TRIBAL TRANSPORTATION PLANNING CAPABILITIES & NEEDS ASSESSMENT STUDY

TEAM

CALTRANS
Lonora Graves, Native American Liaison Branch Chief, Division of Transportation Planning, Sacramento
Angela Fredericks, Associate Transportation Planner, Caltrans Division of Research, Innovation, and System Information

Mineta Transportation Institute, SAN JOSE STATE
Seetha Reddy, Principal Investigator (& Reddy Anthropology Consulting, Inc.)
David Reinke, Transportation Specialist
Hilary Nixon, Project Manager

FAR WESTERN ANTHROPOLOGICAL RESEARCH GROUP, INC.
Adrian Whitaker, Project Manager
Brian Byrd, Co-Principal Investigator
Ashley Parker, Assistant Interviewer

What? Why? Who?

What?
• California Department of Transportation (Caltrans) and Mineta Transportation Institute, San Jose State University (MTI) are conducting a study to assess transportation planning capability and needs of Federally Recognized Tribes in California.

Why?
• Understand the status of tribal transportation planning processes to improve collaboration and responsiveness to tribal transportation needs.
• Understand the level of tribal interest to engage with Caltrans, regional, and local governments in the early phases of long range transportation planning.

Who is doing it?
• The study headed by researchers from MTI and Far Western Anthropological Research Group, Inc. (FWARG).
Why should Tribes Participate?

Benefits to Tribes

• Each Tribe has opportunity to identify their own transportation needs

• Study will
  • Identify transportation needs specific to each Tribe
  • Identify where transportation planning occurs within the structure of each Tribal Government in order to better communicate future transportation planning
  • Will identify ways in which tribes can benefit from technical assistance to be participate in transportation planning
    – Funding sources
    – Grant writing

How?

• Approach tailored to each Tribe
• Information will be gathered through a questionnaire and interviews
• Information will be used:
  – to understand tribal transportation planning capabilities
  – which Tribes may benefit from assistance to help them participate in regional and state level transportation planning.
• Confidentiality of the collected information is a priority.
Status

• Study Plan
• Initial Contact with Tribes
• Draft Database
• Draft Survey Protocol
• Draft Questionnaire

• Interviews start in late summer

Database

• MS Access Platform
• 61 fields (but will expand after interviews)

Example:
- RTPA, MPO, County Transp. Commission, CMA
- Size and type of land holdings, population;
- Highways that cross through land holdings;
- Tribe specifics (Planner, Specialist, TP, Date, Traffic Impact Study, Street Study Program, etc.)
Questionnaire

Five Sections

1. Tribe’s perception of the transportation needs

2. Current status of transportation planning for Tribe

3. Tribal view of local, state, and federal planning programs in relation to transportation planning for Tribe

4. Funding sources for transportation planning and implementation

5. Other Questions
Part 2: Current status of transportation planning for Tribe

6. Does the Tribe have a Transportation Plan?  
☐ Yes (please provide the name and date of the most recent tribal transportation safety plan). Click or tap here to enter text.  
☐ No.  
☐ The Tribe is currently engaged in developing or updating a tribal transportation plan.  
☐ Not Applicable.  
☐ Decline to answer

7. Does your tribal government have a transportation or public works department?  
☐ Yes  
☐ No  
☐ Decline to answer

Item
7.1 Is there a specific transportation planning function within that department? Is this person trained in transportation planning or in civil engineering?  
Click or tap here to enter text.

7.2 Do you currently have a transportation planner on staff?  
Click or tap here to enter text.

7.3 If the tribe has a person designated for transportation, does the individual serve in other roles also (i.e., is the person solely responsible for transportation planning, or not)?  
Click or tap here to enter text.

8. Has your Tribe ever engaged in long-term transportation planning for any reason? (Open-ended question) (Note to interviewer: be clear about what we mean by transportation planning and explain if necessary.)  
Click or tap here to enter text.

