

Tribal Transportation News



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Traffic Safety in Indian Country: A New Beginning

By J. Matthew Martin, Susan Crotty

The U.S. House and Senate emerged in late 2015 from conference committee with a five-year transportation bill, which was quickly enacted and became the first “long-term” transportation legislation in more than a decade. Discouragingly named the “FAST Act” (Fixing America’s Surface Transportation Act¹) and 1,300 pages long, the \$305 billion bill reserves \$48 billion exclusively for transit and \$205 billion for highways. In very broad strokes, the FAST Act authorizes federal surface transportation programs through fiscal year 2020 aimed at improving our nation’s infrastructure. Specifically, the Act reforms federal surface transportation programs, refocuses those programs on addressing national priorities, and encourages innovation to make the surface transportation system safer and more efficient.

One of those national priorities is traffic safety in Indian Country.² In sections 1117 and 1118 of the FAST Act, the Federal Lands and Tribal Transportation Programs are identified specifically. In section (b), Congress found in the Report on Tribal Governments Transportation Safety Data that, in many states, the American Indian³ population is disproportionately represented in fatalities and crash statistics. In particular, Congress recognized how improved crash reporting by tribal law enforcement agencies would facilitate safety planning and enable Indian tribes to apply more successfully for state and federal funds for traffic safety improvements. Additionally, Congress addressed the causes of underreporting of crashes on Indian reservations, including tribal law enforcement capacity, staffing shortages and turnover, lack of equipment, software and training, and lack of standardization in crash reporting forms and protocols. Congress realized that, without more accurate reporting of crashes in Indian Country, it is difficult or impossible to understand fully the nature of the problem and develop appropriate countermeasures. Such congressionally approved measures include effective transportation safety planning and programs aimed at driving under the influence (DUI) prevention, pedestrian safety, roadway safety improvements, seat belt usage, and proper use of child restraints.

The relevance of quality transportation safety data collected by Indian tribes, states, and counties leads to improved collection and sharing of data on crashes on Indian reservations. In turn, the use of such data gives rise to the develop-

ment of information that Indian tribes can use directly to address traffic safety issues on Indian reservations, including the identification and improvement of problem areas on public roads on Indian reservations.

For the purposes of traffic safety for indigenous nations, the FAST Act builds on the Highway Safety Act of 1966.⁴ This groundbreaking legislation provides U.S. Department of Transportation funding to assist federally recognized Indian tribes⁵ in implementing traffic safety projects on Indian reservations in the United States. The program is administered by the Department of the Interior, Bureau of Indian Affairs (BIA) Indian Highway Safety Program (IHSP). Oversight is provided by the National Highway Traffic Safety Administration’s (NHTSA) Region 6 in Fort Worth, Texas. NHTSA and IHSP are also responsible for monitoring grants. The monitoring process ensures the achievement of federal requirements and performance targets. The monitoring process also assists the various highway safety projects in identifying actions needed to be taken to improve their highway safety programs, thereby remaining in compliance with the IHSP Law Enforcement Agreements.

Additionally, the FAST Act extends the Moving Ahead for Progress in the 21st Century Act (MAP-21).⁶ MAP-21 provides for Tribal Transportation Program funds to be set aside to address traffic safety issues in Indian Country.

How Big Is the Problem on Tribal Roads?

According to National Safety Council Injury Facts 2015, in 2013, motor vehicle crashes claimed 35,500 lives and research shows the likelihood of fatal crashes is even higher in tribal communities. According to Injury Facts, the average economic cost due to a crash was more than \$1 million per death and more than \$78,000 per nonfatal disabling injury. The Federal Lands Highway Tribal Transportation Program recognizes that traffic fatalities and injuries severely impact the quality of life in Indian Country. Such statistics are consistently higher than for the rest of the nation as a whole. In particular, the Centers for Disease Control and Prevention’s Injury Center research shows that:

- Injuries are the leading cause of death for indigenous

(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

Traffic Safety In Indian Country: A New Beginning 1
TTSP Staff Directory 2
News and Announcements 3
Visualizing Teen Driver Safety Needs: SafeTREC Researchers Present at 2017 GIS Day 7
Transportation Safety Planning in California Indian Country 8
The Forgotten Minority in Police Shootings 9
Save the Date: NTICC 2018 32

TRANSPORTATION RESOURCES

Recent Transportation Legislation 12
Transportation Events Calendar 13
Tribal Transportation Partners Directory 14
Tribal Transportation Resources 16
Tribal Transportation Funding Resources 29

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NEWS & ANNOUNCEMENTS

The Tribal Transportation Safety and Planning Program Services Provided by the National Indian Justice Center

Tribal Transportation Safety Planning Project

The National Indian Justice Center (NIJC) also provides training and consultation services in Transportation Safety Planning and Long-Range Transportation Planning. Our services are designed to assist tribes and those who work with tribes in negotiating the intricacies of tribal transportation planning. We offer in-person training workshops, on-line training modules, and individualized technical assistance and consultations on a wide range of tribal transportation issues including safety planning, long-range transportation planning, finding grants and other funding resources, transportation needs assessments, road safety audits, and accessing roadway crash data. For inquires or more information contact Joan Harper, NIJC Transportation Planning Coordinator, via email: joan.harper@nijc.org or call 707 579-5507. To visit the website go to: http://www.nijc.org/tspp_trans_safety.html

Injury Prevention Specialist

The Tribal Injury Prevention Specialist Program provides transportation safety information, training, and technical assistance to Tribal transportation agencies responsible for roadway safety. While the primary focus is on tribal roads, the Tribal Injury Prevention Specialist will assist tribes and their partners in improving road safety in Indian Country.

Traditionally, tribal transportation safety programs focus on the Four E's (Engineering, Education, Emergency Response, and Enforcement). The Tribal Injury Prevention Specialist Program expands the role to include behavior modification approaches in traffic safety (i.e. child passenger safety, seat belt use, impaired driving prevention).. For inquiries or more information contact Carrie Brown, Injury Prevention Specialist, via email: cbrown@nijc.org, or call 775-870-1514. To visit the website go to: http://www.nijc.org/tspp_ips.html

FHWA's 'Traffic Incident Management' Program Reaches New Milestone Five-year-old Program Graduates 300,000th Emergency Responder

WASHINGTON – U.S. Transportation Secretary Elaine L. Chao joined officials representing the Washington Metropolitan area's first responders to announce today that the

300,000th emergency responder has completed the Federal Highway Administration's "Traffic Incident Management" (TIM) responder training, a national effort to improve the safety of first responders on the scene of highway crashes. The 300,000 emergency responders who have completed the training represent all 50 states, the District of Columbia and Puerto Rico.

Concrete Burned in California Fires Being Recycled as Road Base

By Kerry Clines

A steady stream of dump trucks has been delivering loads of burned concrete to the Stony Point Rock Quarry west of Cotati, California, [The Press Democrat](#) reports. The concrete, which comes from the foundations and driveways of homes that were destroyed by the fires in Sonoma County, will be crushed and recycled to build new roads, according to Mark Soiland, president of the Soiland Co. that owns the quarry.

The quarry had been receiving about 300 truckloads per day of concrete from contractors clearing home sites under the management of the U.S. Army Corps of Engineers, Soiland told the news agency. The Corps estimates about a million tons of burned rubble will be cleared, with much of going to landfills, but the concrete, metal and wood is being salvaged and recycled.

Once in the quarry, the rebar will be removed from the concrete before it is crushed into 3/4-inch chunks for sale as road base. The demand for that product is strong, but the supply far exceeds the demand at this time or the quarry's capacity to process it, so the chunks are being stockpiled. Soiland told the news agency.

"We flew a drone over it recently and estimate that we have 41,000 tons in here," Soiland told the news agency, adding that there's probably a three-year supply.

According to the Corps, the material is considered clean with no restrictions on its reuse. Tests for asbestos have all come back negative. The number of trucks delivering concrete to the quarry has tapered off as the first phase of cleanup winds down, but private contractors are continuing to bring in large amounts of material

Soiland charges a few dollars per ton for the material to be dumped at his site, and then sells it crushed for about \$8 per ton. However, he tells the news agency that operating costs are huge, as he spent an extra \$35,000 just on fuel for his equipment in the first weeks.

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<http://click1.email.betterroads.com/ViewMessage.do?m=pvqjhhl&r=oqqtzrrtmr&s=rtgbschlntlylnkchgvkbscsgjwllnjfl&q=1513783800&a=view>

(Continued from page 1)

peoples in the United States for ages 1 to 54 and the third leading cause of death overall.⁷

- Motor vehicle crashes are a leading cause of unintentional injury for Natives ages 1 to 44. Adult motor vehicle–related death rates for Indians are 1.5 times more than those of whites and of blacks.⁸
- Among infants less than 1 year of age, Indians have eight times the rate of motor vehicle traffic deaths than those of non-Hispanic whites.⁹
- Among Natives 19 years and younger, motor vehicle crashes are the leading cause of unintentional injury-related death, followed by drowning and poisoning.¹⁰

Who Is Most at Risk?

- Children: Among ethnic groups in the United States, Indian children experience the highest rates of injury mortality and morbidity. Natives ages 19 years and younger are at greater risk of preventable injury-related deaths than others in the same age group in the United States. Compared to blacks and whites, this group has the highest injury-related death rates for motor vehicle crashes, pedestrian events, and suicide. Rates for these causes are two to three times greater than rates for whites the same age.¹¹
- Males: Indians as a group are at increased risk of injury; however, Native males are at unusually high risk for many types of injuries. Compared to their female counterparts, indigenous males ages 20 years and older are twice as likely to die from a motor vehicle crash and three times more likely to die from a pedestrian-related injury.¹²

The map on page 33 shows motor vehicle related deaths rates from 2004–2010 for Natives.

