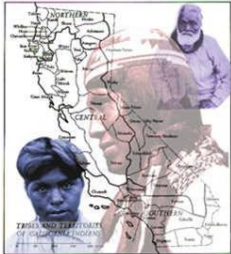


Tribal Transportation News



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Why Focus on Transportation for Emissions Reduction?

By Emil Frankel And Thomas R. Menzies, Jr.



In recent years, much research and modeling have gone into determining the scale and scope of the cuts needed in greenhouse gas (GHG) emissions to stabilize atmospheric buildup and limit the risks of global climate change. As explained in the National Research Council's (NRC's) suite of reports, America's Climate Choices—summarized in this issue (see pages 6–9)—the models suggest that incremental cuts in fossil fuel use cannot meet the challenge. The models indicate that much of the world's energy supply may need to be decarbonized by midcentury, with sizable contributions from the most energy demanding sectors, such as transportation.

Under the auspices of the Transportation Research Board, an NRC-appointed committee has been studying potential strategies and policies for reducing energy use and the emissions of GHGs by the U.S. transportation sector. The committee's report is scheduled for release later this year; this article reviews some of the context for the study.

Targeting Sectors

Why policy makers may want to target individual sectors is not self-evident—stabilizing GHG concentrations will require emissions reductions across all economic sectors and all regions of the world. Although accounting for approximately 25 percent of the carbon dioxide emitted in the United States, the U.S. transportation sector contributes only an estimated 5 percent of the emissions globally. Policy actions targeting U.S. transportation, therefore, can have significant effects on national GHG emissions but only marginal effects on global GHG emissions and buildup.

Many government policies, however, have aimed at reducing GHG emissions from U.S. transportation. Federal fuel economy standards for passenger cars and light trucks have increased substantially after years without



Parking area at a Northern Virginia Metrorail station, adjacent to Route 66; measures to mitigate greenhouse gas emissions from transportation include diversifying the transportation infrastructure to reduce dependence on fossil fuels.

change. In addition, national energy policies now include measures to diversify the mix of transportation fuels and vehicle technologies through mandates for the supply of advanced biofuels, research into new energy sources, and tax incentives for developing and purchasing vehicles powered by electricity. Some of these policies may have other motives—for example, to reduce the U.S. economy's dependence on foreign oil—but can have a significant effect in cutting GHG emissions from transportation.

New policies are being adopted with the explicit goal of reducing GHGs. In 2007, the U.S. Supreme Court ruled that GHG emissions are candidates for regulation under the Clean Air Act (CAA); the ruling has opened a large avenue for policy action. Through this CAA authority, the U.S. Environmental Protection Agency (EPA) is introducing GHG performance standards for new cars and light trucks. These standards represent the first concerted federal effort to regulate transportation for GHG abatement and are likely to be followed by similar actions targeting other transportation modes, as well as stationary sources of GHGs.

(Continued on page 5)

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

DIRECTIONS

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Highway 101 to the Airport Boulevard Exit. Left on Airport Blvd. continue through the intersection at Fulton Road, drive 2 blocks and make a right on Aero Drive. NIJC is located on the left, 1 block into Aero Drive.

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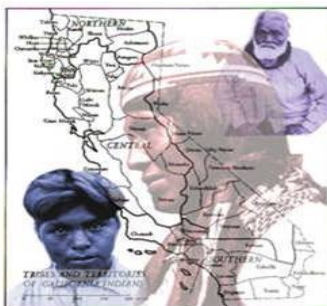
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President Obama Signs Cobell Settlement, Closes Chapter on Historic Injustices

From NCAI

NCAI President Encouraged Heading into Second Obama White Tribal Nations Conference.

President Obama signed into law, the Claims Resolution Act of 2010, which included the \$3.4 billion Cobell Settlement and major tribal water settlements that have been at the forefront of Indian Country's legislative agenda.

"The President and the Congress have continued to exhibit a renewed determination to honor the federal trust responsibility to tribal nations and Indian people," said Jefferson Keel, President of the National Congress of American Indians (NCAI), the oldest, largest, and most representative American Indian and Alaska Native organization in the country. "Today's ceremony is another concrete example of this administration's commitment to work with members of Congress to honor our historic, nation-to-nation relationship. Tribal leaders look forward to meeting with the President and his administration at the White House Tribal Nations Conference and continue building our vision for strengthening Indian Country."

The signing of the Cobell settlement, which resolves a long running class action litigation over mismanagement of Indian trust funds, comes one week prior to the President's Tribal Nations Conference, the second of his Administration. Leaders from the 565 federally recognized tribal nations were invited by the White House, to the Tribal Nations Conference in Washington, D.C. on December 16, 2010.

The Cobell settlement also includes payment for resource mismanagement and funds for consolidation of fractionated lands. The case has been pending since 1996. In the last month, the Cobell Settlement moved forward rapidly in the Senate as budget neutral legislation, after lingering for the last year in both houses. Unresolved for fourteen years, the settlement was part of a number of historic measures included in the Claims Resolution Act of 2010. In addition to the Cobell Settlement, historic water settlements vital to Indian Country, totaling over \$1 billion, were passed as part H.R. 4387. The water settlements involved the Crow Tribe, Taos Pueblo, the White Mountain Apache Tribe, and the Aamodt Settlement including the Pueblos of Nambe, Pojoaque, San Ildefonso and Tesuque.

For more information go to:

<http://www.whitehouse.gov/the-press-office/2010/12/08/background-president-obamas-claims-resolution-act-signing-ceremony-today>

Legislative and Regulatory Moves to Reduce Transportation's Greenhouse Gas Emissions

ROBERT B. NOLAND*

The 111th Congress now in session has devoted much time and effort to addressing climate change. In June 2009, the House of Representatives passed the American Clean Energy and Security Act of 2009 (HR 2454). The full Senate has not considered comprehensive climate change legislation, although its Energy and Natural Resources Committee approved comprehensive clean energy legislation (S 1462) in July 2009. Both the House and Senate bills include market-based economic incentives, known as cap and trade, for reducing greenhouse gas (GHG) emissions, and both incorporate provisions for the deployment of transportation technology. The ultimate prospect for these bills is uncertain, however; in the meantime, the Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) are drawing on current laws to mandate reduced GHG emissions per mile traveled by passenger vehicles and to sharpen the definitions and criteria for renewable fuels and feedstocks. Regulations and policies under active development and consideration include the revised Renewable Fuel Standard (RFS2) required by the Energy Independence and Security Act of 2007 (EISA); mandated national GHG emissions standards for mobile sources, authorized by the Clean Air Act; and updated Corporate Average Fuel Economy (CAFE) standards, required by EISA.

EPA recently released the RFS2 volumetric requirements for 2010, calling for approximately 8 percent of the total gasoline and diesel pool to consist of renewable content, mostly from corn-based ethanol. The life-cycle greenhouse gas emission reduction threshold for new corn-based ethanol production is 20 percent below that for petroleum gasoline. The emission reduction thresholds are greater for advanced biofuels, biomass-based diesel, and cellulosic biofuels: 50 percent, 50 percent, and 60 percent, respectively.

According to the requirements, a larger percentage of renewable fuels will consist of these second- and third-generation biofuels—such as algal diesel and cellulosic ethanol. By 2022, advanced biofuels will comprise almost 60 percent of the renewable fuel mandate. In this way, the move to renewable fuels will contribute a greater share to a drop in transportation's GHG emissions.

EPA and U.S. DOT are tightening fuel efficiency standards for passenger vehicles, building on rules issued by U.S. DOT in 2009. In March 2010, the two agencies released a combined GHG emissions and CAFE standard that will increase the fuel economy of the fleet substantially by 2016. The rule goes into effect with model year 2012. By model year 2016, the combined car and truck standard will be 250 grams of CO₂ emissions per mile.

The actual fuel economy of the combined fleet of cars and light trucks manufactured in 2016 will be 34.1 miles per gallon (mpg). Additional GHG standards to improve air conditioning systems in vehicles will achieve the fuel economy equivalent of 35.5 mpg. The new program allows flexibility—manufacturers can trade credits with each other and can gain credits for earlier compliance with the standards.

In late May 2010, President Barack Obama issued a memorandum directing EPA and U.S. DOT to begin the rule-making process for further reductions for model years 2017 through 2025. The memorandum also directed both EPA and NHTSA to establish fuel efficiency and GHG standards for commercial medium and heavy-duty trucks, starting with model year 2014, in accordance with the Clean Air Act and EISA.

Conventional wisdom now discounts the likelihood that climate legislation will emerge from the 111th Congress, and how much progress will be made is uncertain. An energy-only bill could have important implications for climate, especially by funding programs to advance the electrification of transport, the commercialization of carbon capture and storage, and—perhaps—the establishment of clean power requirements in the power sector. Regardless of what occurs on the legislative front, the Clean Air Act requires EPA to regulate GHG emissions—although many policy makers would prefer this to proceed under new legislation establishing a cap-and-trade system for the nation.



Tesoro Refinery in Anacortes, Washington, was the site of a fire in April; the facility processes 120,000 barrels a day. Proposed national regulations call for renewable content and reduced GHG emissions.

**The author is a Professor of, E. J. Bloustein School of Planning and Public Policy, Rutgers, The State University of New Jersey, New Brunswick, and Cochair, TRB Special Task Force on Climate Change and Energy.*

(Continued from page 1)



A researcher at Argonne National Laboratory checks a plug-in hybrid electric vehicle battery. As the technologies develop and become more available, national energy policies can create incentives to purchase electric vehicles.