- Regional transportation plan update (e.g., participation in a technical advisory committee or policy advisory committee)  
  ☐ Yes  
  ☐ No
- Tribal transportation plan  
  ☐ Yes  
  ☐ No
- Transportation impact studies for facilities on tribal lands such as housing or commercial development (including stations)  
  ☐ Yes  
  ☐ No
- Road improvement studies  
  ☐ Yes  
  ☐ No
- Transit planning  
  ☐ Yes  
  ☐ No
- Safety planning  
  ☐ Yes  
  ☐ No
- Adaptation Planning  
  ☐ Yes  
  ☐ No

PART 3 – AWARENESS OF LOCAL, STATE, FEDERAL AGENCIES AND PROGRAMS

18. Is your Tribe familiar with the Regional Transportation Planning Agency (RTTPA) within which the Tribal lands are located?  
☐ Yes  
☐ No  
☐ Decline to answer

Item
18.1 What have your interactions been with them? (Select all that are relevant)  
☐ Participation in regional plan update through Technical Advisory Committee (TAC) or Public Agency Committee (PAC)  
☐ RTTPA central office, funded, or otherwise participated in tribal transportation study  
☐ RTTPA provided planning assistance to Tribe  
☐ Other (list and describe)  
Click or tap here to enter text.

18.2 Are you aware of the Overall Work Programs (OWP) of RTTPA?  
☐ Yes  
☐ No

If yes:  
18.3 Has your Tribe asked for one or more transportation studies included in the overall work programs of RTTPA?  
This should be an open-ended response.  
Click or tap here to enter text.

19. Have you ever worked with a Caltrans local district office on a planning project or study?  
☐ Yes  
☐ No  
☐ Decline to answer

Item
19.1 How have you worked with them? (Select all that are relevant)  
☐ Caltrans provided planning or other technical assistance  
☐ Help in grant application for funding transportation improvements  
☐ Participation in Caltrans project study for proposal project on or near tribal lands  
☐ Consulted with Caltrans District Native American Liaison  
☐ Worked with Caltrans District Native American Coordinator on project-specific or cultural issues (e.g., monitoring)  
Click or tap here to enter text.

20. Are you aware of the Caltrans Native American Liaison Branch at your local Caltrans District Division of Transportation Planning and at the Caltrans Headquarters in Sacramento?  
☐ Yes  
☐ No  
☐ Decline to answer
Section 4: Funding sources for transportation planning and implementation

PART 4 – FUNDING

24. How does your Tribe fund transportation planning, programs, and projects? (Select all that are relevant).
   - Tribal Transportation Program Funds
   - Grant assistance from federal, state, and other local sources (describe)
   - Transportation-related tax (describe)
   - Revenues from businesses such as casinos (describe)
   - Tribe has no funding
   - Decline to answer
   - Other (describe and list) 
   - Click or tap here to enter text.

25. Is your Tribe familiar with federal, state, and local funding sources that might be used for tribal transportation planning, programs, and projects?
   - Yes  
   - No  
   - Decline to answer
   - If yes
     25.1 Which ones are you familiar with? (list and describe). Open-ended response.
        - Click or tap here to enter text.

Section 5: Other Questions

PART 3 – OTHER QUESTIONS

20. What, if any, role do you see for state and local transportation agencies such as Caltrans, RT/TA, and local transit provider for helping your Tribe address its transportation issues? Open-ended response.
   - Click or tap here to enter text.

21. Are there any other issues about transportation and transportation planning for your Tribe that we have not addressed in this interview but you would like to discuss? Open-ended response.
   - Click or tap here to enter text.

22. Does the level of traffic on your tribal lands vary over the year? If traffic changes seasonally, please briefly describe how and why. Open-ended response.
   - Click or tap here to enter text.

23. Does your Tribe have a casino?
   - Yes
   - No
   - Decline to answer
   - If yes
     23.1 Did any planning for the casino involve studying transportation issues, such as an environmental impact report? Open-ended response.
        - Click or tap here to enter text.