The five states with the highest motor vehicle–related fatality rates among this population were Wyoming (72 deaths—/100,000 population), South Dakota (59 deaths/100,000 population), Montana and North Dakota (56 deaths/100,000 population), and Arizona (45 deaths/100,000 population). Note that the data are not broken down further, so we do not know how many of these deaths occurred in Indian Country versus in the various states. This illustrates one of the key imperatives of Congress in collecting specific data in Indian Country.¹³

What Are the Major Risk Factors?

- Low Seat Belt Use: According to NHTSA and the IHSP, the 2013 overall rate of seat belt use on 16 reservations was 69.6 percent. Belt use varies greatly across reservations, ranging from a low of 36.4 percent to a high of 90.7 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws. Not surprisingly, reservations with no seat belt laws have the lowest use rates.¹⁴ More than half (56 percent) of occupants of Indian passenger vehicles who died in motor vehicle crashes were unrestrained at the time of the fatal crash.¹⁵
- Low Child Safety Seat Use: Though child safety seat use rates for Native communities vary greatly, rates are general-

ly much lower than those of other racial groups.¹⁶ In 2011, the national child restraint use for children from birth to age 7 ranged from 79 percent to 99 percent.¹⁷ In one study of three Northwest tribes, car seat use ranged from 12 percent to 21 percent for children from birth to age 4.¹⁸ In some Native communities, not restraining children is a kind of local tradition.¹⁹

- Alcohol Impaired Driving: Indigenous populations have a relatively high prevalence of alcohol-impaired driving and the highest alcohol-related motor vehicle mortality rates among racial/ethnic populations.^{20,21} Among fatal crashes involving Native drivers in 2012, an estimated 42 percent were alcohol-related.²² Nationally, during this same time period, 31 percent of total crashes were alcohol-related.²³
- Distracted Driving: NHTSA’s Driver Distraction Program defines “distraction” as a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on other activities. In 2010, 9 percent of fatal crashes involved driver distraction, and 13 percent of the drivers in these fatal crashes were reported to have been using a cell phone at the time of the crash.²⁴ Distraction occurs when drivers take their eyes off the road, their hands off the wheel, and their minds off their primary task of driving safely.²⁵ According to the 2012 National Survey on Distracted Driving Attitudes and Behaviors, 30 percent of Native drivers are distraction prone, while 70 percent are distraction averse.²⁶

Solutions

Proven and effective strategies to reduce motor vehicle crash–related injuries and deaths are well established; these include use of occupant restraints, primary laws, high visibility enforcement, and strict blood alcohol content (BAC) laws. Although each Indian community is politically and culturally unique, effective strategies can be tailored in these communities to meet the specific needs of tribes.

- Seat Belt Use: There is strong evidence that seat belt use laws, especially primary enforcement laws, and enhanced enforcement campaigns are effective in increasing seat belt use.²⁷ Inasmuch as seat belt usage is generally subject to tribal law²⁸ and because tribal traffic law and law enforcement vary widely, the ability to encourage improved safety belt usage could have a dramatically positive effect on saving lives on tribal roads.
- Child Safety Seats: Child safety seats reduce the risk of death in passenger cars by 71 percent for infants and by 54 percent for toddlers ages 1 to 4 years²⁹—with strong evidence that child safety seat laws, safety seat distribution and education programs, community-wide education and enforcement campaigns, and incentive-plus-education programs are effective in increasing child safety seat use.³⁰ Supporting families with information on the need for securing kids in safety seats, coupled with the distribution of free seats to parents who cannot afford them, has helped improve this issue in some Native communities. However, not restraining children remains a significant, and deadly, issue.

- Impaired Drivers: Proven measures to reduce alcohol-impaired driving include aggressively enforcing 0.08 percent BAC laws, minimum legal drinking age laws, and zero tolerance laws for drivers younger than 21 years old;³¹utilizing sobriety checkpoints (DUI checkpoints are effective in reducing alcohol-related crashes and death by approximately 17–25 percent);³² and utilizing multifaceted community-based approaches to alcohol control and DUI prevention.³³
- Teen Drivers: There are proven methods for helping teens become safer drivers. Inexperience, risky behavior, speeding, not wearing seat belts, and the proliferation of smartphones are the main factors in teen road fatalities. Research suggests that the most comprehensive graduated drivers licensing (GDL) programs are associated with reductions of 38 percent and 40 percent in fatal and injury crashes, respectively, among 16-year-old drivers.³⁴ GDL's are designed to delay full licensure while allowing teens to get their initial driving experience under low-risk conditions.³⁵
- Distracted Drivers: As tribal nations are updating and implementing public health law codes, it will be important for tribal leaders to consider establishing distracted driving codes to protect drivers, passengers, and pedestrians. Enacting a distracted driving code and providing education on the importance of attentive driving could foster safe driving behavior and prevent injuries and deaths.

The vastness of Indian Country and the great differences in the various tribal communities raise significant problems in data collection, reporting, and the targeting of resources. Many of these communities have had little to no resources targeted towards them. Fortunately, that is changing. Both Congress and the administration have demonstrated their commitment toward increasing traffic safety in Indian Country. While many tribes demonstrate an admirable go-it-alone spirit, all 567 are part of the national transportation network and deserve appropriate federal attention to the traffic safety issues in their sovereign communities.³⁶

Individually and with the collaboration of the IHSP, tribes can foster the development of Strategic Transportation Safety Plans under MAP-21 as a means to determine how transportation safety needs will be addressed in tribal communities. The government gives priority consideration to eligible projects within the following four categories:

- 40 percent: Safety Plans & Safety Planning Activities,
- 30 percent: Engineering Improvements,
- 20 percent: Enforcement/EMS, and
- 10 percent: Education.

The evidence suggests that the roads in Indian Country are among the most dangerous in America. Lives depend on the institution of proven traffic safety interventions, delivered in a culturally responsive and competent manner. Recognizing the differences that diversity brings, being willing to experiment locally, incorporating solutions into unique cultural traditions, and partnering from the ground up, rather than imposing from

the top down, remain the keys to success. Bipartisan support from Congress and the administration is a huge first step. Now it is up to the residents of Indian Country and everyone involved in traffic safety to follow this lead toward a safer future.

The authors would like to thank Special Agent Lawrence Robertson of the U.S. Department of the Interior, Bureau of Indian Affairs, for his assistance with this article.

Endnotes

1. Fixing America's Surface Transportation Act, Pub. L. No. 114-94, 129 Stat. 1312 (Dec. 4, 2015).
2. "Indian Country" is defined in 18 U.S.C. § 1151. The term is used in this article in its broadest context to encompass all Indian lands in the country, including Alaskan Native Villages.
3. In this article, we use the terms "tribes," "Natives," "indigenous peoples," and "Indian" interchangeably. We avoid the more widely used term "Native American." This reflects an ongoing and somewhat contentious debate in American Indian studies about which among these types of terms should be used when referencing indigenous peoples in the Americas and elsewhere. The term "Indian" is among the most disfavored on this list, not only because of the obvious but, at times, confusing geographical inaccuracies, but also because it is a colonial label that ignores the rich cultural diversity of indigenous nations in North America. Noting its disfavor, we employ the word "Indian" primarily because it is the term used by the government in many statutes and in case law and it is simply difficult to tiptoe around it. The stigma of colonialism also arguably infects the word "tribe," and it is thusly losing favor in academic circles. See David E. Wilkins & Heidi K. Stark, *American Indian Politics and the American Political System* (2010).
4. 23 U.S.C § 402.
5. There are currently 567 federally recognized Indian tribes. Tribal Leaders Directory, Indian Affairs, U.S. Dep't of the Interior, <http://www.bia.gov/WhoWeAre/BIA/OIS/TribalGovernmentServices/TribalDirectory>.
6. Moving Ahead for Progress in the 21st Century Act, Pub. L. No. 112-141, 126 Stat. 405 (2012).
7. Injury Prevention & Control: Motor Vehicle Safety, Ctrs. for Disease Control & Prevention (Aug. 25, 2015), <http://www.cdc.gov/Motorvehiclesafety/native/factsheet.html> [hereinafter CDC Motor Vehicle Safety] (citing Web-Based Injury Statistics Query and Reporting System (WISQARS), Ctrs. for Disease Control & Prevention, Nat'l Ctr. for Injury Prevention & Control (2014), <http://www.cdc.gov/injury/wisqars> [hereinafter WISQARS]).
8. Id.
9. Id. (citing T. Murphy, P. Pokhrel, et al., Unintentional Injury Mortality Among American Indians and Alaska Natives in the United States, 1990–2009, 104 (Supp. 3) *Am. J. Pub. Health* S470 (2014)).
10. Id. (citing WISQARS, supra note 7).
11. Id. (citing L. J. D. Wallace, R. Patel & A. Dellinger, Injury Mortality Among American Indian and Alaska Native Chil

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dren and Youth—United States, 1989–1998, 52 *Morbidity & Mortality Wkly. Rep.* 697 (2003)).