Economywide or Sector-Based Measures?

Targeting transportation or any other sector of the economy for GHG mitigation remains a topic of debate. Even as EPA proceeded with GHG performance standards for passenger cars in 2009, Congress has been working on legislation to create broader, market-oriented means for reducing GHG emissions that include economywide carbon pricing (see sidebar on legislative activities, page 4).

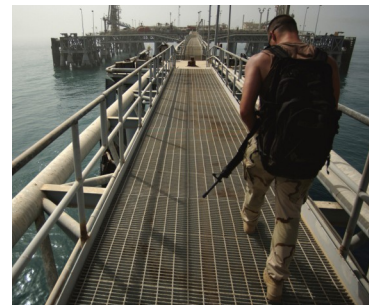
Most of the economic models that project the impacts of economywide carbon pricing assume that transportation users would be fairly unresponsive to higher carbon prices, at least in comparison with other sectors, such as electric power generation. For example, EPA's analysis of the carbon pricing program proposed in the American Clean Energy and Security Act of 2009 estimated that only 5 percent of the reductions in GHGs would come from transportation (1). The analysis noted that emissions reductions in the transportation sector are likely to be more expensive than in the electricity sector, which can substitute natural gas for coal in power plants.

Although the fleet of cars and trucks can be replaced in 8 to 10 years, far more time is required to change the physical infrastructure used for transportation and connected by transportation services. This infrastructure consists of the transportation network and of the vast built environment of homes, businesses, and other establishments often situated in relatively

low-density urban areas designed to be served by personal vehicles and trucks (see article by Gómez-Ibáñez and Humphrey, page 24). Moreover, the nation's metropolitan areas have few practical means of connection, except by motor vehicle and air travel. As transportation fuel prices rise with carbon pricing, the adjustments by people and businesses to fundamental changes in travel patterns and means will take time.

The expected slow response by transportation to carbon pricing often is used to justify additional measures targeting this sector, in part to make it more responsive to pricing. But the United States may not institute carbon pricing or any other economywide mitigation measures anytime soon. The federal government's ability to adopt vehicle efficiency standards for GHG emissions, however, indicates the advantage of a sector-oriented approach to policymaking.

Efficiency standards are not the only sector-based options available. Transportation fuel taxes, vehicle registration fees, and various forms of vehicle and fuel tax incentives have been used in transportation for decades and present opportunities for GHG mitigation. Moreover, public entities own and operate much of the transportation infrastructure. Investments in these facilities and restrictions on their use can further the nation's climate and energy goals. Public policies also influence land use patterns and the built environment, which in turn affect the volume of transportation activity and energy consumption. These present many potential avenues for policymaking.



A U.S. Coast Guard port security specialist patrols the Mina al Bakr Oil Terminal in Iraq, 2003. A reliance on foreign oil supplies is at the root of many national security concerns.

Addressing Other Impacts

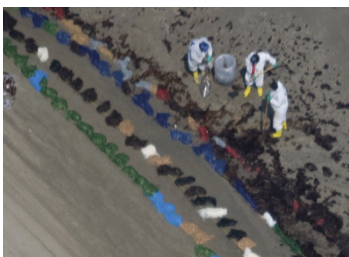
Transportation's consumption of energy—and particularly its dependence on oil—offer many other compelling reasons besides GHG emissions for controlling energy use. The cost of securing global oil supplies is one reason (2). Protecting world oil supplies has created geopolitical and national security concerns that have been daunting issues for decades. A Rand Corporation study estimates that the United States could have saved between 12 and 15 percent of its defense budget for fiscal year 2008 if all concerns about securing oil from the Persian Gulf had disappeared (3).

Oil price volatility is another reason for taking action. In the past dozen years, crude oil prices have soared as high as \$140

and dropped as low as \$20 per barrel. This volatility creates a host of challenges for energy users and suppliers, for manufacturers of vehicles and other products that use oil, and for investors in other energy sources. By discouraging capital-intensive investments in energy production that require long payoff periods, oil price volatility can have pernicious effects on attempts to diversify transportation energy sources and technologies. Paradoxically, energy diversification, in the long run, can be instrumental in dampening oil price volatility and its adverse effects on transportation and the economy at large.

Transportation's use of oil contributes to many other vexing environmental impacts. The products and byproducts of gasoline and diesel fuel consumption—such as emissions of oxides of nitrogen, carbon monoxide, volatile organic compounds, and aerosols—are important sources of metropolitan and regional air pollution, harmful to humans and the

(Continued on page 6)



Workers clean the beach at Grand Isle, Louisiana, in the wake of the Deepwater Horizon-BP oil spill that began April 20.

(Continued from page 5)



The oil spill in the Gulf of Mexico highlighted the concerns that have surrounded oil production for many years

and its emissions of GHGs will occur over decades, in the context of a larger national and international effort to manage the risks of climate change. Policymaking will need to be flexible and adaptable, capable of responding to new information—such as scientific understanding of climate risks—and to changes in technology.

At the same time, policy options should be pursued in the context of a response strategy, underpinned by realistic assessments of how different policies can reduce transportation emissions. Policy approaches that can be adopted early, even if they promise modest emissions impacts, deserve attention but cannot be the sole focus. Policies that have the potential for large but longer-term impacts on emissions must be central to the strategy. In such instances, the best approach may be to confront the challenges to implementation and to explore ways to overcome them. Vehicle fuel and GHG performance standards have proved acceptable largely by association with reducing transportation's dependence on foreign oil. The standards already are having an impact on energy use and emissions by cars and light trucks. In the next several years, vehicle efficiency standards are likely to be extended to other modes, such as trucking. These policies are highly implementable and promise important near- and medium-term reductions in transportation emissions.

Policies that address more than vehicle efficiency—such as the amount of travel and the types of fuels used—also will be necessary to achieve deep cuts in emissions during the next half century. Fuel taxes, carbon pricing, and other market-oriented policies frequently are advocated because they can generate a broad-based response and complement other policy initiatives. Such policies present implementation challenges, however, and face public and political resistance. The immediate challenge, therefore, is to improve understanding of these policies and to find ways to overcome the barriers.

In the longer term, the actions taken in transportation must be part of a national, economywide strategy. Economywide policy choices will have important implications on transportation and on the other sectors. Until then, transportation may be an important precursor and testing ground for economywide action.

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2. *National Security Consequences of U.S. Oil Dependency*. Independent Task Force Report No. 58, Council on Foreign Relations, New York, 2006. www.cfr.org/content/publications/attachments/EnergyTFR.pdf.
3. *Does Imported Oil Threaten U.S. National Security?* Research Brief, Rand Corporation, 2009. www.rand.org/pubs/research_briefs/RB9448/index1.html.

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environment. In the past 40 years, significant progress has been made in controlling the impacts on public health and the environment, but at considerable financial expense. Scrutiny of the public health and environmental impacts of oil use intensified with the catastrophic oil release in the Gulf of Mexico, starting April 30. Yet the environmental disturbances from oil exploration, extraction, and refining have been controversial for decades. Oil leaks and spills have caused chronic and acute environmental disturbances—infesting groundwater, sullyng shorelines, and causing ecological damages to water resources. The recent incident in the Gulf amplifies these concerns and will play a prominent role in future energy and environmental policy-making.

A Strategic Policy Response

Decisions about the best ways to reduce transportation's use of energy



Vehicle fuel and GHG performance standards are having an impact on cars and light trucks and are likely to be extended to trucking.

Get on the Bus Connecting Small Communities on Montana's Hi-line

by David Kack

The author is the Mobility and Public Transportation Program Manager, Western Transportation Institute, Montana State University, Bozeman.

In frontier and rural areas, reliable transportation within small towns and from small towns to larger communities is one of many challenges, as residents pursue employment, educational opportunities, medical needs, and recreational activities, and make other necessary trips. Access to transportation services is a key to sustaining the livelihood and enhancing the vitality of smaller communities in a rural region.

Problem

Transportation has been a major need for people living in the Hi-Line region of north central Montana; residents often must travel to obtain or retain employment, receive an education, and gain access to medical care and other basic services. Blaine and Hill Counties along Montana's border with Canada were without public transportation services for nearly 20 years. A previous transit system had offered limited service connecting two towns, Havre and Great Falls, but eventually ceased operation.

Havre is the Hill County seat, with a population of 9,700, and offers medical, employment, and retail services. But the population density in the outlying areas is low—1.5 residents per square mile—so that establishing a transit system that would allow residents access to services in Havre was difficult. In addition, two Native American reservations, Rocky Boy's in Hill County and Fort Belknap in Blaine County, had struggled to provide transit services within and outside their boundaries.

Solution

Initiating a regional transit service in this area had been a key goal of Opportunity Link, Inc., a nonprofit organization based in Havre. The organization strives to create and implement strategies to reduce poverty in the Hi-Line region and to encourage community-driven partnerships. In August 2008, efforts began on the development of a transit service.

Dubbed North Central Montana Transit (NCMT), the proposed service aimed to connect Havre, the largest city in the region, to Harlem, Chinook, and the Fort Belknap Indian Reservation in Blaine County, and to Box Elder and Laredo in Rocky Boy's Indian Reservation. Additional service would connect all of these communities to Great Falls, Montana, 114 miles from Havre. Great Falls is the only urban community in the area, with larger medical, educational, and retail facilities.

