

PART I - FACE SHEET

| APPLICATION FOR FEDERAL ASSISTANCE | | 1. TYPE OF SUBMISSION: Application <input checked="" type="checkbox"/> Non-Construction | | | | | | | | | | | | | | |
|---|---|--|--------------|--------------|----------|---------|----------|---------|----------|---------|-------------------|---------|----------|---------------|--|--|
| Modified Standard Form 424 (Rev.02/07 to conform to the Corporation's eGrants System) | | | | | | | | | | | | | | | | |
| 2a. DATE SUBMITTED TO CORPORATION FOR NATIONAL AND COMMUNITY SERVICE (CNCS): 01/19/11 | 3. DATE RECEIVED BY STATE: | STATE APPLICATION IDENTIFIER: | | | | | | | | | | | | | | |
| 2b. APPLICATION ID: 11ND125168 | 4. DATE RECEIVED BY FEDERAL AGENCY: 01/19/11 | FEDERAL IDENTIFIER: 10NDHCA006 | | | | | | | | | | | | | | |
| 5. APPLICATION INFORMATION | | | | | | | | | | | | | | | | |
| LEGAL NAME: National Indian Justice Center DUNS NUMBER: 151095320 | NAME AND CONTACT INFORMATION FOR PROJECT DIRECTOR OR OTHER PERSON TO BE CONTACTED ON MATTERS INVOLVING THIS APPLICATION (give area codes): NAME: Joseph Myers TELEPHONE NUMBER: (707) 579-5507 222 FAX NUMBER: (707) 579-9019 INTERNET E-MAIL ADDRESS: josephmyers@nijc.org | | | | | | | | | | | | | | | |
| ADDRESS (give street address, city, state, zip code and county): 5250 Aero Drive Santa Rosa CA 95403 - 8069 County: Sonoma | | | | | | | | | | | | | | | | |
| 6. EMPLOYER IDENTIFICATION NUMBER (EIN): 680004000 | 7. TYPE OF APPLICANT: 7a. National Non Profit 7b. National Non-Profit (Multi-State) Other Native American Organization | | | | | | | | | | | | | | | |
| 8. TYPE OF APPLICATION (Check appropriate box). <input type="checkbox"/> NEW <input type="checkbox"/> NEW/PREVIOUS GRANTEE <input checked="" type="checkbox"/> CONTINUATION <input type="checkbox"/> AMENDMENT If Amendment, enter appropriate letter(s) in box(es): <input type="text"/> <input type="text"/> A. AUGMENTATION B. BUDGET REVISION C. NO COST EXTENSION D. OTHER (specify below): | 9. NAME OF FEDERAL AGENCY: Corporation for National and Community Service | | | | | | | | | | | | | | | |
| 10a. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:94.006 10b. TITLE: AmeriCorps National | 11.a. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Tribal Transportation Safety Corps | | | | | | | | | | | | | | | |
| 12. AREAS AFFECTED BY PROJECT (List Cities, Counties, States, etc): Santa Rosa, Sonoma County, California, Nevada | 11.b. CNCS PROGRAM INITIATIVE (IF ANY): | | | | | | | | | | | | | | | |
| 13. PROPOSED PROJECT: START DATE: 10/01/11 END DATE: 09/30/12 | 14. CONGRESSIONAL DISTRICT OF: a.Applicant <input type="text" value="CA 006"/> b.Program <input type="text" value="CA 006"/> | | | | | | | | | | | | | | | |
| 15. ESTIMATED FUNDING: Year #: <input type="text" value="2"/> | 16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? <input type="checkbox"/> YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: <input checked="" type="checkbox"/> NO. PROGRAM IS NOT COVERED BY E.O. 12372 | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">a. FEDERAL</td> <td style="text-align: right;">\$ 90,250.00</td> </tr> <tr> <td>b. APPLICANT</td> <td style="text-align: right;">\$ 92,530.00</td> </tr> <tr> <td>c. STATE</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>d. LOCAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>e. OTHER</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>f. PROGRAM INCOME</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>g. TOTAL</td> <td style="text-align: right;">\$ 182,780.00</td> </tr> </table> | a. FEDERAL | \$ 90,250.00 | b. APPLICANT | \$ 92,530.00 | c. STATE | \$ 0.00 | d. LOCAL | \$ 0.00 | e. OTHER | \$ 0.00 | f. PROGRAM INCOME | \$ 0.00 | g. TOTAL | \$ 182,780.00 | 17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> YES if "Yes," attach an explanation. <input checked="" type="checkbox"/> NO | |
| a. FEDERAL | \$ 90,250.00 | | | | | | | | | | | | | | | |
| b. APPLICANT | \$ 92,530.00 | | | | | | | | | | | | | | | |
| c. STATE | \$ 0.00 | | | | | | | | | | | | | | | |
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| e. OTHER | \$ 0.00 | | | | | | | | | | | | | | | |
| f. PROGRAM INCOME | \$ 0.00 | | | | | | | | | | | | | | | |
| g. TOTAL | \$ 182,780.00 | | | | | | | | | | | | | | | |
| 18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED. | | | | | | | | | | | | | | | | |
| a. TYPED NAME OF AUTHORIZED REPRESENTATIVE: Joseph Myers | b. TITLE: Executive Director | c. TELEPHONE NUMBER: (707) 579-5507 222 | | | | | | | | | | | | | | |
| d. SIGNATURE OF AUTHORIZED REPRESENTATIVE: | | e. DATE SIGNED: 01/19/11 | | | | | | | | | | | | | | |

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Executive Summary

The purpose of the National Indian Justice Center's Tribal Transportation Safety Corps Program is to improve transportation safety and facilities throughout Indian Country by building the skill and capacity of tribal communities to address transportation safety and improvement issues. Full-time and part-time AmeriCorps members are placed in tribal communities and with organizations and agencies that serve tribal transportation needs to work on locally determined transportation projects. Member roles and activities are diverse depending on community needs. Members may help improve accident reporting through community education and skill-building, develop driver, pedestrian and bicycle safety public information campaigns, provide training in geographic information systems software to tribal transportation personnel, develop tribal road safety audit teams or provide construction equipment training and work place safety information for transportation projects. The goal of Safety Corps is to improve the skills and knowledge of local tribal members to operate effective transportation safety and improvement projects with these projects leading to measurable improvements in tribal community safety over time.