12. See *id.* (citing WISQARS, *supra* note 7).

13. Incredibly, the federal government does not even know how many tribal courts there are. The Bureau of Justice Statistics’ “first National Survey of Tribal Court Systems . . . will collect data on tribal courts in the lower 48 states and Alaska covering 566 tribes. The survey will also cover the Tribal Courts of Federal Regulations that handle some offenses and resolve disputes among tribal members.” Publications, U.S. Dep’t of Justice, <http://www.justice.gov/tribal/publications>.

14. CDC Motor Vehicle Safety, *supra* note 7 (citing Bureau of Indian Affairs Indian Highway Safety Program, Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., Final Report, 2013 Safety Belt Use Estimate for the Indian Nations (Feb. 2014)).

15. *Id.* (citing Fatality Analysis Reporting System (FARS), Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., <http://www.nhtsa.gov/FARS>).

16. *Id.* (citing R. J. LeTourneau, C. E. Crump, et al., Ride Safe: A Child Passenger Safety Program for American Indian/Alaska Native Children, 12 (Supp. 1) *Maternal Child Health J.* 55 (2008)).

17. *Id.* (citing Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., DOT HS 812 011, Traffic Safety Facts: 2012 Data: Children. (Apr. 2014)).

18. *Id.* (citing M. L. Smith & L. R. Berger, Assessing Community Child Passenger Safety Efforts in Three Northwest Tribes, 8 *Injury Prevention* 289 (2002)).

19. See, e.g., J. Matthew Martin, A Conversation with Chief Justice Kevin Briscoe, 18 *Highway to Justice*, no. 3, Mar./Apr. 2015, at 1 (“Certain rules of the road are disregarded because the Reservation is kind of like a safe haven for drivers. A lot of our tribal members like trucks, and kids like to ride in the beds of the trucks. We see that a lot on the Reservation. We see the same thing with children, even babies, riding on the lap while the parent is driving.”).

20. CDC Motor Vehicle Safety, *supra* note 7 (citing R. B. Voas, A. S. Tippetts & D. A. Fisher, Pac. Inst. for Research & Evaluation, DOT HS 809 068, Ethnicity and Alcohol Related Fatalities: 1990 to 1994 (2000); see also T. S. Naimi, N. Cobb, et al., Alcohol-Attributable Deaths and Years of Potential Life Lost Among American Indians and Alaska Natives—United States, 2001–2005, 57 *Morbidity & Mortality Wkly. Rep.* 938 (2008)).

21. See *supra* note 15. The 2013 data are now available and data continue to be updated.

22. See *id.*

23. CDC Motor Vehicle Safety, *supra* note 7 (citing Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., DOT HS 811 870, Traffic Safety Facts: 2012 Data: Alcohol-Impaired Driving (Dec. 2013)); James K. Cunningham, Teshia A. Solomon & Myra L. Muramoto, Alcohol Use Among Native Americans Compared to Whites: Examining the Veracity of the “Native American Elevated Alcohol Consumption” Belief, 160 *J. Drug & Alcohol Dependence* 65 (2016).

24. Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., DOT HS 812 132, Traffic Safety Facts: Distracted Driving 2013 (Apr. 2015), <http://www-nrd.nhtsa.dot.gov/Pubs/812132.pdf>.

25. Nat’l Highway Traffic Safety Admin., Facts and Statistics: Distracted Driving, *Distraction.gov*, <http://www.distraction.gov/stats-research-laws/facts-and-statistics.html>.

26. P. Schroeder, M. Meyers & L. Kostyniuk, Nat’l Highway Traffic Safety Admin., U.S. Dep’t of Transp., DOT HS 811 729, National Survey on Distracted Driving Attitudes and Behaviors 2012 (Apr. 2013), <http://www.nhtsa.gov/staticfiles/nti/pdf/811729.pdf>.

27. CDC Motor Vehicle Safety, *supra* note 7 (citing C. A. Evans Jr., J. E. Fielding, et al., Motor-Vehicle Occupant Injury: Strategies for Increasing Use of Child Safety Seats, Increasing Use of Safety Belts, and Reducing Alcohol-Impaired Driving. A Report on Recommendations of the Task Force on Community Preventive Services, 50 *Morbidity & Mortality Wkly. Rep.*, no. RR-7, 2001, at 1).

28. But see Pub. L. No. 83-280 (Aug. 15, 1953, codified as 18 U.S.C. § 1162, 28 U.S.C. § 1360, and 25 U.S.C. §§ 1321–1326), extending state police power over certain portions of Indian Country.

29. See *supra* note 17.

30. CDC Motor Vehicle Safety, *supra* note 7 (citing S. Zara, D. A. Sleet, et al., Task Force on Cmty. Preventive Servs., Reviews of Evidence Regarding Interventions to Increase Use of Child Safety Seats, 21 *Am. J. Preventive Med.*, no. 4 Supp., 2001, at 31).

31. *Id.* (citing R. A. Shults, D. A. Sleet, et al., Association Between State-Level Drinking and Driving Countermeasures and Self-Reported Alcohol-Impaired Driving, 8 *Injury Prevention* 106 (2002)).

32. *Id.* (citing R. W. Elder, R. A. Shults, et al., Effectiveness of Sobriety Checkpoints for Reducing Alcohol-Involved Crashes, 3 *Traffic Injury Prevention* 266 (2002)).

33. *Id.* (citing W. DeJong & R. Hingson, Strategies to Reduce Driving Under the Influence of Alcohol, 19 *Annual Review of Pub. Health* 359 (1998); see also H. D. Holder, P. J., et al., Effect of Community-Based Interventions on High-Risk Drinking and Alcohol-Related Injuries, 284 *J. Am. Med. Ass’n* 2341 (2000)).

34. *Id.* (citing S. P. Baker, L.-H. Chen & G. Li, AAA Found. for Traffic Safety; Nationwide Review of Graduated Driver Licensing (2007), <http://www.aaafoundation.org/pdf/NationwideReviewOfGDL.pdf>).

35. Parents Are the Key to Safe Teen Drivers, *Ctrs. for Disease Control & Prevention* (Sept. 22, 2015), <http://www.cdc.gov/parents-arethekey/licensing/index.html>.

36. While some of these communities do not have roadways, they nonetheless are not beyond the reach of the internal combustion engine.

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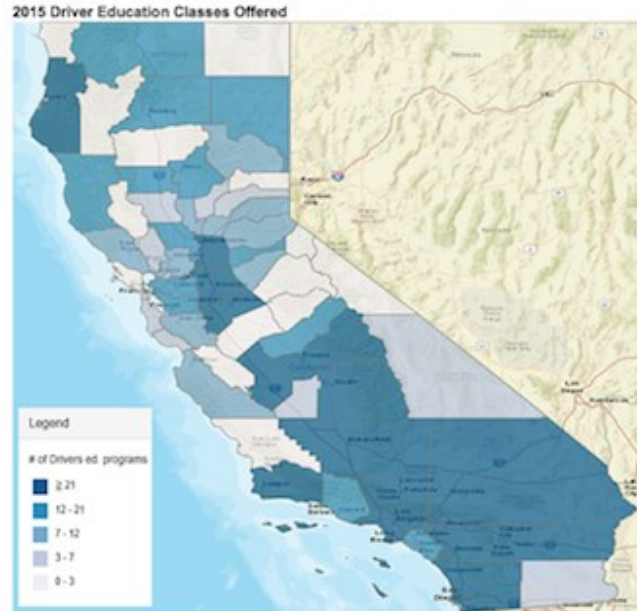
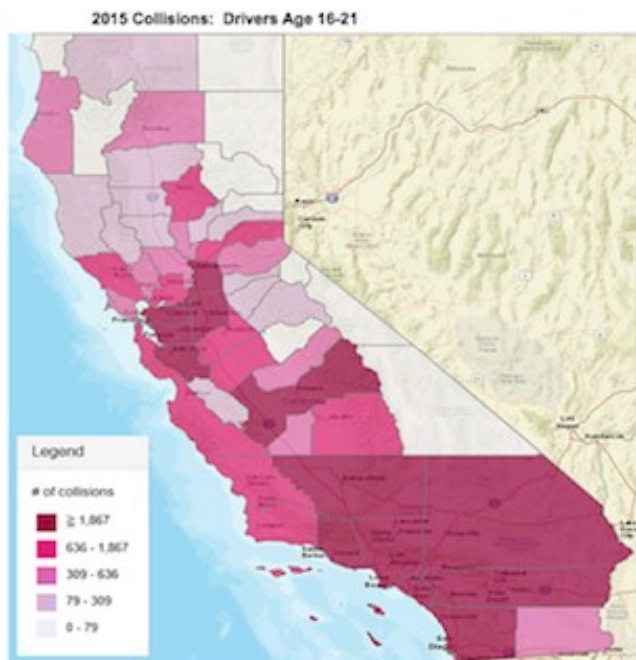
Visualizing Teen Driver Safety Needs: SafeTREC Researchers Present at 2017 GIS Day

UC Berkeley SafeTREC Newsletter November , 2017

On November 2, 2017, SafeTREC co-director Jill Cooper and researchers SangHyoun Oum and Liwei Fu presented SafeTREC's latest data and mapping analysis tool, the Teen Safety Heat Map at the 2017 Geographic Information Systems (GIS) Day Event in Sacramento. The event, hosted by the California Department of Education, provided participants with a diverse range of opportunities for seeing how GIS is being applied in education to address real world issues like traffic safety, public health, chronic absenteeism and physical fitness.