Opportunity Link enlisted the public transit research expertise of the Western Transportation Institute (WTI) at Montana State University–Bozeman. The WTI team was asked to provide project management and to develop a plan for implementing public transportation on the Hi-Line.

WTI's coordination plan considered the resources available for a transit system and how the various stakeholders would work together to implement and support the proposed service. The plan was developed through community meetings and through meetings with key partners, such as the tribal and county governments. The planning process also included the system's partner agencies and organizations, as well as representatives of the communities and areas to be covered by the bus system, in considering the proposed routes and services.

Route planning tasks addressed specific operational details, such as identifying origins and destinations and the best routes for connecting those points. The cost of operating these routes was compared against a draft budget, and adjustments were made to keep service levels and the overall cost of the services within the budget. The routes and service levels were modified several times as updated budget information became available.

As part of the process, stakeholders formed a Transportation Advisory committee (TAC) consisting of elected officials; representatives from senior centers, transportation agencies, and medical, education, social service, community-based, and minority advocacy organizations in Hill and Blaine Counties; and representatives of tribal agencies from the Fort Belknap and Rocky Boy's Indian Reservations. The North Central Montana Regional TAC approved the coordination plan in February 2009.

Application

With the help of WTI, Opportunity Link submitted the application and coordination plan to the Montana Department of Transportation's Operating Grant Program. In the application, the TAC requested \$75,000 for operating funds from the Federal Transit Administration and three 21-passenger buses. Partners including Montana State University–Northern, Blaine and Hill Counties, Northern Montana Hospital in Havre, and other local agencies and organizations provided local funding.

On August 24, 2009, one of the new NCMT buses, with 18 passengers on board, made its maiden voyage; more than

(Continued on page 8)



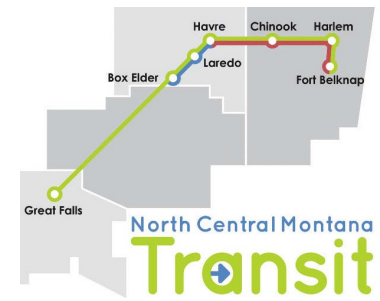
NCMT bus provides much-needed service in a remote rural area. In addition, buses have piloted the year-round use of a locally grown and produced 5 to 20 percent biodiesel blend, processed by the Bio-Energy Center at Montana State University–Northern.

(Continued from page 7)

200 supporters cheered it on. In the first week of operation, NCMT provided 139 rides, followed by more than 200 rides in the second week, when the line received its first request for posting marketing materials in the buses. As of March 2010, NCMT ridership had increased to an average of 300 to 400 rides per week, with a monthly average of nearly 1,600 rides. The weekly totals matched what some had projected for the monthly ridership totals.

Benefits

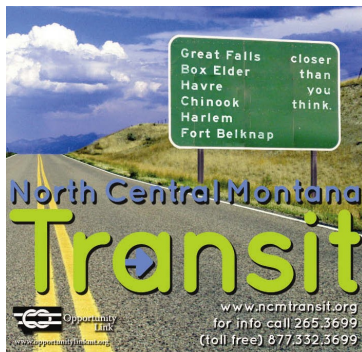
In urban areas, public transportation, or transit, is often viewed as a means to address congestion. In rural and frontier areas, however, transit is often needed to provide mobility for those who lack access to basic services—such as the grocery store, medical care, or education. Despite this critical need, public agencies traditionally have considered transit systems



Stylized route map for NCMT service

infeasible and unaffordable in areas with low population densities.

The successful creation of a transit system within a region can expand viable transportation options, providing economic and environmental benefits for the communities and an improved quality of life for residents. For this reason, the Federal Highway Administration and the Federal Transit Administration recognized Opportunity link and its partners in NCMT with the 2010 Transportation Planning Excellence Award. The biennial award recognizes outstanding initiatives to develop and implement innovative transportation planning practices. NCMT was honored in two categories: Planning and Leadership and Tribal Transportation Planning. NCMT has shown that public transportation can succeed in rural and frontier areas through partnerships and coordination.



NCMT poster campaign emphasizes the more convenient connections between major rural origins and destinations.

For additional information, contact David Kack, Western Transportation Institute, 2327 University Way, Bozeman, MT 59715; telephone: 406-994-7526; email: dkack@coe.montana.edu.

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Federal Transit Administration (FTA) Awards Indian Tribes \$15.1 Million for Public Transportation Improvements We congratulate the following California & Nevada Tribes on their FTA awards

California

Yurok Tribe

Grant Amount: \$155,940

Purpose: To enhance and continue operations of transit services, and to purchase two new bus shelters.

Susanville Indian Tribe

Grant Amount: \$200,000

Purpose: To expand and improve public transportation services, to construct oil recycling collection station, and to expand parking lot.

Blue Lake Rancheria

Grant Amount: \$230,000

Purpose: Transit vehicle purchases and vehicle emissions retrofit.

Reservation Transportation Authority

Grant Amount: \$400,000

Purpose: To provide continued operational funding for route enhancements during fourth year of the RTA's Tribal Transit Program and new bus services to tribal lands in San Diego County.

Nevada

Fallon Paiute Shoshone Tribe

Grant Amount: \$270,000

Purpose: Operating expenses and purchase of transit vehicles necessary for startup transit service.

RECENT TRANSPORTATION LEGISLATION

This information is provided expressly for educational purposes. The CA/NV TTAP hopes to inform and educate tribal communities about legislation that may impact California and Nevada tribal communities and their tribal transportation programs. The following legislation was current at the time of publication. Legislation may change or be repealed. For further information, please check the status of the legislation at the respective website sources noted below.

Due to the overwhelming number of pending transportation related bills in the California, Nevada, and Federal Legislatures we have created a downloadable file on the NIJC Website that lists each bill, the sponsor, the status, and a brief summary.

To view and download the file go to: http://www.nijc.org/ttap_legislation.html

STATE LEGISLATION



CALIFORNIA LEGISLATION

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

State Implementation of the American Recovery and Reinvestment Act of 2009, Economic Recovery Porthole

Go to: <http://www.recovery.ca.gov/>

24 Bills Pending
4 Bills Tribal Specific

NEVADA LEGISLATION



The Nevada Legislature meets every two years. The 76th Session is scheduled to begin on February 7, 2011.

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

State Implementation of the American Recovery and Reinvestment Act of 2009

Nevada's Federal Stimulus Funds Website Go to: <http://www.leg.state.nv.us/75th2009/federalstimulus/>

NO BILLS PENDING



FEDERAL LEGISLATION

(For more information go to: <http://Thomas.loc.gov>)

94 Bills Pending
23 Bills Tribal Specific

FROM DISTRACTION.GOV

The official U.S. Government Website For Distracted Driving:

California

- Handheld ban for all drivers (Primary law)
- Ban on all cell phone use (handheld and hands-free) for bus drivers (Primary law)
- Ban on all cell phone use (handheld and hands-free) for novice drivers (Secondary law)
- Ban on texting for all drivers (Primary law)

Note: California defines novice drivers as all drivers under the age of 18.

Nevada

- No current bans for distracted driving
- Preemption Law prohibits localities from enacting distracted driving bans



TRANSPORTATION EVENTS CALENDAR

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



JANUARY 2011

January 23-27
Transportation Research Board 90th Annual Meeting
Marriott Wardman Park Hotel
Washington, DC
For more information go to:
<http://www.trb.org/AnnualMeeting2011/Public/AnnualMeeting2011.aspx>

FEBRUARY 2011

February 2-3
2011 Pavement Preservation Conference
Doubletree Convention Center
Ontario, CA
For more information go to:
<http://www.chipseal.org/>

February 5-6
National Asphalt Pavement Association (NAPA) 56th Annual Meeting
Waldorf Astoria Orlando & Hilton
Orlando Bonnet Creek
Orlando, FL
For more information go to:
http://www.hotmix.org/index.php?option=com_content&task=view&id=581&Itemid=1183

February 9
Traffic and Transportation Engineering Symposium
Continuing Education and Confer-

ence Center
University of Minnesota
St. Paul, MN
For more information go to:
<http://www.mnltap.umn.edu/Events/TrafficControl/EngineeringFundamentals.html>

February 10
15th Annual Transportation Engineering and Road Research Alliance (TERRA) Pavement Conference
Continuing Education and Conference Center
University of Minnesota
St. Paul, MN
For more information go to:
<http://www.terraroadalliance.org/events/index.html>

February 13-17
American Traffic Safety Services Association (ATSSA) 41st Annual Convention and Traffic Expo
Phoenix Convention Center
Phoenix, AZ
For more information go to:
<http://expo.atssa.com/>

February 16-18
Juvenile Justice & Gang Violence Scared Sites & Cultural Monitoring
Flamingo Hotel & Casino
Las Vegas, NV
For more information go to:
<http://www.nijc.org/training.html>

MARCH 2011

March 15-17
Navajo Transportation Conference 2011
Mesa Convention Center
Mesas, AZ
For more information go to:
<http://navajodot.org/content.asp?CustCom-Key=335551&CategoryKey=470787&pn=Page&domname=navajodot.org>

March 22-26
CONEXPO-CON/AGG 2011
The exposition showcases the latest construction equipment, products, services and technologies.