Rationale and Approach

A. COMMUNITY NEED

Throughout the National Indian Justice Center's (NIJC's) long experience of providing California and Nevada American Indian tribes with transportation training and technical assistance, we have learned through tribal consultation that roadway/traffic safety is a critical issue for many tribal members and tribal governments and an area where assistance is greatly needed. There are 109 federally recognized tribes in California and 20 in Nevada. The majority of tribal communities are rural or remote. Tribal governments are sovereign nations. They are responsible for regulating roadway/traffic safety on tribal lands and for participating in roadway/traffic safety near tribal lands. Yet because most tribes in California and Nevada are small tribes without formal transportation departments and the economic means for funding them, they are limited in their capacity to address safety and other concomitant

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environmental justice in transportation issues. If tribes do have a transportation department, it is often composed of one person who is responsible for a multitude of tasks that would normally be allocated among several different job positions. In tribes without transportation departments, a tribal council member may cover transportation issues or they may not be covered at all. Due to their limited capacity, tribes in these states lag behind other governments in their ability to improve roadway/traffic safety for tribal members and the general public through means employed by other governments.

Through tribal consultation and our participation in state and national forums, such as the California Department of Transportation (CalTrans) Native American Advisory Committee and Transportation Research Board Native American Advisory Committee, NIJC knows that tribal communities experience disproportionate rates of traffic injury and fatality, yet this situation for the most part remains undocumented locally. It is difficult to quantify the number of traffic injuries and fatalities for tribal members on and near California and Nevada tribal lands and the economic and social impact because in both states, almost no traffic safety data is collected on American Indian populations. California and Nevada informational resources lack reporting or identifying data for accidents on or near tribal lands. Additionally, state DOT and Highway Patrol databases on traffic injuries and fatalities do not report by race. Locally, few tribal governments have established transportation data collection and reporting systems. Even the available national statistics as set forth below do not reveal the entire scope of the problem. In tribal communities, collecting accurate data is made more challenging by underreporting of traffic injuries and accidents due to people driving under the influence, without auto insurance and driving without a license, and because of Native people's general mistrust of law enforcement and/or unawareness of the importance of reporting.

What the national data clearly illustrates and what NIJC has documented during the course of statewide transportation safety outreach meetings with tribal communities is, safety issues are on the rise, with

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youth being most seriously affected. According to the National Highway Traffic Safety Administration (2004), from 1975 onward, the number of motor vehicle fatalities on Indian reservations jumped fifty-three percent from 181 deaths to 267 deaths in 2002 with 5,962 fatal motor vehicle crashes occurring during that period and 7,093 lives lost. With an average of 213 fatal crashes per year, the numbers of fatal motor vehicle crashes in Indian Country are increasing compared to a decrease nationwide.

Nationally, fatality rates for motor vehicle occupant injuries are 3 times higher for Native children than for white and black children. Pedestrian-motor vehicle collision deaths for Native youth are almost 4 times than for all races combined (American Academy of Pediatrics, 1999). According to the Centers for Disease Control (CDC), motor vehicle crashes are the number one cause of death for Native American children and young adults aged 4 -- 24 (CDC, 2003). For Native Americans of all ages, they are the third leading cause of death (National Highway Traffic Safety Administration, 2006).

Alcohol is a culprit in many Indian Country accidents. Native people have the highest alcohol-related motor-vehicle death rates of all racial/ethnic groups (CDC, 2003). Native youth and children who ride with impaired drivers or who walk on unsafe roads frequented by impaired drivers are at great risk for unintentional injuries and death. Further, Indians have the highest rate of pedestrian injury and death of any other ethnic group. The majority of Native American pedestrian fatalities occur in rural areas, on major roadways lacking pedestrian facilities which are outside of the reservation jurisdiction and involve alcohol use on the part of the pedestrian or driver (NHTSA, 2004).

Driving under the influence does play a part in many injuries and fatalities on reservation roads but it is not the only problem. One of the reasons for the high number of fatalities among children is seat belt/child safety seat use in Native communities is notoriously low. Unsafe speeds, reckless driving, and inexperienced or distracted drivers are some of the other human/behavioral factors involved. These problems are, in turn, amplified by road conditions, poor traffic safety enforcement and few driver and

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pedestrian safety awareness and education efforts locally.

Indian roads are some of the most poorly designed and maintained transportation systems in the nation.

Due to the insufficient road construction and maintenance budgets afforded to most California and Nevada tribes by the chronically under-funded Bureau of Indian Affairs Indian Reservation Roads Program, tribal transportation facilities in these states often lack proper signage and traffic control devices, are devoid of sidewalks and do not receive needed repairs.

As noted earlier, under-reporting of accidents is another problem that only leads to more of them.

Without the necessary accident data and supporting information from road safety audits, tribes cannot adequately compete for road improvement funding. Further, due to political factors, tribes have been historically excluded from regional and statewide transportation planning forums where participation is critical to access financial resources and inclusion in state and regional long range planning.

To increase transportation safety, California and Nevada tribal communities must be able to develop and implement multi-faceted strategies employing a combination of transportation system design and structural improvements, policy development and public safety education. Having a seat at major planning tables is also critical. NIJC's AmeriCorp program, Tribal Transportation Safety Corps, will provide direct and indirect services to help tribal communities in California and Nevada implement transportation safety improvement measures to improve conditions on and near tribal lands and increase community capacity to administer transportation programs.

ACTIVITIES & MEMBER ROLES

NIJC currently operates the California and Nevada Tribal Transportation Technical Assistance Program

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(CA/NV TTAP) for the Federal Highway Administration and conducts a variety of tribal transportation projects for the California Department of Transportation (CalTrans). To meet tribal transportation safety needs, NIJC and its partners provide educational resources, group onsite training sessions and topic specific distance education to tribal leaders and transportation personnel. Additionally, the CA/NV TTAP serves as a conduit to facilitate the flow of information on tribal needs to local, state and federal government agencies and policy makers. Being able to place AmeriCorps members directly into tribal communities augments the CA/NV TTAP by allowing us to go several layers deeper in service provision and community engagement. While the TTAP is able to address the periodic and broader training needs of tribal governments regionally, we are very limited in our ability to provide the kind of intensive and hands-on assistance many communities need and which members can provide.

In 2009, NIJC conducted an initial assessment of tribal needs under an AmeriCorps planning grant. Approximately 35% of California and Nevada tribes indicated an interest in hosting an AmeriCorp member. Different activities are needed depending on the level of development and sophistication of transportation programs in different tribal communities and their progress in addressing safety issues.