The Teen Safety Heat Map

According to the latest research from the National Highway Traffic Safety Administration (NHTSA), crashes are still the leading cause of teen deaths. In 2015, 99,000 teen drivers were injured in motor vehicle crashes, while 1,972 teen drivers were involved in fatal motor vehicle crashes. In California, 146 fatalities in crashes involved teen drivers.



In an effort to help visualize and analyze teen collision data, the California Office of Traffic Safety (OTS) has partnered with SafeTREC to develop the California Young Driver Heat Map (Teen Safety Heat Map). This GIS resource will enable users to identify areas where a high number or rate of teen vehicle crashes have occurred throughout the state by county (and even by zip code), as well as display locations where Driver Education and teen safety courses are taught in schools within a county.

The Teen Safety Heat Map can also display where statewide funded programs were conducted during the 2016 fiscal year. These features allow users to answer questions about both location and distribution, and assist in not only visualizing how current programs are addressing the problem, but also how teen stakeholders might best plan for future program needs, especially in areas where there has been little to no programming, or where the number or rate of injury collisions is particularly high.

The Teen Safety Heat Map is one of several data and mapping analysis tools available at SafeTREC's [Transportation Injury Mapping System \(TIMS\) website](https://tims.berkeley.edu/help/Teen_Heatmap.php) at: https://tims.berkeley.edu/help/Teen_Heatmap.php

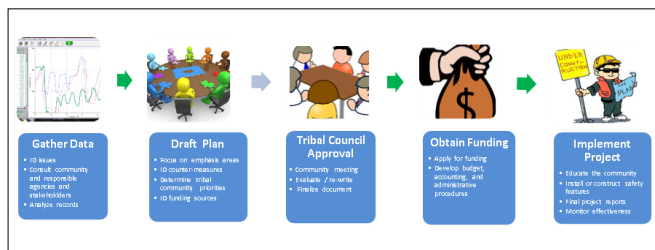
Transportation Safety Planning in California Indian Country

By: Joan Harper, NIJC Transportation Planning Coordinator

Motor vehicle accidents are one of the leading causes of death or injury for Native Americans. Between the years 2011-2015, an estimated 2,804 American Indians died in traffic-related incidents on the nation's highways and at least half of those fatalities occurred on or near reservation roadways.¹ For the years 2002-2011, a total of 3,755 injuries or fatal collisions were reported in the Statewide Integrated Traffic Records System (SWITRS) for California tribal land areas.² Roadway infrastructure improvements, education aimed at changing dangerous or risky driving behaviors, traffic safety enforcement, and quick response times for emergency medical assistance are all important strategies aimed at saving lives and preventing or reducing the severity of motor vehicle injuries that affect the well-being of drivers, passengers, bicyclists, and pedestrians. The transportation safety planning process is one way tribes are bridging the gap between tolerating a dangerous or unsafe roadway condition and implementing critical life-saving safety measures.

This year, a handful of California Indian tribes sought to improve the lives of their families and communities through the transportation safety planning process. The tribes, leveraging grant funds awarded through the Federal Highway Administration (FHWA) Tribal Transportation Program Safety Fund, completed transportation safety plans that identified safety issues, recommended countermeasures to address safety concerns, and generated a priority list of projects for future implementation. Most tribes used staff expertise and a planning or engineering consultant to prepare their safety plan. Safety plan countermeasures that are designed to address specific safety issues typically range from relatively simple, low-cost items such as re-stripping lines or rerouting circulation routes, to the installation of guardrails, signage, lighting, extension of paving, or other roadway construction projects.

Transportation Safety Planning and Implementation Process



A tribal transportation safety plan can be prepared as a stand-alone document or it can be a safety planning element within a broader or more comprehensive planning effort that results in a long-range transportation, land-use, or other type of community master plan. In each case, the main purpose of the safety plan is to guide how funding, decision-making, and infrastructure improvement projects are implemented. While each tribe

developed a transportation safety plan within the context of their unique governmental customs, policies, and procedures, they all tended to use the same basic process: gathering and analyzing data to identify issues and community concerns; drafting a plan that included tribal priorities and project funding sources; and seeking Tribal Council approval.

Of course, going from a list of safety plan priorities to actually implementing a project usually requires funding from the tribe and/or other government agencies. Having a transportation safety plan that contains data needed to support and justify a safety-related project enables a tribe to be better prepared to compete for government transportation safety improvement funds. Many of the tribes that completed a safety plan last year, or in recent years, used the data and analysis contained in their plans to support FHWA grant applications for fiscal year 2017 and 2018. It's anticipated that grant awards for safety fund projects will be announced in the spring of 2018.

Every tribe can use the transportation safety planning process to focus community concerns, technical expertise, funding, and administrative and political decision-making to address specific safety issues in their community. In many ways, a tribal transportation safety plan functions as the linchpin for receiving and directing future transportation safety improvements funds. When armed with the data and analysis contained in a safety plan, tribes are well-prepared to efficiently and effectively compete for transportation safety funding and to direct funding and implementation efforts to projects that will address their most urgent needs.

Every tribe is strongly encouraged to be ready for the next round of federal grant funding opportunities by either completing or updating their tribal transportation safety plan, or preparing a grant application to undertake the preparation of a new safety plan.

The National Indian Justice Center's Tribal Transportation Safety and Planning Program provides technical assistance and training for tribal participants interested in learning more about transportation planning. To receive information about future training sessions that address the transportation safety planning grant application process, transportation safety plan preparation, and long-range transportation planning, or to request other information or assistance with tribal transportation planning, contact Joan Harper, NIJC Transportation Planning Coordinator at joanharper@nijc.org or (707) 579- 5507.

¹National Highway Traffic Safety Administration, "Native American Traffic Safety Facts," https://cdan.nhtsa.gov/NA_report/NA_Report.htm, accessed 1/10/18.

²Ragland, Bigham, Oum, Chen, Felschundneff, "Traffic Injury on Tribal Lands in California," UC Berkeley Safe Transportation Research and Education Center, 2014, <https://escholarship.org/uc/item/6v97d95z>, accessed 1/5/18.

The Forgotten Minority in Police Shootings

By Elise Hansen, CNN

Allegations of excessive police use of force against African-Americans have captured the nation's attention in recent years. But there's another group whose stories you're less likely to hear about.



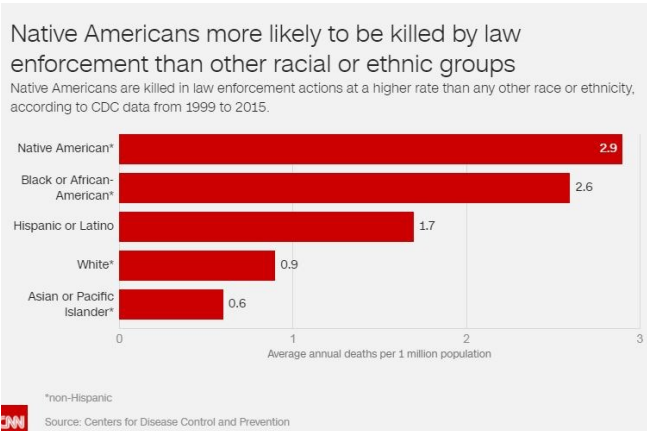
Protesters denounce the police-involved shooting of Native American Paul Castaway in Denver in 2015.

Native Americans are killed in police encounters at a higher rate than any other racial or ethnic group, according to data from the Centers for Disease Control and Prevention. Yet rarely do these deaths gain the national spotlight.

This lack of attention has prompted some advocates to start social media campaigns reminiscent of Black Lives Matter.

"Native American people are basically invisible to most of the people in the country," said Daniel Sheehan, general counsel for the Lakota People's Law Project.

For every 1 million Native Americans, an average of 2.9 of them died annually from 1999 to 2015 as a result of a "legal intervention," according to a CNN review of CDC data broken down by race. The vast majority of these deaths were police shootings. But a few were attributed to other causes, including manhandling. That mortality rate is 12% higher than for African-Americans and three times the rate of whites.



Even though the annual rate of death is higher, the number of Native American deaths is relatively small. An estimated 22 Native Americans and Native Alaskans died at the hands of police in 2016, and another 18 have died so far this year, according to Fatal Encounters, an online database compiled by a former editor at the Reno News & Review in Nevada. It is widely considered one of the most complete sources on deaths resulting from police encounters. CNN excluded deaths caused by car crashes from Fatal Encounters' tally.

This count doesn't include another fatal shooting on

Wednesday. A sheriff's deputy shot and killed 14-year-old Jason Pero on the Bad River Reservation in northern Wisconsin. A report by the Wisconsin Department of Justice said that Pero refused to drop a butcher knife and then lunged twice at the deputy. The state Department of Justice, which is continuing to investigate, said the boy himself called 911, giving his own physical description. The Associated Press reported that Pero's family questions the police account and says the boy was home from school sick.

"(There is) no reason you can justify shooting a 14-year-old boy," Pero's mother, Holly Gauthier, told WDIO-TV.

While most fatal use of police force cases that have been investigated are ruled justifiable, some of the deaths caught on video have raised cries of excessive or inappropriate use of force.

Death led to awareness

Paul Castaway's death in the summer of 2015 was one of those controversial shootings that moved his family to fight for wider attention to police violence against Native Americans.

A district attorney's report gave the following account of Castaway's death:

On July 12, 2015, Castaway's mother called 911, breathless. "My son, he pulled a knife on me. He's mentally ill and he's drunk," she said.

