

California Tribal Transportation Safety Assessments







Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment Technical Report

February 2017





This report was produced in cooperation with the Cher-Ae Heights Indian Community of the Trinidad Rancheria. Funding for this program was provided by a grant from the California Department of Transportation, Division of Transportation Planning, Native American Liaison Branch. Opinions, findings, and conclusions are those of the authors and not necessarily those of the University of California and/or the agencies supporting or contributing to this report. This report does not constitute a standard, specification, or regulation. The tribe that is subject of this report is hereby granted a non-exclusive right to copy and distribute this report for its own or its stakeholders' non-commercial use. All other uses of this report require written permission from the Technology Transfer Program.



CHER-AE HEIGHTS INDIAN COMMUNITY OF THE TRINIDAD RACHERIA

TRIBAL TRANSPORTATION SAFETY ASSESSMENT

TECHNICAL REPORT

FEBRUARY 2017

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LIST OF ABBREVIATIONS

BAC:

Blood Alcohol Concentration

BIA:

Bureau of Indian Affairs (U.S. Department of the Interior)

CAMUTCD:

California Manual on Uniform Traffic Control Devices

CHP:

California Highway Patrol

CIM:

Collision Investigation Manual

CLEC:

California Law Enforcement Challenge

DAR:

Drug alcohol recognition

DRE:

Drug recognition expert

DUI:

Driving Under the Influence

EMS

Emergency Management Services

FHWA:

Federal Highway Administration (U.S. Department of Transportation)

GIS:

Geographic Information System

LTAP:

Local Technical Assistance Program

MPO:

Metropolitan Planning Organization

MOU:

Memorandum of Understanding

NCIC

National Crime Information Center

OTS:

Office of Traffic Safety

PCF:

Primary Collision Factor

PDO:

Property Damage Only

PIO:

Public Information Officer

POST:

(California) Peace Officer Standards and Training

RIFDS:

Road Inventory Field Data System

RMS:

Record Management System

RTPA:

Regional Transportation Planning Authority

SFST:

Standard Field Sobriety Test

SWITRS:

Statewide Integrated Traffic Records System

TOF:

Traffic Offender Fund

T2SA:

Tribal Transportation Safety Assessment

VC:

(California) Vehicle Code

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EXECUTIVE SUMMARY

The Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe requested that the Technology Transfer Program of the Institute of Transportation Studies at the University of California, Berkeley conduct a Tribal Transportation Safety Assessment (T2SA) study for the Tribe. A team of two traffic safety experts consisting of a licensed traffic engineer and a certified transportation planning expert conducted the T2SA for the Cher-Ae Heights Indian Community of the Trinidad Rancheria in October 2016, and prepared this report. The primary objective of this T2SA is to improve traffic safety in the Cher-Ae Heights Indian Community of the Trinidad Rancheria.

The observations with various Tribal stakeholders were conducted on September 16, 2016. The limits of the study included all Tribal lands, as well as the State, County and City roads leading to it. The reviews included the location of the proposed Highway 101 interchange, traffic incident data management, traffic safety educational programs and pedestrians crossing Highway 101, slope failure on Cher-Ae Lane, and the safety of Cher-Ae Lane for bicyclists and pedestrians. The summary and suggestions to be considered by the Tribe will be discussed in Chapter 3.0.

The suggestions that came from the Assessment included ways to enhance pedestrian and bicycle safety, lighting, wayfinding, and intersection safety. Safety issues addressed ranged from roadway slope stability, provision of dedicated space for pedestrians and bicyclists, control of movements at intersections, clarity of wayfinding, and illumination of roadsides and intersections.

Regarding traffic enforcement, the security personnel used by the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe have a primary mission to protect and serve those individuals and patrons within the Tribal facilities. They do not perform any traffic enforcement per se and do not issue hazardous violations nor make arrests for vehicle code violations as expected duty day activities. Traffic enforcement within the Cher-Ae Height Rancheria and environs is done by the Humboldt County Sheriff, the California Highway Patrol, and the Trinidad Police Department. As discussed in Chapter 3.0, there is scope for a program to coordinate and compile traffic collision and enforcement data pertaining to Cher-Ae Heights Indian Community of the Trinidad Rancheria. The focus in this assessment is to offer suggestions to collect meaningful data going forward, both from the initial response to the mining of available data from within and from the multiple agencies that may be summoned.

This report is organized as follows:

Chapter 1 provides an introduction to this report, assessment objectives and approach, the information used, and the Tribal staff consulted.



Chapter 2 comprises an overview of collision data, including charts summarizing the characteristics of the traffic collisions when such data are available.

Chapter 3 presents an engineering review of areas of concern that were selected by the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe based on their knowledge of the areas of concern on the Rancheria during the initial meeting of the site visit. These areas of concern resulted in identification of study locations.

Appendix A summarizes a small sample of best practices in traffic collision data collection and traffic safety enforcement on Tribal lands in California. This section is based on the interviews and/or site visits of the various Tribes who participated in the T2SA online survey/ intake application process.

Appendix B has been prepared by NIJC/WTTAP to capture known funding opportunities relevant to transportation safety, which may be open to Federally-recognized Tribes in California.

Appendix C is a comprehensive compilation of the online resources and references on Tribal Transportation Safety, as well as published references on the evolving field of Complete Streets.

Appendix D is a summary of the comments received from Caltrans regarding this final report and the Tech Transfer team's responses to said comments.

This report was produced in cooperation with the Cher-Ae Heights Indian Community of the Trinidad Rancheria. Funding for this program was provided by a grant from the California Department of Transportation, Division of Transportation Planning, Native American Liaison Branch. As this technical assistance is meant for the Tribes, we deferred to them to invite any relevant stakeholders for the assessment. Tech Transfer did not impose the direct involvement of any external stakeholder onto the Tribal assessment, as an appropriate way to respect the sovereignty of the Tribes.

In the comprehensive online survey/ intake application form for the T2SA project and during the initial meeting conference call, Tribal representatives were asked to identify general concerns about various intersections and locations along State, county, and local roadways that provide access to the Tribal Community, as well as access and circulation in and around major destinations on these Tribal lands. During the initial conference call and site-visit meeting, Tribal representatives were requested to identify the specific locations that they wanted the evaluators to analyze based on the Tribe's knowledge of local traffic and safety conditions.



The recommendations presented in this report are based on limited field observations and time spent by the T2SA evaluators on the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal land. These recommendations, which are also based on general knowledge of best practices in traffic engineering, operations, and traffic enforcement, are intended to guide Tribal government staff in making decisions for future safety improvement projects on the Tribal land, and they may not incorporate all factors that may be relevant to the traffic safety issues experienced by the Tribal Community. The assessment is meant and designed to be a "first step" in the long process of exploring, planning, programming, designing, implementing, and maintaining safety improvements on roads that serve Tribal Communities.

As this report is conceptual and exploratory in nature, conditions may exist in the study areas that were not observed and may not be compatible with recommendations in this report. Before finalizing and implementing any physical changes, Tribal staff may choose to conduct more detailed studies or further analysis to refine or discard the recommendations in this report. Tribal staff may reject the recommendations or suggestions if they are found to be contextually inappropriate or appear not to improve traffic safety or traffic operations due to conditions including, but not limited to, high vehicular traffic volume or speeds, physical limitations on space or sight distance, or other potential safety concerns. Tribes and relevant stakeholders (such as Caltrans for the State Highways serving the Tribes) may need to do significant follow-up work to coordinate plans and to determine if, when, and how the T2SA recommendations or suggestions should be implemented. The specific determination of the viability of any safety improvement on Tribal land and surrounding areas is appropriately reserved for the Tribes and the relevant stakeholders or authorities.

Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017





1.0 INTRODUCTION

The *Tribal Transportation Safety Assessments (T2SA) for California Native American Communities* program is based on the successful, award-winning services funded by the California Office of Traffic Safety (OTS) for Safety Assessments for California Communities. This Caltrans-funded program works similarly to help California Native American communities identify and implement transportation safety solutions that will lead to improved safety for all motorists, passengers, bicyclists, and pedestrians alike.

The Technology Transfer Program (Tech Transfer) of the Institute of Transportation Studies at the University of California, Berkeley provides California Native American communities with highly focused, in-depth, expert safety reviews of reported problem areas and specific suggestions for safety improvements within their jurisdictions, as well as on the roadways accessing their land.

The technical assistance services offered by Tech Transfer and funded by Caltrans are intended to provide California Tribal governments with a reliable, respected, independent, and credible source of information that fosters collaboration between the Tribes and local engineering, public works, planning or community development, and police/sheriff departments of neighboring agencies. They also help Tribal governments identify potential sources of funding to make the improvements, and establish the justification to use in future grant applications.

The T2SA Program Partners include:

- California Department of Transportation (Caltrans), Division of Transportation Planning,
 Office of State Planning, Native American Liaison Branch (NALB)
- UC Berkeley, Institute of Transportation Studies, Technology Transfer Program (Tech Transfer)
- National Indian Justice Center (NIJC), Western Tribal Technical Assistance Program (WTTAP)
- California Department of Public Health (CDPH), Active Transportation Safety Program (ATSP)
- UC Berkeley, Institute of Transportation Studies, Safe Transportation Research and Education Center (SafeTREC)

The Cher-Ae Heights Indian Community of the Trinidad Rancheria requested that Tech Transfer conduct a Tribal Transportation Safety Assessment study for their Tribal property. A team of two traffic safety experts conducted the T2SA Assessment and prepared this report. This report presents the findings and suggestions of the T2SA team to improve traffic, bicycle and pedestrian safety on the Rancheria.



1.1 Assessment Objective

The primary objective of this T2SA is to improve motor vehicle, bicycle, and pedestrian traffic safety in the Cher-Ae Heights Indian Community of the Trinidad Rancheria. In their T2SA online survey/intake application form and during the initial conference call, Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal representatives did identify a general concern about traffic engineering design and operations, for example evaluation of uncontrolled intersections, and transportation and land use planning, for example, a long-range transportation improvement plan.

1.2 Assessment Approach

The T2SA primary safety evaluators visited the Cher-Ae Heights Indian Community of the Trinidad Rancheria on September 16, 2016 and November 18, 2016. Prior to this visit, the T2SA team reviewed various traffic collision records and other Rancheria-related information and conducted a conference call to discuss the scope of the assessment with Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal representatives. The Tribe management, led by Jacque Hosther-Carmesin, CEO and Leslie Sanders, Transportation and Land Use Manager, assembled a multidisciplinary group to present and discuss the on-going traffic safety issues on Tribal land. Stakeholders participated in presenting their points of view on transportation matters with the T2SA evaluators during the conference call as well as the site visits on September 16th and November 17th. The primary safety evaluator presented the observations and the findings in general to all stakeholders at the conclusion of the September 16th site visit. The list of attendees of the site visit meeting in contained in the Acknowledgements section below. During the visit, the primary evaluator discussed local needs and concerns with Tribal representatives and observed the physical and traffic conditions within the study area by taking a tour with members of the Tribal staff followed by independent review and various field measurements and verification.



1.3 Information Used in the Assessment

Information used to prepare this study is shown in Table 1-1:

Table 1-1: Information Used in This Assessment

Item	Period	Source		
Traffic Collision Data	2009-2013	SWITRS		
Traffic Collision Data	2011-2013	Alliance Database		
Aerial Photograph of Rancheria Areas	April 2014	Cher-Ae Heights Indian Community of the Trinidad Rancheria		
Cher-Ae Heights Indian Community of the Trinidad Rancheria Profile	April, 2014	Cher-Ae Heights Indian Community of the Trinidad Rancheria		
T2SA Online Survey/ Intake Application	June 2016	UC Berkeley Technology Transfer Program		

1.4 Tribal Response to Online Survey/ Intake Application

Ms. Leslie Sanders, Transportation and Land Use Manager, completed the T2SA Online Survey / Intake Application of June 20, 2016. The responses provided the following information.

Information on the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe —

County: Humboldt.

Municipality: Trinidad, CA.

Population living on Tribal land: Approximately 300.

Tribal Land Area: The Rancheria is fragmented consisting of three separate areas of trust land and one area of fee land. In total, we are .166 square miles or 106.522 acres

Tribe Web site: Trinidadracheria.com.

Percentage of paved roads: 85%.



Bureau of Indian Affairs Region/Agency: Northern California.

Tribal Traffic and Transportation Information -

Tribal Traffic Data Collection: No traffic data collected.

Major Traffic/trip Generator or Travel Destination within the Tribal Area: Housing, School, Recreational use, Shopping center, Casino and/or entertainment facility, Businesses, including Tribally-owned businesses, Medical Services, Bus and Airport Services.

Safety issues or concerns related to transportation, traffic, mobility, and access that you wish to be evaluated within the Tribal Area: Auto collisions, pedestrian collisions, bicycle collisions, large vehicle collisions, motorcycle collisions, emergency vehicle access, and unsafe primary access road.

Traffic Safety Technical Assistance Needed by the Tribe: The Rancheria developed and administered a community survey to establish baseline opinion measures of unmet safety needs within the Rancheria. The results of the community survey indicate that the lack of safe pedestrian walkways and delays in emergency response services are among the top transportation safety concerns for tribal members.

Secondary transportation safety assessment needs of the Tribe: Transportation and land use planning (for example, someone who can help with developing a long-range transportation plan or transportation improvement plan).

Top priority transportation or traffic safety concern or issue on your Tribal land: The Rancheria developed and administered a community survey to establish baseline opinion measures of unmet safety needs within the Rancheria. The results of the community survey indicate that the lack of safe pedestrian walkways and delays in emergency response services are among the top transportation safety concerns for tribal members.

The Tribal areas with traffic safety concerns: When asked to identify unsafe roadways and intersections in their community, 73% of respondents listed Scenic Drive and 18% listed the Cher-Ae Lane/Scenic Drive intersection in particular. When asked about unsafe bike/pedestrian locations, 68% listed Scenic Drive. All those who live on tribal property in Westhaven identified Westhaven Drive as unsafe for bikes/ pedestrians. All those who live on tribal property in McKinleyville identified Archer Drive as unsafe for bikes/pedestrians. Twenty-seven percent of respondents indicated that members of their household travel by walking/biking, although that number might be higher if safe facilities existed. Scenic Drive is the only access road to the Trinidad Rancheria's main parcel, which consists of tribal member housing, tribal offices (including government and social services for tribal members) and is frequented by tribal members on a daily basis. A casino and restaurant



offer employment for many members as well as non-native employees. Scenic Drive is a narrow two lane road with no facilities for pedestrians or bicyclists. Westhaven Drive is the only access road to the tribal parcels on the east side of Highway 101. Scenic Drive has many safety issues, including landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail and single lane sections. Westhaven Drive has narrow sections, poor sight distances, faded striping, no shoulders, no pedestrian access, obstructions near the roadway edge, and sections of poor pavement. Tribal members living in Westhaven are regularly crossing Highway 101 on foot to get to the Rancheria's main parcel on Scenic Drive. Pedestrians are prohibited on Highway 101, but the route along Westhaven Drive, Trinidad Main Street, and Scenic Drive is a much longer alternative (2.3 miles compared to 0.2 miles on foot). The safety problem is exacerbated by a lack of lighting on Highway 101 at the crossing location.

Traffic-related or traffic-safety data is collected and maintained by the Tribe: No traffic data collected.

Fatalities, if any, resulting from traffic, vehicular, or auto collisions on Tribal land in the past 12 months: The Rancheria have no law enforcement of its own, and minimal capacity. No data available on fatalities.

Analyses of traffic safety or traffic engineering studies conducted on Tribal land in the past 36 months: Yes.

Traffic studies on Tribal land and dates: Tribal Transportation Safety plan, June 2014; Trinidad Area Freeway Master Plan Study Report, June 2013; Limited RSA, Scenic & Westhaven, November 2012

Tribal Land Use or Transportation Plans - Tribal Transportation Safety plan, June 2014; Comprehensive Community-Based Plan, December 2011; Integrated Development Standards, October 2011; Tribal Transportation Plan, March 2006

Drafting or adoption by the Tribal Council of any official or formal planning documents outlining future land development growth and/or supporting transportation infrastructure improvements: Tribal Transportation Safety plan, June 2014; Comprehensive Community-Based Plan, December 2011; Integrated Development Standards, October 2011; Tribal Transportation Plan, March 2006

Proposed, planned, or programmed transportation infrastructure capital improvements within the next three years: A small safety grant was applied for and received to provide Wayfinding solutions throughout the Rancherias parcels.



Traffic Control, Congestion, and Enforcement -

Intersections within the Tribal land are controlled by traffic signal lights: 0.

Rating of the level of traffic congestion on the Tribal land: Occasional congestion.

Traffic safety enforcement in the Tribal community: No.