24. Are there regular interactions between the Tribe and local public works, transportation departments, or local transit agencies, about the transportation needs of the Casino? Open-ended response.
   - Click or tap here to enter text.
Contacts

Lonora Graves
Native American Liaison Branch Chief
Division of Transportation Planning, Sacramento
Phone: (916) 653-6315
lonora.graves@dot.ca.gov

Seetha Reddy
Principal Investigator
Phone: 530-902-3818
reddyanthropology@gmail.com
Local HSIP Cycle 10
Call-for-projects

Bing Luu
District Local Assistance Engineer (DLAE)
Caltrans, District 11 Local Assistance
June 24, 2020

Outline

- General information
- Funding set-asides
- Benefit to Cost Ratio (BCR) Applications
  - Safety countermeasure examples
- Application Form
- HSIP Analyzer
Local Highway Safety Improvement Program (HSIP) Cycle 10


- Division of Local Assistance HSIP program website: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
- HSIP Cycle 10: $220 million
- Announcement - May 5, 2020
- Applications Due - September 4, 2020
- Caltrans application review – September/October, 2020
- Approval list - November/Early December, 2020
- Applicants will only be notified with final selection results

Local HSIP Cycle 10


- Applicants: Cities, Counties, Tribes and Other
- Look-ahead: Applicants must have Local Roadway Safety Plan (LRSP) for Cycle 11, recommended for Cycle 10
- Expected to use state funds (funding exchange based on SB 137)
- Multiple applications may be submitted for the same project, including:
  - Two applications one as BCR, the other applying for a funding set-aside.
Local HSIP Cycle 10: Application Categories

- **BCR Application**
  - $178 million
  - Project selection based on (BCR), minimum ratio 3.5
  - Funding Reimbursement Ratio based on safety countermeasures
  - Maximum $10 million per agency
  - Number of applications per agency: no limit

- **Funding Set-asides**
  - $42 million for all set-asides
  - No BCR required
  - Funding Reimbursement Ratio = 100%.
  - Number of applications per agency: 1 for each set-aside

Local HSIP Cycle 10: Funding Set-asides

**Four Set-asides:**

- Guardrail Upgrades
- Pedestrian Crossing Enhancements
- Installing Edgelines
- Tribes

**Project selection criteria (priority in the below order):**

- Agencies with no funds awarded in Cycles 8&9
- Agencies with no set-aside funds awarded in Cycles 8&9
- Agencies who completed LRSP
- Agencies with more crashes in the last 3 years
Local HSIP Cycle 10: Funding Set-asides

Set-asides: Guardrail Upgrades; Pedestrian Crossing Enhancements; Installing Edgelines; Tribes

- **Guardrail Upgrades**
  - Total $20M; Max per agency: $1M
  - Upgrade existing guardrails and end treatments; bridge rails are not eligible

- **Pedestrian Crossing Enhancements**
  - Total $15M; Max per agency: $250k
  - Install pedestrian countdown signal heads, Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons, pedestrian crossing/signs, advanced yield lines/signs, and other signs/striping.

- **Installing Edgelines**
  - Total $5M; Max per agency: $250k
  - Installing edgelines along roadways

- **Tribes**
  - Total $2M; Max per agency: $250k
  - Applicants must be federally recognized tribes in California
  - For any work under the other 3 set-asides, and other low cost roadway safety improvements (signs, pavement delineators, edge-lines, centerlines, rumble strips/stripes, etc.)
Local HSIP Cycle 10: BCR Applications

- Prefer projects that can be delivered quickly and have minimal ROW and Environmental impacts
- Safety countermeasures (CM’s) must have an established Crash Reduction Factor (CRF).