Las Vegas Convention Center
Las Vegas, NV
For more information go to:
<http://www.conexpoconagg.com/>

March 27-29
Life Savers 2011
Lifesavers is the premier national highway safety meeting in the U. S. dedicated to reducing the tragic toll of deaths and injuries on our nation's roadways
Phoenix Convention Center
Phoenix, AZ
For more information go to:
<http://www.lifesaversconference.org/>

March 28-30
24th Annual GIS-T Symposium
Hershey, PA
For more information go to:
<http://www.gis-t.org/>

APRIL 2011

April 10-13
2011 APWA North American Snow & Pacific Northwest Snowfighters Conference
Spokane Convention Center
Spokane, WA
For more information go to:
<http://sites.apwa.net/snow/2011/Home/home.aspx>

April 13-15
Tribal Transportation 101 Tribal Court Management
Riviera Hotel & Casino
Las Vegas, NV
For more information go to:
<http://www.nijc.org/training.html>

April 18-21
18th Annual Northwest Tribal Transportation Symposium
Northern Quest Resort & Casino
Spokane, WA
For more information go to:
<http://www.ewu.edu/NWTTAP/Events-Calendar.xml>

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL



Federal Highway Administration

United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

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

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

Central Federal Lands Highway Division

Federal Highway Administration
12300 West Dakota Ave.
Lakewood, CO 80228
(720) 963-3500

<http://www.cflhd.gov/index.cfm>

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



Office of Federal Lands Highway

Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-9494

<http://www.fhwa.dot.gov/flh/index.htm>

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

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



Federal Transit Administration

1200 New Jersey Avenue, SE
4th & 5th Floors East Building
Washington, DC 20590

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

FTA Region 9 Offices

Federal Transit Administration
201 Mission Street Suite 1650
San Francisco, CA 94105
(415) 744-3133

http://www.fta.dot.gov/regions/regional_offices_909.html

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

Rural Transit Assistance Program (RTAP)

The mission is to address the needs of rural, small urban and tribal transit operators across the nation.

Union Station Business Center
Ten G Street NE, Suite 710
Washington, DC 20002
Main: 202-248-5043
Fax: 202-289-6539

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

National Local Technical Assistance Program Association (NLTAPA) is a not-for-profit organization representing and serving the 58 LTAP and TTAP Member-Centers in the United States and Puerto Rico. All staff of Member-Centers are entitled to Association services and opportunities to Serve. www.nltapa.org

Bureau Of Indian Affairs

There are millions of acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives. There are 561 federal recognized tribal governments in the United States. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure and economic development are all part of the agency's responsibility. In addition, the Bureau of Indian Affairs provides education services to approximately 48,000 Indian students.

Bureau of Indian Affairs

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



Pacific Regional Office

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

Western Regional Office

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

CALIFORNIA

CALIFORNIA DEPARTMENT OF
TRANSPORTATION



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

California Department of Transportation

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

California Local Technical Assistance Program (LTAP)

California Technology Transfer Program
University of California Berkley
RFS 1301 S 46th St., Bldg 155
Richmond, CA 94804
(510) 665-3608
<http://www.techtransfer.berkeley.edu/>

NEVADA



Nevada Department of Transportation

1263 South Stewart Street
Carson City, NV 89712
(775) 888-1433
<http://www.nevadadot.com>

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

Nevada Local Technical Assistance Program (LTAP)

Nevada Transportation Technology Transfer Center
Nevada T2 Center/257
University of Nevada
Reno, NV 89557
(775) 784-1433
<http://www.t2.unr.edu/>

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California Department of Transportation (Caltrans) Native American Liaison Branch

<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

California Department of Transportation:

Division of Mass Transportation

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

California Department of Transportation

Caltrans Economic Recovery Website

<http://www.dot.ca.gov/Recovery/>

California Bay Delta Authority

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

California Environmental Protection Agency

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

NEVADA

Nevada Department of Transportation (NDOT)

Local Governmental Liaison

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

Nevada Department of Transportation

NDOT Information Related to the American Recovery and Reinvestment Act

<http://www.nevadadot.com/projects/Stimulus/default.asp>

Southern Nevada Regional Transportation Commission

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

FEDERAL

US DOT Federal Highway Administration (FHWA)

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

US DOT Federal Transit Administration (FTA)

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

FTA Region 9 Offices

http://www.fta.dot.gov/regions/regional_offices_909.html

Office of Federal Lands Highway

<http://www.fhwa.dot.gov/flh/index.htm>

Central Federal Lands Highway Division

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

Bureau of Indian Affairs

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

US DOT/FHWA Federal Lands Highway

Coordinated Technology Implementation Program

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

For more information go to:

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

National Transportation Library (NTL)

Follow link: VDOT One Search

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

ENVIRONMENTAL

US Environmental Protection Agency Region 9

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

US EPA American Indian Environmental Office

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

US DOI National Park Service American Indian Liaison Office

<http://www.nps.gov/aiilo/>

US DOT FHWA Roadside Vegetation Management

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

<http://www.fhwa.dot.gov/environment/vegmgt/index.htm>

US DOT FHWA Livability Initiative

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

To view this website go to:

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

ORGANIZATIONS

California Indian Basketweavers Association

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

California Indian Manpower Consortium, Inc.

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

California Indian Museum & Culture Center

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

National Indian Justice Center

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

Center for Excellence in Rural Safety

Launched a new interactive Web tool called Safe Road

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Con't)

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

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)

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

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

TribalGIS.com

Is a newly established technical forum for (and by) Tribal GIS Professionals across the country.

For more information go to:

www.tribalgis.com

LTAPP/TTAP Interchange

An Audio Newsletter

Aims to share news between centers and the LTAPP/TTAP community.

To listen go to the news section at:

<http://ltapt2.org>

California Tribal Transportation Coalition (CTTC)

Formed to ensure that California tribes are not left out of the next Federal Transportation Authorization bill.

For more information go to:

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

Community Transportation Association of America

Technical Assistance for Rural and Tribal Communities

For more information go to:

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

National Association of County Engineers

To visit the website go to:

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

Northern California APWA Chapter

To visit the web site go to:

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

Nevada LTAP

To visit the website go to:

<http://www.t2.unr.edu/>

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart

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

US EPA

State and Local Government Climate Change Actions

<http://www.epa.gov/statelocalclimate/local/local-examples/action-plans.html>

National Highway Traffic Safety Administration (NHTSA)

Final Environmental Impact Statement Corporate Average Fuel Economy Standards, Passenger cars and Light Trucks, Model Years 2011-2015.

To view the document go to

[http://www.regulations.gov/search/Regs/](http://www.regulations.gov/search/Regs/home.html#documentDetail?R=0900006480744272)

[home.html#documentDetail?R=0900006480744272](http://www.regulations.gov/search/Regs/home.html#documentDetail?R=0900006480744272)

Columbia River Crossing

<http://www.columbiarivercrossing.org/Default.aspx>

Intercounty Connector

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

FHWA—Travel Modeling

Using GIS in Planning and Environment Linkages (PEL) go to:

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

2009 California Climate Adaptation Strategy Discussion Draft

A first-of-its-kind multi-sector strategy to help guide California's efforts in adapting to climate change impacts is now available for public comment.

For more information and to view the draft go to:

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

Multicultural Environmental Leadership Development Initiative (MELDI)

University of Michigan

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

For more information go to:

<http://meldi.snre.umich.edu/>

California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:

<http://www.library.ca.gov/sitn/crb/docs/20090504.pdf>

AASHTO—Center for Environmental Excellence

TRIBAL TRANSPORTATION RESOURCES

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

For more information go to:

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

FHWA-Central Federal Lands Highway Division

Promoting Geosynthetics Use on Federal Lands Highway Projects

To view the study go to:

<http://www.cflhd.gov/programs/techDevelopment/geotech/promogeoflhp/>

SAFETY RESOURCES

Tribal Road Safety Audits: CASE STUDIES

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

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

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

<http://safety.fhwa.dot.gov/rsa/>

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity

http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592.pdf

And,

592 Tribal Traffic Safety Funding Guide

http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592s.pdf

Insurance Institute Highway Loss

Fatality Analysis Reporting System (FARS)

From the US DOT.

http://www.iihs.org/research/fatality_facts_2008/default.html

National Institute for Occupational Safety and Health (NIOSH)

Construction Equipment Visibility

<http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/default.html>.

Vista Training Programs

Backhoe-Loader Instructor Kit

http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html

Interactive Highway Safety Design Model NEW 2010 Release

Analysis tools for evaluating safety and operational effects of geometric designs on two-lane rural roads. The software and associated documents are available for free downloading at:

<http://www.ihsdm.org>

Work Zone Law Enforcement

Safe and Effective Use of Law Enforcement in Work Zones

For more information go to

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

U.S. Department of Transportation

Rural Safety Initiative

Rural roads carry less than half of America's traffic yet they account for over half of the nation's vehicular deaths. It is time to put a national focus on a local problem.

For more information on the Characteristics of Rural Crashes go to:

<http://www.dot.gov/affairs/ruralsafety/ruralsafetyinitiativeplan.htm>

FHWA Office of Safety

FHWA safety officials, transportation officials and safety experts strongly recommend better use of nine tools that are keys to reducing roadway fatalities each year.