Does the Tribe have staff in engineering and/or planning with the resources to address transportation/traffic safety issues? Yes.

Does the Tribe have a Transportation Department? Yes.

Location(s) where excessive vehicular speeding may occur and how clear or effective the traffic or roadway signs are at each location: Throughout all parcels excessive speeding is a major contributor to the run off road single vehicle collisions. Scenic Drive and Westhaven have ineffective signage.

Number of schools on your Tribal land: 0. While the schools are relatively close they are not located on tribal land and there are no safe routes for walking or bicycling.

Other relevant information that would describe the overall transportation, traffic, or travel safety: The Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) is committed to reducing the number of injuries and improving the overall safety of its transportation system. The Trinidad Rancheria transportation system consists of a mix of tribal, state, county and city roads, which creates jurisdictional complexities with law enforcement, collision reporting, road maintenance, and capital safety projects. The Tribe owns three properties at separate sites in Trinidad (henceforth called the Trinidad Parcels) trust land which includes 46.5 acres on the west side of U.S. Highway 101 along the Pacific coast and 9 acres on the eastern side of U.S. Highway 101 approximately one-mile from the City of Trinidad. Highway 101 bisects the main parcel of the Rancheria on the northeast corner of the Rancheria in Trinidad. A third parcel is located in the harbor area and consists of a restaurant, the Trinidad pier, boat launching facilities and recreational facilities. A fourth parcel of 27.5acres (henceforth called the McKinleyville Parcel) is located two miles north of McKinleyville east of the Eureka/Arcata Airport.

Unfortunately, significant data gaps exist, making it difficult to analyze data specific to the Trinidad Rancheria. Data serves as the critical link in identifying safety problems, selecting appropriate countermeasures, and evaluating performance. The Statewide Integrated Traffic Records System (SWITRS), maintained by the CHP, processes all reported fatal and injury collisions that occur on California's state highways and all other public roadways,



excluding private property. Anecdotally, data on tribal lands is likely to be under-reported to SWITRS due to discrepancies in jurisdictional authority. CHP responds to a limited number of tribal collisions; consequently, an unknown number are not reported to SWITRS at all. Without data, traffic safety and roadway engineering-related statistical analysis becomes more difficult. It is also more difficult for the Trinidad Rancheria to compete for safety funding and justify our needs. Given the disproportionate impact to our tribal community it is critical that we close this gap and use data to help identify and address problems.

A partial road safety audit (RSA) prepared in 2012 (Red Plains Professional, Inc.) evaluated the roads on the Rancheria's main (Scenic Drive) parcel and the Westhaven parcel, focusing on Scenic Drive and Westhaven Drive. Scenic Drive is the only access road to the Trinidad Rancheria's main parcel, which consists of tribal member housing, tribal offices (including government and social services for tribal members) and is frequented by tribal members on a daily basis. A casino and restaurant offer employment for many members as well as nonnative employees. Westhaven Drive is the only access road to the tribal parcels on the east side of Highway 101. The RSA identified many safety issues on Scenic Drive, including landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail and single lane sections. The RSA found that Westhaven Drive has narrow sections, poor sight distances, faded striping, no shoulders, no pedestrian access, obstructions near the roadway edge, and sections of poor pavement.

1.5 Organization of this Report

Chapter 2 provides the Cher-Ae Heights Indian Community of the Trinidad Rancheria historical background and a vicinity map of the Rancheria. This chapter also discusses the traffic collision data obtained from Statewide Integrated Traffic Records System (SWITRS) from some of the documenting agencies and an analysis of the limited data.

Chapter 3 presents traffic engineering assessment and findings on existing traffic and safety concerns at the intersections and roadways requested for assessment by the Cher-Ae Heights Indian Community of the Trinidad Rancheria, as well as suggestions on potential policy and engineering measures to improve bicycle safety.

Appendix A summarizes a small sample of the best practices in traffic collision data collection and traffic safety enforcement in California, with particular focus on Tribal lands. This section is based on the interviews and/or site visits of the various Tribes who participated in the T2SA online survey/ intake application process. It describes some law-enforcement efforts for documenting traffic incidents and suggests enforcement strategies to improve traffic safety.



Appendix B has been prepared by NIJC/WTTAP to capture known funding opportunities relevant to transportation safety, which may be open to Federally-recognized Tribes in California.

Appendix C is a comprehensive compilation of the online resources and references on Tribal Transportation Safety, as well as published references on the evolving field of Complete Streets.

Appendix D is a summary of the comments received from Caltrans regarding this final report and the Tech Transfer team responses to said comments.

1.6 Acknowledgements

The following members of Cher-Ae Heights Indian Community of the Trinidad Rancheria staff and other T2SA stakeholders are acknowledged for their cooperation in providing the needed data and their input on local conditions:

- 1. Jacque Hosther-Carmesin, CEO, Cher-Ae Heights Indian Community of the Trinidad Rancheria
- 2. Leslie Sanders, Transportation Manager, Cher-Ae Heights Indian Community of the Trinidad Rancheria
- 3. Tasha Ahlstrand, Tatiana, Caltrans District 1
- 4. Sgt. Martin Abshire, California Highway Patrol
- 5. Bryan Buckman, Director, City of Trinidad Public Works Department
- 6. Scott Burger, Caltrans District 1
- 7. Kari Christian, Housing. Cher-Ae Heights Indian Community of the Trinidad Rancheria
- 8. Clark Davis, Caltrans District 1
- 9. Dave Frye, Cher-Ae Heights Casino, dfrye@cheraeheights.com
- 10. Kevan Fox, Cal Fire
- 11. Scott Gillingwater, Tribal Liaison, California Highway Patrol
- 12. Andrew Lamberson, Facilities. Cher-Ae Heights Indian Community of the Trinidad Rancheria
- 13. Kathleen Sartorius, Tribal Liaison, Caltrans District 1

1.7 Disclosures

This report was produced in cooperation with the Cher-Ae Heights Indian Community of the Trinidad Rancheria. Funding for this program was provided by a grant from the California Department of Transportation, Division of Transportation Planning, Native American Liaison Branch. As this technical assistance is meant for the Tribes, we deferred to them to invite any relevant stakeholders for the assessment. Tech Transfer did not impose the direct involvement



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In the comprehensive online survey/ intake application form for the T2SA project and during the initial meeting conference call, Tribal representatives were asked to identify general concerns about various intersections and locations along State, county, and local roadways that provide access to the Tribal Community, as well as access and circulation in and around major destinations on these Tribal lands. During the initial conference call and site-visit meeting, Tribal representatives were requested to identify the specific locations that they wanted the evaluators to analyze based on the Tribe's knowledge of local traffic and safety conditions.

The recommendations presented in this report are based on limited field observations and time spent by the T2SA evaluators on the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal land. These recommendations, which are also based on general knowledge of best practices in traffic engineering, operations, and traffic enforcement, are intended to guide Tribal government staff in making decisions for future safety improvement projects on the Tribal land, and they may not incorporate all factors that may be relevant to the traffic safety issues experienced by the Tribal Community. The assessment is meant and designed to be a "first step" in the long process of exploring, planning, programming, designing, implementing, and maintaining safety improvements on roads that serve Tribal Communities.

As this report is conceptual and exploratory in nature, conditions may exist in the study areas that were not observed and may not be compatible with recommendations in this report. Before finalizing and implementing any physical changes, Tribal staff may choose to conduct more detailed studies or further analysis to refine or discard the recommendations in this report. Tribal staff may reject the recommendations or suggestions if they are found to be contextually inappropriate or appear not to improve traffic safety or traffic operations due to conditions including, but not limited to, high vehicular traffic volume or speeds, physical limitations on space or sight distance, or other potential safety concerns. Tribes and relevant stakeholders (such as Caltrans for the State Highways serving the Tribes) may need to do significant follow-up work to coordinate plans and to determine if, when, and how the T2SA recommendations or suggestions should be implemented. The specific determination of the viability of any safety improvement on Tribal land and surrounding areas is appropriately reserved for the Tribes and the relevant stakeholders or authorities.



2.0 BACKGROUND AND COLLISION HISTORY

2.1 Background

The coastal environs of the Cher-Ae Heights Indian Community of the Trinidad Rancheria have been home to the Yurok, Wiyot, and Tolowa peoples for thousands of years. These peoples fished, hunted and gathered in the coastal redwood forest of Northern California¹. Their diet comprised salmon, clams, mussels and other seafood, along with deer, elk and smaller animals. These staples were supplemented by berries and tan oak acorns. They engaged in ceremonies year-round and continuing into the present to give thanks. These ceremonies are a focus of the Yurok, Wiyot and Tolowa culture and united families and villages together².

The Trinidad Rancheria was established in 1906 by an enactment of the US Congress, authorizing the Federal Government to purchase small tracts of land for homeless California Indians. The Cher-Ae Heights Indian Community of the Trinidad Rancheria web site describes the establishment of the Rancheria as follows³:

"In 1908, sixty acres of land along U.S. Highway 101 in Humboldt County were purchased for Indians living along the Northern California Coast. The existing Rancheria is within the aboriginal territory of the Yurok people and includes many sacred and culturally significant areas. The Tribe has ancestral ties to the Yurok, Wiyot and Tolowa peoples. All three tribes traditionally lived in the coastal region of Northern California and share a similar cultural heritage."

Population, income, and age data for Trinidad, Humboldt County and the entire of state of California are shown in Table 2-1 below. Both the small City of Trinidad and surrounding Humboldt County have comparatively small populations, are older than the state as a whole, and have lower median household incomes than those that prevail across California.

¹ Tribal description is adapted from the "History" section of the Cher-Ae Heights Indian Community of the Trinidad Rancheria Indian Tribe web site. http://www.trinidad-rancheria.org/history, retrieved October 31, 2016.

² Tribal description is adaptive from the "History" section of the Cher-Ae Heights Indian Community of the Trinidad Rancheria Indian Tribe web site. http://www.trinidad-rancheria.org/history, retrieved October 31, 2016

³ Tribal description is adaptive from the "History" section of the Cher-Ae Heights Indian Community of the Trinidad Rancheria Indian Tribe web site. http://www.trinidad-rancheria.org/history, retrieved October 31, 2016.



<u>Table 2-1: Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe Population Information</u>

Community	Population (2014)	Median Household Income, in \$ (2013)	Median Age, in years (2014)
Trinidad	357	\$42,287	49.3
Humboldt			
County	134,809	\$42,092	37.0
California	38,802,500	\$60,190	35.7

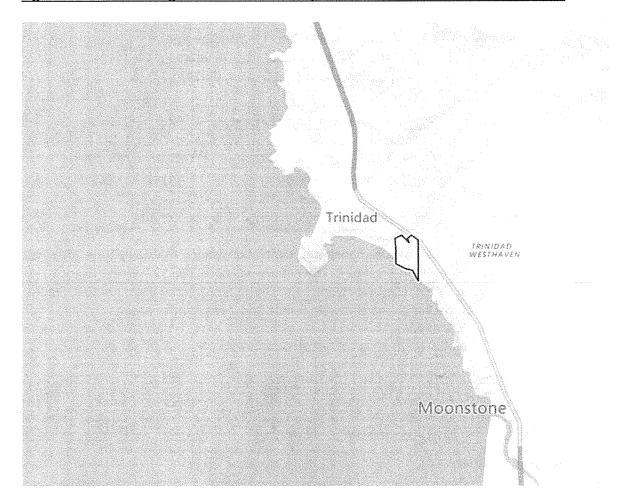
Source: http://www.city-data.com/city/Trinidad-California.html, retrieved September 30, 2016.

Approximately 300 residents live on the Rancheria, which consists of three separate areas of trust land and one area of fee land totaling 0.166 square miles or 106.522 acres.⁴ Figure 2-1 shows the general location of the Cher-Ae Heights Rancheria and nearby communities. Figure 2-2 depicts the environs of the Rancheria shown in 5-mile and 7-mile buffer areas.

⁴ Ms. Leslie Sanders, Transportation and Land Use Manager Sanders *T2SA Online Survey/ Intake Application*, June 20, 2016.



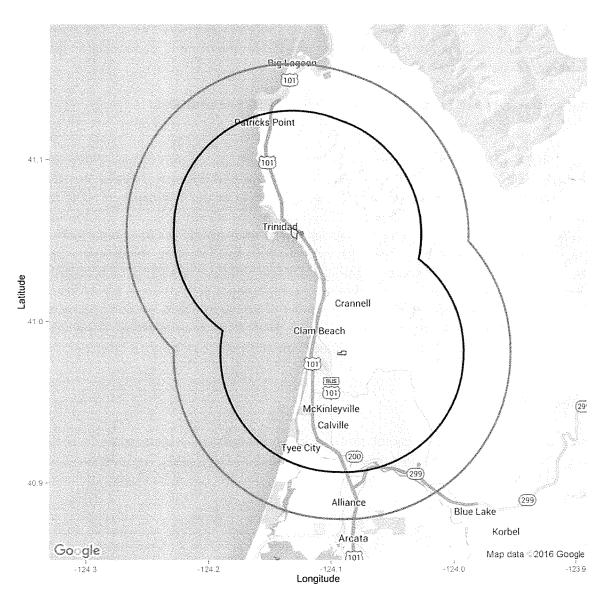
Figure 2-1: Cher-Ae Heights Indian Community of the Trinidad Rancheria Vicinity Map



Source: Bing Maps, retrieved November 2, 2016



<u>Figure 2-2: Cher-Ae Heights Indian Community of the Trinidad Rancheria Map with 5-Mile and 7-Mile Buffer Areas</u>



Source: SafeTREC, July 12, 2016



2.2 Traffic Collision Investigating and Reporting

Traffic collision reports are not prepared currently by Cher-Ae Height of the Trinidad Rancheria, which does not have a Tribal police force. Law enforcement agencies that respond to traffic collisions in the vicinity of the Rancheria are the California Highway Patrol, the Humboldt County Sheriff's Department, or the City of Trinidad Police Department, depending on location of the traffic collision⁵.

2.3 Statewide Integrated Traffic Records System (SWITRS) Statistical Data

SWITRS processes all reported fatal and injury collisions which occurred on California's state highways and all other roadways, excluding private property. In support of the T2SA effort the University of California, Berkeley Safe TREK traffic safety research group has mined SWITRS data for the environs of the Cher-Ae Heights Indian Community of the Trinidad Rancheria for the period from 2005 up to and including 2014. The findings are shown in Figures 2.3 through 2.7 for the Cher-Ae Heights Rancheria and a one-mile buffer area around the Rancheria. Within this area over the ten-year span there were 39 collisions with two fatalities, three severe injuries, and 24 other visible injuries. More than one-half of these collisions were either a broadside or a rear-end collision and more than 10% involved a vehicle and a pedestrian or a bicyclist. One-third of the collisions took place between the hours of Midnight and 6 am and approximately another one-fifth occurred between 3 pm and 6 pm. More than three-quarters of the collisions involved either improper turning or either driving an automobile or riding a bicycle under the influence of alcohol or drugs.

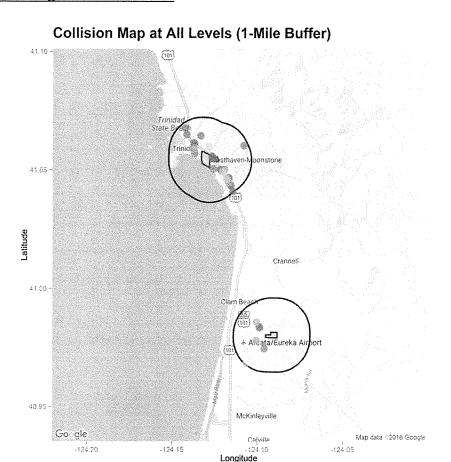
2.4 Primary Collison Factors

Figures 2-3 to 2.7 illustrate primary collision factors for the Cher-Ae Heights Indian Community of the Trinidad Rancheria and a one-mile buffer around the Tribe's lands. These factors include number and severity, collision types and trends, time of day and day of week, and primary collision factors.

⁵ Ms. Leslie Sanders, Transportation and Land Use Manager Sanders *T2SA Online Survey/ Intake Application*, June 20, 2016.



