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 Act) 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. 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 Indian 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 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 development 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. This groundbreaking legislation provides U.S. Department of Transportation funding to assist federally recognized Indian tribes 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). 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

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

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If you would like to join our TTSSP Mailing List and subscribe to our quarterly publication of Tribal Transportation News, go to [http://www.nijc.org/ttssp.html](http://www.nijc.org/ttssp.html) and click on “Join our mailing list.” You can also call Barry Litchfield at (707) 579-5507 x 224.
The Tribal Transportation Safety and Planning Program 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 inquiries 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/ttspp_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/ttspp_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 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.

Reprinted with the permission of Better Roads. The article appeared in the December, 2017 Better Roads Newsletter that can be viewed at: http://click1.email.betterroads.com/ViewMessage.do?m=pvqhhhl&r=qqgzyrrrtrmr&k=rgbschlhytlysnkhgykbscgsi wllnjl&q=1513783800&a=view
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- 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.\(^9\)
- 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.\(^9\)

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.\(^11\)

Solutions
- 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 years\(^12\). 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\(^12\), 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.
and partnering from the ground up, rather than imposing from locally, incorporating solutions into unique cultural traditions, differences that diversity brings, being willing to experiment culturally responsive and competent manner. Recognizing the among the most dangerous in America. Lives depend on the within the following four categories:

- **Government** gives priority consideration to eligible projects tion safety needs will be addressed in tribal communities. The Plans under MAP can foster the development of Strategic Transportation Safety communities.

- **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.

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

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.
8. Id.
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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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.
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.”).
21. See supra note 15. The 2013 data are now available and data continue to be updated.
22. See id.
29. See supra note 17.
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)).
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 SangHyouk 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 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.  

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. 

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-striping 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.


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.

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.

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. [Link to video]

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

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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.

"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.

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)
This information is provided expressly for educational purposes. The TTSP 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

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


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/.

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 (2017-2018) session of the Nevada Legislature adjourned sine die on June 6, 2017.
Please visit the National Indian Justice Center web site to view more upcoming transportation events. go to: http://www.nijc.org/itspp_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.ttumeeting.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 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&usg=AFQjCNFz43J1Ays7X008gyM13jAoBWA0yw

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.event.com/events/12th-national-conference-on-transportation-asset-management/event-summary-df8b02c88dfd4a0f86a59854c6dc998.aspx

July 22-26

SAVE THE DATE
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.

**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/](http://www.californialtap.org/)

**NEVADA**

**Nevada Department of Transportation**
1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000
[http://www.nevadadot.com](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/](http://itcn.org/)

**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/](http://www.tmcc.edu/ltap/)

**Bureau of Indian Affairs**
1849 C Street, N.W.
Washington DC 20240
(202) 208-7163
[www.bia.gov](http://www.bia.gov)

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

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

**CALIFORNIA**

**California Department of Transportation**
Division of Transportation Planning, Native American Liaison Branch
1120 N Street
Sacramento, CA 95814
(916) 653-3175
[http://dot.ca.gov/hq/ttp/offices/ocp/nalb/](http://dot.ca.gov/hq/ttp/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](http://www.dot.ca.gov/hq/LocalPrograms/index.htm)
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.

NEVADA

Nevada Department of Transportation (NDOT)
Local Governmental Liaison
http://www.nevadadot.com/

Southern Nevada Regional Transportation Commission
http://www.rtcsouthernnevada.com/

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

SAFETY RESOURCES

Tribal Road Safety Audits: Case Studies
Sponsored by FHWA (Office of Safety and Office of Federal Lands)
Road Safety Audits (RSAs) are an effective tool for proactively improving the future safety performance of a road project during the planning and design stages, and for identifying safety issues in existing transportation facilities. For additional information and resources on RSA’s go to:
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
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)

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/

ENVIRONMENT AND CLIMATE CHANGE

US EPA
State and Local Government Climate Change Actions

FHWA—Travel Modeling

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

ENVIRONMENTAL
TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

FARS Native American Traffic Safety Facts

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/thsr/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/fhwasa14072/isrtrst.pdf

Site Safety Analysis – User Guide #1

Network Safety Analysis – User Guide #2
http://safety.fhwa.dot.gov/local_rural/training/fhwasa14074/isrltr2.pdf

♦ Safety Circuit Rider Programs-Best Practices Guide
This guide is intended to provide state DOT and LTAP/TTAP centers with an easy-to-use resources for implementing or enhancing a Safety Circuit Rider (SCR) program.