Castaway had entered her home without her permission and poked her in the neck with a kitchen knife before running out the back door.

When police arrived, they chased Castaway, who demanded that police kill him and then pressed the knife to his own throat.

Video surveillance footage appears to show Castaway was still holding the knife to his throat with both hands as he walked toward one of the officers.

<https://youtu.be/8xDtYyS8Y9I>

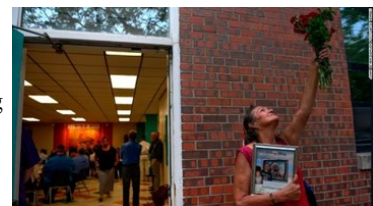
That officer backed away and fired his gun three times, hitting Castaway twice in the torso. Castaway fell to the ground, and police handcuffed him. He died at the hospital, according to The Denver Post.

Castaway's brother, Gabriel Black Elk, said it took him almost a year to watch the video. "There was a lot of mental anguish we had to go through, me and my mom and my sister."

The Denver district attorney found the shooting justified. The family has filed a lawsuit alleging wrongful use of force and insufficient oversight of officers.

"Police knew they were there to help," Black Elk said. "He wasn't a danger to anybody but himself."

Spurred to action by his brother's death, Black Elk, a



Lynn Eagle Feather holds a bouquet to the sky while clutching a picture in memory of her son Paul Castaway.

(Continued on page 10)

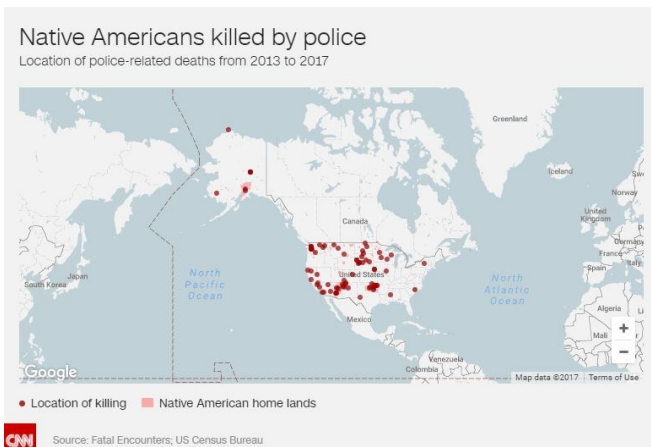
(Continued from page 9)

member of the Lakota Sioux tribe, created a Facebook message group for Native American families who have lost loved ones to police encounters. Slowly, the group expanded to include families of all races.

"A lot of people told me, 'I didn't know this was a problem for Native Americans, too,'" he said.

Deaths are likely underreported

The data available likely do not capture all Native American deaths in police encounters due to people of mixed race and a relatively large homeless population that is "not on the grid," said Matthew Fletcher, director of the Indigenous Law and Policy Center at Michigan State University.



"The numbers might be wildly underreported," he said.

In 1996, American Indian mortality rates were underreported by an estimated 21% because of inconsistencies in identifying Native Americans on death certificates, according to the CDC. The problem has lingered in recent years and is significant enough to make comparisons with other racial groups tricky.

Other media outlets that have kept their own tallies of police-related deaths have reported much higher numbers of deaths than what the CDC publishes. They, too, show high rates of Native American deaths.

The numbers in the Fatal Encounters database, for instance, are more than twice the average number of Native American deaths by legal intervention reported to the CDC.

As Black Elk started to create his Facebook group for grieving families, he said he was just as likely to learn about another Native American death through the grapevine as through local or national media.

Marlee Kanosh, too, lost a brother to police gunfire back in 2012. Corey Kanosh was the passenger in a police chase involving a drunken driver. When the car stopped, he fled police on foot and was shot while resisting arrest. The county attorney concluded that forensic evidence and dispatch logs supported the officer's account of events, but his family complains that he was left overnight at the scene without medical care.

Marlee Kanosh now runs a Facebook page called Native Lives Taken by Police to raise awareness of cases such as her brother's. She said it can be hard to create -- and sustain -- attention for Native Americans' cases, in part because many take place in small communities or more remote areas.



Marlee Kanosh says she has sought justice in her brother Corey's death.

"There are very few people who've heard about a story somewhere out in a small reservation in California, and I see a lot of families who deal with that," she said.

An analysis by Claremont Graduate University researchers recently published in the peer-reviewed journal *Race and Justice* found that major national or regional newspapers rarely picked up stories about Native American deaths. Even then, it found, the deaths rarely received in-depth coverage. What's more, media don't always correctly identify the deceased as Native American.

A death in Omaha

His brother's death was not the only link Black Elk had to police shootings. His mother's nephew, Benjamin Whiteshield, was killed by police in Oklahoma in 2012. According to the Oklahoma State Bureau of Investigation, his family had brought him to the local police station because he had been "acting delusional." Police said he was holding a wrench and was shot in the mouth after a confrontation with an officer.

Then Black Elk's cousin, Raymond Gassman, was killed in South Dakota less than a year after his brother died. He was shot by tribal police while resisting arrest.

And in June, a member of Black Elk's tribe, Zachary Bearheels, died after a violent encounter with police.

On June 4, Bearheels, 29, was on his way home to Oklahoma when he got kicked off a bus in Omaha, Nebraska. When he failed to make it home, his mother, Renita Chalepah, called police to let them know her son was lost and suffered from bipolar disorder and schizophrenia, the police investigation found.

Omaha police found Bearheels shortly after midnight at a convenience store. The department reported that officers put him on the phone with Chalepah.

"I heard him say 'Mama, mama,'" she later told the Omaha World-Herald. She could tell from his voice that he was off his medications.

According to the police investigation, officers agreed to take Bearheels to the bus station. They handcuffed him and put him in the back of a police cruiser, but he slipped out of the car. That led to a scuffle. Police video shows officers shock Bearheels repeatedly with a Taser, drag him by his belt and ponytail, and punch him in the head.

<https://youtu.be/QbffZsBXooo>

He was pronounced dead on arrival at the hospital. Two former officers are now facing assault charges. Both have pleaded not guilty.

The police department's investigation found the officers'

use of the Taser an "egregious violation" of policy.

"Zachary Bearheels committed no crime," Douglas County Attorney Donald Kleine said at a press conference. "Zachary Bearheels was simply a human being suffering from a severe mental illness that was quite obvious to anyone who came in contact with him. Our laws should protect those who are most vulnerable, particularly those who suffer from mental illness."

Black Elk sees the deaths of his brother and Bearheels as part of a larger problem facing Native Americans.

"It has to do with a mental health crisis and with police killing Native Americans," he said.

Some legal experts with experience working with Native American communities agree that mental health has played a role in the high rate of deaths from police encounters. They say that mental health services for Native Americans are often woefully inadequate.

A 2015 report by the Treatment Advocacy Center, a Virginia-based nonprofit, found that individuals with serious untreated mental illness were 16 times more likely to be killed during an interaction with a police officer and that at least a quarter of fatal encounters involved individuals with serious mental illness.

In February, the US Government Accountability Office placed the federal government's Indian Health Service on its high-risk list. The list highlights agencies and programs vulnerable to fraud or mismanagement or "most in need of transformation."

The report found the agency was ineffective, lacked adequate oversight and put Native Americans' health and safety at risk.

"(Native Americans) do not have anything even approaching reasonable mental health services," Sheehan of the Lakota People's Law Project said of on-reservation health care. "It's staggering."

Addressing the GAO's report, Chris Buchanan, acting director of the Indian Health Service, told the Senate Committee on Indian Affairs in May, "We share the urgency of addressing longstanding systemic problems... We are using the GAO findings and recommendations to inform our strategic and tactical planning efforts."

Some experts also said they believe that pervasive stereotypes about Native Americans may help contribute to highly charged police encounters.

Native Americans are often stereotyped as being violent or addicted to alcohol and other drugs, said Fletcher of Michigan State University. He suspects those perceptions, conscious or not, can sometimes tinge police-civilian interactions.

"If your perception going into a situation is that it's an Indian person and they're completely out of control, I think that changes things on the ground," he said.

Kanosh recalls growing up and seeing "older people get in these scary interactions with police because of alcohol."

"And that would set the bar for future years for cops to always assume that when they were dealing with Native Americans it's going to be because they're drunk and going to get in fights," she said.

A consultant for law enforcement agreed that cultural

barriers are a challenge for police in dealing with Native Americans.

"But the flip side of that from an enforcement perspective is police have a job to do, and if it's a polarizing situation leading to a deadly force situation, you don't really have time to consider the cultural aspects of it. You have to take action, whatever that might be," said Rex Scism, president and CEO of Midwest Police Consultants.

Scism said he believes those split-second decisions usually fall within the boundaries of the law.

"I'm not going to say the police always get it right; they're human just like everybody else," he said.

Police departments across the country are starting to train officers on how to respond to individuals with mental illness. Many are also incorporating training in cultural awareness and deescalation techniques. Yet changing academy curricula or adopting official training programs is not ubiquitous.

Mental illness may have played a role in a police shooting in Winslow, Arizona, a town of about 10,000 that borders the Navajo Nation reservation. The Winslow Police Department faced scrutiny for its role in the 2016 fatal shooting of Loreal Tsingine, a young Navajo woman.