Activities will include:

- Researching, developing and implementing local data collection systems for accident reporting;
- Coordinating road safety audits and transportation needs assessments and recruiting community members to participate in them;
- Providing education and training to community members to promote awareness and basic skills on accident reporting;
- Developing transportation safety public information campaigns with community members;
- Researching grants for transportation facility improvements, law enforcement and behavioral modification programs and developing a transportation safety improvement funding strategy.
- Providing grant writing training for transportation programs;

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- Helping communities evaluate their transportation-related software needs and locating potential in-kind resources;
- Providing training in intermediate and advanced skills in database software, project management software and geographic information system software (GIS);
- Conducting GIS mapping and building local digital databases with community members;
- Providing training on understanding construction contracts and construction plans;
- Providing training on how to enforce tribal employment rights ordinances in transportation projects on tribal lands;
- Helping to develop tribal codes and ordinances for transportation safety;
- Providing training on how to recognize and respond to the environmental justice impacts of transportation projects;
- Providing construction equipment training including workplace safety;
- Organizing community members to develop safety plans and writing the plans; and
- Developing long-range transportation plans.

Members will be directly involved in implementing one or more of these activities based on an assistance plan and agreement with each site. The site agreement will assess and spell out how member roles are distinct from staff and volunteers in targeted service areas. This MOU process and use of member job descriptions will help NIJC and sites be very clear about member roles and ensure that 45 CFR § 2540.100 compliance is met. As mentioned earlier, most tribes address transportation with little or no staff. Community volunteering in transportation programs is minimal and another area that members will address. Many of the activities above are services a tribe would acquire through consultation.

NIJC is a mature organization with advanced administrative capacity and well-developed relationships

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with California and Nevada tribes on transportation issue. To ease the local administrative/fiscal burden, NIJC will administer the Safety Corps and provide fiscal management using centralized programmatic elements. To unify sites, simplify monitoring and facilitate local program implementation NIJC will use My Service Log. This customizable, hosted web application was created for service program administration and will be used to standardize member and site reporting and performance tracking across sites. Four full-time members (1700 hours) and six part-time members (900 hours) will be recruited on a rolling basis. Slots were determined based on preliminary interest indicated by respondents to our community needs assessment and our knowledge of their local transportation program capacity. Members will serve sites individually. Nine will be placed at different host sites including California and Nevada tribal communities and in agencies and organizations that serve the transportation needs of tribal communities. One full-time member will serve at NIJC and be assigned to the Tribal Transportation Technical Assistance Program to focus on developing and implementing traffic and roadway safety distance education resources for tribal communities.

Due to the underdevelopment of tribal transportation departments, more part-time slots than full-time slots are requested initially. For example, a community without a transportation department may not have the capacity or expertise to supervise a full-time member in the more complicated activities but could benefit from an infusion of part-time assistance in a targeted area, such as developing a data collection system to secure funding. In time, the need for a full-time member may grow along with the site's increase in capacity in transportation and experience with the AmeriCorps program itself. Also, part-time positions will be more attractive and feasible for some of the groups we will be recruiting from, such as retirees and college students.

Due to the program needs/activities, it will be important for members to already have specialized skills. Our strategy for member development, training and supervision is to make sure that support is in place

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to help members understand how to transfer their skills to an Indian Country setting. This is fundamental to achieving our outcomes. For example, if a member is assigned to conduct a safety needs assessment but does not follow local protocols for approaching elders or working with a tribal council, she or he may not be successful. Basic training for every member will include a three-day orientation to AmeriCorps (including information on prohibited activities and making this part of their member contract), cultural sensitivity training, introduction to federal Indian law and Indian lands status, and government-to-government consultation. We will develop with site supervisors an individual training plan for each member tied to their skills and activities. Specialized training and development needs and higher level supervision will be met through video-conferencing with NIJC's CA/NV TTAP staff and consultants, social networking, webinars and site orientations.

OUTPUTS & OUTCOMES

The output measures we propose relate to Growing Community Transportation Capacity with training tribal personnel and volunteer development as important components of service provision. Thus, an output for Safety Corps may be, "25 or more tribal members are trained in transportation safety at each site by skilled members" resulting in an intermediate outcome of, 75% or more of trained tribal members demonstrate improved skills in transportation programs:

- operating computer software used to implement and manage transportation programs;
- awareness and knowledge about accident reporting;
- knowledge about road safety audits;
- transportation grant writing;
- knowledge and skills to assess transportation safety;
- skills to develop transportation safety plans;

End outcomes include:

- Tribal members develop effective transportation safety programs

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- Transportation safety increases in tribal communities

NIJC will use some of the functions in My Service Log to collect data on member accomplishments. Depending on the functionality of that program and our ability to customize it to our performance measures, we may also develop and train members and sites on another standardized system for collecting performance data using hard copy forms and the online software, Survey Monkey. Staff will help sites develop custom evaluation surveys for each training session if needed. Performance measures may include the number of hours each member devotes to training and the skills they possess, the different types of training provided, the number and job titles of the people who are served through each session, the percentage of people who gain new knowledge and skills and the type of knowledge and skills they acquire. Methods for quantitatively and qualitatively tracking performance may include member logs showing numbers of hours spent designing and conducting training sessions, member journals, training session flyers, sign-in sheets for training sessions, session pre- and post-test evaluation surveys and focus group notes. End outcomes may be shown by the existence of new transportation safety programs in tribal communities or the expansion of existing programs, new local knowledge about the risk factors that impact safety, funds received to make road safety improvements, or a decrease in injuries and fatalities. Since NIJC operates the CA/NV TTAP and has ongoing contact with tribal communities, we will have a good view of end outcomes.

CONTINUOUS IMPROVEMENT

Appropriate feedback channels, active communication and progress reporting are vital for continuous improvement. The program's large geographic scope demands a creative approach and we will rely heavily on technology and social media for facilitating feedback with appropriate training provided in these areas. Our self-assessment and improvement plans include recruiting a local liaison at each site, ideally a tribal leader, to help monitor program performance based on grant objectives and to facilitate

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communication and problem solving. Quarterly or more frequent group teleconferences between program staff, site supervisors and liaisons and our partners will be conducted to discuss obstacles and share best practices. These advisory-like meetings will be documented and posted to the different groups (member, supervisor, affinity) in the Safety Corps social networking site for people to look back on. State and regional tribal transportation meetings are also ideal venues for piggy-backing in-person assessments with sites, since tribal transportation personnel are likely to attend them or they may be held in site communities or agencies. All orientation trainings will be evaluated for effectiveness and continuously improved based on member and supervisor surveys. Quality improvement surveys and forums will be included in the social networking site to provide additional feedback mechanisms for members, who will also be required to submit monthly reports to their site supervisors. Program staff will check-in with site supervisors, members and partners regularly by phone and email to address problems and concerns. A written grievance procedure, included in member contracts will give all members a formal avenue for submitting complaints and receiving a response from lead staff. My Service Log progress reporting functions will be used to standardize and facilitate site supervisor monthly reports to NIJC.