Figure 2-3: Cher-Ae Heights Indian Community of the Trinidad Rancheria Collision Map, Including 1-Mle Buffer Area



Collision Severity Severe Colher Visible

Tribal Summary County: Humboldt Population: 73 Area (in sq. miles): 0.2 Road Miles: 1.481 Tribal Police: No Tribal Fire: No Tribal EMS: No Casino: Yes Transportation Agency: Yes Roadway Infrastructure Collection: Yes **Snapshot of Collisions** Total Collisions: 39 Fatal: 2 Severe: 3 Other Visible: 24 Complaint of Pain: 10

Snapshot of Collisions at All Levels

 Pedestrian:
 1

 Bicycle:
 3

 Motorcycle:
 3

 Alcohol-Involved:
 14

Note

Complaint of Pain

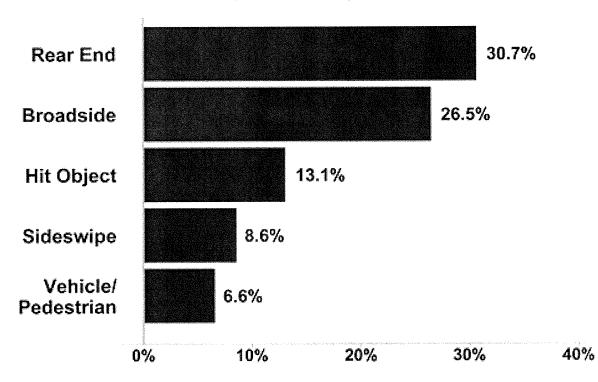
The Inbal area information was extracted from the GIS shapefile downloaded from Bureau of Indian Affars (GIA) in January 2015. The road mileages for individual tribes were derived by intersection of the ESRI road network shapefile with tribal land shapefile. Tribal epulation was referred to the sources of service area population (US Department of the Interior), thial websites, Wikipedia, or ACS 5 year estimate (tribal census tract). Information on whether individual tribe has tribal police, fire department and emergency medical service (EMS) was gathered from internet research. The injury summary was obtained using the SWITHS 2005-2014 data.



<u>Figure 2-4: Cher-Ae Heights Indian Community of the Trinidad Rancheria Collision Types with</u>

<u>1-Mile Buffer Area</u>

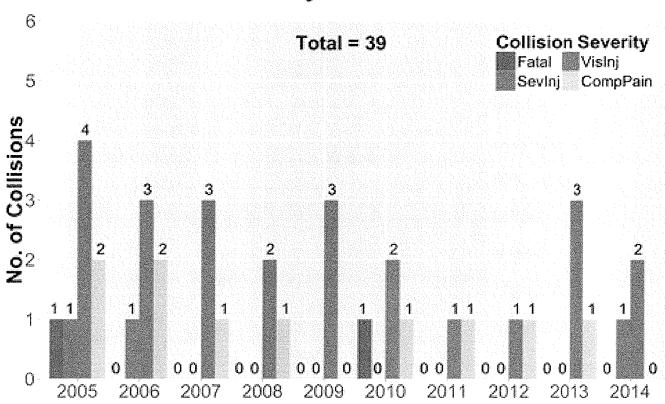
Top 5 Crash Types





<u>Figure 2-5: Cher-Ae Heights Trinidad Rancheria Collison Data with 1-Mile Buffer Area, 2005 - 2014</u>

Collision Yearly Trend at All Levels





<u>Figure 2-6: Cher-Ae Heights Indian Community of the Trinidad Rancheria 1-Mile Buffer Area</u>
<u>Time & Day Collision Data</u>

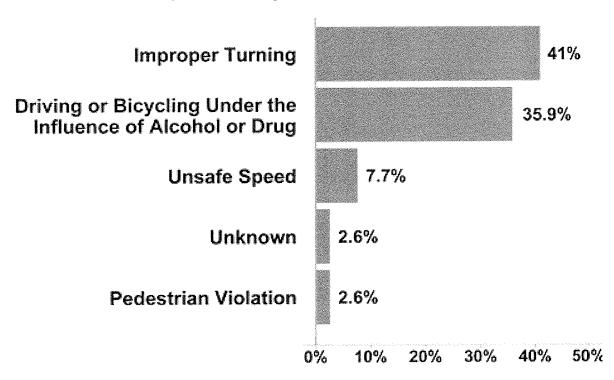
Time of Day & Day of Week

Midnight-3AM		0	1	2	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2
3-6AM	1	0	1	0	0	2	1
6-9AM	0	0	0	0	0	0	0
9AM-Noon	0	2	1	1	1	0	0
Noon-3PM	1	0	1	0	1	0	1
3-6PM		1	2	2	0	2	2
6-9PM	0	2	0	0	0	0	
9PM-Midnight	1	1	1	1	0	0	0
Unknown	0	0	0	0	0	0	0
**	MON	TUE	WED	THU	FRI	SAT	SUN
	Cottisions (All Levels) 0 1 2						



<u>Figure 2-7: Cher-Ae Heights Indian Community of the Trinidad Rancheria 1-Mile Buffer Area</u> <u>Collision Factors</u>

Top 5 Primary Collision Factors





3.0 TRAFFIC ENGINEERING IMPROVEMENT MEASURES

3.1 Setting

Highway 101 is the major roadway serving the Cher-Ae Heights Indian Community of the Trinidad Rancheria and the small coastal community of Trinidad, CA. Officials of the Cher-Ae Heights Indian Community of the Trinidad Rancheria have been in discussions with Caltrans District 1 staff about the feasibility and desirability of a new interchange on Highway 101 to serve the Rancheria. The proposed new interchange along Highway 101 would not have the desired separations between off-ramps according to Caltrans guidance and therefore requires a design exception.

The Rancheria have made remarkable progress working with Caltrans and neighboring jurisdictions to promote the idea of building an interchange along 101 to serve Tribal lands. The proposed interchange would present viable solution to a multitude of access, safety and social issues facing the Tribe, the County and the neighboring City of Trinidad.

The Tribe's management has been working to initiate a design exception needed for the process to move forward. The next step of funding the environmental work will not be less challenging and remains to be the transportation focal point of interest for the Tribe. The complexity and the cost of such an effort far exceed the current tribe resources in people and funds. Despite the monumental challenge the Tribe is making significant progress and getting the cooperation of key people in the State Department of Transportation.

It is clearly beyond the scope of this safety assessment to address such complex and expensive effort. We chose to place this important discussion in this section to make the point that if and when this issues is resolved it'll introduce major and long term solutions to the Tribal lands access and safety. This assessment contains a section on funding sources which may assist staff in strategizing the next steps.

The following studies and special reports were reviewed by the UC Berkeley Tech Transfer Team prior to the site visit and field review.

- 1- Tribal Transportation Safety Plan Cher-Ae Heights Indian Community of the Trinidad Rancheria Prepared June 2014
- 2- Trinidad Road Safety Audit Red Plains Professionals Inc. November 2012
- 3- Trinidad Area Freeway Master Plan Study Report Omni Means February 2014
- 4- Comprehensive Community-Based Plan December 2011
- 5- Integrated Development Standards October 2011



6- Tribal Transportation Plan 2006-2026

3.2 Study Issues and Locations

The following section identifies engineering related improvements that could be implemented at the locations that were identified as locations of concern to the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribe:

3.2.1 Issue and Location 1: Evaluate the Progress of the Proposed Interchange

Existing Conditions

There is no interchange with Highway 101 that directly serves the Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal lands. Access from tribal residential lands to the majority of employment opportunities is not direct causing people to risk their lives crossing Hwy 101 or walk 2 t o3 miles on streets without sidewalks, bicycle facilities, transit, nor proper lighting.

Figure 3-1: Highway 101 in the Vicinity of the Cher-Ae Heights Indian Community of the Trinidad Rancheria



Possible Improvements

Consider implementing the following improvements:

Short Term (6-12 months)



 Obtain funding for environmental and feasibility studies of a new interchange with Highway 101 to serve the Cher-Ae Heights Indian Community of the Trinidad Rancheria.

Medium Term (12-24 months)

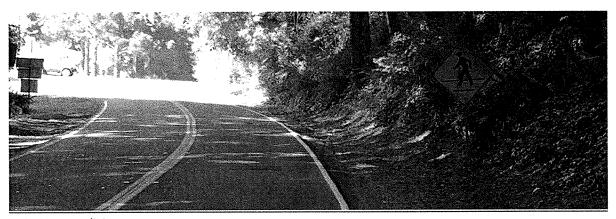
 Conduct preliminary environmental and feasibility studies of a new interchange with Highway 101 and any other operational and safety improvements to Highway 101 to serve the Cher-Ae Heights Indian Community of the Trinidad Rancheria. The studies in this recommendation may include specific engineering analysis or the grade separation between the Highway 101 and the Tribal land and discuss multimodal solutions.

Long Term (2-5years)

 Obtain funding and implement the suggestions of the environmental and feasibility studies.

3.2.2 Issue and Location 2: Incident Data Management

Figure 3.2: Roadway in the Vicinity of the Cher-Ae Heights Indian Community of the Trinidad Rancheria



Existing Conditions

There is an almost complete lack of data on collisions, fatalities, and injuries that occur in and around the Trinidad Rancheria parcels. It is known that many accidents are unreported due to the remote locations and discrepancies in jurisdictional authority.

The goal of the Tribe is to obtain accurate collision data and to use these data to analyze collision patterns and to substantiate the safety issues while applying for grants to improve the transportation network around the Rancheria roadways and nearby roadways.



Possible Safety Improvements

Consider implementing the following improvements:

Develop a program by which the Rancheria would regularly request and compile available collision data. The relevant collision data would be compiled from appropriate agencies, potentially including but not limited to Humboldt County Sheriff, California Highway Patrol, Trinidad Police Department, Caltrans, Humboldt County Public Works Department, Trinidad Volunteer Fire Department, and Westhaven Volunteer Fire Department. Although limited collision data may be available, the Rancheria would increase its chances of having the best available data.

In addition, anecdotal data could be compiled from previous knowledge of Rancheria maintenance staff responding to fix damage caused by collisions. Such record, when compiled and complemented with photos of damage, exact locations, etc. becomes a useful source.

Short Term (6-12 months)

 Establish an inter-agency working group comprised of representatives of the Humboldt County Sheriff, California Highway Patrol, Trinidad Police Department, Caltrans, Humboldt County Public Works Department, Trinidad Volunteer Fire Department, and Westhaven Volunteer Fire Department to review traffic collision data and other develop protocols to share data on traffic collisions and other hazardous roadway incidents.

Medium Term (12-24 months)

• Implement the suggestions of the inter-agency working group listed above.

Long Term (2-5years)

 Monitor, evaluate, and enhance the database of traffic collisions and other hazardous roadway incidents

3.2.3 Issue and Location 3: Educational Programs and Pedestrians Crossing the Freeway

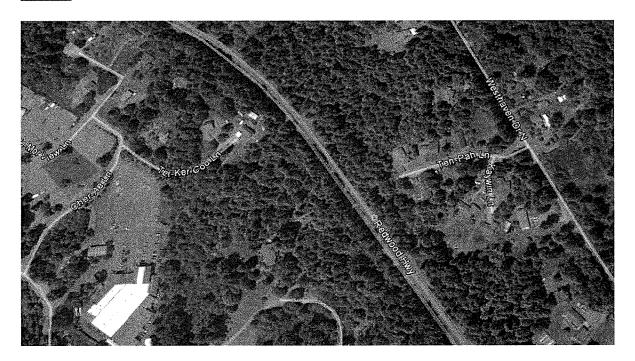
Existing Conditions

The trails leading to Hwy 101 from The Pah Lane indicate the pedestrian crossing of Hwy 101. The tribal offices and the Casino are on the other side of the Highway and informal trails entice people to cross the Highway. Speeds of traffic on Hwy 101 are observed to be very high. The size of the Tribe population makes it relatively easy to reach out to Tribal members with various transportation educational messages. The theme of the messages may be consistent and



pertain to current issues affecting the residents. Educational campaigns have the potential to improve tribal transportation safety.

<u>Figure 3.3: Highway 101 in the Vicinity of the Cher-Ae Heights of the Rancheria – Challenging - to Cross</u>



Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

• The top safety issue is the ad hoc crossing of Hwy 101. The resident population accessing the Rancheria lands from the east is limited. A meeting may be held on the east side of the freeway with some educational clips about the perception of speed and human reaction times. There are many educational videos on You Tube. After the basic education, a discussion of alternatives may be explored with the residents.

Medium Term (12-24 months)

- After the educational campaign and with the consent of residents, post signs discouraging the crossing of the freeway and consider installing pedestrian crossing barriers at strategic locations.
- Develop programs using existing resources when possible for distracted driving, driving under the influence, use safety seat belts and child seats, etc.



Long Term (2-5years)

• Address the pedestrian and bicycle connectivity with the proposed interchange.

3.2.4 Issue and Location 4: Slope Failure on Cher-Ae Lane

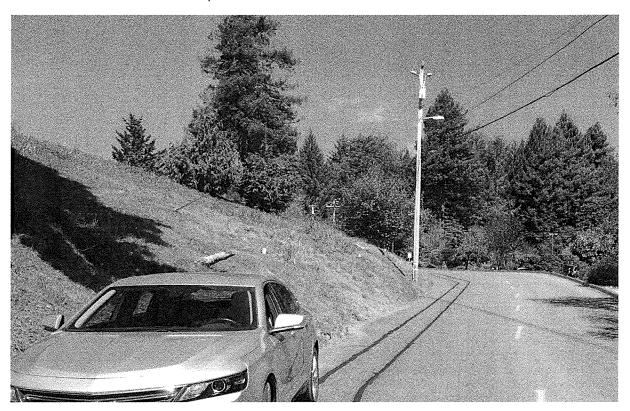


Figure 3-4: Slope Failure on Cher-Ae Lane

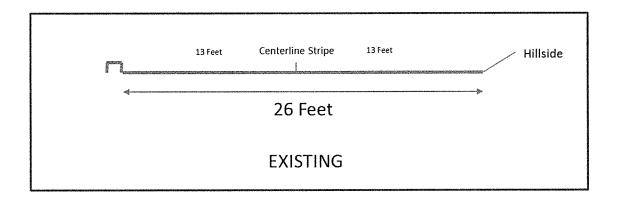
Existing Conditions

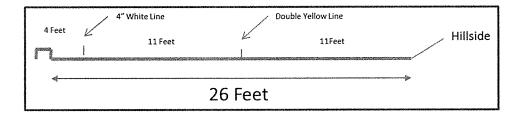
There is an active slope failure on the northwest side of Cher-Ae Lane below the tribal offices. The slope failure pushes dirt on the roadway side effectively narrowing the width of the road. Due to steep slopes, the fix to stop such encroachments would be very costly. While the observations were made during dry seasons this issue would be exacerbated during rainy days as the drainage would also be on Cher Ae. The roadway has an increased potential for pedestrian and vehicular conflicts due to the limited space available.



Figure 3-5: Suggested Cher-Ae Lane Re-Striping: Existing and Proposed Cross-Section

Cher-Ae Lane Striping





PROPOSED CROSS-SECTION



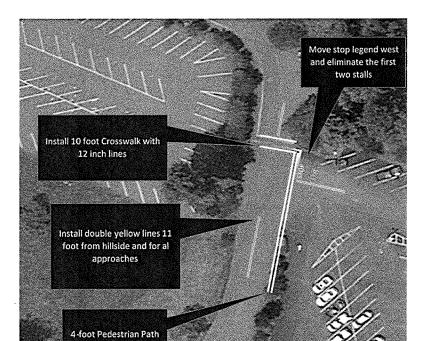


Figure 3-6: Suggested Cher-Ae Lane Re-Striping and Signing

Possible Safety Improvements

Stripe angle parking

Consider implementing the following improvements:

Short Term (6-12 months)

- Restripe Cher-Ae as shown in suggestions depicted in Figures 3-5 and 3-6 of this report. The restriping maintains safe passage for vehicles while providing an atgrade walking path on one side of the street. The edge line is Detail 27B and the centerline is Detail 21 as listed in the Caltrans Standard Plans 2015.
- Continue crisis management repair on the side of the road when feasible.

Restore pavement width to 26 feet by removing slide intrusion



- Post speed limit signs.
- Investigate funding for the study through local or regional sources.

Medium Term (12-24 months)

Conduct a full slope stability study to evaluate the slope failure and the slope-repair
options. Options may include the regarding of the hillside, installation of drainage
treatments and the construction of retaining walls.

Long Term (2-5years)

Design and construct an engineering solution to the slope failure.

3.2.5 Issue and Location 5: Cher-Ae Lane Unsafe for Pedestrians/Bikes

Description Cher-Ae Lane is unsafe for pedestrians and bicyclists due to lack of sidewalks, bicycle lanes, and street lighting.

Existing Conditions

Cher-Ae Lane is unsafe for pedestrians and bicyclists due to lack of sidewalks, bicycle lanes, and street lighting.

Possible Safety Improvements

Design and construct improvements to Cher-Ae Lane including full width vehicle travel lanes, curb, gutter, sidewalk, wayfinding signage and street lighting.

Consider implementing the following improvements:

Short Term (6-12 months)

Implement the striping and signage changes shown in the Figure 3-5 and 3-6.