<https://youtu.be/FO2mInGXOJI>

Tsingine was in sweatpants on Easter Sunday last year when officers stopped her in a parking lot on suspicion of shoplifting from a convenience store. Silent body camera footage captures a brief struggle in which Tsingine appears to fall, pulls out a pair of scissors, and then moves away.

She then turns back toward one of the officers, with the scissors in her hand pointed down. The officer shoots her four times: twice in the front and twice in the back as she crumples to the ground, according to the Maricopa County Attorney's Office.

Family members told The Guardian that Tsingine was 5 feet tall and weighed less than 100 pounds. The officer responsible for her death resigned after a meeting with his lieutenant about the internal investigation.

The Department of Justice was called in to examine the police investigation of the case. Prosecutors concluded they could not prove beyond a reasonable doubt that the officer willfully used excessive force, said Devin O'Malley of the DOJ's Office of Public Affairs.

Start of Native Lives Matter

A few of these violent encounters have provoked wrongful death lawsuits or, in Bearheels' case, assault charges. Yet most don't. Kanosh said she and her family tried for years to bring her brother's case to court, but in the end, they were unable to raise the money for an attorney.

Her family is not alone.

"I know plenty of (Native American) families who are even struggling to come up with money for a headstone for their family member," Kanosh said. "They find themselves with not enough money and not enough support, and they give up hope."

But their stories have gained attention on social media. Black Elk and Kanosh both help lead one of the emerging voices for Native American rights, Native Lives Matter. The

(Continued on page 32)

TRANSPORTATION LEGISLATION

This information is provided expressly for educational purposes. The TTSPP 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/ttsp Legislation.html>

STATE LEGISLATION



CALIFORNIA LEGISLATION

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

New Laws Report 2010-2016

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

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

The 2017-18 session of the California Legislature is in recess until January 3, 2018



NEVADA LEGISLATION

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

79th (2017) Session: All Bills that Became Law

To visit the website go to: <https://www.leg.state.nv.us/Session/79th2017/Reports/AllBillsThatBecameLaw.cfm>

The 79th (2017) Session of the Nevada Legislature adjourned sine die on June 6, 2017.



FEDERAL LEGISLATION

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

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

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

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



ANNOUNCEMENTS

Guidelines Implementing the California Environmental Quality Act (CEQA)

The Governor's Office of Planning and Research is pleased to announce the availability of the following documents:

- A comprehensive package of proposed amendments to the CEQA Guidelines
- A "Thematic Responses to Comments" document explaining some of the major themes in the comments that OPR received on this package and the thematic responses to those concerns
- A "Frequently Asked Questions" document answering some specific questions that OPR commonly received during the public review process
- A technical advisory on evaluating transportation impacts
- The public comments received during the public review process
- The technical research supporting the proposal
- A list of the numerous stakeholder groups OPR met with or held briefings for over the past four years

All of these documents and additional information are available on OPR's website at <http://opr.ca.gov/ceqa/updates/guidelines/>. The comprehensive package of proposed amendments also includes the proposed update to the analysis of transportation impacts pursuant to Senate Bill (SB) 743. Specific information about SB 743 is available at <http://opr.ca.gov/ceqa/updates/sb-743/>.

The Natural Resources Agency will soon begin the formal administrative rulemaking process under the Administrative Procedure Act. Notice of future activity on the CEQA Guidelines will be posted on OPR's website and distributed through the CEQA Guidelines List Serve. Please sign-up to stay connected. The Natural Resources Agency will also post updated information about the rulemaking process on its website, <http://resources.ca.gov/ceqa/>.

TRANSPORTATION EVENTS

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

JANUARY 2018

January 7-11



Transportation Research Board (TRB) 97th Annual Meeting
Walter E. Washington Convention Center
Washington, D.C.
For more information go to:
<http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx>

January 17-18

Tribal Transportation Unity Caucus (TTUC) Meeting
Crown Plaza Resort Phoenix-Chandler
Phoenix, AZ
For more information go to:
<https://www.ttucmeeting.com/>

January 26-30

ATSSA 48th Annual Convention and Traffic Expo
Henry B. Gonzalez Convention Center
San Antonio, TX
For more information go to:
<http://expo.atssa.com/about.html>

FEBRUARY 2018

No Events Scheduled

MARCH 2018

March 5-7

2018 SWTA Freedom Through Transit Annual Conference
Hilton Garden Inn Denver Downtown
Denver, CO
For more information go to:
https://www.swta.org/news_events/details/2018-swta-freedom-through-transit-annual-conference

March 6-8

World of Asphalt 2018
George R. Brown Convention Center
Houston, TX
For more information go to:
<http://www.worldofasphalt.com/>

March 6-9

2018 Esri Developer Summit
Palm Springs Convention Center
Palm Springs, CA
For more information go to:
<http://www.esri.com/events/devsummit>

APRIL 2018

April 22-24

2018 Lifesavers Conference on Highway Safety Priorities
Henry B. Gonzalez Convention Center
San Antonio, TX
For more information go to:
<https://www.google.com/url?q=https%3A%2F%2Flifesaversconference.org%2F&sa=D&usd=2&usg=AFQjCNFz43J1Ays7X008qyM13jAoBWA0yw>

April 22-26

National Association of County Engineers (NACE) 2018
Chula Vista Resort
Wisconsin Dells, WI
For more information go to:
<http://www.naceevents.org/>

MAY 2018

May 17-20

American Society of Highway Engineers (ASHE) National Conference
Westin Downtown Cleveland
Cleveland, OH
For more information go to:
<http://2018conference.ashe.pro/>

JUNE 2018

No Events Scheduled

JULY 2018

July 9-13

2018 ESRI User Conference (ESRI UC)
San Diego Convention Center
San Diego, CA
For more information go to:
<http://www.esri.com/about/events/uc>

July 14-17

12th National Conference on Transportation Asset Management
The Westin San Diego
San Diego, CA
For more information go to:
<http://www.cvent.com/events/12th-national-conference-on-transportation-asset-management/event-summary-df8b02c88dfd4a0f86a5a9854c6dc998.aspx>

July 22-26

SAVE THE DATE



TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL



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

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



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

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

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

Interactive E-map of Public Lands Team Partner Agencies.

Go to:

<https://volpeusdot.github.io/PLT-Web-Map/>

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

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



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

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

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

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

National Local Technical Assistance Program Association (NLTAPA)
A not-for-profit organization representing and serving the 51 LTAP Member-Centers in the United States and Puerto Rico. All staff of Member-Centers are entitled to Association services and opportunities to serve. www.nltapa.org

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

Bureau of Indian Affairs

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

Bureau of Indian Affairs

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

Pacific Regional Office

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



Western Regional Office

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

CALIFORNIA



California Department of Transportation

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

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

California Department of Transportation

Division of Local Assistance

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

California LTAP

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

NEVADA



Nevada Department of Transportation

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

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

Inter-Tribal Council of Nevada

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

Nevada Indian Commission

5366 Snyder Avenue
Carson City, NV 89701
(775) 687-8333 Fax: (775) 687-8330
<http://nvculture.org/indiancommission/>

Nevada LTAP

TMCC Meadowood Campus

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

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California State Transportation Agency (CalSTA)

A new state agency focused solely on transportation.

To visit the website go to:

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

California Department of Transportation (Caltrans)

Native American Liaison Branch

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

California Department of Transportation:

Division of Mass Transportation

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

California Transportation Commission

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

California Bay Delta Authority

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

California Environmental Protection Agency

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

California Rural Transit Assistance Program (RTAP)

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

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

NEVADA

Nevada Department of Transportation (NDOT)

Local Governmental Liaison

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

Southern Nevada Regional Transportation Commission

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

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

<https://www.rtcwashoe.com/>

FEDERAL

US DOT Federal Highway Administration (FHWA)

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

US DOT Federal Transit Administration (FTA)

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

FTA Region 9 Offices

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

Office of Federal Lands Highway & Central Federal Lands Highway Division

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

Bureau of Indian Affairs

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

US DOT/FHWA Federal Lands Highway

Coordinated Technology Implementation Program (CTIP)

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

For more information go to:

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

National Transportation Library (NTL)

Follow link: VDOT One Search

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

ORGANIZATIONS

California Indian Basketweavers Association

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

California Indian Manpower Consortium, Inc.

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

California Indian Museum & Culture Center

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

National Indian Justice Center

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

Center for Excellence in Rural Safety

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

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)

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

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

National Rural Transit Assistance Program (RTAP)

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

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

TRIBAL TRANSPORTATION RESOURCES

TribalGIS.com

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

For more information go to:
www.tribalgis.com

Community Transportation Association of America

Technical Assistance for Rural and Tribal Communities

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

National Association of County Engineers

To visit the website go to:

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

Northern California APWA Chapter

To visit the web site go to:

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

ENVIRONMENTAL

US Environmental Protection Agency Region 9

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

US EPA American Indian Environmental Office

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

US EPA Online Mapping Tool

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

To visit the website go to:

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

US DOT FHWA Roadside Vegetation Management

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

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

US DOT FHWA Livability Initiative

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

To view this website go to:

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

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart

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

ENVIRONMENT AND CLIMATE CHANGE

US EPA

State and Local Government Climate Change Actions

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

FHWA—Travel Modeling

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

California Climate Change Portal

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

Multicultural Environmental Leadership Development Initiative (MELDI)

University of Michigan

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

For more information go to:

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

California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:

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

AASHTO—Center for Environmental Excellence

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

For more information go to:

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

SAFETY RESOURCES

Tribal Road Safety Audits: Case Studies

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

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

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

<https://safety.fhwa.dot.gov/rsa/resources/casestudiesflh/>

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity

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

And,

592 Tribal Traffic Safety Funding Guide

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

National Highway Traffic Safety Administration (NHTSA)

Fatality Analysis Reporting System (FARS)

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

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

National Institute for Occupational Safety and Health (NIOSH)

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

Interactive Highway Safety Design Model –2016 Release

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

Work Zone Law Enforcement

Safe and Effective Use of Law Enforcement in Work Zones
For more information go to

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

FHWA Office of Safety

Local and Rural Road Safety Program

The FHWA Local and Rural Safety Program provides national leadership in identifying, developing, and delivering safety programs and products to local and officials and governments to improve highway safety on local and rural roads.