For more information go to:

<http://safety.fhwa.dot.gov/policy/memo071008/>

Safety Circuit Rider Programs-Best Practices Guide

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

Available on-line at:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa09019/

Basic Course Slides on Retro-reflectivity, go to:

http://safety.fhwa.dot.gov/roadway_dept/night_visib/retrotoolkit/moreinfo/intro/

Nighttime Visibility Policy/Guidance

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

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

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

Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel

To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/

Intersection Safety Resources

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Con't)

To visit the web page go to:

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

Intersection Safety Presentations

30 and 60 minute presentations on the topic of safety at intersections. The presentation is intended to relay safety issues at intersections (including the typical types of crashes) along with some techniques to address these issues.

To view the presentations go to:

<http://safety.fhwa.dot.gov/intersection/resources/intsafpst092609/>

Work Zone Mobility and Safety Program

Work Zone Training Compendium

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

To view the training program go to:

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

Roundabouts

Roundabouts are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections. Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic

For more information visit the website at:

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

Roadway Worker Safety Website

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

To visit the website go to:

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

Cornell Local Roads Program

Work Zone Safety and Flagger Tutorial

The purpose of this tutorial is to provide the fundamentals of work zone safety and to explain the concepts of flagging in a work zone. It is not intended to replace comprehensive instruction of the topic.

To view the tutorial go to:

<http://www.clrp.cornell.edu/flaggingtutorial/flagtutorial.htm>

The National Work Zone Safety Information Clearinghouse

The National Work Zone Safety Information Clearinghouse is dedicated to providing the transportation construction industry and the general public with comprehensive informat-

ion to improve motorist, worker and pedestrian safety in roadway work zones.

Now a new international section in six languages.

For more information go to:

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

AAA Foundation

2009 Traffic Safety Culture Index

Investigates the public's traffic safety knowledge, attitudes, behaviors, and experiences.

To view the index go to:

<http://www.aaafoundation.org/pdf/2009TSCIndexFS.pdf>

MinimumReflectivity.org

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

<http://minimumreflectivity.org/index.asp>

National Highway Traffic Safety Association (NHTSA)

State traffic safety information for the year 2008

To access the data for each state go to:

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>

Federal Transit Administration

Transit Bus Safety

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

To access the website go to:

<http://bussafety.fta.dot.gov/splash.php>

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

The National Work Zone Safety Information Clearinghouse

Traffic Management & Work Zone Safety Power Workshop at International Bridge Conference

The workshop was packed with timely information related to night work, federal regulations, worker protection and the latest strategies in temporary traffic control.

To view the workshop go to:

http://www.workzonesafety.org/news_events/wz_conferences/power_workshop2010_PA

Crash Modifications Clearinghouse (CFM)

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

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

Impact Teen Driver

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

To view the website go to:

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

North Dakota Local Technical Assistance Program (NDLTAP)

Roadway Sign Inventory & Management System (Version 7.1)

This is the North Dakota Local Technical Assistance Program's (NDLTAP) Sign Inventory and Management System. It is in full compliance with FHWA's recommendations for a highway sign inventory and management system.

Minor Structure, Culvert & Cattle Guard Inventory and Management System

One module can be used to inventory and manage small bridge-type structures and box culverts, another for culvert/pipe and a third for cattle guards. It provides for the inventory of a wide variety of structure types and geometric data.

Rural Roadway Inventory & Management System (Version 3.0) – This program, sometimes referred to as a Pavement Management Program, includes three modules - one for asphalt pavements, another for concrete pavements and a third for gravel roadways. In addition to roadway geometric data and pavement distress assessments, it includes an added feature that calculated estimated per mile values based on criteria provided by each user .

For more information go to:

<http://www.ndltap.org/library/software.php>

Road Safety Foundation

To visit the web site go to:

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

Center For Disease Control (CDC)

Native American Road Safety

To visit the web site go to:

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

Distraction.gov

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

To visit the website go to:

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

CONSULTATION

TRB Committee on Native American Transportation Issues

TRB has provided links to examples of federal, state and non-

governmental organization online resources related to tribal consultation policies and guidelines.

To view the resources go to:

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

MORE TRANSPORTATION RESOURCES

U.S. DOT

ARRA Transportation Spending Map

American Recovery and Reinvestment and Act is supporting 9,722 projects with \$30.1 billion of investment.

To view the map go to:

<http://rithqnwws019.rita.dot.gov/dot/index.html>

FHWA-National Highway Specifications

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

For more information go to:

www.specs.fhwa.dot.gov

The FHWA has established a web site with information about the Economic Recovery

For more information go to:

<http://www.fhwa.dot.gov/economicrecovery/index.htm>

FHWA Implementation Guidance for the ARRA Act.

To view these procedures go to:

http://www.nijc.org/ttap_funding.html

FHWA Resource Center Planning Team

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

For more information go to:

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

Rural Technical Assistance Program (RTAP)

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

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

Victoria Transportation Policy Institute

Transportation Cost and Benefit Analysis

A guidebook for quantifying the full costs and benefits of different transportation modes. A comprehensive study of transportation benefit and costing research, and a guide

TRIBAL TRANSPORTATION RESOURCES

MORE RESOURCES (Con't)

book for applying this information in planning and policy analysis.

To view the guide book go to:

<http://www.vtpi.org/tca/>

FHWA Federal-Aid Program Administration

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

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

For more information go to:

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

Partnership for Mobility Management

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

For more information visit the website at:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1790&z=95>

TRANSPORTATION PROGRAMS AND DEVELOPMENT



FHWA Resource Center

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

For more information go to:

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

The FHWA has developed an extensive list of resources that focus specifically on the latest culvert technology. To view this list go to: http://njjc.org/datasheets/ttap/TTAP_ResourceList.asp

National Highway Institute (NHI) - 2010

The NIH in partnership with the Transportation Curriculum Development Council has developed a number of FREE web-based trainings that can be completed in one, two, or three hours. Whether you are working in the field, have limited time for training, or just want to expand your skill set on a specific topic these web-based courses provide an ideal way to enhance your knowledge on key areas.

To view the list of available courses go to:

<https://www.nhi.fhwa.dot.gov/home.aspx>

National Highway Institute (NHI).

The Office of Real Estate Services will present the ROW and OAC core training modules to a large audience, nationwide. You are welcome to invite State, local, other Federal, and other FHWA staff to join you in your Division office conference room for training. We will cover the basics of the ROW and OAC program requirements, in approximately 18 to 20 web conference sessions, lasting 2 hours each to be held each Tuesday from January 4 through May 31, 2011. You can sign-up for some presentations and not others.

We requested Web conferencing capability for 150 sites on Tuesdays from 1:00 to 3:00 eastern, starting January 4. This training will provide introductory and basic training, prior to the 2011 PEAR 2, providing us more flexibility to develop the Right-of-Way Boot Camp for PEAR 2. If you have questions, email Kathy Facer at:

Kathleen.facer@dot.gov

Office of Professional and Corporate Development (OPCD)

For more information go to:

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

National Transportation Training Resource (NTTR)

The National Transportation Training Resource (NTTR) is an online database of information about learning resources for the public-sector transportation workforce. The NTTR is a tool for training managers and frontline transportation professionals.

To visit the website go to:

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

FHWA Wildlife Vehicle Collision Reduction Study Training Course

A national study was conducted on the causes and impacts of wildlife vehicle collisions (WVCs). This study also provides recommendations and solutions for reducing these collisions.

To view the course go to:

www.environment.fhwa.dot.gov/WVCtraining/index.asp

TRIBAL TRANSPORTATION RESOURCES

TCCC HMA Paving Field Inspection
NHI Course 131129 Web-based Training
This course will explain the important tasks involved in HMA paving and describe the proper procedures for executing them.
This training is recommended for TCCC Levels I, II, and III. 4.5 Hours FREE
To register for the course go to:
<http://www.nhi.fhwa.dot.gov/Home.aspx>

TCCC Plan Reading Series
NHI Course 134108 Web-based Training
The ability to read plans is essential for anyone involved in highway and/or bridge construction. This training contains modules covering both basic plan reading instructions, as well as in-depth instruction for those seeking more information on and/or a review of highway plan reading.
8.0 Hours CEU: 0 Fee: FREE
For more information go to:
http://fhwapap07.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-134108&cat=t&num=134

National Cooperative Highway Research Program (NCHRP)
Report 667
Model Curriculum for Highway Safety Core Competencies
Model Curriculum for Highway Safety Core Competencies presents course materials, including the instructor's guide and student workbook, for a fundamental highway safety training course. The course is designed to address the core competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.
To view the report go to:
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_667.pdf

CA/NV TTAP and National Highway Institute
The CA/NV TTAP can work with the National Highway Institute to bring classroom and/or webinar training to your community. You may also request training specifically from NHI (see the message below). Check out the NHI catalog using the link below and let us know the Title and NHI coding number for any training that you are interested in and we will work to get it scheduled in your area.
<https://www.nhi.fhwa.dot.gov/home.aspx>

LTAP/TTAP Academy
The goal of the Academy is to provide both new and current LTAP/TTAP staff with a broad overview of the national program and opportunities for continued professional development. For more information go to:
<http://www.ltapt2.org/resources/>

Southwestern Indian Polytechnic Institute
Geospatial Information Technology Program
Summer 2010 Short Course Schedule
All classes are open to tribal members or tribal employees, or those whom a tribe requests to be trained. There is no charge for the class unless you are taking the class for credit.
For more information go to:
<http://www.sipi.edu/>

University of California, Berkeley, Institute of Transportation Studies.
Technology Transfer Program
California LTAP Center
To visit the website go to:
<http://www.techtransfer.berkeley.edu/>

Michigan Transportation Institute-Center for Technology and Training
Sign Retro Management Selection Tool helps you estimate how much it will cost your organization to implement different Federal Highway Administration sign retroreflectivity maintenance methods using your organization's specific costs and implementation scenarios.
To register for the tool go to:
<http://ctt.mtu.edu/ToolRegistration.html>

PUBLICATIONS



The following are the most recent publications received and entered into the National Indian Justice Center (NIJC) data base. The NIJC web site has the complete list of publications going back several years. To view the Tribal Transportation (TTAP) Resources data base go to:
http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Con't)

U.S. DOT-FHWA

Drivers' Evaluation of the Diverging Diamond Interchange
FHWA-HRT-07-048

The Federal Highway Administration (FHWA) has been advocating novel intersection designs as a way to promote intersection safety while meeting the often conflicting demands for increasing capacity, decreasing congestion, and minimizing the cost of new infrastructure.