Medium Term (12-24 months)

• Evaluate results of the striping and signage and make any necessary adjustments.

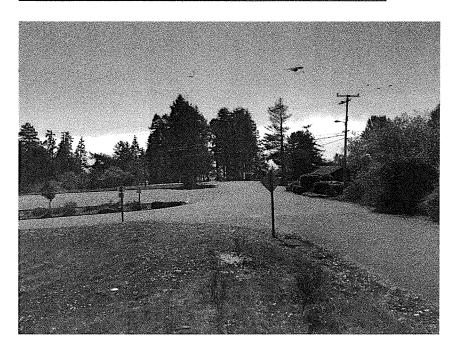
Long Term (2-5years)

 Consider separating bike and pedestrians in a meandering trail to reach the Casino from Scenic Drive

3.2.6 Issue and Location 6: Cher-Ae Lane and Ter-Ker-Coo Intersection Safety



Figure 3-7: Intersection of Cher-Ae Lane with Ter-Ker-Coo



Existing Conditions

As Cher Ae ends into the parking lot, there are no controls at the intersection with Ter-Ker Coo. Drivers either hesitate or continue, often without giving the right of way to oncoming traffic.

<u>Possible Safety Improvements</u>

Consider implementing the following improvements:

Short Term (6-12 months)

- Install Solar LED lights Less than 3000 Kelvin in color at strategic locations.
- Stripe intersection as shown in Figure 3-8.

Medium Term (12-24 months)

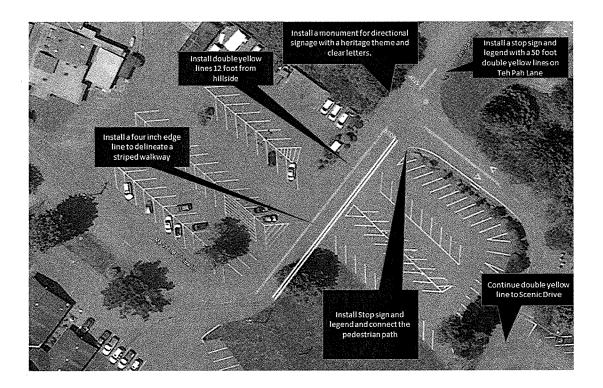
• Implement a wayfinding signage program for the Tribal areas to cover all parking lots and the facilities.

Long Term (2-5years)

Establish a criterion for placement of streetlights.



Figure 3-8: Teh-Pah Lane and Wa-We Mor View Lane Pedestrian, Vehicle and Wayfinding Suggestions



3.2.7 Issue and Location 7: Scenic Drive Unsafe for Pedestrians/Bikes

Improve pedestrian and bicyclist safety on Scenic Drive, especially between Cher-Ae Lane and Main Street in the City of Trinidad.



Figure 3-9: Cher-Ae Lane and Main Street



Existing Conditions

Scenic Drive (the only access road to the Trinidad Rancheria's main parcel) is unsafe for pedestrians and bicyclists due to landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail, single lane sections, and lack of street lighting. Many intersections and driveways with Scenic Drive lack adequate signage and pavement markings and have obstructed sight distances.

Possible Safety Improvements

The provisions for pedestrians and bicyclists along Scenic Drive are a long-term goal. Add street lighting. Restripe the center line as a double yellow (no passing zone) stripe. Add edge line stripes and reflective raised pavement markers along the centerline and edge lines. Add "Share the Road" signage. The use and direction to install these devices are listed in the CA MUTCD.

Long-term improvements may include pavement repairs or pavement overlay work and roadway widening to include shoulders wherever possible. Improvements to intersections may include the addition of stop lines, stop signs, and intersection warning signs. Trees and vegetation may also be maintained for sight distance clearance.

Consider implementing the following improvements:

Short Term (6-12 months)

 Restripe the center line as a double yellow (no passing zone) stripe. Add edge line stripes and reflective raised pavement markers along the centerline and edge lines.
 Add "Share the Road" signage. Add stop lines, stop signs, and intersection warning signs. Maintain trees and vegetation for sight distance clearance.



Medium Term (12-24 months)

Add street lighting.

Long Term (2-5years)

• Implement pavement repairs or pavement overlay work and roadway widening to include shoulders wherever possible.

3.2.8 Issue and Location 8: Archer Road Unsafe for Pedestrians/Bikes

Figure 3-10: Archer Road



Existing Conditions

Archer Road is unsafe for pedestrians and bicyclists due to steep grades, small radius curves, steep cut banks, limited sight distances, and a lack of street lighting.

A number of enhancements are needed in order to improve pedestrian and bicyclist safety on Archer Road. These include adding street lighting, a "Share the Road" striping and/or signage. In addition, it is desirable to maintain trees and vegetation for improved sight distance clearance. Long-term improvements may include drainage improvements, a wider street section, flatter grades, and striping.

Archer Road is the street serving many school aged pedestrians. It is suggested to establish a pedestrian trail on the north side of the street by doing minor regrading of the shoulders for about 200 feet.



Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Add "Share the Road" striping and/or signage.
- Maintain trees and vegetation for improved sight distance clearance.

Medium Term (12-24 months)

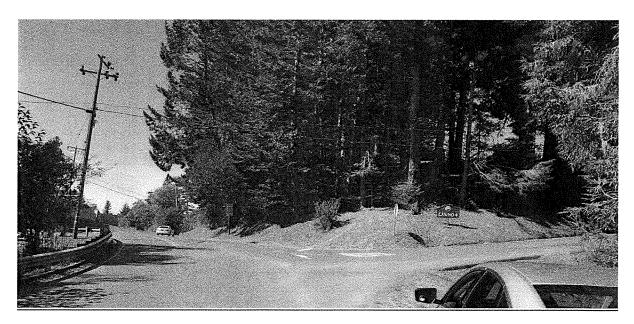
Consider adding street lights.

Long Term (2-5years)

• Establish a pedestrian trail on the north side of the street by doing minor regrading of the shoulders for about 200 feet.

3.2.9 Issue and Location 9: Limited Stopping Sight Distance at Scenic Drive and Cher-Ae

Figure 3-11: Cher-Ae at Scenic Drive



Existing Conditions

Drivers exiting Cher Ae at Scenic Drive don't have enough reaction time due the hillside on the northeast corner.

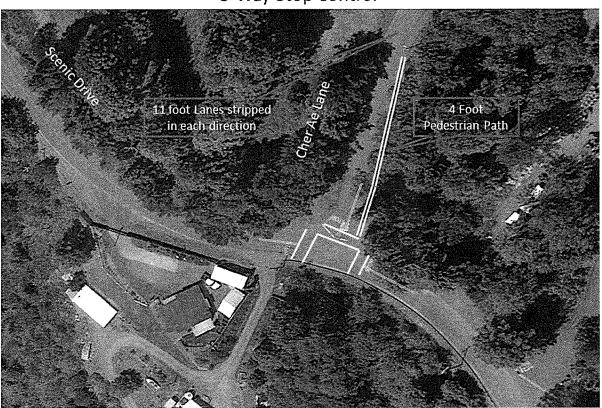


Possible Safety Improvements

Figure 3-12 illustrates possible safety enhancements.

Figure 3-12: Cher-Ae at Scenic Drive – Possible Safety Enhancements

Cher-Ae Lane and Scenic Drive 3-Way Stop Control



Short Term (6-12 months)

- Install a 3-Way Stop Control
- Install crosswalks at all corners
- Install Stop Ahead signs
- Re-stripe Cher-Ae and Scenic Drive as shown in Figure 3013 above



Medium Term (12-24 months)

• Evaluate the effects of the short-term improvements and make any necessary adjustments.

Long Term (2-5years)

• Add a parallel pedestrian path.





APPENDIX A: TRAFFIC COLLISION DOCUMENTATION AND TRAFFIC SAFETY ENFORCEMENT MEASURES ON TRIBAL LAND

Introduction

The intent of this Appendix is to provide examples of practices related to traffic safety documentation and traffic safety enforcement to meet the safety challenge on Tribal lands in California. However, it is not meant to address all law-enforcement needs and concerns a Tribe faces.

The traffic-safety-enforcement challenge for Tribes is quite unique and multi-faceted. The collective knowledge the T2SA evaluators learned through their research and interactions with Tribal representatives is summarized and presented in this Appendix as a small sample of "best practices" in the field. The discussion below reflects the collective knowledge obtained from the following efforts:

- Office of Traffic Safety (OTS) Traffic Safety Assessment for the Cabazon Band of Mission Indians (July 2014)
- T2SA site visits completed by our Law Enforcement Expert for three (3) Tribes served under this grant
- T2SA phone interviews conducted by our Law Enforcement Expert for eleven (11)
 Tribes served under this grant

The three (3) most significant patterns recognized by the T2SA team are:

- 1) Traffic collisions on Tribal lands are significantly under-reported.
- 2) Traffic laws appear to be inconsistently enforced on Tribal lands by Tribal or State law enforcement agencies. Tribal traffic laws are enforceable by Tribal law enforcement, and State law enforcement may respond to traffic violations on public roads where CHP has jurisdiction.
- 3) Speeding and driving under the influence injuries on Tribal lands appear to be significantly higher than the State average. Without consistent law enforcement presence, people who live in and near Tribal communities tend to drive the roads in excess of posted limits.

It is impossible to list every possible option here, but each Tribe involved in this grant project may benefit from exposure to other Tribal traffic-safety-enforcement practices, as



well as the opportunities available through agreements and partnerships with outside agencies, should a Tribal council elect to pursue changes to its own enforcement practices. This Appendix may often use the term "best practice," but this is solely the opinion of the authors; and as such, not all options identified in this section may actually be viable for any particular Tribe.

In the sections that follow, concepts deemed to be "best practice" by the T2SA Team are shown in italics to highlight their significance.

Pursuing Tribal traffic safety is similar to traditional traffic safety pursuits in that there are four (4) primary or essential components, modified here for Tribal communities:

- Engineering: This component includes the planning, operations, and maintenance leading to the appropriate design suitable for all modes of transportation. A good design is achieved through planning a participatory process of all stakeholders to ensure consistency and uniformity of all design elements. Communications with neighboring agencies to Tribal Lands was not found to be consistent. A guidance of when and how to engage during the development of transportation projects needs to have higher priorities for Tribal governments. The operations include the update of facilities and collecting safety record information to inform the planning process. It is important to keep a retrievable collision history and/or documented local experience. This is accomplished by uniform documentation that enables data mining, which is considered a best practice. The maintenance of facilities is an essential component for traffic safety; and without proper maintenance practices, the chances for traffic collisions increase.
- Education: Early communication with the motorists, travelers, businesses, and residents affected by the intended traffic-control changes--such as speed limit changes, or the addition of regulatory signs and markings--is a best practice. Considered as a best practice in a Tribal setting, sharing the upcoming changes in writing (e.g. posters, flyers, and mailed letters) and at Tribal council meetings fosters "ownership" of the improvements and increases compliance. Distribution of basic pedestrian and bicycle safety rules in Tribal school settings is also a best practice, especially if the presenter is a Tribal member or local resource. Educational programs need to be geared and synchronized with the primary collision factors reported and documented in TS2A reports, as well as other Tribal traffic safety studies. Campaigns strategically designed to address fatalities and severe injuries would be effective to save lives. Other educational campaigns of note include child safety seats, seat belt use, bike riding safety, among others. For other educational methods, see Appendix



C for more examples under *Tribal Transportation Public Outreach & Communications*.

- Enforcement: Increasing compliance by reminding drivers of the consequences of non-compliance is a proven practice. The enforcement task is more effective with good engineering and education practices. Collaboration with adjacent enforcement agencies needs to be built on trust and open communications. This norm may not be easily achieved without buy-in on all levels of the Tribal government and adjacent agencies. The nature of the traffic safety enforcement requires a complex level to balance sensitivities to the culture of the area and the need to maintain order. This could be achieved by creating clear lines of authority, enforceability, and follow ups. A balanced approach may not be achieved by imposing a pre-made Tribal vehicle code from another Tribe. However, another Tribe's vehicle code might be appropriate for use as a starting point. Tribes have expressed concerns about sharing authority and control with State or Federal agencies, including issues with subsequent court processes. A best practice is to establish a Tribal police department trained in traffic enforcement, or designate Tribal members who have completed the 40-hour California Peace Officer Standards and Training (POST) basic traffic collision training. These individuals can investigate and document in the Statewide Integrated Traffic Records System (SWITRS)-compliant formats and are authorized to issue citations for traffic offences specified in a Tribal ordinance with a Tribal court for due process.
- Emergency Management Services (EMS): The critical issue here is the response time of EMS due to the condition of the roadway infrastructure (or lack thereof), particularly access, connectivity, and evacuation routes. Emergency access is an important Tribal transportation issue, specifically the long distances travelled from/to the nearest medical facilities. One issue that is a concern of Tribes is how the EMS respondents can find the address of the Tribal area, since the address may not be the same as what is on Google map or some other mapping application. As another example, a Tribal representative at a regional outreach workshop was very concerned about evacuations, emergency response times, disaster response, and secondary access when the interstate freeway corridor is blocked due to a major incident. Although this is a very important issue for the Tribes, it is outside the scope of work for this grant project. Future projects may need to address this critical issue.



A.1 Traffic Collision Documentation Capabilities

Most State roadways passing through Tribal lands are there as a result of a right of way (ROW). Public Law 280 (PL 280) transferred legal authority (jurisdiction) from the federal government to state governments. Under PL 280, federally-recognized tribes retain jurisdiction over certain civil matters. The California Highway Patrol (CHP) has jurisdiction on all State- and county-maintained roadways with the exception of enforcing civilregulatory vehicle code sections upon tribal members, if the roadway traverses their tribal land. Additionally, the CHP has authority to enforce criminal-prohibitory violations on motor vehicles, bicycles, and other modes of transportation as defined by the California Vehicle Code, regardless if the vehicle is on a public road, a private road, or upon private property (to include sovereign Tribal lands). If a Tribe includes their road in the RIFDS inventory, it will be deemed a PUBLIC road by Federal agencies (i.e., Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA)). It is imperative that Tribes notify the California Department of Transportation (Caltrans) and the CHP when a roadway is either added or deleted from RIFDS. It should be noted, sovereign-qualified immunity is only afforded to Tribal members on their lands and does not extend beyond the boundaries of the reservation or Rancheria to which they belong.

The T2SA interviews, site visits, and research revealed a number of practices employed by Tribes to capture traffic collision data on Tribal lands. Our focus here is on non-State roadway collisions. Listed below are some common examples of current Tribal collision-documentation practices:

- A. Tribes hold agreements with adjacent allied agencies (CHP, County Sheriff or Police Departments) to perform all traffic-collision documentation on Tribal lands. Some Tribes use multiple enforcement agencies.
- B. CHP documents collisions on all State roadways on Tribal lands. Tribes may hold agreements where upon request on non-State roadways on Tribal lands, CHP can do traffic collision investigation and data collection, in combination with Tribal police documenting collisions on other roadways on Tribal lands.
- C. Tribal Police documents all collisions on Tribal lands, except for State roadways passing through Tribal land.
- D. There are no State roadways on Tribal lands and no on-scene investigation conducted. Drivers involved in the collisions file Counter Reports (see CHP definition below) themselves with the local agencies neighboring Tribal lands. Counter reports



are kept only at the local office where they were submitted and are not sent to SWITRS.

Counter Report or Citizen's Report: A counter report or citizen's report is a property damage only collision reported by an involved party in person at an office of the California Highway Patrol (CHP) or local law enforcement agency. (Refer to paragraph 36, Late-Reported Collision, and CVC Section 20015.) a. Counter reports are to be completed by the involved party or with the assistance of a peace officer. b. Counter reports are not processed through the Statewide Integrated Traffic Records System database files.

E. Tribes obtain a third-party traffic collision software program, such as Crossroads Software Solution, for Tribal officers' and traffic engineers' use. As cost-free alternative, Tribes may obtain a copy of CARS 360, which is a software program utilized to fill out collision reports and establishes a searchable database.

Discussion

Below is a more detailed discussion of the above examples. Tribes may find an example or combination of examples relevant to their particular situation. A critical issue is the consistency of how the data is collected and training associated with the adopted system. All systems need to have the commitment of the Tribe to maintain and update.

Example A would involve the Tribe rendering all traffic-collision documentation duties to other agencies, each of which would have its own policy and differing level of service. The response time would likely be longer due to longer distances travelled by outside agencies. Many enforcement agencies no longer respond or document non-injury collisions. Because these types of accidents make up the vast majority of collisions on Tribal lands, this practice would lead to under-reporting of traffic collision data. The positive implication is collision reports would be filed in SWITRS and in the Collision Investigation Manual (CIM)-compliant formats used by trained officers. The Tribe would not have to train their own Tribal police in documenting traffic collisions.