<table>
<thead>
<tr>
<th>Safety countermeasures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CM Location</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Signalized Intersection (S)</td>
</tr>
<tr>
<td>Non-Signalized Intersection (NS)</td>
</tr>
<tr>
<td>Roadway (R)</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Local HSIP Cycle 10: Safety Countermeasures

CM List Example - CMs for Signalized Intersections:

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Countermeasure Name</th>
<th>Crash Type</th>
<th>CRF</th>
<th>Expected CM (years)</th>
<th>RWF Funding Eligibility</th>
<th>Systemic Searched Opportunity</th>
</tr>
</thead>
</table>
Local HSIP Cycle 10: Safety Countermeasures

- New safety CMs:

<table>
<thead>
<tr>
<th>CM ID</th>
<th>Countermeasure Name</th>
<th>Crash Type</th>
<th>CRF</th>
<th>Funding Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>S15/N16</td>
<td>Reduced Left-Turn Conflict Intersections</td>
<td>All</td>
<td>50%</td>
<td>90%</td>
</tr>
<tr>
<td>S19PB</td>
<td>Pedestrian Scramble</td>
<td>Ped &amp; Bike</td>
<td>40%</td>
<td>100%</td>
</tr>
<tr>
<td>NS2PB/PE3PB</td>
<td>Install Rectangular Rapid Flashing Beacon (RRFB)</td>
<td>Ped &amp; Bike</td>
<td>35%</td>
<td>100%</td>
</tr>
<tr>
<td>R16</td>
<td>Curve Shoulder widening (Outside Only)</td>
<td>All</td>
<td>45%</td>
<td>90%</td>
</tr>
<tr>
<td>R13PB</td>
<td>Install Separated Bike Lanes</td>
<td>Ped &amp; Bike</td>
<td>45%</td>
<td>90%</td>
</tr>
<tr>
<td>NS12/R21</td>
<td>Improve pavement friction (High Friction Surface Treatments)</td>
<td>All</td>
<td>55%</td>
<td>100%</td>
</tr>
</tbody>
</table>

This is a technical process. The HSIP program relies on the integrity of the BCRs:

- Review, analysis, and application of crash data
- Understanding of collision patterns and countermeasure effectiveness
- Developing project scope and estimate

Who completes the applications?

- Traffic and Transportation Engineers; Other traffic-safety professionals
- **Engineer’s stamp is required** (Engineer’s Checklist)
Local HSIP Cycle 10 Application Form

- Application Form is a savable PDF file
- Will be submitted electronically
  - All required information including attachments must be provided prior to submittal
- An email confirmation will be sent to the email address as provided in application form.

HSIP Analyzer

A PDF form-based software that streamlines the project cost estimate, safety improvement countermeasure evaluation, crash data input and Benefit Cost Ratio (BCR) calculation.

After completion:
- Enter key data to the Application Form;
- Attach the completed HSIP Analyzer to the HSIP Application Form as Attachment No. 5.

Manual for HSIP Analyzer: provides detailed explanations.
HSIP Analyzer

HSIP Analyzer is required to use for all applications.

For BCR applications

Engineer’s estimate for construction items; Project cost estimate; Selection of CMs; Crash data; BCR calculation

For Funding Set-aside applications

Engineer’s estimate for construction items; Project cost estimate

Thank you

QUESTIONS?
TRIBAL ROAD SAFETY PROGRAMS

Tribal Crash Data Tool (Tribal TIMS)*
The Transportation Injury Mapping System (TIMS) is a free resource for accessing geocoded collision data in California. TIMS offers maps, summary analysis, graphics, and raw data to view/download. TIMS provides tribes with an interactive analysis and mapping tool for tribal areas. https://safetrec.berkeley.edu/tools/tribal-crash-data-tool

Tribal Street Story Tool*
Street Story is a free and publicly accessible community engagement tool with maps and tables for residents, community groups, and agencies to gather information about collisions, near-misses, hazards, and safe locations to travel. https://safetrec.berkeley.edu/tools/street-story-platform-community-engagement

Tribal Road Safety Data Collection*
SafeTREC collaborates with the National Indian Justice Center (NIJC) to guide and assist California tribes in improving the quality and quantity of traffic collision data and near tribal areas. Funding for traffic safety improvements is often awarded based on collision data documenting the safety problem. However, collision data for tribal lands is often lacking, putting tribal communities at a disadvantage in the competition for such funds. https://safetrec.berkeley.edu/programs/tribal-road-safety/tribal-road-safety-data-collection