COMMUNITY INVOLVEMENT

To better ascertain the needs and potential roles and activities of members, NIJC surveyed California and Nevada tribal communities using an electronic survey and made them aware of our intent to develop the program using our CA/NV TTAP website, newsletter and training sessions. Our CA/NV TTAP Advisory Committee, other TTAP programs, CalTrans Native American Liaisons and NDOT personnel reviewed the survey structure and helped us hone in on priority activity areas such as data collection, fund development, technology capacity, community-based planning, emergency preparedness, legal capacity, cultural resources protection, environmental justice and construction readiness. Sixty-five tribal communities and other stakeholders responded to the electronic survey with

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site-specific activities. This consultation was augmented by NIJC staff participation in statewide, regional and national forums on tribal transportation. In addition to identifying activities, the survey also helped us determine local interest in hosting an AmeriCorps member and identifying potential partnerships.

We will continue to engage our partners/stakeholders in the program by making community needs assessment an ongoing process and giving them a part to play in program implementation. For example, our CA/NV TTAP Advisory Committee will provide program oversight, make us aware of emerging issue areas and suggest methods for quality improvement. Committee members may serve as trainers or mentors for member development. CalTrans Native American Liaisons and NDOT personnel and other TTAP programs will play a vital role in promoting awareness of the Safety Corps in tribal communities and recruiting members. They can provide educational resource and training, and may serve as local sites.

RELATIONSHIP TO OTHER PROGRAMS

While NIJC, through the CA/NV TTAP, collaborates with nearly every agency and organization that serves tribal transportation needs in the targeted states, with Safety Corps, NIJC is carving out a new niche for AmeriCorps both statewide and nationally. It will be the only program in the nation that focuses on tribal transportation safety under the umbrella of public safety. As such, we will be developing programmatic resources and experience that can complement and enhance other programs. In California, there is only one tribal AmeriCorp program, which is operated by the Hoopa Valley Tribe, and there are none in Nevada. NIJC envisions having substantive interaction with other tribal, national and state programs through grantee meetings and state commission trainings and events where we may serve as peer trainers on Native American communities and effective practices. Additionally, NIJC will be developing a number of culturally-appropriate curricula for program orientation and training

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purposes, such as a distance education program on tribal civic participation. We can share these with other programs that serve Native communities or use Native members. Due to our extensive tribal relationships throughout both states on a variety of issues, NIJC can help other programs secure Native staff, suggest effective recruitment strategies or develop more effective approaches to program implementation with tribes.

NIJC currently receives CNCS Learn and Serve to operate Native Youth in Action, a national community-based service learning program. Safety Corps and Native Youth in Action will share educational resources, conduct cross-trainings at our annual For All My Relations Conference and use a common social networking platform. In 2009, we received an AmeriCorps planning grant for Safety Corps.

NIJC has consulted with the State Commissions in California and Nevada by emailing them about our intended program design, determining with them requisite member benefits such as Worker Compensation and inquiring about training and support services. NIJC has submitted a consultation form to each state and will update it upon program implementation.

REPLICATION

Safety Corps represents a unique opportunity to leverage and expand the impact of another major federal program, the Tribal Transportation Technical Assistance Program, using AmeriCorps members. It has great potential for replication but the first challenge will be to establish credibility with tribes and other programs and to demonstrate creative ways for meeting matching fund requirements, such as carving out funding from tribal self-governance compacts. Currently, none of the other six TTAP's have AmeriCorps programs but the tribes they serve face the very same needs identified by this program. Some have already expressed interest. NIJC is designing a concept that can be adapted by other TTAP's

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or be expanded to serve other tribes in other states. NIJC meets with other TTAP staff on a regular basis and will inform them about how the program is progressing and its effectiveness. We can provide them with direct technical assistance to replicate or adapt the Safety Corp, including systems, processes, forms and training and evaluation resources. Local Transportation Technical Assistance Programs serve local governments and may also be interested in replication. There are 50 of them throughout the nation. Additionally we can promote replication by disseminating the program through national forums like the Transportation Research Board and at national meetings.

Organizational Capability

PROGRAMMATIC/FISCAL OVERSIGHT

In 1983, the National American Indian Court Judges Association, the American Indian Lawyer Training Program and the Bureau of Indian Affairs collectively established NIJC to provide an independent, national training and technical assistance (TTA) resource for American Indian community development. With Executive Director, Joseph Myers, at our helm since our founding, NIJC has helped dozens of tribes establish and improve their governmental systems in numerous issue areas by building the knowledge and skills of tribal leaders, personnel and members to be active community problem-solvers. Over our history, we have created 50 or more TTA programs and trained over 15,000 people. NIJC has been involved in tribal transportation since 1997 when Mr. Myers was asked to serve on the CalTrans Native American Advisory Committee. From that point forward, we have developed and provided a variety of specialized tribal transportation programs with a special focus on safety. Projects have encompassed environmental justice in tribal transportation, driver/pedestrian safety, long-range planning, outreach and engagement in transportation planning and government-to-government relationship building. Since 2007, we have operated the California/Nevada Tribal Transportation and Technical Program, which provides transportation safety, planning and construction technical assistance to tribal governments.

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Over our history, NIJC has managed dozens of federal grants requiring task implementation and volunteer recruitment and management in multiple states. For example, we just concluded a national project for the Office on Violence Against Women. It involved recruiting and working on an ongoing basis with a panel of volunteer experts from Public Law 280 states to develop and provide a national conference on the subject of Public Law 280 and its impact on violence against Native women and then develop a best practices guide. We currently administer a CNCS Community-based Learn and Serve Program under which we administer service learning sub-grants on and national level and work with sub-grantees to institutionalize service learning including increased volunteerism.

NIJC is a mature organization with the well-developed administrative systems needed to cost-effectively implement an AmeriCorps program using a centralized programmatic elements and fiscal management. Organizational and human resources policies and procedures, a web-based training and technical assistance tracking system, e-marketing mechanisms and practices, data collection methods and software to support performance measurement, institutional partnerships and grants management policies and procedures are in place to streamline program functioning. Additionally, we will employ My Service Log, a low-cost, hosted web application created to help AmeriCorps and other service programs manage program administrative functions (logging, data management, site and member communications and reporting) across multiple sites in accordance with AmeriCorps regulations and provisions. In addition to helping us to manage our sites, My Service Log incorporates federal reporting forms, allows customization in data collection and reporting, and will greatly aid own progress and financial reporting to the Corporation.