In Example B, the results of collision data are stored in two different locations: 1) SWITRS, and 2) the Tribal police's own records management system. The Tribal police tasked with collision documentation are advised attend basic collision investigation classes. The Tribe could reduce training costs by designating a pair of officers instead of the entire patrol staff. These officers should also know how to retrieve raw collision data from SWITRS and how to add their own data to SWITRS prior to data mining for trends. For brevity without sacrificing



critical data, Tribal police could utilize the shorter CHP collision report form 555-03 found in this Appendix. The CHP may provide these forms at the Tribe's request.

In Example C, the Tribal police will document all collisions on Tribal lands. The Tribe may choose to have every Tribal patrol member trained in basic collision investigation or only a designated pair who would serve as specialist for this service. Optimally, the Tribe would work with SWITRS and the closest CHP office to create a policy where Tribal collision investigations would be submitted to SWITRS. SWITRS can accept collision report submissions under agreements or designated National Crime Information Center (NCIC) agency numbers, create a separate 'agency' designator for Tribal reports, or simply add it to the local CHP group collisions. All collision reports under such an agreement would need to comply with the CHP's Collision Investigation Manual (CIM), hence the need for proper training. Example C would be a best practice.

In Example D, there would be no traffic collision data collection on site, except if a Counter Report is submitted by an involved party on their own at a neighboring law enforcement agency. The Counter Report is never submitted to SWITRS (by rules set forth in the CIM), as there is no on-scene investigation by an unbiased trained officer. Because an involved party (who could be biased) is filling out the Counter Report, they could be inaccurate and potentially biased in favor of the reporting involved party. The Counter Reports (per the CIM) are retained by the receiving law enforcement agency who stores the report as a custodian of records service. Anyone seeking to find a Counter Report would have to know what agency the involved party went to, as all agencies accept them. Example D results in little or no meaningful collision data. An example of a Counter Report is attached to this Appendix. The Counter Report is simply a public service, and it cannot be viewed as a credible source of traffic collision information.

Example E involves purchasing a third-party software program for the Tribal officers to use at their work stations. Such a program should contain the components of an easy-to-use report form, sketching and diagramming capabilities, and data mining for trend analysis. One robust software program containing such features is Crossroads Software Solutions, but there are others in the marketplace to consider. Several, like Crossroads, have traffic engineering applications, in addition to law enforcement. The data housed, mined, and exported may or may not suffice for application for grants or other funding. This point should be discussed with any software vendor prior to acquisition. For a cost-free alternative, Tribes may obtain a copy of CARS 360, which is a software program utilized to fill out collision reports and establishes a searchable database. Should a Tribe obtain an NCIC designation, the Tribe may submit collision reports from CARS 360 directly to SWITRS.



A.2 Traffic Enforcement on Tribal Lands

Traffic laws are enforced by the appropriate law enforcement agency (e.g., CHP, County Sheriff, Tribal Police Department) on public roadways on Tribal lands, and some of the enforcement options are listed below:

- 1) A number of Tribes contacted for this project have destination venues that attract additional traffic from non-Tribal members (motorcyclists, off-road enthusiasts, cyclists, etc.). Often Tribes with such attractions have relationships with CHP resident officers or area commands, and focused traffic enforcement on specified events is commonly requested and honored. For State highways with such destination venues, this is a best practice.
- 2) Traffic enforcement by allied agencies on Tribal lands other than State roadways is another matter entirely. To accomplish this would necessitate a legal agreement between the Tribe and the desired agency. This agreement would have to address all subsequent and ancillary issues, such as what Court would be used for violators who choose to contest their citations, fine disbursement, reimbursement for officer's time, etc. The establishment of an agreement is a substantial undertaking from a legal and cost perspective. Socially, such an agreement could cause anxiety for Tribal members who fear enforcement by outside agencies for driver's license, vehicle registration, financial responsibility (insurance), prohibited operation of quads on roadways and other statutes that ordinarily do not apply on Tribal lands. To attain such an agreement, community communication and buy-in would be necessary, in fact critical, to the success of the agreement.
- 3) Tribal police can enforce traffic laws when authorized by a Tribal ordinance, such as the example Tule River Tribe Ordinance attached to this Appendix as an exhibit. The sample ordinance specifies which types of traffic laws are enforced, including the fine, designating the Tribal Court for contesting the citations, and the range of penalty fines, among others. Such an ordinance ensures that the Tribe maintains control over the entire program of traffic enforcement. This method is considered a best practice to accomplish local traffic enforcement. The phrasing on the specified violation should closely resemble the phrasing found in the California Vehicle Code, which removes the need to remember two sets of rules for the same type of violation. This practice ensures consistency when Tribal members and their guests are on and off Tribal lands (considered a best practice). Tule River Tribal Police also included an educational period where Tribal officers stopped and educated violators on the upcoming Ordinance prior to the start of citations and communicated the



details of the Ordinance to Tribal members via newsletter and at Tribal council meetings (also considered a best practice).

4) Another option to authorize Tribal police to issue traffic citations is to train them and then become federal officers with the Bureau of Indian Affairs (BIA). This option may not be a popular option with Tribal management, as this would mean such officers would swear an oath to the Federal Government and as such become employees of BIA rather than the Tribe. The Tribal control of traffic enforcement would be in essence handed over, under such an arrangement.



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PHONE: (559)784-7444 FAX (559)784-2146

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IMPORTANT - READ CAREFULLY

Keep this report. This is your record of this account. To comply with Cantarnia Vehicle Code (VC) Section 20002 (duty where property damaged), you must either

- a. Give the owner or berson in charge of such property the name and address of the driver and owner of the vehicle, or in the absence of the owner.
- b. Leave a written notice in a consolicuous place on the other vehicle or damaged property, giving the name and address of the driver and owner of the vehicle involved and a statement of the circumstances.

This information is resessary for the completion of your state SR-1 Form, Report of Freffic Accident, and your insurance report

VEHICLE CODE SECTION 16000

The driver of a venicle involved in an accident resulting in damage to the property of any CNE party in excess of the amount stated in VC Section 16000 or in the injury or death of any person MUST submit a SR-1 Form to the California Department of Motor Vehicles within 10 days.

Note: Failure to comply may result in suspension of your driver's license.

Form SR-1 may be obtained from the Department of Motor Vehicles, the California Highway Patrol, any police station, motor vehicle crob, or insurance agent.

If city or state property is damaged, you will be contacted regarding possible hability,



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Date of Collision					
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What city did the co	llivion occur in?				
What was the neares	: cross street or over-	erossing?			
What lane were you.	in? (lanes are number	red from left to righ	at)		
Nas: was your speec	?				
What was the posted	speed limit?				
What direction were	you travellag?				
Vhat direction was/w	ere the other vehicle	(vehicles traveling)			
Vhar lane was were :	he other vehicle vehi	cles in?			
That were the traffic	conditions? (light, m	oderate, heavy, stoj	p-and-go, coosmuctic	es 2014)	
That were the weathe	r conditions? (cloud)	, raining, fog, limi	ted visibility)		
id weather condition	s contribute to the co	dision?	ll so, how?		
hat were you doing	ius prior to the collis	iton? (looking in m	iner, adjusting resid	, cell phone, ceting, make u	p. vi.)
hat type of collision	were you involved is	v? (head-on, ress-es	id, hroadside, sideiw	ige, hit object, hit animal)	
escribe the type of in	rpect: (bard, medium	, seft)			
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			4.			
it possible that the other dr	iver(s) were no	st aware of the collisi	on? (truck tractor	end trailers, etc.)		
m you describe the other ve	hicle? (color, ;	rear, make, body styl	e, identifying info	medion such as writing	on the side of the	
hiele, wrigne bumper sticke	rs, erc)					
f you obtain the license pla	te munher and	state of the other vel-	sicle(s)?			
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Additional information:					



TULE RIVER TRIBE OF CALIFORNIA

ORDINANCE

Tule River Indian Reservation Speed Limit Ordinance No. FY2016-

AN ORDINANCE OF THE GOVERNING BODY OF THE TULE RIVER INDIAN RESERVATION. BE IT ORDAINED BY THE TULE RIVER TRIBAL COUNCIL AS FOLLOWS:

1.0 PURPOSE

1.1 Safeguarding the peace and the safety of residents of the reservation.

2.0 AUTHORITY

2.1 The authority to promulgate this Ordinance is pursuant to the Constitution and Bylaws of the Tule River Tribe:

Article VI-Powers and Duties of the Tribal Council, Section 1 (j) and (m) Bylaws Article VI

(j) To promulgate ordinances for the purpose of safeguarding the peace and safety or residents of the Reservation and to establish courts for the adjudication of claims or disputes arising among the members of the Tribe for the trial and penalizing of member of the Tribe charged with the commission of offenses set forth in such ordinances.

And

(m) To adopt resolutions regulating and procedure of the Tribal Council itself, and of other Tribal Agencies and Tribal Officials of the Reservation.

3.0 ZONING

3.1 The Tule River Tribal Council may designate various areas on the Reservation as "Residential Zones", "School Zones" and "Special Zones" for purposes of reduced or increased speed limits.

4.0 SPEED LIMIT

Page 1 of 4

Yokanda Giloson/William Carrillo approve Speed Limit Ordinance. The votes were 7 in fovor, 0 against, 0 abstaining.



- 4.1 No person shall drive a vehicle upon a roadway at a speed greater than the speed limit, unless otherwise posted, the speed limits shall be: Thirty-five (35) miles per hour. Emergency and Law Enforcement Vehicles will be the exception if responding to an emergency.
- 4.2 Speed Limit within designated "School Zones" on the Tule River Indian Reservation is set at fifteen (15) miles per hour. Speed limits for "Special Zones" will be set on a case by case basis.
- 4.3 All vehicles operating on roads of the Tule River Indian Reservation must observe all speed limits set forth in this Ordinance.
- 4.4 Vehicles entering roadway from alley, private road, or driveway. The driver of the vehicle about to enter or cross a roadway from an alley, private road, or driveway shall yield the right-of-way to all closely approaching vehicles and pedestrians.
- 4.5 All vehicles operating on the roads of the Tule River Reservation must observe all speed limits set forth in this Ordinance. All motorized vehicles: including (quads, ATV's, Dirt Bikes, UTV's, Golf Carts) etc.
- 4.6 All roads "Residential Zones" School Zones" and "Special Zones" on the Tule River Indian Reservation will be posted with the applicable speed limit.
- 4.7 No person shall drive a vehicle at a speed greater than is reasonably safe having due regard for conditions, and in no event at a speed that endangers the safety of persons or property.
- 4.8 Duty not to impede normal movement of traffic, No person shall stop a vehicle upon a roadway at such a slow speed as to impede or block the normal and reasonable movement of traffic unless the reduced speed is necessary for safe operation, because of grade, or in compliance with applicable law.
- 4.9 Pedestrian's Duty to move safely. All pedestrians shall exercise due caution and reasonable care when walking adjacent to the roadway. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.

5.0 SCHOOL BUS

5.1 On approach to a school bus stop where pupils are loading or unloading from a school bus, the driver of the school bus shall activate an approved flashing Red light warning

Page 2 of 4

Yelanda Gibsan/William Carrillo approve Speed Limit Ordinance. The votes were 1 in favor, 0 against, 0 abstaining



- system, if the school bus is so equipped, beginning 200 feet (200ft.) before the school bus stop.
- 5.2 The driver of a vehicle, upon meeting or overtaking, from either direction, a school bus that is stopped for the purpose of loading or unloading any school children and displays a flashing Red light warning system shall bring the vehicle to a stop immediately before passing the school bus and shall not proceed past the school bus until the flashing Red light ceases operation.

6.0 ENFORCEMENT

- 6.1 The Tule River Tribal Police shall be responsible for the enforcement of this Ordinance. The Tule River Tribal Council may enter into cooperative agreements with federal, state, tribal or private entities to enforce this Ordinance.
- 6.2 The Tule River Tribal Council will establish procedures for hearings and for violations of this Ordinance.
- 6.3 The Tule River Department of Public Safety will establish proper protocol regarding implementation and enforcement of this Ordinance.
- 6.4 The Tribal Council will promulgate all necessary regulations for implementation of this Ordinance.
- 6.5 The court shall conduct Tule River Tribal Court Hearings. The court shall promulgate the rules, regulations, and procedures to be followed at Tule River Tribal Hearings Or its designated Judicial Body.
- 6.6 Fines for offenses within a twelve month period of this Ordinance shall be as follows:
 - Depending on the severity of the offence fines shall be no less than \$50.00 and no more than \$500.00. And the Offender may be subject to other applicable Ordinance Laws. All fines will also have an administrative fee of \$20.00 in addition to the fine.
- 6.7 For any infraction occurring in a designated "School Zone" or "Special Zone" the fine amounts will be doubled.

7.0 APPEALS

7.1 Any Person(s) cited for violations of this Ordinance may appeal such citation within 14 calendar days of issuance of the citation to the Tribal Council or its designated judicial body.

Page 3 of 4

Yolanda Gibson/William Carrillo approve Speed Limit Ordinance. The votes were 7 in favor, 0 agamst. O abstaining.



- 7.2 All appeals must be submitted in writing and within the designated time frame or the right to a hearing will be forfeited.
- 7.3 The Tribal Council or its designated judicial body will schedule a hearing within 30 calendar days of receipt of a written appeal and shall render its official decision within 14 business days of such hearing or continuance such hearing.
- 7.4 The decision of the Tribal Council or its designated judicial body is final and binding unless otherwise appealable under any other Tule River Tribal Bylaws or Ordinances in effect pursuant to Tribe's Bylaws Article V-Tribal Court, Section 1, (a) and (b).
- 7.5 Any person(s) who has been cited for a traffic violation shall have an opportunity to be heard at a Tribal Council or Tribal Court Hearing.

8.0 DISABILITY/VETERANS

8.1 Any disabled person, disabled Veteran or Tule River Tribal Elder displaying special identification license plates or a distinguished placard issued under tribal, state, or federal law, shall be allowed to park for unlimited periods in designated areas.

9.0 PROPERTIES

9.1 Every owner and driver of a vehicle is liable and responsible for damage to public or private property that results from negligent or wrongful operation.

10.0 AMENDMENTS

10.1 This Ordinance or any section, herein, may be amended by a majority vote of the Tule River Tribal Council at a duly called Regular or Special Meeting and the amendment will become effective upon date of amendment.

11.0 RESERVED

Page 4 of 4

Yolonda Gibson/William Carrillo approve Speed Limit Ordinance - The votes were 7 in favor, 0 against, 0 abstaining.

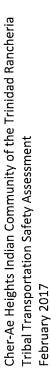


APPENDIX B: FUNDING AND IMPLEMENTATION for Tribal Transportation Projects

B.1 Overview of Tribal Transportation Funding

to help Tribal governments in California identify potential sources of funding to make traffic safety improvements on Tribal lands This Appendix has been compiled by the National Indian Justice Center (NIJC)/ Western Tribal Technical Assistance Program (WTTAP) and establish the justification to use in future grant applications for such improvements.

Lands Highway established in 23 U.S.C. 202, provides funds to federally-recognized tribes for their transportation needs using a statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation the Nationally Significant Federal Lands and Tribal Projects program to provide funding for the construction, reconstruction, and rehabilitation of nationally-significant projects on Federal or tribal lands. Authorized at \$100 million per year over 5 years, the funding is subject to appropriations. The program was not funded in 2016. Each year 2% of TTP funding is set aside for the Safety Tribes plan and implement transportation projects using a variety of discretionary (competitive) and formula grant funding streams and their own monies. The Tribal Transportation Program (TTP), a program of the Federal Highway Administration, Office of Federal Methodology formula. The TTP and its associated TTP Bridge Program and TTP Safety Fund are the primary resources earmarked for tribes for transportation. In 2016, the TTP program received \$456 million under the Fixing America's Surface Transportation Act FAST). All told, this 5-year highway bill authorizes \$2,425,000,000 for the TTP from 2016 to 2020. It also creates the Tribal Self-Governance Transportation Program a provision which extends the Self-Governance Program to the Department of Transportation and will give tribes greater decision making authority and latitude over how their TTP funds are spent. The FAST Act also established Fund under the FAST Act. The TTP funds may be used for transportation planning, design, construction and maintenance, including safety. As the majority of California federally-recognized tribes have small populations and a small number of road miles, their TTP funds are inherently limited. TTP Safety Fund grants, while tribal specific, are competitive. Historically, these grants could be applied toward planning, engineering, enforcement, education and emergency services. However, the eligible project list for the TTP Safety Fund has changed under the FAST Act; enforcement, education and emergency services projects are no longer eligible (see 23 J.S.C. 148(a)(4) for a list of eligible projects).