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

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

♦ Maintenance of Drainage Features for Safety
A guide for local and highway maintenance personnel
To view the guide go to: http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/

♦ Intersection Safety Resources
To visit the web page go to: http://safety.fhwa.dot.gov/intersection/resources/

♦ Work Zone Mobility and Safety Program
Work Zone Training Compendium
The U.S. Federal Highway Administration has released a compendium of information on available work zone training and guides.
To view the training program go to: http://www.ops.fhwa.dot.gov/wz/outreach/wz_training/index.htm

♦ Roundabouts
Roundabouts are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections.
Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic
For more information visit the website at: http://safety.fhwa.dot.gov/intersection/roundabouts/

♦ Roundabout Outreach and Education Toolbox
This Toolbox is designed to be a highly useable, online reference that connects transportation professionals with outreach resources from across the country to help them obtain public support for roundabouts.
To utilize the tool box go to: http://safety.fhwa.dot.gov/intersection/roundabouts/roundabouttoolbox/

♦ Roadway Worker Safety Website
The U.S. Federal Highway Administration’s Office of Operations has launched a new page on its Work Zone Safety website designed to be a central source of data and links to information and technical resources on roadway worker safety.
To visit the website go to: http://www.ops.fhwa.dot.gov/wz/workersafety/index.htm

♦ Training, Tools, Guidance and Countermeasures for Locals
Local and Rural team is continuously looking for new ways to meet the needs of local and rural road owners and operators. Insuring that tools meet the needs of the users and that they have the resources and training they need to effectively use the tools is a critical part of the solution.
To visit the web site go to: http://safety.fhwa.dot.gov/local_rural/training/
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
  Focus on horizontal curves can prove to be a cost effective approach to reducing roadway departure crashes.
  To visit the website go to: http://safety.fhwa.dot.gov/roadway_dept/horicurves/

- 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

- 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

- 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 website 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.cmfcleaninghouse.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 website go to: http://www.roadwaysafety.org/about-us/

- Center For Disease Control (CDC)
  Native American Road Safety
  To visit the website 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:

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.casaferoutestoschool.org/

Department of Labor-OSHA
OSHA Construction Focus Four Hazards Training materials
For more information go to:
http://www.osha.gov/dte/outreach/construction/focus_four/index.html

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:

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/ncsa/STSI/USA_WEB_REPORT.HTM

California Department of Public Health
WalkSmartCA is part of the It's Up to All of Us public education campaign, which is designed to educate both pedestrians and drivers on what steps they can take to keep our streets safe.
To visit the website go to:
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 website 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.roaddaysafety.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:

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
CONSULTATION RESOURCES (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/ttpsgp/

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
- Finance: Administrative Requirements 9 videos
- Environment: NEPA Regulatory Framework and Process 17 videos
- Right-Of-Way 6 videos
  https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=rightофw
- 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

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 website go to:

FTA

National Transit Data Base
To visit the website go to:
https://www.transit.dot.gov/ntd

Transit Asset Management Guide
Updated 2016
To visit the website go to:

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 website 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 website 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.vtpi.org/tca/

Partnership for Mobility Management
The Partnership for Mobility Management is a joint effort of technical assistance partners that work with local, state and regional leaders and organizations to realize the possibilities of improving transportation options for all Americans wherever they live and to assist those especially in need of alternative transportation options. For more information visit the website at:
http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2620

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. To visit the website 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 Revegitation
An Integrated Approach to Establishing Native Plants To visit the website go to:
http://www.nativerevegetation.org/

Interactive Map for Supplemental Transportation Programs
Beverly Foundation's Interactive Map of 1038 Supplemental Transportation Programs (STP), community-based organizations providing transportation. To visit the website go to:

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:

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:

Small Urban and Rural Transit Center (SURTC)
The purpose is to increase the mobility of small urban and rural residents through improved public transportation.
To visit the site go to:
http://www.surtc.org/

Transportation for Communities - Advancing Projects Through Partnerships (TCAPP)
The CAPP website provides a systematic approach for reaching collaborative decisions about adding highway capacity that enhance the environment, the economy, and the community and improve transportation.
To visit the website go to:
https://trid.trb.org/view.aspx?id=1273229

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

California Department of Public Health (CDPH)
California Environmental Health Tracking Program (CEHTP)
To visit the website go to:
http://cehtp.org/page/main

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

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

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

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

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

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

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

TripSpark
TripSpark makes this possible by linking the latest technologies with a dedicated focus to help you grow your operation and meet evolving community transit needs.
To visit the website got 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 Us age Charge Pilot Program and tasked the Chair of the
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.catec.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:

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. PolycheF Software.
To download the app go to:

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:

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:

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:
TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT

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

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/resourcemanagement/

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
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/annviewer.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
CALIFORNIA

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 TRANSPORTATION (CALTRANS)

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 flw a dot gov/course-search?tab=0&key=environmental%20justice&sf=0&course_no=142074&utm_source=Email&utm_medium=Email&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 (TTSPP) Resources data base go to: http://www.nijc.org/datatables/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/datatables/vttap/TTAP_Resourceslist.asp

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.**
- Local Enforcement Agency Grants.
- Illegal Disposal Site Abatement Grant Program.
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/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
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-be84-54556be9fe0/ 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

TRIBAL TRANSPORTATION FUNDING RESOURCES

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

**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/p7zd0k6uc2/?launcher=false&fcsContent=true&pbMode=normal

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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 and #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."