To view the report go to:

<http://www.fhwa.dot.gov/publications/research/safety/07048/>

An Evaluation of Signing for Three-lane Roundabouts
FHWA-HRT-10-030

The objectives of this study are to identify signing and marking strategies that result in higher levels of comprehension and compliance in lane selection on the approach to roundabouts and to examine the effects of these strategies on lane use after an approach lane has been selected.

To view the study go to:

<http://www.fhwa.dot.gov/publications/research/safety/10030/10030.pdf>

W-Beam Guardrail Repair
FHWA-SA-08-002

A guide for Highway and Street Maintenance Personnel

To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa08002/fhwasa08002.pdf

U.S. DOT Bureau of Transportation Statistics

Factors Involved in Fatal Vehicle Crashes

To view the report go to:

http://www.bts.gov/publications/bts_technical_report/2010_008/pdf/entire.pdf

National Transportation Statistics—3rd Quarter Update

The latest update to its Internet edition of statistics on the U.S. transportation system.

To view the report go to:

http://www.bts.gov/publications/national_transportation_statistics/pdf/entire.pdf

Crosswalk Marking Field Visibility Study
Report No. FHWA-HRT-10-067

A Tech Brief that investigates the relative daytime and nighttime visibility of three crosswalk marking patterns--transverse lines, continental, and bar pairs.

To view the report go to:

<http://www.fhwa.dot.gov/publications/research/safety/pedbike/10067/10067.pdf>

Factors Involved In Fatal Vehicle Crashes

This report examines factors that contribute to fatal crashes involving a motor vehicle (e.g., car, truck, or bus). Accident level data was obtained from the National Highway Traffic Safety Administration's (NHTSA's) Fatality Analysis Reporting System (FARS) database for 2004–20083.

FARS has been operational since 1975 and is a yearly census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico⁴. Every vehicle crash on a public roadway that results in at least one fatality is recorded in the FARS database with information retrieved from Police Accident Reports (PARs). FARS analysts utilize the PARs to determine which variables to record for given crash. NHTSA has a cooperative agreement with an agency in each state government to provide information on fatal crashes in a standard format based on data from PARs and accident investigations.

To view the data base go to:

<ftp://ftp.nhtsa.dot.gov/FARS>

To view the report go to:

http://www.bts.gov/publications/bts_technical_report/2010_008/pdf/entire.pdf

TRANSPORTATION RESEARCH BOARD—TRB

Travel Behavior 2010 Volume 1

Journal of the Transportation Research Board, No. 2156

Includes 18 papers that explore car ownership among young adults, time-dependent utility in activity and travel choice behavior, probit-based discrete-continuous model of activity choice, strategic thinking and risk attitudes in route choice, the impact of immigrant status on household auto ownership, experimental economics in transportation, and process-oriented analysis of route choice decision making.

To view the report go to:

<http://trb.metapress.com/content/h30478287125/?p=bb292c77a2374dd38a937714dcd0453b&pi=7>

Travel Behavior 2010 Volume 2

Journal of the Transportation Research Board, No. 2157

Includes 18 papers that explore behavioral biases in travel demand analysis; spatial-temporal student activity population; changes in travel behavior in response to weather conditions; the impact of public holidays on travel time expenditure; sociodemographics, activity participation, and trip chaining between household heads; multitasking behavior of public transport users; activity-travel patterns and their covariance structure; and data analysis of social interaction diaries.

To view the report go to:

http://www.trb.org/Economics/Blurbs/Travel_Behavior_2010_Volume_2_164058.aspx

TRIBAL TRANSPORTATION RESOURCES

Traffic Flow Theory 2010– Simulation Modeling

Journal of the Transportation Research Board, No. 2161 includes six papers that explore a lane-changing model based on driver behavior, a lane-changing model of multiclass vehicles under heavy traffic conditions, simulation-based traffic prediction for incident management, traffic simulation using data archives of intelligent transportation systems, the macroscopic fundamental diagram using simulation data, and ex post evaluation of calibrated simulation models of future systems.

To view the report go to:

http://www.trb.org/Main/Blurbs/Traffic_Flow_Theory_2010_Simulation_Modeling_164109.aspx

Data Systems and Travel Survey Methods 2010

Journal of the Transportation Research Board, No. 2121 includes 17 papers that explore a geographic information system framework for storm water drainage asset management; infrastructure life-cycle costing; innovative components for asset management implementation; green performance metrics for a transportation data archive; urban network travel time estimation with midlink sources and sinks; analyzing multimodal public transport journeys with smart card data; and data simulation using common distributional assumptions of travel characteristics.

To view the report go to:

http://www.trb.org/Main/Blurbs/Data_Systems_and_Travel_Survey_Methods_2009_162816.aspx

Geomaterials 2010

Journal of the Transportation Research Board, No. 2167 includes 8 papers that explore red mud-based geopolymers, reclaimed asphalt pavement, recycled concrete materials, use of limestone screenings in roadway construction, unbound aggregate performance, and shakedown limit from multi-stage permanent deformation tests.

To view the report go to:

<http://trb.metapress.com/content/u5m38317574t/?p=0d61ae6bddcd4e17a1efedcc33c03a37&pi=0>

Pavement Management 2010, Volume 1

Journal of the Transportation Research Board, No. 21543 includes 18 papers that explore pavement management systems, pavement monitoring and evaluation, and full-scale and accelerated pavement testing.

To view the report go to:

<http://trb.metapress.com/content/n083350m7g40/?sortorder=asc&v=expanded&o=0>

Pavement Management 2010, Volume 2

Journal of the Transportation Research Board, No. 2154 includes 19 papers that explore pavement design, and strength and deformation characteristics of pavement sections.

To view the report go to:

http://trb.metapress.com/content/m4630r68153t/?sortorder=asc&p_o=10

Highway Safety Data, Analysis, and Evaluation 2010, Volume 1

Journal of the Transportation Research Board, No. 2147 includes 14 papers that explore publication bias in road safety evaluation, accidents and accessibility, collecting data on animal carcass removal from roadways using personal digital assistants, genetic programming for investigating urban arterial design factors contributing to crashes, and the U.S. Road Assessment Program star rating protocol.

To view the report go to:

<http://trb.metapress.com/content/x33622542q12/?p=68e994c1a508429ab54c7fe7ab2c9023&pi=13>

Marine Transportation and Port Operations 2010

Journal of the Transportation Research Board, No. 2166 contains 14 papers that explore ship-based greenhouse gas reduction negotiations; supply chain coordination for port sustainability; the berth-scheduling problem; a web-based foreign waterborne cargo data system; global port operations and their influence on port labor; measuring the concentration degree of container port systems; and the resilience framework for ports.

To view the report go to:

<http://trb.metapress.com/content/g4nl4465535x/?p=4de73d751dee4396be4f55d2229f10fd&pi=1>

Statistical Methods and Visualization

Journal of the Transportation Research Board, No. 2165 Contains 11 papers that explore modeling injury severity of multiple occupants of vehicles; methods to estimate crash counts by collision type; spatial correlation in multilevel crash frequency models; predicting rear-end crashes at unsignalized intersections; using incident management data to identify hot spots; and regression to the mean in before-and-after speed data analysis

To view the report go to:

<http://trb.metapress.com/content/w2g16461511w/?p=4de73d751dee4396be4f55d2229f10fd&pi=2>

Social, Environmental, and Economic Sustainability, Including 2010 Thomas B. Deen Distinguished Lecture

Journal of the Transportation Research Board, No. 2163 Includes 15 papers that explore issues related to social, environmental, and economic sustainability. This issue of the TRR also includes Martin Wachs' 2010 Thomas B. Deen Distinguished Lecture, which considers the history and future of transportation policy as it relates to poverty and sustainability.