Community Pedestrian and Bicycle Safety Program (CPBSP)*
SafeTREC in collaboration with California Walks and Safe Routes Partnership launched the CPBSP to reduce pedestrian and bicyclist fatalities and injuries in California, including Native American tribes, with a focus on the safety needs of high-risk communities including seniors, children, and communities of color. https://safetrec.berkeley.edu/programs/community-pedestrian-and-bicycle-safety-program-cpbsp

Active Transportation Needs Assessment (ATNA)
SafeTREC in partnership with NIJC and Cher-Ae Heights Indian Community of the Trinidad, conducts ATNAs that document current and projected pedestrian and bicyclist needs in CA tribal communities. SafeTREC will produce reports for each of the tribes and propose short- and long-term improvements benefiting all transportation users of the participating tribes’ lands. https://safetrec.berkeley.edu/programs/tribal-road-safety/active-transportation-needs-assessments

Tribal Transportation Safety Assessment (TTSAs)
Funded by Caltrans, TTSAs aim to significantly reduce injuries and fatalities on public roadways that serve California Native American reservations and tribal communities. TTSAs provide tribes with in-depth, expert safety reviews of problem areas, in addition to specific suggestions for safety improvements to roadways on and within their lands. SafeTREC conducts this work in collaboration with NIJC and the Caltrans Division of Transportation Planning (DOTP) Native American Liaison Branch (NALB) with involvement from the Caltrans District Native American Liaisons. http://safetrec.berkeley.edu/programs/tribal-road-safety/tribal-transportation-safety-assessments

OTHER RESOURCES

The National Indian Justice Center, Inc. (NIJC)
NIJC is an Indian owned and operated non-profit corporation. Its goal is to design and deliver legal education, research, and technical assistance programs, which seek to improve the quality of life for Native communities and the administration of justice in Indian country. NIJC has designed and conducted effective education programs via regional trainings, on-site training, and conferences, including workshops in tribal road safety and funding opportunities. https://www.nijc.org

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For the latest information on events, research, and more, sign up for SafeTREC’s newsletter.

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safetrec@berkeley.edu
bit.ly/SafeTRECYouTube

* Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
Tribal Road Safety Program (TRSP)
Safe Transportation Research and Education Center (SafeTREC)

Announcement:
Webinars for Tribal Crash Data Tool, and Tribal Street Story, and Tribal Crash Data Collection Toolkit

The SafeTREC Tribal Road Safety Program (TRSP) announces availability of one to two hour webinars for any or all of three data tools relevant to tribal road safety. A description of the tools is provided below. The webinars are free and can be tailored for specific needs in terms of time and content. It is not necessary to participate in a webinar to use any of these tools. However, in a webinar we can review the specific functions of the tools, how they might be used to evaluate road safety on and around tribal areas, and how information from the tools might be used for planning, and obtaining funding for, safety improvements.

Please contact us at: email: davidr@berkeley.edu or tele: 510-642-0655

**Tribal Crash Data Tool (Tribal TIMS)**
The Transportation Injury Mapping System (TIMS) is a free resource for accessing geocoded collision data in California. TIMS offers maps, summary analysis, graphics, and raw collision data to view/download. TIMS provides tribes with an interactive collision analysis and mapping tool for tribal areas.

*Tribal Crash Analysis Tool*

**Tribal Street Story Tool***
Street Story is a free and publicly accessible community engagement tool with maps and tables for residents, community groups, and agencies to gather information about collisions, near-misses, hazards, and safe locations to travel.

*Tribal Street Story Tool*

**Tribal Crash Reporting Toolkit**
NHTSA is developing a Tribal Crash Reporting Toolkit. The project is intended to help Tribes save lives and reduce injuries resulting from motor vehicle crashes by improving the collection and use of crash data. Development of the Toolkit is underway and expected to be completed in fall 2020. The Webinar provided by SafeTREC will include an overview of the Toolkit features and schedule. Representatives from NHTSA and/or FHWA will attend the Webinar to provide a detailed explanation of the Toolkit. More detail is available at the following link:

*Tribal Crash Data Collection Tool (NHTSA)*