To visit the site go to:

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

◆ Improving Safety on Rural Local and Tribal Roads — *Safety Toolkit*

The Safety Toolkit provides a step-by-step process to assist local agency and Tribal practitioners in completing traffic safety analyses, identify safety issues

To view the toolkit go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwas14072/isrltrst.pdf

Site Safety Analysis – *User Guide #1*

http://safety.fhwa.dot.gov/local_rural/training/fhwas14073/isrltru1.pdf

Network Safety Analysis – *User Guide #2*

http://safety.fhwa.dot.gov/local_rural/training/fhwas14074/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/fhwas09019/

◆ Nighttime Visibility Policy/Guidance

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

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

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

◆ Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel
To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwas09024/

◆ Intersection Safety Resources

To visit the web page go to:

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

◆ Work Zone Mobility and Safety Program

Work Zone Training Compendium

The U.S. Federal Highway Administration has released a compendium of information on available work zone training and guides.

To view the training program go to:

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

◆ Roundabouts

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

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

For more information visit the website at:

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

◆ Roundabout Outreach and Education Toolbox

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

To utilize the tool box go to:

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

◆ Roadway Worker Safety Website

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

To visit the website go to:

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

◆ Training, Tools, Guidance and Countermeasures for Locals

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

To visit the web site go to:

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

TRIBAL TRANSPORTATION RESOURCES

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

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

To visit the website go to:

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

◆ **Proven Safety Countermeasures-2017**

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/

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

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

To view the video go to:

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

Unsignalized Intersection Safety Strategies

To view the guide go to:

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

Pedestrian Safety Guide and Countermeasure Selection System (Pedsafe)

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

To visit the website go to:

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

The National Work Zone Safety Information Clearinghouse

The 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/>

Work Zone Safety and Flagger Tutorial

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

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

To view the tutorial go to:

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

3M Roadway Safety

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

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

Federal Transit Administration

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

To access the website go to:

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

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

Crash Modifications Clearinghouse (CFM)

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

To visit the website go to:

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

Impact Teen Driver

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

To view the website go to:

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

Road Safety Foundation

To visit the web site go to:

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

Center For Disease Control (CDC)

Native American Road Safety

To visit the web site go to:

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

Distraction.gov

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

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

Safety Edge Resources

New Mexico DOT

To visit the website go to:

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

Safe Routes to School Local Policy Guide

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

To view the guide go to:

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

California Active Transportation Program (ATP) Resource Center

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

To visit the website go to:

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

Department of Labor-OSHA

OSHA Construction Focus Four Hazards Training materials

For more information go to:

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

Everyone is a Pedestrian

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

To visit the website go to:

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

University of Minnesota Center for Transportation Studies

"Distraction Dodger" Game

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

To view the game go to:

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

National Highway Traffic Safety Administration (NHTSA)

Emergency Medical Services

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

To visit the website go to:

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

LTAP/TTAP Safety Toolkit

To visit the website go to:

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

Federal Government

Data.gov - Empowering People

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

To visit the website go to:

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

High Friction Roads

The Transtec Group is a pavement engineering firm

Surface Enhancements At Horizontal Curves (SEAHC)

To visit the website go to:

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

National Highway Traffic Safety Administration (NHTSA)

Native American Data available in FARS

Native American fatalities, Native American fatalities on Tribal reservations, and all fatalities on Tribal reservations from 2007-2015.

To visit the website go to:

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

California Department of Public Health

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

To visit the website go to:

<https://archive.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.pedbikesafe.org/pedsafe/>

Centers for Disease Control and Prevention (CDC)

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

To visit the web site go to:

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

National Road Safety Foundation (NRSF)

To Visit the website go to:

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

Animated Traffic Law

Visualizing traffic law

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:

<http://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/>

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: <http://goactiveca.org/>

National Center for Rural Road Safety

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

To visit the center's website go to:

<http://ruralsafetycenter.org/>

Indian Health Service (IHS) Injury Prevention Program

To visit the website go to:

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

National Aging and Disability Transportation Center

To visit the website go to:

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

University of Minnesota-Road Safety Institute (RSI)

To visit the website go to:

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

UC Berkeley-Transportation Injury Mapping System

To visit the website go to:

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

Centers for Disease Control and Prevention (CDC)

Roadway to Safer Tribal Communities. Toolkit

To view the toolkit go to:

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

Institute of Transportation Engineers (ITE)

Unsignalized Intersection Improvement Guide

To visit the website go to:

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

National Center for Rural Road Safety

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

To view the video go to:

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

FTA-Emergency Relief Manual

Reference Manual for States & Transit Agencies on Response and Recovery from Declared Disasters and FTA's Emergency Relief Program.

To view the manual go to:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Emergency_Relief_Manual_and_Guide_-_Sept_2015.pdf

CONSULTATION

BIA-Tribal Leaders Directory

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

For more information go to:

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

California Office of the Tribal Advisor

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

To visit the website go to:

<http://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-Transportation Planning Capacity Building (TPCB) Tribal Planning Resources

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

To visit the website go to:

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

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

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

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

CONSULTATION RESSOURCES (Continued)

FHWA-Tribal Transportation Self-governance Program (TTSGP)

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

For more information go to:

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

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

Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State. This guide was developed to help Tribes, MPOs and RTPOs who may not be familiar with one another's purpose or planning processes to work together. It draws from best practices currently utilized across the state..

To view the guide go to:

http://www.wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.pdf

MORE TRANSPORTATION RESOURCES

U.S. DOT

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

Research Program and Project Management Website

To visit the website go to:

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

U.S. DOT

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

ITS ePrimer

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

To visit the website go to:

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

U.S. DOT

Research Hub Website

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

To visit the website go to:

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

U.S. DOT-Transportation.gov

Transportation and Health Tool

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

To visit the website go to:

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

FHWA

National Highway Specifications

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

For more information go to:

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

Resource Center Planning and Air Quality Team

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

For more information go to:

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

Federal-Aid Program Administration

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

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

For more information go to:

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

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

FHWA-HIF-14-016

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

To download the program go to:

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

Bureau of Indian Affairs (BIA)

Indian Reservation Roads Program: Stewardship Plan

To view the plan go to:

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

Planning for Transportation in Rural Areas

To view the guide go to:

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

Office of Planning, Environment, & Realty (HEP)

Livable Communities

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

The Federal-aid Highway Program Policy & Guidance Center

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

To visit the website go to:

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

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

To visit the website go to:

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

Tribal Transportation Planning

To visit the website go to:

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

Federal-aid Essentials for Local Public Agencies

To visit the homepage go to:

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

◆ Federal-aid Program Overview. 23 videos.
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=overview>

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

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

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

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

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

◆ Project Construction and Contract Administration: Safety and Operations 15 Videos
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=construc>

Asset Management

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

To visit the website go to:

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

National Transportation Atlas Database (NTAD) 2016

To visit the website go to:

<https://www.bts.gov/maps/>

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/stp/safety/stsp-toolkit.htm>

FTA

National Transit Data Base

To visit the website go to:

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

Transit Asset Management Guide

Updated 2016

To view the guide go to:

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

TransitWiki.org

The goal of the site is to facilitate information transfer among transit agencies to accelerate the successful implementation of cost-effective strategies to improve transit service.

To visit the site go to:

https://www.transitwiki.org/TransitWiki/index.php/Main_Page

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

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

For more information go to:

<https://todresources.org/>

Strategic Highway Research Program (SHRP 2)

Non-Destructive Testing (NDT) Toolbox

Web-Based electronic repository now available.

To visit the site go to:

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

Rural Transit Assistance Program (RTAP)

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

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (continued)

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.vtppi.org/tca/>

Partnership for Mobility Management

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

For more information visit the website at:

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

University Transportation Centers

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

To view the UTC website go to:

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

Montana State University, Western Transportation Institute, (WTI)

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

To visit the website go to:

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

ArcGIS Online—Map Services

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

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

To visit the website go to:

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

Go! Exploring the World of Transportation

A dynamic online magazine for teens ages 13–19 on careers in

transportation. Published by the Institute for Transportation, Iowa State University.

Top visit the web site go to:

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

Rural Transit Assistance Program (RTAP)-Procurement Pro

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

To visit the website go to:

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

Pedestrian and Bicycle Information Center

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

To visit the website go to:

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

Traffic Sign Retroreflectivity Maintenance Program

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

To download the program go to:

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

Indian Land Tenure Foundation (ILTF)

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

To visit the website go to:

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

Roadside Revegetation

An Integrated Approach to Establishing Native Plants

To visit the website go to:

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

Interactive Map for Supplemental Transportation Programs

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

To visit the website go to:

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

One Call - One Click Transportation Services Toolkit

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

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:

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

ASHTO Systems Operations & Management Guidance

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

To visit the website go to:

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

Small Urban and Rural Transit Center (SURTC)

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

To visit the site go to:

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

Transportation for Communities - Advancing Projects Through Partnerships (TCAPP)

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

To visit the website go to:

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

CalTrans Earth

GIS interface as a resource for public use.