To view the report go to:

<http://trb.metapress.com/content/g25877u1202q/?p=c4c012a978054135871d824e85839e77&pi=1>

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Con't)

TRANSIT COOPERATIVE RESEARCH PROGRAM

Application of Physical Ability Testing to Current Workforce of Transit Employees

Legal Research Digest 34

The purpose of this report is to address the legal ramifications of instituting physical ability testing, and of exceeding government requirements related to physical ability.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_lrd_34.pdf

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP)

Target-Setting Methods and Data Management to Support Performance-Based Resource Allocation by Transportation Agencies - Volume I: Research Report, and Volume II: Guide for Target Setting and Data Management

National Cooperative Highway Research Program (NCHRP) Report 666

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_666.pdf

Roundabouts: An Informational Guide – Second Edition
Report 672: Roundabouts: An Informational Guide – Second Edition explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade-offs associated with roundabouts.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf

Utility Location and Highway Design
Synthesis 405

Explores current practices in use by transportation agencies for consideration of utilities during the project development process, including where in the process the utility impacts are assessed and relocation decisions made; what policies, regulations, manuals, and guidelines are used; and how design decisions are influenced by utilities.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_405.pdf

Recommended Procedures for Testing and Evaluating Detectable Warning Systems

Report 670

Recommended Procedures for Testing and Evaluating Detectable Warning Systems explores a set of recommended test methods for evaluating the durability of detectable warning systems. These methods address exposure regimes, test procedures, and evaluation criteria to help select detectable warning systems that provide long-term performance and durability while meeting the requirements of the Americans with

Disabilities Act .

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_670.pdf

State of the Practice in Highway Access Management
NCHRP Synthesis 404

Each report in the series provides a compendium of the best knowledge available on those measures found to be the most successful in resolving specific problems.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_404.pdf

Effective Public Involvement Using Limited Resources
NCHRP Synthesis 407

Explores information about staff and agency experiences in the application of successful and cost-effective strategies and implementation techniques used to engage the public in the development of transportation plans and projects.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_407.pdf

Criteria for Restoration of Longitudinal Barriers
NCHRP Report 656

Explores the identification of levels of damage and deterioration to longitudinal barriers that require repairs to restore operational performance.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_656.pdf

Traffic Signal Retiming Practices in the United States
NCHRP Synthesis 409

Explores practices that operating agencies currently use to revise traffic signal timing. The report examines the processes used to develop, install, verify, fine-tune, and evaluate the plans.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_409.pdf

Identification of Vehicular Impact Conditions Associated with Serious Ran-off-Road Crashes

NCHRP Report 665

Quantifies the characteristics of ran-off-road crashes and identifies appropriate impact conditions for use in full-scale crash testing.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_665.pdf

TRIBAL TRANSPORTATION RESOURCES

AIRPORT COOPERATIVE RESEARCH PROGRAM (ACRP)

Helping Airports Understand the Payment Card Industry Data Security Standard (PCI DSS) Research Results Digest 11

A guide is needed by airports to help them understand the data and network protection responsibilities they must assume when accepting card transactions.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rrd_011.pdf

Recommended Guidelines for the Collection and Use of Geospatially Referenced Data for Airfield Pavement Management Report 39

This report presents recommended guidelines for the collection and use of geospatially referenced data for airfield pavement management.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_039.pdf

NATIONAL COOPERATIVE FREIGHT RESEARCH PROGRAM (NCFRP)

Freight-Demand Modeling to Support Public-Sector Decision Making Report 8:

Freight-Demand Modeling to Support Public-Sector Decision Making explores possible improvements in freight demand models and other analysis tools and includes a guidebook to assist model developers in implementing these improvements.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_008.pdf

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

Distracted Driving 2009

DOT HS 811 379 Traffic Safety Facts - Research Note

To view the report go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/811379.pdf>

Strategies to Increase Seat Belt Use: An Analysis of Levels of Fines and the Type of Law

The main objectives of this study were to determine the relationships between seat belt use in the States and (1) the type of seat belt law enforcement (primary versus secondary), and (2) seat belt fine levels.

For more information go to:

http://www.nhtsa.gov/staticfiles/nti/occupant_protection/pdf/811413.pdf

Drug Involvement of Fatally Injured Drivers

While data focusing on the danger of driving under the influence of alcohol is readily available and often cited, less is known or discussed about drivers under the influence of other drugs.

For more information go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/811415.pdf>

Lives Saved by Restraint Use and Minimum-Drinking-Age -Laws

A traffic safety facts crash statistic summary.

To view the report go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/811383.pdf>

Seat Belt Use in 2010—Overall Results

A traffic safety facts research note.

To view the report go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/811378.pdf>

Distracted Driving and Driver, Roadway, and Environmental Factors

National Motor Vehicle Crash Causation Survey (NMVCCS) data was used in this study to look at two facets of distracted driving, namely distraction from sources within the vehicle and non-driving cognitive activities, as associated factors.

To view this report go to:

<http://www-nrd.nhtsa.dot.gov/Pubs/811380.pdf>

U.S. Department of Agriculture-Forest Service

Culvert Scour Assessment

The purpose of this study is to quantitatively analyze (1) the geomorphic and structure controls on channel-bed and footing scour at road-stream crossings, and (2) the effectiveness of aquatic organism passage (AOP) at these crossings by comparing channel characteristics within the crossing structure to reference channel conditions not influenced by the structure.

To view the study go to:

http://www.fs.fed.us/eng/pubs/pdf/CulvertScour/CulvertScourLo/%20Culvert_ScourLo.pdf

CALIFORNIA

Federal Statewide Transportation Improvement Plan (FSTIP)

California's Draft 2011 Federal Statewide Transportation Improvement Program (FSTIP) is available on the Caltrans website for public review. The FSTIP/FTIPs contain all transportation projects in the State of California that are proposed for Federal funding under Titles 23 and 49 of the US Code as well as all projects considered regionally significant, regardless of funding sources. If you have any comments on the FSTIP, they can be submitted to: Lima Huy by e-mail (Lima.Huy@dot.ca.gov) or by mail or phone. The comment period ends on October 29, 2010.

To view the plan go to:

<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Con't)

OTHER PUBLICATIONS

Federal Reporting.gov

Along with the Presidential Memorandum noted above, ARRA recipients are to use the new Excel Template Version 1.7 for this upcoming Recipient Reporting period of October 1-10.

To view the templates go to:

[www.nijc.org/pdfs/ttap/
FederalReportingTemplate_Contracts.xlsx](http://www.nijc.org/pdfs/ttap/FederalReportingTemplate_Contracts.xlsx), or
[www.nijc.org/pdfs/ttap/
FederalReportingTemplate_GrantsLoans.xlsx](http://www.nijc.org/pdfs/ttap/FederalReportingTemplate_GrantsLoans.xlsx)

Highway Safety Manual

American Association of State Highway and Transportation Officials (AASHTO) released the 1st Edition, Volume 2-2010.

To view the introduction go to:

<http://www.highwaysafetymanual.org/Documents/HSMP-1.pdf>

To purchase a copy go to:

<http://www.highwaysafetymanual.org/Pages/default.aspx>

If you would like a copy of a specific section from the list in the Table of Contents please contact:

barry@nijc.org or, nijc@aol.com Fax no. 707-579-9019

Protecting Teen Drivers; A guidebook for State Highway Safety Offices

Governors Highway Safety Association (GHSA)

This Guidebook was created to provide concrete strategies and showcase innovative programs that SHSOs can replicate in their own states to reduce the often tragic toll associated with teen drivers.

To view the guide go to:

<http://www.ghsa.org/html/publications/pdf/sfteen.pdf>

An Economic Analysis of Infrastructure Investment

U.S. Department of Treasury & Council of Economic Advisors

An analysis of the economic impact of transportation investment indicates that now is an optimal time to increase the nation's investment in transportation infrastructure.

To View the report go to:

[http://voices.washingtonpost.com/ezra-klein/
EMBARGOED%20CEA%20Treasury%20Infrastructure%
20Report.pdf](http://voices.washingtonpost.com/ezra-klein/EMBARGOED%20CEA%20Treasury%20Infrastructure%20Report.pdf)

The National Academy of Sciences, National Academy of Engineering, and Institute of Medicine

Expanding Underrepresented Minority Participation: America's Science and Technology Talent at the Crossroads.

To View the report go to:

http://www.nap.edu/catalog.php?record_id=12984

Robert Wood Johnson Foundation Case Study: Opportunity Link's North Central Montana Transit Initiative

This case study looks at Opportunity Link's North Central Montana Transit initiative, its relationship to community development goals, and the implications for children's health, including reducing and preventing childhood overweight and obesity.

To view the study go to:

http://www.reversechildhoodobesity.org/webfm_send/246

Retroreflectivity Implementation Toolkit

Developed by the Minnesota Department of Transportation

To visit the web site go to:

http://www.dot.state.mn.us/stateaid/trafficsafety/retro-reflectivity/Implementation_Toolkit.html

American Traffic Safety Services Association (ATSSA)

ATSSA Work Zone Safety Guideline Products

The American Traffic Safety Services Association

(ATSSA) has announced the release of fourteen (14) Work Zone Safety Products. You may download these products from their website at :

<http://www.atssa.com/cs/Federal-Highway-Administration-work-zone-safety>

TRANSPORTATION NEWSLETTERS

Institute Of Transportation Studies

University of California Berkeley

NewsBITS

For more information go to:

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

Global Transport Knowledge Partnership (gTKP)

International Newsletter

For more information go to:

<http://www.gtkp.com/default.asp>

NACE News—Monthly Newsletter

National Association of County Engineers

To View the newsletter go to:

[http://www.naco.org/NACETemplate.cfm?
Section=News1&template=/ContentManagement/
ContentDisplay.cfm&ContentID=31476](http://www.naco.org/NACETemplate.cfm?Section=News1&template=/ContentManagement/ContentDisplay.cfm&ContentID=31476)

Community Transportation Association of America

Tappy Grams is an electronic newsletter that describes new and timely publications on transportation-related information.