Given the small number of transportation funding programs earmarked for tribes, it is important for California tribes to be strategic improvements. The Funding Matrix in Section B.3 contains some funding sources that are not strictly transportation related but could be applied to transportation safety if safety is appropriately re-framed to fit the funding source <u>and</u> meet a tribe's long- and/or and creative when it comes to accessing grants, loans and other resources for planning and implementing transportation safety short-term transportation safety goals and objectives.

planning process that incorporates tribal arts, language and culturally appropriate understandings of safety, health and wellness in a higher education prospects and concurrently develop or implement elements of the transportation safety program. By thinking creatively and broadly and by engaging a range of community members from different age groups and disciplines in the transportation safety program, it may take on new dimensions, enlarge its financial resources and have greater impact and development. When tribal transportation safety planning and improvements fit within a tribe's efforts to create a holistic "culture of safety and wellness" in the tribal community, funding possibilities can broaden well beyond transportation to other community development sectors such as health, arts, education and culture. An example of this would be a tribe applying for an Art Place National Creative Placemaking Fund grant to engage community artists, designers, planners and members in a transportation facility design document. Or a tribe accesses Administration for Native Americans, Sustainable Economic Development and Employment Training Program funds to train community members in transportation related job skills (e.g. Geographic Information Systems, planning, data science, graphic design, construction, heavy equipment operations) to improve their employment and One way for a tribe to increase its funding streams for transportation safety is to incorporate safety in overall community sustainability. Transportation safety projects in California tribal communities can and often do involve or impact transportation facilities that are not under tribal ownership. These projects include state or county owned roadways, trails, public transit and/or bridges that cross or serve tribal lands. Also, safety concerns may be present on facilities or services used by tribal members and other users to access Because of the multi-jurisdictional nature of transportation systems in and/or near tribal lands, and as tribal transportation systems partnerships, tribes can access funding programs to which a tribe is not eligible or become part of a planning process required to be tribal lands, or a tribal economic development project or event has an impact on adjacent transportation facilities and/or services. serve many users beyond a tribe's membership, tribes benefit from partnering with other jurisdictions on safety issues. Through eligible for a particular program. Moreover, partnerships are required elements of certain transportation grant programs (e.g. TIGER) and highly valued by all funding sources.



B.2 Funding Categories

B.2.1 Earmarked Categories for Tribes

specific" meaning it is allocated specifically for federally-recognized tribes or unrecognized tribes and other Native entities may also apply for it. The following funding sources may be considered as Earmarked Categories for Tribes and used to In addition to TTP and TTP Safety Fund monies, there other grant and cooperative agreement programs that may be applied to transportation safety projects. The third column of the Funding Matrix identifies whether or not a funding source is "tribal address transportation safety concerns.

Federal

- U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic Development Strategies Program (SEDS) and Sustainable Employment and Economic Development Program (SEEDS)
- In 2016, these highly competitive, discretionary grant programs will fund 14 and 8 applications respectively at an average grant of \$300,000 per year.
- SEDS funds may be used for a large variety of transportation safety activities: code development, tribal traffic collision data systems, plans and design documents, educational programs, and more. They may not be used for capital improvements. O
- SEEDS funds may be used for transportation workforce development or to develop enterprises with a transportation focus. 0
- U.S. Department of Health and Human Services, Indian Health Service, Tribal Injury Prevention Cooperative Agreement Program
- This competitive program was last competed in 2015 at an overall funding level of \$1,800,000 for 15 applicants in each of its 2 parts: (1) Injury Prevention Programs and (2) Effective Strategies.
- The Program funds may be used for Injury Prevention Staff, data collection, and implementation of evidencebased practices (e.g. child safety seats) and injury prevention education. 0



- U.S. Department of Housing and Urban Development, Indian Community Development Block Grant Program
- This competitive grant program will fund infrastructure construction, such as roads that serve community
- The Secretary of HUD may set aside 5% of each year's allocation for the noncompetitive, first come-first served, funding of grants to eliminate or lessen problems which pose an imminent threat to public health or 0
- U.S. Department of the Interior, Bureau of Indian Affairs, Indian Highway Safety Program
- These competitive grants may be used to fund full-time and overtime law enforcement and Impaired Driving Adjudication Courts.
- A data driven grant program, the problem identified in the application must be justified with data. 0
- U.S. Department of the Interior, Bureau of Indian Affairs, Tribal Climate Resilience Program, Category 2 Climate Adaptation Planning
- The safety of a tribe's transportation facilities or community behavioral health may be affected by climate change now or in the future. With these competitive grant funds, a tribe may incorporate transportation safety planning into climate change adaptation planning.
- U.S. Department of Justice, Coordinated Tribal Assistance Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts)
- If alcohol and substance abuse are factors in a tribe's transportation safety problems, these competitive grant funds may be used for law enforcement, education, interventions/alternatives to incarceration, code development, data collection, DUI courts and other activities.
- U.S. Department of Transportation, Federal Transit Administration, Public Transportation on Indian Reservations Program; Tribal Transportation Program
- This grant program with formula and competitive components funds planning, capitalization and operation of tribal public transit. With respect to improving safety, the development of transit in a tribal community may



for example help decrease the number of people who walk or bike along unsafe roads to get to essential services.

State

The State of California does not have any tribal specific transportation funding programs, but it does have competitive transportation and transportation related grant programs for which tribes are eligible entities.

B.2.2 Competitive Categories Open for Tribes

The Funding Matrix identifies minimum eligibility requirements for a number of federal, state and private funding programs driven". This means that an applicant must demonstrate its need using current and reliable sources of data and propose performance measures tied to the data by which the results of its proposed project can be evaluated. Some funding programs are flexible about how the data is derived, some are not. For example, to obtain a grant from the California Office of Traffic Safety, the applicant must define the problem and identify the solution through analysis of documented collision Generating Economic Recovery (TIGER) ask for data on a number of criteria including but not limited to the economic status that may be used to plan and implement transportation safety projects. Tribes that are considering applying for these highly competitive funding sources should look closely at the requirements and be sure they have all of the elements they need to be successful in place before developing their proposals. Data is one such element. Funding programs are increasingly "data and/or DUI reports. Large capital grant programs like the U.S. Department of Transportation, Transportation Investments of the applicant's community and condition of the transportation facility.

transportation facility condition data and other information needed to compete for data driven grant programs. Yet, data Historically and for many reasons, most California tribes have not had the local collision data, roadway usage data, capacity is a critical component of tribal transportation safety programs. The FAST Act does not require tribes to have safety data reporting systems but it does require states to have them as part of their highway safety improvement programs. If a tribe has a state-funded transportation safety grant, it may have to submit safety data to the state per state rules and





Safety Data Collection Project. Using a mapping process that overlays geocoded data from the Statewide Integrated Traffic ands and within a five-mile buffer or tribal areas over a 10-year period. Tribes may contact SafeTREC and WTTAP for access to and support in using this data in their transportation safety programs and funding efforts. Tribes should also look to the have used to frame their problems and the solutions and how they have presented the data in their applications to demonstrate compelling need. As most tribes do not make their grant applications publicly available, it is best to contact a ribe directly or through one of the 7 regional TTAP programs to acquire information. The FAST Act promises to improve the Fund have been funded for developing safety plans. The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, and Western Tribal Technical Assistance Program (WTTAP) are implementing the Tribal Records System (SWITRS) on tribal lands shape files, the project is identifying collisions that have occurred on California tribal practices of other tribes that have been successful in obtaining competitive grants to see the types and sources of data they Iribes can use different strategies to build safety data capacity. The following ideas are offered for consideration. TTP Safety <u>-und, Safety Planning</u> grants are small grants that may be used for safety planning, conducting road and pedestrian safety audits and improving collision data collection. FHWA reports that more than 45% of tribes that have applied to the TTP Safety quality, collection and sharing of collision data in Indian Country.

B.3 Funding Matrix by Type of Project

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)

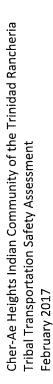
Project Fun Type (1) Sta	Funding Source: Federal, State, Other	Tribal Specific:	Funding Type [2]	Matching Funds Application Requirement: Percentage Cycle: Month and	Application Cycle: Month and	Pre-requisites: Minimum Requirements to apply	Website Link
		Yes or No	Funding Range: Award Floor & Celling		Year		
P	National Endowment for	No	O	A non-federal, 1 to 1	Applications	Requires partnerships between arts	https://www.arts.
the	the Arts: Our Town: Arts			match consisting of cash	typically due in	organizations and government, other	gov/grants-
En€	Engagement, Cultural				September	nonprofit organizations, and private entities	organizations/our-

Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017



Project Type [1]: Planning (P), Infrastructure (II), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

			
Website Link	cownyarts- engagement- cultural-planning- and-design- projects- introduction	http://www.rd.us da.gov/programs- services/communi ty-facilities-direct- loan-grant- program	http://www.rd.us da.gov/programs- services/communi
Pre-requisites: Minimum Requirements to apply to achieve livability exals for communities	to achieve ilyability goals for communities. Successful projects will impact livability by affecting community priorities such as public safety, health, blight and vacancy, environment, job creation, equity, local business development, civic participation, and/or community cohesion.	Recognized Tribal lands with no more than 20,000 residents. Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities. Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms. Facilities must serve rural area where they are/will be located. Project must demonstrate substantial community support. Environmental review must be completed/acceptable.	Recognized Tribal lands with no more than 20,000 residents.
Application Cycle: Month and Year	dindaily.	Rolling	Rolling.
Matching Funds Requirement: Percentage or in-kind contributions	of in-kind contributions.	Yes. Matching funds requirements vary by population size and income level.	Maximum guarantee 90% of the eligible loan.
Funding Type [2] Funding Range: Award Floor & Ceiling Grants range from \$25,000 to	\$200,000 \$200,000	D Varies	Q
Tribal Specific: Yes or No		° Z	NO
Funding Source: Federal, State, Other Dlanning and Design	rianning and Design Projects	U.S. Department of Agriculture, Rural Development, Community Facilities Direct Loan and Grant Program	U.S. Department of Agriculture, Rural Development,
Project Type [1]		_	



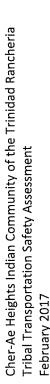
Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)



	Website Link		<u>ty-facilities-</u> <u>guaranteed-loan-</u> <u>program</u>							http://www.rd.us da.gov/programs- services/economic
	Pre-requisites: Minimum Requirements to		Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities.	Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.	Tax exempt financing is not eligible for this program.	Lender responsible for determining credit quality and economic feasibility of proposed loan; adequacy of equity, cash flow, security, history and management capabilities.	Facilities must serve rural area where they are /will be located.	Project must demonstrate substantial community support.	Environmental review must be completed/acceptable.	Federally recognized Tribal lands with no more than 20,000 residents that have a not
	Application Cycle: Month and	Year								Rolling,
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)	Matching Funds Requirement: Percentage									25% of total project costs.
	Funding Type [2]	Funding Range: Award Floor & Celling	Varies.							Q
(D), Formula (F)	Tribal	Yes or No								No.
e [2]: Block (B), Discretionary	Funding Source: Federal,		Community Facilities Guaranteed Loan Program							U.S. Department of Agriculture, Rural Development, Economic
Funding Type	Project Tune [1]	(+) ~d/.								

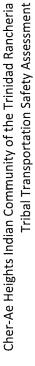


-impact-initiative-grants hs.gov/programs/ ana/grants/fundin http://www.acf.h Website Link project from their own resources and/or through commercial credit at reasonable rates Facilities must serve the rural area where they Applicants may only have one active award per Catalogue of Federal Domestic Assistance being served must be below 90% of the state non-metropolitan median household income Project must be carried out solely in a rural Median household income of a community Project must support a multi-jurisdictional Pre-requisites: Minimum Requirements to apply Applicants must be unable to finance the Project must be eligible for other Rural Development program funding. Projects must demonstrate substantial employed rate of greater than 19.5%. strategic economic and community Environmental review must be completed/acceptable. community support. are/will be located. for grant eligibility. development plan. and terms. Application Cycle: Month and Year typically due in Varies. Application Varies. Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (IN), Safe Routes to School (SRTS), Recreational Trails (RT) Requirement: Percentage 20% of total project costs. Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) Unknown. Funding Range: Award Floor & Funding Type [2] Ceiling Varies. Varies. ۵ ۵ Yes. Tribes and tribal organizatio Tribal Specific: Yes or No ŝ Community Development Services, Administration Funding Source: Federal, State, Other Agriculture, Rural Development, Strategic Impact Initiative Grants U.S. Department of Health and Human U.S. Department of **Economic and** P, NI, SRTS, RT Project Type [1]





https://www.ihs.g ov/injuryPreventio n/index.cfm?mod ana/grants/fundin http://www.acf.h hs.gov/programs/ g-opportunities g-opportunities Website Link Applicants may only have one active award per Catalogue of Federal Domestic Assistance assurance of tribal community representation assurance of tribal community representation All applicants must submit documentation that its governing body approves submission that its governing body approves submission For Part I funding, applicants must meet the IHS minimum user population of 2,500. Applicants that are not tribes must provide Applicants that are not tribes must provide All applicants must submit documentation Pre-requisites: Minimum Requirements to apply on the governing board. on the governing board. of the application. of the application. number. number. Application Cycle: Month and Year March to April annually. typically due in March to April Unknown. Program last Application annually. Varies. Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Requirement: Percentage 20% of total project costs. Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) None. budget period; \$100,000 award floor per budget period. \$400,000 award ceiling per budget period; \$100,000 award floor per budget period. Funding Range: Award Floor & \$400,000 award ceiling per Funding Type [2] Ceiling ۵ ۵ Yes. Tribes and tribal organizatio ns. Yes. Tribes, Tribal Organizatio Tribal Specific: Yes or No 'n. Sustainable Employment Funding Source: Federal, State, Other U.S. Department of Health and Human Services, Indian Health Development Strategies Services, Administration Development Strategies Programs for Native Americans, for Native Americans, Social and Economic U.S. Department of Health and Human and Economic Programs Project Type [1] P, NI, SRTS, RT Z



February 2017



Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (INI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

http://portal.hud. gov/hudportal/HU D?src=/program_o ralregister.gov/arti cles/2015/04/14/2 https://www.fede 015-08605/injuryhttp://www.fema gov/pre-disastermitigation-grantannouncementcontinuationcooperative-Website Link preventioncompetingagreement programnew-andprogram ule=CAP Hazard mitigation plan must be developed and adopted before mitigation projects will be include resolutions from all affected Tribes to submission. An Indian Tribe that is proposing Extensive list of threshold and project requirements listed in the Notice of Funding Availability. a project affecting another Indian Tribe must A signed Tribal resolution from each of the submitted but the final resolution must be provided prior to the date of the Objective Pre-requisites: Minimum Requirements to apply Indian Tribes served by the project must Competitive priorities apply. See agency be served. Or a draft resolution may be accompany the electronic application Review of applications. website for details. funded. Application Cycle: Month and opened in March application cycle funded in 2015. and closed in Varies. In FY 2016 the Varies. June. Year Requirement: Percentage communities that meet 25% of eligible activity costs or 10% for small guidelines for such Matching Funds impoverished communities. None. Funding Range: Award Floor & \$80,000 for each year in Years million for mitigation projects; \$400,000 for new mitigation jurisdictional local/tribal plan Project Applicants) - \$20,000 updates; \$150,000 for single for each year in Years 1 to 5. jurisdiction /local tribal plan. D (with set-aside for Tribes) Maximum federal share: \$4 B (Competitive) with % setplans; \$300,000 for multiaside for non-competitive Imminent Threat Grants. Part II (Effective Strategy Part I (new applicants) -\$100,000 for Year 1 and Funding Type [2] Ceiling 2 to 5. Organizatio Tribal Specific: Yes or No ns, and Urban Indian Yes ဍ Funding Source: Federal, State, Other Prevention Cooperative Pre-Disaster Mitigation Management Agency, Development, Indian Agreement Program Service, Tribal Injury U.S. Department of Homeland Security, U.S. Department of Housing and Urban Federal Emergency Grant Program Type [1] Project ص' ---



Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)



n housing/ih/gran http://www.bia.go /OJS/who/fieldops ffices/public india v/WhoWeAre/BIA <u>/ois-</u> dhs/2016IHSPGra WeAre/BIA/climat http://www.india naffairs.gov/Who nt/index.htm Website Link echange/ ts/icdbg Other categories in the funding program may For Purpose Area 1, applicants must have an established law enforcement agency that is operational as of the close of the solicitation, planning or those that serve multiple tribes. Must include a Tribal resolution and current targets and performance measures, and be Category 2 awards are designed to support tribal governments in the development of apply to tribal transportation. See the BIA Climate Change webpage for more details. Pre-requisites: Minimum Requirements to apply All applications must contain measurable Emphasis is placed on climate adaptation Must be able to provide traffic data breakdown (motor vehicle fatalities and Indirect Cost Agreement Letter with the assessments, or in data analysis efforts, climate adaptation plans, vulnerability planning efforts that focus on regional including supplementary monitoring. justified by data. application. collisions). Application Cycle: Month and Year Varies. The 2016 application cycle closed on May 23, 2016. Varies. Applications typically due in Varies. Requirement: Percentage traffic safety program on supplement an existing Funds are intended to the reservation. Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) None. None. None. Funding Range: Award Floor & \$605,000 to \$5,500,000 based on the population that resides Up to \$250,000 in Category 2 Southwest Office of Native American Programs, the Varies. In 2016, in the funding threshold was on the Reservation or Funding Type [2] Rancheria. Varies. ۵ ۵ Tribal Specific: Yes or No Yes Yes Yes Community Development Block Grant Program Interior, Bureau of Indian Funding Source: Federal, State, Other Interior, Bureau of Indian U.S. Department of the Affairs, Indian Highway Safety Program U.S. Department of the Affairs, Tribal Climate Resilience Program, Category 2 – Climate Adaptation Planning U.S. Department of Justice, Coordinated Tribal Assistance Type [1] Project z z



Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017

Project Type [1]: Planning (P), Infrastructure (II), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

Project Funding Source Federof Specific Funding Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreign Foreig				
Funding Source: Federal, Tribal State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other State, Other	Website Link		https://www.transportation.gov/tige	https://www.plan ning.dot.gov/peer
Funding Source: Federal, Specific: Percentage State, Other Ves or No Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Celling Range: Award Floor & Solicitation: Purpose Area 1, a maximum of \$300,000 depending on the 3 (Lusenile systems and alcohol award substance abuse) and 8 (Luvenile abuse) and 8 (Luve	Pre-requisites: Minimum Requirements to apply	or receive services through a new or existing contract for law enforcement service with the Bureau of Indian Affairs (BIA) or a state or local agency.	Eligible projects are capital projects: highways and bridges; public transportation; passenger and freight rail; port infrastructure; and, intermodal. Applicants must measurably demonstrate how their projects will lead to transformative change in their communities in the primary evaluation criteria: Safety, State of Good Repair, Economic Competitiveness; Quality of Life; and Environmental Sustainability. (Planning may be funded as part of an overall construction project.)	Funding preference is given to applicants who: demonstrate the importance of their planning challenges to meeting Federal
Funding Source: Federal, Specific: Funding Type [2] Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and Community Policing), 3 (Justice systems and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts). U.S. Department of Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation Planning	Application Cycle: Month and Year	February to April annually.	Varies. Applications typically due in April to June annually.	Rolling.
Funding Source: Federal, Specific: State, Other Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts). U.S. Department of Transportation Investments Generating Economic Recovery (TIGER) Grants U.S. Department of Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation,	Motching Funds Requirement: Percentoge		In 2016, funds up to 80% of project costs in an urban area and 100% of project costs in a rural area.	None,
Funding Source: Federal, State, Other Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts). U.S. Department of Transportation Investments Generating Economic Recovery (TIGER) Grants U.S. Department of Transportation, Transportation, Transportation, Transportation, Transportation, Transportation, Transportation,	Funding Type [2] Funding Range: Award Floor & Ceiling	In 2016, for Purpose Area 1, a maximum of \$300,000 to \$1,000,000 depending on the size of the sworn police force; for Purpose Area 3, from \$250,000 - \$750,000 per award; for Purpose Area 8, from \$250,000 to \$320,000 per award.	In 2016, for projects located in urban areas, the minimum award is \$5 million; the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements. For projects located in rural areas, the minimum award is \$1 million. The maximum award is \$100 million may be awarded to projects in a single \$tate.	۵
	Tribal Specific: Yes or No		ON NO	No
Project Type [1]	Funding Source: Federal, State, Other	Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts).	U.S. Department of Transportation, Transportation Investments Generating Economic Recovery (TIGER) Grants	U.S. Department of Transportation, Transportation Planning
	Project Type [1]			۵



Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)



https://fih.fhwa.d ot.gov/programs/t tp/ .dot.gov/innovatio n/grants/projects/ https://www.fhwa ot.gov/programs/t tp/bridges/ttbp.ht http://www.fhwa. dot.gov/innovatio https://flh.fhwa.d Website Link n/grants/ app.asp planning requirements, as well as regional and seek support on their topic/event from FHWA learned during the peer program event; and, proven innovative practices or technologies, Pre-requisites: Minimum Requirements to apply improvement from the applicant's or the subrecipient's conventional practice. specifically they will use the information Projects eligible for funding shall include the applicant or subrecipient intends to implement and adopt as a significant Division or FTA Regional office staff. state-level goals; demonstrate how including infrastructure and non-Federally-recognized Tribe For existing bridges. Application Cycle: Month and Year currently open as applications on a of September 1, The program is Not applicable. rolling basis. accepting Rolling. Requirement: Percentage Minimum 20% match required for non-BIA Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) None. meals, and incidental expenses tribal population, road mileage Funding Range: Award Floor & Methodology (TTAM) formula. workshops, roundtables, and webinars to participants free Varies. The program pays for associated with on-site peer and average tribal shares of In FY 2015, award ceiling, \$1,000,000; award floor, \$50,000. statutory formula based on Varies. Funds are allocated among Tribes using a new Transportation Allocation travel, accommodations, exchanges and offers the former Tribal Funding Type [2] Ceiling ۵ Tribal Specific: Yes or No Yes Yes ŝ Highway Administration, Accelerated Innovation Deployment Funding Source: Federal, State, Other Highway Administration, Highway Administration, U.S. Department of Transportation, Federal Transportation, Federal Transportation, Federal Capacity Building Peer Program Tribal Transportation U.S. Department of U.S. Department of Demonstration Program Type [1] Project ۳, ۳, ۳,



Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)

Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

7	Funding Source: Federal,	Tribal	Funding Type [2]	Matching Funds	Application	Pre-requisites: Minimum Requirements to	Website Link
State, Other		Specific: Yes or No	Funding Range: Award Floor & Ceiling	Requirement: Percentage	Cycle: Month and Year	/lda	
Tribal Transportation Program Bridge Program	rtation e Program		Not to exceed \$150,000 for preliminary engineering projects.	bridges.		Bridge must have opening of 20 feet or more; be on the Tribal Transportation Program Inventory; be structurally deficient or functionally obsolete; and be recorded on the	El
			100% of project costs for BIA and Tribal bridges. Up to \$1 million for non-BIA bridges.			Federal Highway Administration National Bridge Inventory.	
U.S. Department of Transportation, Federal Highway Administration,	int of 1, Federal nistration,	Yes	D	None	Varies. Applications typically due in	For non-planning projects, supporting incident data, safety plan and other applicable supporting documents.	https://flh.fhwa.d ot.gov/programs/t tp/safety/ttpsf.ht
Tribal Transportation Safety Program Funds	rtation n Funds		\$12,500 for Safety Plan; varies for non-Safety Plan projects.		May to July annually.		El
U.S. Department of Transportation, Federal Transit Administration,	ent of η, Federal istration,	No	u.	Yes. Federal share is 80% for capital projects; 50% for operating assistance;	Varies.	Supports public transportation in rural areas with populations less than 50,000.	https://www.trans it.dot.gov/regulati ons-and-
Formula Grants for Rural Areas	ts for Rural		83.15% of funds apportioned based on land area and population in rural areas. 16.85% of funds apportioned based on land area, revenuevehicle miles, and low-income individuals in rural areas.	80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.			guidance/fta- circulars/formula- grants-rural-areas- program- guidance-and- application
U.S. Department of Transportation, Federal Transit Administration,	ient of on, Federal nistration,	No	۵	The federal share of eligible capital costs is 80 percent of the net capital	Varies. The 2016 funding cycle opened on	Federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307	https://www.trans it.dot.gov/funding /grants/buses-
					,		





https://www.trans it.dot.gov/funding https://www.trans it.dot.gov/funding /applying/noticesand-bus-facilitiesgrants-program-5339 programs/publictransportationfunding/rides-wellnessprogram-tribal-/grants/grantreservations-Website Link indiantransit and 5311 (see Formula Grants for Rural Areas operating assistance requests from tribes without existing transit service, or those tribes who received a TTP formula allocation of less Proposers must serve as the lead agency of a services. In FY 2016, FTA would only consider For competitive grants, Indian tribes located in rural areas. local consortium that includes stakeholders from the transportation, healthcare, human replacement or expansion needs must have Pre-requisites: Minimum Requirements to service or other sectors. Members of this consortium are eligible as subrecipients. operating funds for existing or expanded demonstrated a sustainable source of In 2016, Tribes applying for capital than \$20,000. above). apply Application Cycle: Month and Varies. The 2016 funding cycle on March 29, 2016 and closed March 29, 2016 and closed on May 13, 2016. typically due in closed opened Applications the Spring annually. Varies. Year Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) project cost, unless the grant recipient requests a Requirement: Percentage project cost. Different types of cash and/or in-kind match are to the ADA, the Clean Air demonstrate a financial certain projects related lower percentage. The exceed 80 percent for Act (CAA), and certain For Rides to Wellness grants, 20% of the net 10% of project costs, unless the tribe can Federal share may bicycle projects. Matching Funds hardship in the Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) application. Funding Range: Award Floor & Varies. For planning projects, up to \$25,000 in FY 2016. F, D (Competitive) Funding Type [2] Ceiling Varies Varies ۵ Tribal Specific: Yes or No Yes ŝ Grants for Buses and Bus Facilities Program Public Transportation on Funding Source: Federal, State, Other Transportation Program Transportation, Federal Transportation, Federal Transit Administration, Transit Administration, Indian Reservations Rides to Wellness Demonstration and U.S. Department of U.S. Department of Program; Tribal circumsta Project Type [1] NI (in limited nces) ž, <u>-</u>`



Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

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Website Link		demonstration- and-innovative- coordinated- access-and	https://www.epa. gov/smartgrowth/ building-blocks-	sustainable- communities#assi stancefromepa
Pre-requisites: Minimum Requirements to	Arddo	Further, proposers must demonstrate that the proposed project was planned through an inclusive process with the involvement of the transportation, healthcare and human service industries. An implementation plan and schedule must be submitted as part of the proposal. Eligible projects under this program are implementation-ready capital and operating projects that enhance public transportation access such as: Mobility management; health and transportation provider service partnerships; technology; and other activities. These demonstration grants are meant to build upon previous private or federally funded efforts such as: projects developed through the National Center for Mobility Management's Healthcare Access Mobility Design Challenge; the Administration for Community Living's Inclusive Coordinated Transportation and Community Living Initiative (VTCLI); the Mobility Services for All Americans (MSSAA) Initiative; or similar efforts. FTA's goal for these demonstration grants is to identify and test promising healthcare access solutions that other communities can replicate.	Building Blocks for Sustainable Communities provides quick, targeted technical assistance to selected communities using a variety of	tools that have demonstrated results and widespread application.
Application Ovele: Month and	Year	on May 31, 2016.	Varies.	
Matching Funds Remissment: Descentage		acceptable.	None	
Funding Type [2]	Funding Range: Award Floor & Ceiling		TA.	Not applicable
Tribal Snecific:	Yes or No		o Z	
Funding Source: Federal, State Other		Access and Mobility Grants Program	U.S. Environmental Protection Agency, Building Blocks for	Sustainable Communities
Project Tyne [1]	F. J. Sald	c	2.	



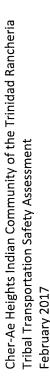


Pages/Kidsplates.a http://www.dot.c a.gov/hq/tpp/gran http://dot.ca.gov/ hq/LocalPrograms http://www.cdph. ca.gov/programs/ Website Link /hsip.html Focus: Motor Vehicle Occupant Safety; Bicycle Safety; Drowning Prevention pathway or trail, or on tribal lands for general HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian twenty-eight project categories identified as eligible, as listed under 23 U.S.C. Tribes are eligible to be sub-applicants with unintentional injuries in children and youth. safety for its users. Within FAST, there are Pre-requisites: Minimum Requirements to apply Projects with Benefit/Cost ratios at 1.0 or more. use of tribal members, that improves the Funds projects that can be implemented Equipment awards to be used to reduce primary applicants being Metropolitan Planning Organizations and Regional expeditiously. §148(a)(4)(B). Application Cycle: Month and Year FY 2016 Cycle 8 – August 12, 2016 typically released Varies. FY 2017applications are Applications Request for in February annually. 2018 Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) 20% minimum (non-federal funds or in-kind). The entire 20% match Requirement: Percentage Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) None None Funding Range: Award Floor & In 2016, the maximum amount Population / State Population) × Total Federal Funds for This an eligible agency can receive reimbursement amount and \$900,000 maximum federal reimbursement amount for any single HSIP/HR3 project. \$100,000 minimum federal is \$2 million and (Agency's Funding Type [2] Not applicable Call × 1.5. Ceiling Ā ۵ ۵ Tribal Specific: Yes or No ŝ ક ž Program (HSIP), High Risk California Department of Public Health, Safe and California Department of Transportation, Highway California Department of Funding Source: Federal, State, Other Branch, California Kids' Rural Roads Program (HR3) Safety Improvement Active Communities Transportation, Sustainable Plates Program Project Type [1] P, I, NI, SRTS, RT Ē

Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Safety Assessment February 2017

Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

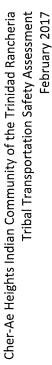
	Website Link ts.html			http://www.dot.c a.gov/hq/tpp/gran	http://www.dot.c a.gov/ha/tpp/gran ts.html http://www.calrec ycle.ca.gov/Tires/ Grants/Pavement/ FY201516/default. htm#Funding							
	Pre-requisites: Minimum Requirements to	Kidah	Transportation Planning Agencies (MPOs/RTPAs).	Funds transportation planning related projects only.	All grant applications must align with the Caltrans Mission, Grant Program Overarching Objectives, and the California Transportation Plan 2040 Vision.	Funds transportation planning related projects only.	All grant applications must align with the Caltrans Mission, Grant Program Overarching Objectives, and the California Transportation Plan 2040 Vision.	Projects must be owned and maintained by the applicant and accessible to the general public.	Projects must be located in California.	Must use California generated and processed waste tires in the crumb portion of the project.	Required % of tire crumb to rubberized binder.	Minimum materials requirements for specific project types (Hot-Mix, Chip Seal). Tribes may meet the requirements by combining Class 1 projects.
	Application Cycle: Month and	Year	due on November 4,	2016		Varies. FY 2017- 2018	applications are due on November 4, 2016	Varies. Applications typically due in	November or December	annually.		
uct Awara (PA)	Matching Funds Requirement: Percentage		may be in-kind.			11.47% minimum (cash or in-kind).	The entire 11.47% match may be in-kind.	None				
Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (FA)	Funding Type [2]	Funding Range: Award Floor & Ceiling	In, 2017-18 \$100,000 grant minimum; \$500,000 grant	maximum		Q	In 2017-18, \$50,000 grant minimum; \$500,000 grant maximum	Q	In 2016, \$250,000 maximum for Individual Application. If	applying for a regional application, the maximum grant award shall not be	greater than \$400,000. The Lead or a participating jurisdiction is limited to no	more than \$250,000 of the grant award.
(U), rormula (r),	Tribal Specific: Yes or No C			02		ON O						
e [2]: Block (B), Discretionary	Funding Source: Federal,				California Department of Transportation, Sustainable Transportation Planning Grant Program: Sustainable Communities California Department of Resources Recycling and Recovery, Rubberized Pavement Grant Program							
Funding lype	Project Type [1]	(1) odk				d.		_				



Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)