NIJC has a sound financial management structure and has managed millions of dollars in federal funds over twenty-six years. Our fiscal controls and accounting procedures assure that all funds are disbursed and accounted for pursuant to rigorous federal standards. Fiscal management is performed by our full-

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time financial officer and an accounting consultant who helps with compliance and reporting. NIJC's Quickbooks, accrual basis system with fund accounting tracks and reports on all grant income separately and can track match. Each grant is entered into the system using a unique identification code. Invoices must be generated and approved for each drawdown. A functional allocation of income and expense is tracked by a unique classification for each grant. Profit and Loss reports for income and expense transactions are generated each month and compared to an over/under budget report. Independent audits are performed every two years or annually depending upon the number of grants received in that fiscal period. Over our history, we have had no audit findings.

MULTI-SITE MANAGEMENT

Through our operation of the CA/NV TTAP program and previous tribal transportation technical assistance projects, NIJC has well developed relationships and credibility with tribal community agency and organizational sites. For Native communities, trust and personal relationships are key factors for success. The fact that the Safety Corps Project Director and Manager are personally known by most tribal leaders and transportation personnel in California and Nevada will ease the way for site monitoring of sovereign tribal nations. Monitoring will be facilitated through our existing technical assistance tracking system with TTA requested routed through a dedicated help desk. Site services will be supported and overseen through ongoing staff mentoring and technical assistance to site supervisors as relayed through help desk tickets and using phone calls, emails, social networking and low-cost video-conferencing. Standardized progress reporting through My Service Log will be used to facilitate site reporting and computerized accounting of member hours and activities to NIJC to meet AmeriCorps requirements. These processes, along with standardized orientation, quarterly site supervisor meetings, social networking and group reflection and celebration events are the common programmatic elements that will help sites develop mutual connections and a shared mission and vision.

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Site selection and retention is just as vital to the success of the program as membership recruitment and retention. NIJC has developed and has distributed a preliminary site agreement form with information on eligibility and site roles and expectations to market the program to tribes. Potential host will fill out a site application with specific questions and addendum requirements designed to elicit information on the applicant's financial, administrative and personnel capacity to participate in Safety Corps and how the local program will meet the criteria under 45 CFR § 2522.475 . Applicants will be screened and further information will be illuminated through site interviews. For sites that are selected, NIJC and the site will enter into a Memorandum of Understanding that spells out such issues as roles and responsibilities of the site and NIJC, reporting and compliance requirements, resources provided to members, matching commitment and grievance procedures.

MANAGEMENT STRUCTURE

A non-profit with administrative offices in Santa Rosa, California, NIJC is governed by a 100% Native Board of Directors who guide programmatic direction, provide financial oversight and serve as expert trainers. Program direction and implementation is further informed by a number of program-specific community advisory committees. NIJC's Board and CA/NV TTAP Advisory Committee will oversee the program and be actively involved in member development and training. Lead staff, including our Executive Director, a Staff Attorney and our Financial Officer will administer the program. NIJC Administrative Assistants will provide secretarial services as needed, our Training Coordinator will track and refer help desk requests and assist with training events and our Development Officer will support fund/resource development.

NIJC has assigned its most experienced personnel to the program. NIJC Executive Director, Joseph Myers, a Native attorney and nationally known federal Indian law expert, will serve as Program Director. This part-time position is responsible for program oversight, service site development and selection,

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member selection, partnership development, specialized training and public relations. Mr. Myers also serves as Project Director for our CA/NV TTAP program. Staff Attorney, Raquelle Myers will serve as Project Manager. This part-time position will cover daily program administration and staff supervision, ongoing systems development, member training development, performance measurement and evaluation and reporting. Ms. Myers is a curriculum specialist credited with creating model programs for Indian Country. She manages all of NIJC evaluation process. Ms. Myers is the CA/NV TTAP Program Manager. NIJC Financial Officer, Dixie Myers, will perform program financial management and along with the Project Director, oversee its compliance with AmeriCorps provisions and regulations. A .75 FTE Program Coordinator position will be created and advertised to AmeriCorps alumni, recent college graduates and tribal communities nationwide. The new staff member will be selected based on job description criteria and their interest in furthering the goals of Safety Corps and AmeriCorps. The Coordinator will undergo intensive and ongoing professional development through hands-on training from the Program Manager, self-study of AmeriCorps resources and attendance at state, tribal and national meetings. As the program's only full-time staff member, the Coordinator's duties will be expansive. He/she will have a hand in all areas of program implementation, particularly member recruitment, training and monitoring, site supervision and monitoring and performance measure data collection.

ORGANIZATIONAL IMPROVEMENT

For the past three years, NIJC has been fortunate to both lead and be part of an organizational capacity building initiative funded by the Compassion Capital Fund, DHHS. It requires that we examine on an annual basis our capacity in leadership/staff development, organizational development, fund development, program development and community engagement. To facilitate this process NIJC uses an organizational Strengths, Constraints, Opportunities and Risk evaluation tool (SCORE), which helps us prioritize and rank areas in need of capacity building and identify potential solutions. Additionally,

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NIJC works with an external evaluation consultant, Glacier Consulting, Inc., to provide guidance on project/program performance measurement, data collection systems and evaluation strategies and enhance our overall effectiveness in communicating results and benefits to funders and policy makers. In the area of financial systems, we employ an external accounting consultant, Beverly Howell. Ms. Howell keeps us informed about compliance issues and recently helped us redesign our financial systems and procedures for better reporting and tracking. The Executive Director meets with our Board Officers by phone and in-person regularly to consult with them about NIJC strategic direction and its alignment with current tribal community issues. Weekly staff meetings provide a venue for discussing NIJC's overall programmatic direction and any project specific challenges. Quality staffing is ensured by clear job descriptions and regular performance assessment. In the area of revenue development we continuously assess our fund development strategies, strive to keep pace with changes in interest areas of our major funders and expand our assets through social enterprise development. NIJC is currently working with the University of California, Berkeley, Haas School of Business, Social Sectors Solution Program toward this end.

TECHNICAL ASSISTANCE PLAN

The national AmeriCorps community is very large and filled with a diversity of programmatic and financial expertise. Our program and site technical assistance needs will be discussed at weekly staff meetings. For technical assistance, NIJC will rely on peer-to-peer networking, our program and grants management officers, CNCS technical assistance providers and listservs, State Commission personnel and trainings, national grantee events and the copious best practices resources and online education programs available through the Corporation's national resource center. To orient sites, site supervisors and community liaisons will be provided with an orientation manual. Supervisors will attend member orientation. Our site's ongoing training and technical assistance needs will be determined through help desk requests and quality improvement surveys, and will be responded to on an as needed basis by the

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appropriate program staff person, or by referral to a peer provider or via the resources listed above.

