

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>

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>

U.S. DOT-Transportation.gov

Transportation and Health Tool

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

To visit the website go to:

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

FHWA-National Highway Specifications

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

For more information go to:

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/>

TRIBAL TRANSPORTATION RESOURCES

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)

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/>

Federal-aid Program Overview. 18 videos.

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=overview>

Civil Rights: Title VI/Nondiscrimination 17 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig>

Finance: Administrative Requirements 9 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=finance>

Environment: NEPA Regulatory Framework and Process 17 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm>

Right-Of-Way 6 videos

<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

National Transportation Atlas Database (NTAD) 2015 DVD.

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

To download the DVD go to:

<https://2bts.rita.dot.gov/pdc/user/products/src/products.xml?p=33865&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/>

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:

TRIBAL TRANSPORTATION RESOURCES

<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/ImplementingaTrafficSignRetroreflectivityMaintenance-Program.aspx>

Indian Land Tenure Foundation (ILTF)

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

To visit the website go to:

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

Coordinated Technology Implementation Program (CTIP)

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

<http://www.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/anviewer.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/>

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/>

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

American Road and Transportation Builders Association (ARTBA)

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

To visit the website go to:

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

Ready Indian Country

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

To visit the web site go to:

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

CalACT

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

To visit the website go to:

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

California Department of Transportation (Caltrans)

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

To visit the website go to:

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

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>

TripSpark

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

To visit the website go to:

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

National Aging and Disability Transportation Center (NADTC)

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

To visit the website go to:

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

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/>

TC3 Free Mobile App

TC3 is an AASHTO technical service program focused on

TRIBAL TRANSPORTATION RESOURCES

the web-based training of front-line workers in the areas of construction, maintenance, and materials.

Download the app today at:
<http://tc3app.com/install/>

B4UFLY App

Federal Aviation Administration

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

For more information go to:
<http://www.faa.gov/uas/b4ufly/>

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>

National Transit Institute (NTI)

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

To visit the website go to:
<http://www.ntionline.com/>

National Highway Institute (NHI)

Free web-based training:

- Introduction to FRP Materials and Applications for Concrete course 130105A
- National Traffic Incident Management Responder Training course 133126.

- Combating Roadway Departures Course 380117. The following updated training is available.
- 130093W Introduction to Earthquake Engineering is a web based prerequisite to 130093A Displacement-Based LRFD Seismic Analysis and Design of Bridges
- 132010A entitled "Earthquake Engineering Fundamentals" is a Web-based prerequisite to 132094A and 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>

Federal Emergency Management Agency (FEMA)

Emergency Management Institute Tribal Curriculum

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

To view the course go to:
<https://training.fema.gov/tribal/>

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

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT (Continued)

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 conjunction with the Florida Department of Transportation. It's an excellent tool to educate, inform, and increase awareness among all transit workers about the dangers and challenges associated with distracted driving.

For more information go to:

<http://transit-safety.fta.dot.gov/Training/new/CourseDetails.aspx?csid=53>

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/>

Cal EPA

Training: California Indian Tribal Relations

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

To visit the website go to:

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

Minnesota Local Road Research Board (LRRB)

YouTube video library with 34 videos to date.

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

To view the videos go to:

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

FHWA-Developing a Transportation Safety Plan

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

To visit the website go to:

TRIBAL TRANSPORTATION FUNDING RESOURCES

http://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/summary.cfm

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.

Cycle 3 FY2016-17 is closed.

For more information go to:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.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. **FY 2016-17 and FY2017-18 applications due July 7, 2016.**
- Farm and Ranch Cleanup Grants.
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants. Illegal Disposal Site Abatement Grant Program.
- Legacy Disposal Site Abatement Partial Grant Program.
- Waste Tire Cleanup grants.
- Rubberized Pavement (TRP) Grant Program.
- Tire-Derived Aggregate (TDA) Grant Program.

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

- Tire-Derived Product (TDP) Grant Program. Applications tentatively available Fall 2016

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

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

Highway Safety Improvement Program (HSIP)

It is never too early for local agencies to analyze their roadway network to 1) identify their highest crash locations and corridors, 2) consider effective and efficient countermeasures to improve the safety of these locations/corridors, and 3) identify projects that have the highest Benefit-to-Cost ratios. **Cycle 8 application deadline is August 12, 2016**

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

Sustainable Transportation Planning Grant Program

The program was created to support the California Department of Transportation's (Caltrans) current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

For more information go to:

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

NEVADA

Nevada Department of Transportation (NDOT)

Transportation Alternatives Program (TAP)

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

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.