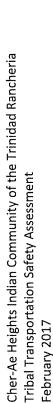
http://www.calrec Grants/TDA/FY201 516/default.htm http://www.calrec ycle.ca.gov/Tires/ Grants/Product/FY http://www.ots.ca .gov/Grants/defau http://www.catc.c a.gov/programs/A 201516/default.ht ycle.ca.gov/Tires/ Website Link lt.asp Projects must encourage increased use of active modes of transportation, such as biking and walking and projects that meet at least Must use funds for designated program areas. Projects must be a new category of activity at Multiple products/projects may be combined Must use California generated and processed Planning and design threshold requirements Project(s) must not have previously received Must be able to provide Traffic Safety Data demonstrate using performance measures with one-year of funding. Pre-requisites: Minimum Requirements to apply that demonstrates how your program will save lives on our roadways and be able to A minimum of 2,500 California-generated waste tires in the Tire Derived Aggregate Real property on which project is located must be owned by the applicant. waste tires must be used per application. Minimum material usage requirements. Project must be located in California. and review by CalRecycle staff and to achieve this minimum. CalRecycle grant funds. portion of the project. contractors. a location. Application Cycle: Month and Year Varies. Consult both California typically due in March annually. typically due in Applications for FY 2018 will be available after Transportation December 1, 2016. Applications Applications February or October to December annually. Varies. Requirement: Percentage Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) None None None None Funding Range: Award Floor & Large Projects are each eligible individual grant awards, Very \$750,000, with a limit of one In 2016, \$150,000 per grant award. In 2016, \$350,000 is the Varies. Maximum range typically \$200,000. maximum available for for grant awards up to Funding Type [2] per applicant. Ceiling ۵ ۵ ۵ Tribal Specific: Yes or No å ŝ å Š California Office of Traffic Safety Resources Recycling and Recovery, Tire Derived Product Program California Transportation Commission, Active California Department of Funding Source: Federal, State, Other California Department of Resources Recycling and Recovery, Tire Derived Aggregate Program P, I, NI, SRTS, RT Project Type [1] z





Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT) Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)

http://www.artpla ceamerica.org/ab out/introduction grams/atp/index.h nttp://www.artpla nttp://community. a.gov/hq/LocalPro ceamerica.org/fun domingo-heritagehttp://www.nadtc http://www.dot.c involved/fundingrail-arts-project projects/santoorg/grants-funding/nadtcopportunities Website Link kp.org/be-TP.htm ded-This grant opportunity is intended to support program innovations and approaches that increase accessible transportation options for Funds planning and community development Projects can include infrastructure (planning, design, and construction of walk and bicycle encouragement, enforcement, and planning guidelines for eligible project specifications. facilities) or non-infrastructure (education, Because the majority of funds in the Active Transportation Program are federal funds, projects (including transportation-related) Pre-requisites: Minimum Requirements to where arts and culture play a central role. environments for exercise and play-and one of the program goals. See program of walk and bicycle activities) projects. projects to address health disparities. Funds healthy environments - better projects must be federal-aid eligible. apply Application Cycle: Month and Year 2016 cycle closes on August 26, application cycle Varies. FY 2016 Transportation began with an Commission's projects from and Caltrans' open call for January to Program websites. Active March. Rolling. Requirement: Percentage Matching Funds None None None planning, safe routes to school, Funding Range: Award Floor & Ceiling In 2016, \$250,000 minimum projects. Does not apply to recreational trails and nonrequest for infrastructure infrastructure projects. Maximum of \$500,000 Funding Type [2] Unspecified Δ Δ ۵ Specific: Yes or No Tribal ŝ ŝ õ Funding Source: Federal, State, Other National Aging and Disability Transportation Transportation Program Artplace, National Creative Placemaking Fund Center, Innovations in Kaiser Permanente Southern California Type [1] P, NI, I Z Z



Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)



opportunities/curr opportunities/ Website Link ent-nadtcfundinggrantolder adults and people with disabilities living in the community and maximize the utilization seniors and people with disabilities, reflecting required participants in the coordinated plan. Preference is given to applications disability (physical, intellectual, or otherwise) submitted by public transportation, aging or disability organizations, especially current or or human services organizations that serve organizations that are direct or designated of Section 5310 and other federal funding service transportation providers; Planning Pre-requisites: Minimum Requirements to subrecipients, such as: Public and human recipients of section 5310 funds; Aging, potential Section 5310 recipients or investments. apply Application Cycle: Month and Year 2016. Requirement: Percentage Matching Funds Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA) Funding Range: Award Floor & Ceiling Maximum of \$50,000 Funding Type [2] Tribal Specific: Yes or No Accessible Mobility Grant Program Funding Source: Federal, State, Other Project Type [1]



APPENDIX C: REFERENCES AND RESOURCES

The references listed below have been compiled by the T2SA Program Partners as common references to support transportation engineers, planners, analysts, managers, and policy-makers who are tasked with addressing traffic, pedestrian, and bicycle safety in California Native American communities. Our goal is to organize available online resources and references into functional categories that will help Native American communities and Tribal Council representatives access relevant information quickly and according to topics reflecting their transportation safety needs, in addition to the sponsor agency or funding institution. The order of listing is consistent with a typical flow of project delivery starting with the policy considerations, planning and public outreach, identification of issues, defining the scope of design and identifying funding sources. If you have additional resources and references to suggest for this compilation, please send your suggestion to: t2sa@techtransfer.berkeley.edu.

C.1 Tribal Transportation Online References & Resources

State Planning Law on Local and Tribal Intergovernmental Consultation

State planning law requires cities and counties to consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Places. The California Governor's Office of Planning and Research (OPR) consultation guidelines, background information, and training session information are all available online.

- California Governor's Office of Planning and Research (OPR) Local and Tribal Intergovernmental Consultation
- SB 18 (Chapter 905, Statutes of 2004) requires cities and counties to contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.
- OPR's Tribal Consultation Guidelines (November 2005) contains information on how and when to conduct consultation with California Native American Tribes.
- California Governor's Office of Tribal Advisor

For purposes of consultation with tribes, as required by Government Code Sections 65352.3 and 65562.5, the Native American Heritage Commission (NAHC) maintains a list of California Native American Tribes with whom local governments must consult. The NAHC's "California Tribal Consultation List" provides the name, address, and



contact name for of each of these tribes; and telephone, fax and email information if available. The tribal contact list is developed and maintained by the NAHC, under authority granted in Government Code Sections 65092, 65352 and 65352.3. Prior to initiating consultation with a Tribe, the city/county must contact the NAHC for a list of Tribes to consult with. For questions about the list, please contact the NAHC at www.nahc.ca.gov.

- NAHC's Tribal Consultation List Request Form.
- For more information, contact the State Clearinghouse.

Relevant Policies on Tribal Transportation Issues

- CalSTA Tribal Consultation Policy (June 2014)
- Caltrans Director's Policy No. 19: Working with Native American Communities (August 2001)
- Caltrans Transportation Guide for Native Americans (November 2002)
- Executive Order B-10-11: California Governor's Tribal Advisor (September 2011)
- Executive Order 13175 Presidential Document: Consultation and Coordination with Indian Tribal Governments (November 2000)
- White House Native American Resources

Tribal Roadways, Transportation Planning, & Traffic Safety Programs

For non-Tribal specific common traffic safety resources, please also see the resources on this page.

- FHWA Tribal Transportation Program (TTP)
 - Tribal Safety Plans
 - Strategic Transportation Safety Plan Toolkit for Tribal Governments
 - Tribal Transportation Safety Model Process
 - Road Safety Audits
 - Road Safety Audit Toolkit for Federal Land Management Agencies and Tribal Governments (September 2010)



- <u>Federal and Tribal Lands Road Safety Audits: Case Studies</u> (December 2009)
- o Tribal Road Safety Audits: Case Studies (September 2008)
- Road Safety Audits: A Synthesis of Highway Practice (NCHRP Synthesis 336) (2004)
- <u>Tribal Transportation Programs: A Synthesis of Highway Practice (NCHRP Synthesis 366)</u> (2007)
- Tribal Transportation Planning Resources
 - FHWA Tribal Transportation Planning
 - FHWA Transportation Planning Capacity Building: Tribal Planning
 - FHWA Rural and Small Community Transportation Planning
 - FHWA Tribal Transportation Planning Modules
 - FHWA Federal Lands Transportation Planning Program
 - Bureau of Indian Affairs Division of Transportation
 - National Indian Justice Center / Western Tribal Transportation Training and Technical Assistance Program
 - Caltrans Transportation Planning Native American Liaison Branch
 - California State Transportation Agency Tribal Relations
- Tribal Traffic Safety Resources
 - FHWA Improving Safety on Rural Local and Tribal Roads. Rural roadway safety is an important issue for communities throughout the country and presents a challenge for state, local, and Tribal agencies. The Improving Safety on Rural Local and Tribal Roads documents were created to help rural local and Tribal roadway safety practitioners address these challenges. The Safety Toolkit provides a step-by-step process to assist local agency and Tribal practitioners in completing traffic safety analyses, identify safety issues, countermeasures to address them, and an implementation process. Accompanying the Safety Toolkit are two User Guides which present step-by-step processes of example scenarios.



- Safety Toolkit
- o Site Safety Analysis User Guide #1
- Network Safety Analysis User Guide #2
- FHWA Strategic Highway Safety Plan for Indian Lands (undated)
- FHWA Tribal Safety Management System Implementation Plan (March 2011)
- FHWA Tribal Highway Safety Improvement Program Model and Implementation (June 2004)
- FHWA Pedestrian Safety in Native America (September 2004)
- Creating Safe Routes to School Programs in Tribal Communities in California (August 2015)
- Walking & Bicycling in Indian Country: Safe Routes to School in Tribal Communities (undated)
- This new report by the <u>National Center for Safe Routes to School</u> and <u>Safe Routes to School National Partnership</u> provides an overview of successful strategies to implementing Safe Routes to School in tribal communities.
- Safety Tools for Tribal Transportation Programs (EWU) (undated)
- <u>Tribal Transportation Safety: IRR Safety Management System (WSDOT)</u> (undated)
- Inter Tribal Council of Arizona: <u>Inter Tribal Transportation Safety Summary</u> (undated)
- Southern Plains Tribal Technical Assistance Program Center
- Montana 2014 Tribal Transportation Safety Summit
- Tribal Transportation Safety Plan Kaibab Band of Paiute Indians (July 2014)
- GIS and Tribal Transportation Safety (University of Minnesota) (2015)

Recent Tribal Traffic Safety Research in California

TRIBAL ROAD SAFETY DATA PROJECT



Funded by the Office of Traffic Safety (OTS), this project is a collaboration of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) with California tribes. The project has two components:

 Develop and pilot a survey of California tribes regarding current traffic safety data, develop recommendations for standardized reporting policies and procedures, and develop a prototype traffic collision database for the 109 federally recognized tribes in California. The summary report is provided below:

Traffic Injury on Tribal Lands in California (2014)

- Conduct Community Pedestrian Safety Trainings in/around tribal lands
 - SafeTREC has conducted Community Pedestrian Safety Training at two Indian Tribes in California. Both of the pedestrian safety training reports are on their website and provided below:
 - Recommendations to Improve Pedestrian Safety on the Hoopa Valley Indian Reservation
 - Recommendations to Improve Pedestrian Safety on the Tule River Indian Reservation

DEADLY ROADS: AN ANALYSIS OF TRAFFIC SAFETY IN OR NEAR INDIAN COUNTRY IN HUMBOLDT COUNTY (AUGUST 2012)

This project examined fatality and injury rates involving pedestrians and motorists on main thoroughfares in or near Indian country in California. Every year thousands of motorists die and millions more are injured on the nation's roadways. But while the number of fatal collisions nationally has declined by 2% over the past 25 years, the number of vehicle-related fatalities in or near Indian country has increased over 50%. In order to understand the reasons for this increase and to begin developing safety countermeasures, we need better data documenting the problem. This study combined analysis of CHP's Statewide Integrated Traffic Records System (SWITRS) database and other sources of collision data with GIS mapping to document the areas in or near Indian country with the highest rates of vehicle related injuries and fatalities over the past five years. The results of this analysis will be used to help Native (American) nations document the dangers associated with roadways that, while they run through Indian country, are the responsibility of the state to ensure safe passage.

SAFE JOURNEYS: A REPORT ON ROADWAY SAFETY IN CALIFORNIA INDIAN COUNTRY (2008)



This report is an analysis of information compiled by the National Indian Justice Center (NIJC) from various tribal transportation meetings and safety planning workshops with California Indian tribes and other sources. The Caltrans funded tribal transportation needs assessments that were to be included for analysis in this report were not completed significantly enough to be used in the report. Instead of those assessments, we are using other sources, such as in-depth interviews with officials of the Humboldt County Tribal Transportation Commission and the Reservation Transportation Authority Program of Southern California. Both organizations represent inter-tribal groups, providing a detailed profile of safety issues throughout the Indian country of California. Additionally, information collected from a Caltrans inventory survey of Indian Reservation Roads (IRR) for 70 California tribes was examined for this report.

Tribal Transportation Funding

- FHWA Tribal Transportation Program Safety Funding (TTPSF)
- Notice of Funding Availability (NOFA) (June 2015)
- Tribal Shares and Planning Funds under MAP-21
- US Department of the Inter Tribal Transportation Program Documents
- Federal Transit Administration Grant Programs
- Federal Transit Administration Tribal Transportation Funding
- Caltrans Highway Safety Improvement Program (HSIP) Guidelines
- Caltrans Active Transportation Program (ATP)
- ATP Funding Guidance from California Transportation Commission (CTC)
- ATP Cycle 3 Application and Instructions from Caltrans Division of Local Assistance
- US Department of Transportation Tribal Transit Funding
- USDOT Pedestrian and Bicycle Funding Opportunities

Tribal Transportation Public Outreach & Communications

- Center for Disease Control and Prevention (CDC): Motor Vehicle Safety: Tribal Road Safety
 - Tribal Road Safety: Get the Facts



- Video: A Killer in Indian Country Motor Vehicle Crashes
- Native American Road Safety
- The Guide to Community Preventive Services: Evidence-based Motor Vehicle Injury Prevention Programs
- Tribal Motor Vehicle Injury Prevention: Best Practices Guide 2016
- Indian Health Service Injury Prevention
- Native American Heritage Month

Tribal Health, Education, and Community Development

- California Rural Indian Health Board
- California Housing and Community Development
- UCLA Native American Indian Studies Center
- American Indian Science & Engineering Society
- BIA Office of Indian Services
- California Indian Manpower Consortium, Inc.
- Center for Disease Control Tribal Support
- Inter-Tribal Council of California, Inc. (ITCC)

Tribal Land Environmental Protection

- Institute for Tribal Environmental Professionals ITEP
- US EPA American Indian Environmental Office
- US EPA Final FY 2016-2017 Office of International and Tribal Affairs (OITA) NPM Guidance
- US EPA Region 9 Tribal Portal
- USGS Environmental Affairs
- Advisory Council on Historic Preservation
- US DOI National Park Service National Register of Historic Places



- California Native American Heritage Commission
- California Environmental Protection Agency

C.2 Complete Streets Safety Assessment Published References

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- 13. Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, California Department of Transportation, Sacramento, CA 2010
- 14. Where Pedestrians Cross the Roadway, FHWA Publication No. FHWA-HRT-13-099, Federal Highway Administration, United States Department of Transportation, Washington DC, December 2013
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- 2. Access Management Manual, Second Edition, Transportation Research Board, National Research Council, Washington, DC, U.S.A., September 2015
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APPENDIX D: CALTRANS COMMENTS

Cher-Ae Heights Indian Community of the Trinidad Rancheria

Caltrans Comments	Tech Transfer/Evaluator Response
Figure 2-3: What are the exact limits of the traffic Study (route, PM)?	A sentence has been added to the Executive Summary to describe the study limits.
Figure 3-5: Existing cross section does not show existing 4" edge line. Proposed should show 4" right edge line. Consider widening to two 12' lanes and two 4' shoulders (32' total width).	The intent of the recommendation is to introduce a short-term fix. Widening the road in a hillside area could be cost prohibitive, and it could aggravate the unstable hillside issues.
Figure 3-6: 4' pedestrian path is not normally striped with solid lines through an intersection. If there are significant number of pedestrians in the crosswalk, then consider a higher visibility crosswalk like piano key.	The ultimate design of the improvements for signing and striping at this location may include other treatments. Future analysis is required to determine the ultimate solution.
Figure 3-8: Consider installing a crosswalk at this intersection. Same comment as for Figure 3-6 on pedestrian path.	The ultimate design of the improvements for signing and striping at this location may include other treatments. Future analysis is required to determine the ultimate solution.



Caltrans Comments

reasons.

Figure 3-12: Need to review collision history at the intersection of Cher Ae Lane and Scenic Drive before installing all way stop. It does not look like the best installation of the all way stop due to Scenic Drive curves adjacent to both sides of the intersection. Because of the curves on Scenic Drive and the lack of sight distance from Cher Ae Lane, most people go thought the intersection slowly. If there is a collision history it would be a good idea to try to determine the

This is a rural area on a reservation. If stop signs are put up, drivers will continue to roll through the intersection rather than stop. If there are people who drive too fast through the intersection, they will continue to drive too fast through the intersection. Drivers won't see a reason to stop, so they won't.

Tech Transfer/Evaluator Response

The ultimate solution for this location will require collaboration between the Tribe and the County. Further analysis would require all-stop warrant analysis and other potentially relevant analysis.







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