ACCOMPLISHMENTS: VOLUNTEERS

NIJC uses various strategies to recruit volunteers. Sometimes we use online portals, such as Volunteer Now, to broadcast specific opportunities. However, because we value personal connections, the most effective methods for NIJC have been internships cultivated by our staff through their professional appointments at local universities and word-of-mouth referrals from tribes and our partner organizations. Volunteers are supported through personalized training by NIJC staff supplemented by opportunities to attend NIJC trainings, take our distance education courses and participate in meetings, events and conferences. Volunteers have access to all of the resources they need to accomplish their work, including office space, communications, computers and software.

ACCOMPLISHMENTS: LEADERSHIP

NIJC is recognized nationally as the pioneer in training and technical assistance for tribal communities and a forerunner in developing culturally-relevant Native distance education programs. Due to our experience, we are routinely called upon by other organizations and agencies to help them coordinate and consult with tribal governments and/or improve their ability to assist Native people. We count among our current and former Board of Directors and consultants such distinguished leaders as Larry Echohawk, U.S. Assistant Secretary for Indian Affairs, William Rhodes, Governor of the Gila River Indian Community, and Cynthia Gomez, California Environmental Protection Agency, Assistant Secretary for Native American Affairs. Safety Corps will flourish under the leadership of our highly honored Executive Director, Joseph Myers, a Pomo elder statesman who is recognized throughout Indian Country for his unflagging dedication to improving conditions for tribal communities and Native people. Mr. Myers is a federal Indian law expert who has been called upon by various Congressional committees to testify on Indian affairs. A staunch advocate for Native community health and welfare,

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Mr. Myers and NIJC created For All My Relations, an annual conference for Indian families that draws together hundreds of people each year. Mr. Myers received the California Peace Prize in 2002 for his work in violence prevention. In 1993, he was honored by the United States Justice Department for his outstanding contributions to victims of crime in Indian country. He is president emeritus of the Board of the National Organization of Victim Assistance. In the realm of transportation, Mr. Myers and all of our CA/NV TTAP staff are looked to for their expertise in tribal transportation. Mr. Myers is the Chairman of the Native American Advisory Committee for CalTrans and a member of the Transportation Planning for Small and Medium-Sized Communities Committee, Transportation Research Board of the National Academies.

COMMUNITY SUPPORT/COLLABORATIONS

NIJC thrives from diverse collaborations. We value partnerships and actively cultivate them. An expression of this is our use of community advisory committees for nearly all of our programs and projects. Stakeholder participation is vital to ensuring that our NIJC services are carefully targeted toward community-identified needs and that the solutions we offer are culturally-relevant, timely, inclusive and cost-effective. Community- and faith-based organizations, universities, tribes, and individuals have had various collaborative roles in NIJC over our history. For example, collaboration has been essential to the success and expansion of our annual major conference for Indian families for the past ten years. Between 1999 and 2009, For All My Relations attendance grew from less than a hundred people to over 750 participants. Due to the number of professionals who are willing to donate their time to providing workshops, we have been able to expand our workshop offerings, address new issue areas and add a youth track. To keep registration fees minimal and ensure attendance by low-income people, we rely on cash and product sponsorships from tribes, corporations like Verizon and local foundations. We can rely on collaborations from these same channels for Safety Corps and use the conference as a venue for public relations, site development, days of service and member development

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and celebration.

LOCAL CONTRIBUTIONS

Local cash contributions will be a major source of matching funds for Safety Corps. Sites will be required to provide a contribution toward services depending on the number and type of member slots. This contribution will increase over time as the program grows and as NIJC works with sites to creatively generate match. Site in-kind contributions of office space, computers and software, supervision, training and other resources will also be required. Additionally, NIJC is cultivating other local support, especially in the area of member development. We can rely on our colleagues at CalTrans and the BIA, for example, to provide specialized training in topics of tribal transportation. NIJC is a partner in the San Francisco-based foundation, Zero Divide's, Broadband Technologies Opportunities Program and stands to receive \$150,000 over two years for a dedicated staff person on technology, telecommunications and social media who will spend the bulk of his/her time providing training within our CNCS programs. We are currently working with ESRI, a GIS software company in Redland, California to acquire training on GIS and software donations from tribal transportation programs. Once the program begins operating and showing effectiveness we can approach local corporate funders who have an interest in civic participation and national service, such as Bank of the West. Tribal sponsorships will allow all Safety Corps members the opportunity to attend NIJC's For All My Relations Conference each year.

COMMUNITY STAKEHOLDERS

In 1983, NIJC operated out of a donated office at Indian Valley College in Novato, California with a handful of staff and partnerships. Today we own a 24,000 square foot facility, have over ten full-time staff and work with dozens of partners nationally. The progress we have been able to make as an organization is due, in large part, to in-kind support. The man who was responsible for securing our

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first permanent home works on behalf of NIJC to this day and is only one example of the sustained support NIJC enjoys from diverse community stakeholders. Much of our non-financial support comes in the form of expert consultation, such as all of our Board members who are willing to serve as trainers or advisors on our various projects. We have a growing number of individuals and organizations who are introduced to NIJC through our events, meetings and conferences, or through work we do in their communities, and who want to partner with us on our programs and projects in an advisory capacity. Many of our stakeholders are people, tribes and organizations who will ultimately benefit from our programs. For example, in 2004, NIJC engaged a committee of distance learning experts from California tribes with community computer centers, Humboldt State University, Palomar College and the Alliance for Distance Education in California to help us conduct a statewide feasibility study on the distance education needs of Native people in California. The same committee composed of nearly the same people continues to be involved in all of the distance learning projects NIJC has implemented since then. They bring to the table, access to potential financial resources, knowledge and application of emerging modalities, formative program evaluation skills and other support essential to our ongoing work to transform our onsite education programs into distance education formats.

Cost Effectiveness and Budget Adequacy

MSY COST - \$13,136

DIVERSE NON-FEDERAL SUPPORT

NIJC intends to use a combination of cash and in-kind resources to meet the matching requirements and provide the range of support needed to make the program a success:

- Site cash match for full- time (\$5,000) and part-time members (\$2,500) to fund member support costs and travel to trainings. This match will be secured once site agreements are in place. \$35,000 or more will be secured.
- Four or more transportation professionals from our partner organizations will provide training on

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specialized topics for member orientation and ongoing development workshops at For All My Relations.