Applications due the second Monday each March

For more information go to:

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

FEDERAL

Transportation Alternatives Program (TAP)

The [Fixing America's Surface Transportation \(FAST\) Act](#) replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the [Surface Transportation Block Grant Program](#) (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes 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 such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; 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.

For more information go to:

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

IDEA Program

TRB's Innovations Deserving Exploratory Analysis (IDEA) annual program announcement solicits funding proposals for the upcoming review cycles. The Transit IDEA program has one or more cycles each year. **FY 2016 is closed.**

- NCHRP IDEA cycles are twice each year. **Due March 1 or September 1st depending on which of the two cycles is targeted.**

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:

[The IDEA Program](#)

Strategic Highway Research Program (SHRP2)

The objective of the SHRP2 Education Connection is to incorporate SHRP2 products into collegiate level lesson

TRIBAL TRANSPORTATION FUNDING RESOURCES

plans and curricula. FHWA anticipates awarding up to 10 cooperative agreements to help professors and instructors bring state of the practice solutions to their classrooms.

Round 7 is closed.

For more information go to:

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

Accelerated Innovation Deployment Demonstration (AID)

The FHWA will be continuing the AID Demonstration program under the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94). A new Notice of Funding Opportunity (NOFO) is being prepared and information will be posted here when applications for the AID Demonstration program will again be accepted through [Grants.gov](#).

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>

Bureau of Indian Affairs

Energy and Mineral Development Program (EMDP).

Each year, the Division of Energy and Mineral Development (DEMD) provides tribes an opportunity to participate in a grant program known as the Energy and Mineral Development Program (EMDP). This program provides financial assistance to federally recognized tribes and Indian allottees on trust lands to evaluate their energy (conventional and renewable), and mineral resource potential on their lands. **The deadline to apply is July 8, 2016.**

For more information go to:

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

Department of the Interior

Tribal Wildlife Grants Program

The Tribal Wildlife Grants (TWG) Program is part of a program providing wildlife conservation grants (known as the State Wildlife Grants Program) to States and to the District of Columbia, U.S. Territories, and Tribes under provisions of the Fish and Wildlife Act of 1956 and the Fish and Wildlife Coordination Act, for the development and implementation of programs for the benefit of wildlife and their habitat and species of Tribal cultural or traditional importance, including species that are not hunted or fished.

The deadline to apply is September 2, 2016.

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=283451>

U.S. Department of Agriculture (USDA)

Rural Community Development Initiative-Utilities Program

Qualified private, nonprofit and public including tribal intermediary organizations proposing to carry out financial and technical assistance programs will be eligible to receive the funding. The Intermediary will be required to provide matching funds in an amount at least equal to the RCDI grant. The respective minimum and maximum grant amount per Intermediary is \$50,000 and \$250,000. The Intermediary must provide a program of financial and technical assistance to recipients to develop their capacity and ability to undertake projects related to housing, community facilities, or community and economic development that will support the community. **The deadline to apply is July 22, 2016.**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=284154>

U.S. Environmental Protection Agency

Technical Assistance and Support for Improved Protection of Drinking Water Sources

The U.S. Environmental Protection Agency (EPA) is soliciting applications from eligible applicants for technical assistance and support that will enhance communication and coordination between the EPA and the states to protect drinking water sources. The technical assistance and support should develop and expand the capability of state and tribal Underground Injection Control (UIC) programs (Classes I-VI) and state and tribal Source Water Protection programs to protect drinking water sources. **The deadline to apply is July 15, 2016.**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=284250>

U.S. Environmental Protection Agency

Tribal Clean Diesel Funding Assistance Program FY 2016

EPA's Office of Transportation and Air Quality is soliciting proposals nationwide for Tribal projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced by diesel engines and diesel emissions exposure, particularly from fleets operating at or servicing goods movement facilities located in areas designated as having poor air quality. **The deadline to apply is August 23, 2016.**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=284640>



NATIONAL INDIAN JUSTICE CENTER

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Santa Rosa, CA 95403
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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.

19TH ANNUAL NATIONAL TRIBAL TRANSPORTATION CONFERENCE

WHEN
October 3-6, 2016
9:00 AM

WHERE
Anaheim, California
Anaheim Marriott

Register Now
<http://nttc.nijc.org/>

WESTERN TTAP

For more details, please contact Western TTAP Coordinators
(707) 579-5507
Barry Litchfield, x 224
Email: barry@nijc.org
Margaret Browne, x 225