To visit the website go to:

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

California Department of Public Health (CDPH)

California Environmental Health Tracking Program (CEHTP)

To visit the website go to:

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

National Transportation Consortium (NTC)

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

To visit the website go to:

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

National Center for Mobility Management

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

To visit the website go to:

<http://nationalcenterformobilitymanagement.org/>

American Road and Transportation Builders Association (ARTBA)

Transportation Investment Advocacy Center (TIAC)

The program is aimed at helping private citizens, legislators, organizations and businesses successfully grow transportation

infrastructure resources at the state and local levels through the legislative and ballot initiative processes.

To visit the website go to:

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

Ready Indian Country

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

To visit the web site go to:

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

CalACT

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

To visit the website go to:

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

California Department of Transportation (Caltrans)

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

To visit the website go to:

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

Community Transportation Association of America (CTAA)

FedCentral

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

To visit the website go to:

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

TripSpark

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

To visit the website go to:

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

National Aging and Disability Transportation Center (NADTC)

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

To visit the website go to:

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

California Transportation Commission

California Road Charge Technical Advisory Committee and Pilot Program

The Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Use Age Charge Pilot Program and tasked the Chair of the

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

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

Federal Transit Administration (FTA)

Integrated National Transit database (INTD)

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

To visit the website go to:

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

National Cooperative Highway Research Program (NCHRP)

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

To view the video go to:

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

Developing a Rural Regional Route Checklist

National Cooperative Highway Research Program (NCHRP), Research Report 861. *Best practices in Rural Regional Mobility, Chapter 6.*

To view the publication go to:

<https://www.nap.edu/download/24944>

WEBSITE APPLICATIONS—APPS

Heat Safety Tool App

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

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

To download the app go to:

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

Transportation Construction Advocate App

American Road & Transportation Builders Association (ARTBA)

Available for both Android and Apple devices.

To download the app go to:

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

Asphalt Calculator+ App

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

To download the app go to:

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

Life Saver Apps

Distracted driving for parents and students. Android and iPhone.

To visit the website go to:

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

TC3 Free Mobile App

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

Download the app today at:

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

B4UFLY App

Federal Aviation Administration

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

For more information go to:

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

Hands Off App

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

For more information go to:

<http://miltolinfoundation.org/>

Pocket Guide to Transportation App

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

For more information go to:

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

SaferRide App

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

To Download the app go to:

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

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT



FHWA Resource Center

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

For more information go to:

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

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

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

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

To view the courses go to:

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

Transportation Safety Institute

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

To visit the website go to:

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

National Transit Institute (NTI)

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

To visit the website go to:

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

National Highway Institute (NHI)

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

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

Federal Emergency Management Agency (FEMA)

Emergency Management Institute Tribal Curriculum

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

To view the course go to:

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

National Cooperative Highway Research Program (NCHRP) Report 667

Model Curriculum for Highway Safety Core Competencies presents course materials, including the instructor's guide and student workbook, for a fundamental highway safety training course. The course is designed to address the core competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.

To view the report go to:

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

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

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

To view available training courses go to:

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

University of California, Berkeley, Institute of Transportation Studies

Technology Transfer Program

To visit the website go to:

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

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

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

To visit the website go to:

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

U.S. Small Business Administration (SBA)

Online Courses for Starting Your Business

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

For more information go to:

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

TRIBAL TRANSPORTATION RESOURCES

PROGRAMS AND DEVELOPMENT (Continued)

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:

<https://www.transit.dot.gov/regulations-and-guidance/policy-letters/curbing-transit-employee-distracted-driving>

Work-Zone Safety Tutorial

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

To view the tutorial go to:

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

Cal EPA

Training: California Indian Tribal Relations

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

California Native American Tribes."

To visit the website go to:

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

Minnesota Local Road Research Board (LRRB)

YouTube video library with 34 videos to date.

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

To view the videos go to:

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

FHWA-Developing a Transportation Safety Plan

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

To visit the website go to:

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

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.

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

To visit the website go to:

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

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

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

To visit the website go to:

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

Fundamentals of Environmental Justice

Fundamentals of Environmental Justice (WBT) explains how environmental justice, or EJ, applies to each stage of transportation decision making. The US Department of Transportation, or US DOT, and its partners are committed to integrating the principles of EJ and nondiscrimination into all Federal programs and activities. In this course, participants are presented with a variety of strategies and resources for considering EJ throughout the transportation decision-making process. **This course is free.**

For more information go to:

https://www.nhi.fhwa.dot.gov/course-search?tab=0&key=environmental%20justice&sf=0&course_no=142074&utm_source=Email&utm_medium=NHI_Course_Launch&utm_campaign=August_10_17

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 (TTSP) Resources data base go to:

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

Ordering Information

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

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

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

To view past issues of publications, videos and development programs, please visit our website library at: http://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 4 Call for Projects is scheduled for early 2018, and includes FY 21/22 and 22/23.

For more information go to:

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

California Department of Resources Recycling and Recovery (CalRecycle)

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

Application materials forthcoming:

- Beverage Container Recycling Grants.
- Farm and Ranch Cleanup Grants. **Deadline is (FY) 2017-18 February 6, 2018.**
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants.
- Illegal Disposal Site Abatement Grant Program.

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

Deadline is **FY 2017-18 February 6, 2018.**

- Legacy Disposal Site Abatement Partial Grant Program. Deadline is **FY 2017-18 February 6, 2018.**
- Waste Tire Cleanup grants.
- Rubberized Pavement (TRP) Grant Program.
- Tire-Derived Aggregate (TDA) Grant Program. Deadline is **FY 2017-18 February 1, 2018.**
- Tire Derived Product (TDP) Grant Program

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

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

Highway Safety Improvement Program (HSIP)

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

Cycle 9 is expected to be announced May, 2018

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

NEVADA

Nevada Department of Transportation (NDOT)

Transportation Alternatives Program (TAP)

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

For more information go to:

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

and

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

Nevada Transportation Enhancement Program

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

Applications due the second Monday each March

For more information go to:

[http://www.nevadadot.com/Projects_and_Programs/](http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape_Aesthetics_Program.aspx)

[Landscape and Aesthetics/](http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape_Aesthetics_Program.aspx)

[Landscape Aesthetics Program.aspx](http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape_Aesthetics_Program.aspx)

FEDERAL

U.S. DEPARTMENT OF TRANSPORTATION

Transportation Alternatives (TA)

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:

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

IDEA Program

TRB's Innovations Deserving Exploratory Analysis (IDEA) annual program announcement solicits funding proposals for the upcoming review cycles. The announcement explains the IDEA programs, describes the types of eligible projects and their funding structures, suggests general areas for which IDEA proposals can be submitted, and provides guidelines and forms for submitting proposals. **FY 2018 is Open.**

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

If the proposal submission due date for any IDEA program falls over a weekend or on a federal holiday, the due date automatically moves to the next business day.

The IDEA programs provide start-up funding for promising, but unproven, innovations in surface transportation systems.

The programs' goals are to seek out and support new transportation solutions that are unlikely to be funded through traditional sources.

For more information go to:

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

FHWA

Accelerated Innovation Deployment Demonstration (AID)

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

Consistent with other FHWA funding provided to tribes, federally recognized tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from

TRIBAL TRANSPORTATION FUNDING RESOURCES

the Bureau of Indian Affairs” (published at 77 FR 47868) is eligible to apply for AID Demonstration.

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

For more information go to:

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

To view writing proposals for AID projects webinar go to:

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

Environmental Protection Agency (EPA)

Technical Assistance for Tribes to Address Brownfields

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

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

Bureau of Indian Affairs (BIA)

BIA IHSP-Child Passenger Safety Seat Program Grant

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

To view the application go to:

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

BIA IHSP-Law Enforcement Grant

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

To view the application go to:

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

U.S. Department of Agriculture (USDA)

Water & Waste Disposal Loan & Grant Program

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

For more information go to:

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

Emergency Community Water Assistance Grants

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

For more information go to:

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





NATIONAL INDIAN JUSTICE CENTER

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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.

(Continued from page 11)

group began in 2014 and is loosely modeled after Black Lives Matter.

Since its founding, Natives Lives Matter has held rallies and fund-raisers to raise awareness about police violence against Native Americans. Its Facebook page now has more than 160,000 members, and hashtags such as [#NativeLivesMatter](https://www.facebook.com/NativeLivesMatter) and [#NativeAmericanLivesMatter](https://www.facebook.com/NativeAmericanLivesMatter) are slowly gaining currency. A recent event to raise funds for people affected by the Dakota Access Pipeline protests attracted more than 500 people, said Troy Amlee, a core member of the group.

Kanosh has a straightforward goal. "I never want my brother's story to die," she said. "I don't want other people's family members -- brothers, sisters, aunts, fathers, uncles -- I don't want their stories to die either."

Reprinted from CNN U.S. website, November 17, 2017. To view the article go to: <http://www.cnn.com/2017/11/10/us/native-lives-matter/index.html>.

SAVE THE DATE



Tribal Transportation Safety and Planning Program

*For more details, please contact TTSP Coordinators
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