- Tribal and corporate sponsorships to support member, Program Coordinator and site supervisor travel to For All My Relations.
- Sites to provide members with office space, communications, access to computers and software and liability insurance coverage while onsite.
- Sites to fund supervisor travel to member orientations.
- NIJC to provide members with computers, media equipment and software obtained through TechSoup.com if local resources are unavailable or to augment local resources.
- NIJC to offer members bundled, online training in technology skill development with resources obtained through TechSoup.org and Microsoft as needed.
- NIJC is currently working with ESRI, the nation's leading geographic information systems software provider to secure GIS training support and GIS software.
- Site supervisor and liaison hours.
- Member mentor hours at one hour per week or more depending on member needs.
- NIJC funds a portion of program administration and 100% of program occupancy with our discretionary funds (approximately \$250,000 in FY 2010).
- NIJC will approach private and corporate funders that have an interest in national service and civic participation as program begins to demonstrate effectiveness.

BUDGET ADEQUACY

NIJC proposes a small program to initiate our AmeriCorps experience and build adequate capacity to operate a larger program over time. Our total cost per member is \$13,136. Our match exceeds the 24% minimum but is needed to realistically establish and operate a multi-state program. Our budget reflects only a portion of actual costs, as we intend to leverage different resources at the local site level and from

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our partners once members are placed and their actual resource and development needs are known. The most important theme for the first three program years is establishing Safety Corps' credibility with members, sites, our partners and the Corporation and retaining these relationships over the long-term. Thus, we must ensure that members succeed and grow personally and professionally through adequate training and cost effective platforms for reflection. The Ning social networking site we will use for member and site relationship building is free. Our sites must be supported with systems and ongoing supervision and training in order to adequately administer the program locally. One of our smallest budget items (My Service Log at \$25 per month) will result in the biggest savings in terms of operational efficiency. In the first three years, partnership building and NIJC administrative capacity-building is crucial. Our budget is designed to reflect these areas of importance with emphasis placed on adequate staffing, training consultation, travel, and technology.

Evaluation Summary or Plan

N/A

Amendment Justification

N/A

Clarification Summary

MEMBER SUPERVISION

Several layers of direct supervision are proposed: At the site level, the member will be assigned a site supervisor who is an employee of the tribal department, program or organization to which the member is assigned, and a local liaison. The site supervisor will monitor the member's performance and service hours in relation to his or her job description, service agreement and local projects. This includes weekly supervisory meetings with the member. The supervisor will report on these meetings using modules in My Service Log so that NIJC can be assured the meetings are taking place. Also, the member will be required to report on their own service activities and member hours using My Service Log. Both the site supervisor and NIJC staff will have access to the member's reports and can use them to provide

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the member with construct feedback and direction. The local liaison will be a support figure in the member's life and provide supervision on a more informal and as needed basis. He or she will help the member navigate through local political, cultural and social considerations that may have a bearing on the member's ability to effectively implement activities within the community or work effectively with tribal staff. The liaison will report any concerns in writing to the site supervisor as needed. NIJC program staff will also provide supervision. The Program Coordinator will meet with members on a monthly or more frequent basis by video-conference or telephone to discuss any performance issues that cannot be resolved at the local level and to check in with the member to provide general support and to answer questions about the AmeriCorps program.

All of the tribal sites will have strong capacity to supervise members. This existing ability will be enhanced through standardized monitoring/reporting in My Service Log and ongoing communication between NIJC program staff, site supervisors and local liaisons. However, the AmeriCorps program itself will be new to most of the sites. Site supervisors and liaisons will need to be made aware of the fine points of AmeriCorps program administration and what is expected in the area of member supervision. NIJC will provide individualized training to site supervisors in order to build their capacity to monitor members in accordance with AmeriCorps provisions.

CAPACITY BUILDING

Local colleges and universities that assist tribes with transportation safety issues or transportation facility planning and construction

Engineers and other for-profit consultants who assist tribes with transportation safety issues

Local Mothers Against Drunk Driving chapters

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Local elementary and secondary schools

Regional and/or metropolitan transportation planning organizations

Tribal courts and police departments

Tribal alcohol and substance abuse prevention programs

Tribal local and state law enforcement

State Departments of Transportation and Tribal Liaisons

Tribal Transportation Technical Assistance Programs

VOLUNTEER GENERATION

The roles of volunteers will be diverse depending on the transportation safety needs of the community and the projects the member takes on to address these needs. For example, a site may wish to address high incidences of drunk driving by teenagers in the community. The member may recruit a group of youth and adult volunteers to work on developing an anti-drunk driving brochure, public service announcement or information program aimed at changing youth behavior. The member and volunteers may put on a community dinner to disseminate the materials. Using volunteers in this way helps increase the visibility of the AmeriCorps program generally and build community support for it. It helps ensure that the program is producing community generated solutions to community problems and these strategies are not originating solely with the member. It also involves community members in simple

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and immediate means for improving transportation safety and empowers them to tackle more complex safety issues.

MEMBER TERMS OF SERVICE/LIVING ALLOWANCE

NIJC anticipates its half-time members will primarily be annuitants and/or retirees from California and Nevada Departments of Transportation or other applicable agencies and private employers. University students will also be targeted for half-time slots. We did not budget living allowances for these slots because we anticipate this pool of recruits will have income from other sources, such as retirement pensions and social security, which will help retain them in their positions. We anticipate annuitants and retirees will be drawn to Safety Corps by opportunities to put years of professional experience in transportation into service with tribal communities and the chance to gift their education award to a family member who may need it. We anticipate university and college students will be attracted by the education award, the training and experience they will build through the program and the chance to include service to a tribal community on their resumes. Recruitment materials will highlight such rewards.

VIRTUAL ASSESSMENTS

NIJC may consider using Survey Monkey to help standardize collection of performance measurement data across sites. In addition to gathering quantitative performance measurement data to determine if the program is meeting its targets, such as the number of tribal members trained by the AmeriCorps member, to gather continuous quality improvement data NIJC will:

- Engage a local liaison at each site (tribal leader or elder) who can provide us with regular anecdotal reports on program effectiveness and means for improvement, such as methods for increasing tribal government and community buy-in for the program, how the member is perceived within the community and whether or not the members activities reflect community values;

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- Convene quarterly best-practices meetings involving site supervisors and local liaison to discuss what works and what doesn't work at the site level;
- Post quality improvement surveys and provide a quality improvement forum in the Safety Corps; and
- Conduct site audits.

The assessment data will be used in a variety of ways. Data on new best practices can be disseminated to all of the program sites so that each site can consider adopting the practice at the local level. For example, a site may develop methods for celebrating member accomplishments that are proven to build tribal council support for the AmeriCorps program. A blog or podcast about these methods can be broadcast through the Safety Corps social networking site. Or, as a result of the quarterly best practices meetings, the need for better member understanding of tribal sovereignty is identified across sites. NIJC staff can then develop more training for members on the topic. Or, the quality improvement survey indicates members are feeling isolated from each other and need more opportunities to share. NIJC can use this as a springboard to ask members what types of activities would help them better connect to each other or to AmeriCorps generally.

Overall, quality improvement data will be used to develop and/or improve orientation and training for members and site supervisors, develop better communication protocols and systems, change or improve program policies and procedures, improve member ability to reflect on and celebrate their accomplishments and to institutionalize AmeriCorps locally so that the program and benefits are sustained.

2011 Continuation Application Clarification.

CNCS budget share reduced to \$90,250.

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Changes made to performance measures.

Continuation Changes

CONTINUATION CHANGES YEAR TWO

A. Changes in budget (Supplies and Personnel)

The cost of criminal background checks has been shifted to the federal side of the budget and increased to account for the need to conduct FBI background checks on members. This replaces a line item for a laptop computer in the supplies category. The computer was needed for the new Program Coordinator in Year One. No computer is needed this year.

There is a slight increase in the program match, which remains at 50% of total program costs. The change is due to an increase in the Program Manager's salary and fringe.

B. Justification for Increase in MSY

The increase in MSY is related to the new minimum cost of living allowance for full-time members.

C. Consultation with State Commissions

Initial Consultation Forms were submitted to the California and Nevada State Commissions in 2010.

The Nevada Commission indicated a follow-up form was not required. NIJC filed an online consultation form for 2011-2012 with the California State Commission.

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State Commissions in California and Nevada were provided with contact information for the Safety Corps program and were made part of our Tribal Transportation Technical Assistance Program (TTAP) mailing list. Safety Corps comes under the TTAP program. Through the mailing list, the Commissions receive information about Safety Corps and the TTAP program initiatives.

Letters of request for coordination and technical assistance were sent to the State Commissions. The letters provided an introduction to the purpose and goals of Safety Corps and an overview of member activities. They inquired about technical assistance and state procedures for criminal background checks and the Commission's existing alliances with tribal, transportation and/or American Indian serving programs. They requested that Safety Corps be included in the Commission's listserv, formal communication channels and/or meetings and notification of any additional steps, processes, procedures, or protocols NIJC should pursue with the Commission. Both State Commissions sent emails expressing support for NIJC's continuation application. The Nevada State Commission Director of Programs indicated he would be routing information about Safety Corps to the State Service Plan Committee.

In addition to these letters, program staff met the State Commissioners at the 2010 AmeriCorps National Grantee Conference and provided a verbal introduction to the Safety Corps program. The Washington State Commission was also approached during the conference due to interest from Washington Tribes. The Executive Director identified a need for a particular program on the Yakama Reservation that was outside the scope of Safety Corps. NIJC provided a follow-up letter of introduction to the Washington State Commission, a Consultation Form, and added the Washington State Commission to our TTAP mailing list.

Safety Corps job descriptions will be provided in the California Volunteer Matching Network portal as

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appropriate.

The Nevada State Commission will include our members in its database and inform them of community service projects as well as make available to them volunteer management training, which is held each September. They will also be invited to any training sessions held in Reno, Las Vegas and Winnemucca, three locations in which the State Commission has AmeriCorps Programs.

California Volunteers "AmeriCorps 101" online training was reviewed and considered as a source of professional development for Safety Corps staff and local sites.

California Volunteers Business Partners Program Tools and Resources were explored and considered as sources of professional development for Safety Corps members.

Performance Measures

SAA Characteristics

- AmeriCorps Member Population - None
- Geographic Focus - Rural
- Geographic Focus - Urban
- Encore Program

Priority Areas

- Education Healthy Futures
- Selected for National Measure* *Selected for National Measure*
- Environmental Stewardship Veterans and Military Families
- Selected for National Measure* *Selected for National Measure*
- Economic Opportunity Other
- Selected for National Measure* *Selected for National Measure*

Grand Total of all MSYs entered for all Priority Areas 0

Service Categories

- Regional/State/City Planning Primary Secondary
- Other Public Safety Primary Secondary

Tribal Transportation Safety Training

Service Category: Other Public Safety

Measure Category: Strengthening Communities

Strategy to Achieve Results

Briefly describe how you will achieve this result (Max 4,000 chars.)

Tribal leaders, tribal transportation personnel and tribal members participate in training activities that build their capacity to develop and implement local transportation safety data collection, needs assessments, programs, and structural improvements.

Results

Result: Intermediate Outcome

Tribal leaders, tribal transportation personnel and/or tribal members acquire transportation safety improvement knowledge and skills.

Indicator: Knowledge and skills development

Target: Number of trainees who develop knowledge and skills.

Target Value: 150

Instruments: Pre- and post-test surveys

PM Statement: Each year, 150 or more of 200 tribal leaders, tribal transportation personnel and/or tribal members demonstrate increased transportation safety improvement skills as evidenced by pre- and post-tests.

Prev. Yrs. Data

Result: Output

200 tribal leaders, tribal transportation personnel and/or tribal members are trained in transportation safety.

Indicator: Participation in training sessions.

Target: Number of trainees

Target Value: 200

Instruments: Training sign-in sheets and certificates of completion.

PM Statement: Each program year, 200 tribal leaders, tribal transportation personnel and/or tribal members participate in transportation safety improvement training activities.

Prev. Yrs. Data

Result: End Outcome

Tribal leaders, tribal transportation personnel and/or tribal members exercise transportation safety skills and provide leadership for transportation safety improvements.

Indicator: Tribal leaders, tribal transportation personnel and/or tribal members apply their new

Target: Trainees who apply their skills

Target Value: 150

Instruments: Interviews with trainees.

PM Statement: Each year, 150 or more trained tribal leaders, tribal transportation personnel and/or tribal members exercise their skills and provide leadership for transportation safety improvements.

Prev. Yrs. Data

Result: End Outcome

transportation safety skills.

For Official Use Only

Subapplicants

| <u>ID</u> | <u>Organization</u> | <u>Amount Requested</u> | <u>Amount Approved</u> | <u># FTEs Requested</u> | <u># FTEs Approved</u> | <u>Status</u> |
|-----------|---------------------|-------------------------|------------------------|-------------------------|------------------------|---------------|
| Totals: | | \$0 | \$0 | 0.00 | 0.00 | |

Required Documents

| <u>Document Name</u> | <u>Status</u> |
|--|----------------|
| Evaluation | Not Applicable |
| Federally Approved Indirect Cost Agreement | Not Applicable |
| Labor Union Concurrence | Not Applicable |