To view the newsletter go to:

[http://web1.ctaa.org/webmodules/webarticles/
anmviewer.asp?a=1729&z=76](http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1729&z=76)

Nevada Department of Transportation

Nevada Research and Technology Review

TRIBAL TRANSPORTATION RESOURCES

Quarterly Newsletter

To view the newsletter go to:

http://www.nevadadot.com/reports_pubs/Research_Pubs/ResearchNewsletter.asp

Public Roads Magazine

Reading *Public Roads* is the easiest way to keep up-to-date on developments in federal highway policies, programs, and research and technology.

To view the site go to:

<http://www.tfhrcc.gov/pubrds/index.htm>

FHWA

Safety Compass Quarterly Newsletter
Highway Safety Solutions for Saving Lives

To view current and past issues go to:

<http://safety.fhwa.dot.gov/newsletter/>

FHWA

Focus Magazine

Accelerating Infrastructure Innovations

To view current and past issues go to:

<http://www.fhwa.dot.gov/publications/focus/10jan/index.cfm>

Office of Safety

Road Safety Audits (RSA) Newsletter

An outreach resource to provide you with the most current information on RSAs. Our regular features will include an overview of State RSA programs, current resources to assist you in performing RSAs, and a compilation of RSA-related news stories.

To view the newsletter go to:

<http://safety.fhwa.dot.gov/rsa/newsletter/>

Resource Center

Centered on Service Newsletter

Success stories from the RC Technical Service Teams to bring you lessons learned, state-of-the-art technologies, and improved processes.

To view the newsletters go to:

<http://www.fhwa.dot.gov/resourcecenter/success/cos.cfm>

Community Transportation Association of America FAST MAIL Monthly Newsletter. The latest news and updates from the Community Transportation industry.

To view the newsletter go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.aspx?a=1009&z=37>

U.S. Environmental Protection Agency

District 9, San Francisco, CA

Tribal Programs Newsletter

To view the tribal web site and newsletter go to:

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

FHWA

Pedestrian Forum Newsletter
Safe Pedestrians and a Walkable America
VOL. 50, Spring 2010

To view the newsletter go to:

http://safety.fhwa.dot.gov/ped_bike/pedforum/2010/spring2010.cfm

California Department of Transportation (CalTrans)

California Transportation Journal

To view current and past issues go to:

<http://www.dot.ca.gov/ctjournal/2009-3/>

Transportation Research Board

TR News

To view current and past issues go to:

<http://www.trb.org/Main/Public/Search2.aspx?SearchTerm=tr%20news>

VIDEOS AND DVDS



Environmental Justice in Transportation for California Tribes Video Workbook

Produced by the National Indian Justice Center.

Available at: 707-579-5507 or,

<http://nijc.org/publications.html>

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

The Forest Service, Bureau of Land Management and Federal Highway Administration have jointly developed training videos to show how the various programs authorized within SAFETEA-LU can benefit public lands and their neighboring communities.

The training video can be found at: <http://www.fs.fed.us/eng/safetea-lu>

FHWA LTAP/TTAP Clearinghouse

Operators Pre-Start Motor Grading Inspection

Promotes motor grader safety and productivity for county and city road agencies.

-AND-

Roadway Safety + Training Program Version 9 Is a standard method of providing worker awareness training for road workers. The RSP+ download includes interactive Macromedia modules, Trainee Booklets, Toolbox Pamphlets, printable screen guides, and an Instructor Manual. Most are provided in 3 languages.

TRIBAL TRANSPORTATION RESOURCES

VIDEOS AND DVDS (Con't)

Download program from www.workzonesafety.org
To obtain copies of the videos contact Sarah Crane at 202-289-4434, or e-mail scrane@artba.org

FHWA Office of Safety Design

Two informational videos on DVD.
FHWA-SA-08-007. Median Barriers—A Solution to Cross-Median crashes.
FHWA-SA-07-024. The previously released video, Rumble Strips—A Sound Investment.
Order from FHWA Report Center – publication number Report.center@fhwa.dot.gov.

FHWA Office of Safety

2009 Road Safety Audit (RSA) Video
FHWA has created a new video on Road Safety Audits (RSAs). The new RSA video focuses on the benefits of using a multidisciplinary approach to improve safety. For more information or to view the video go to:
<http://safety.fhwa.dot.gov/rsa/video2009/>

A Road Construction Industry Consortium Training Program Roadway Safety-Roadway Safety

Awareness Program provides an overview of common hazards in highway and road construction and simple prevention measures.
To download Version 9.0 go to: http://www.workzonesafety.org/training/courses_programs/rsa_program/overview

FHWA office of Safety

Modern Roundabouts: A Safer Choice (FHWA-SA-10-023)
The video explains the many benefits of roundabout intersections and is intended primarily for decision makers in state and local transportation agencies to overcome the common barriers and reasons for not considering roundabouts as intersection alternatives. It is presented in a non-technical manner and can be used at public meetings for proposed roundabout projects.
For more information go to:
<http://safety.fhwa.dot.gov/intersection/roundabouts/>

Zero Fatalities Utah DOT

Reggie P. Shaw Video
His vehicle drifted across the highway centerline and side-swiped an oncoming vehicle on Sept. 22, 2006. The officers investigated and found out that Shaw was text messaging during the time of his accident.
To view the video go to:
http://ut.zerofatalities.com/?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+08-25-2009&utm_content=Web&utm_term

Tribal School Zone Safety: Video and Toolkit

To obtain a free DVD, Please contact:
Chimai Ngo, 202-366-1231

Roadway Safety Foundation

New Run-Off-Road/Rumble Strip Brochure and Recognize-React-Recover DVD

To obtain free copies of the brochure and DVD go to:
<http://www.roadwaysafety.org/run-off-road-dvd-2/>

Sign Retroreflectivity Informational Presentations

The Center for Technology & Training at the Michigan Tech Transportation Institute has developed a web-based informational presentation designed to help local agencies begin the discussion of sign retroreflectivity with decision-makers.

To download the videos go to:
<http://ctt.mtu.edu/SignRetroPresentations.html>

Ordering Information

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

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

To order or borrow materials, please e-mail or fax a request to: barry@nijc.org or, nijc@aol.com Fax no. 707-579-9019

To view past issues of publications, videos and development programs, please visit our website library: at: <http://nijc.org/datasheets/ttap/>

TRIBAL TRANSPORTATION RESOURCES

ANNOUNCEMENTS



At the request of CalTrans, the CA/NV TTAP has requested FHWA to conduct a Tribal Safety Summit in California in 2011. If you are interested in participating, join the TTAP e-mail list at: www.nijc.org/ttap.html.



Do You Have A Transit Advertising Policy?

Developing and Implementing a Transit Advertising Policy

Transit Cooperative Research Program (TCRP) Legal Research Digest 33

This research project was commissioned to provide a comprehensive review and analysis of the advertising issues regularly encountered by mass transit agencies across the country.

The report can be viewed and downloaded at: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_lrd_33.pdf

Transit Cooperative Research Program (TCRP)

The Transit Cooperative Research Program is an applied research program that provides solutions to practical problems faced by transit operators. The primary participants in the TCRP are an independent governing board organized by the Transit Development Corporation and designated the TCRP Oversight and Project Selection (TOPS) Committee. The TOPS Committee met on Oct. 22, 2010, and approved new research projects for Fiscal Year 2011.

The purpose of this memorandum is to solicit your nominations for new project panels. We are asking you to nominate individuals with expertise directly relevant to the research proposed, and we would particularly welcome your help in identifying women and minority candidates. Your nominations would be appreciated as soon as possible, but no later than Jan. 28, 2011, so that we may move the program forward in a timely manner. We will begin the panel formation process shortly thereafter. Nominations received after Jan. 28 will not be guaranteed full consideration in the panel formation process.

To ensure proper consideration of your panel nominations, we need information on each nominee's affiliation, title, address, approximate age, and, most importantly, professional qualifications related to the particular project. Contacts to determine an individual's interest in serving will be made from this office after we have matched available expertise with that required by the nature of the project. A panel nomination form is attached for your use if a resume is not available. We also encourage submissions via e-mail, which can be sent to ablackwell@nas.edu.

For more information and application forms go to: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_fy2011Panelnominations.pdf

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING



CALIFORNIA

NOTE: many of the listed transportation programs are dependant on the extension of SAFETEA-LU or the passage of the Re-authorization Transit Bill.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

**Transportation Planning Grants Call for Applications
Fiscal Year 2011-2012**

**Submit Applications Via Email Only by 5:00 P.M.,
Wednesday, March 30, 2011**

Officeofcommunityplanning@dot.ca.gov for the following two grant programs:

- Environmental Justice Transportation Planning
- Community –Based Transportation Planning

Regional_planning_grants@ca.dot.gov for the following grants:

- Partnership Planning (SPR)
- Transit Planning (FTA Section 504)
 1. Statewide or Urban Transit Planning Studies
 2. Rural or Small Urban Transit Planning Studies
 3. Transit Planning Student Internships

For more information go to:

<http://www.dot.ca.gov/hq/tpp/grants.html>

California Department of Transportation: Transportation Planning Funding Grants

The Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants support closer placement of jobs and housing, efficient movement of goods, community involvement, in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives. The final results of these grants should lead to the adoption, initiation, and programming of transportation improvements that improve mobility, access and economic vitality.

For more information on these grants go to:

<http://www.dot.ca.gov/hq/tpp/grants.html>

California Department of Transportation: The State-Legislated Safe Routes to School Program

California Safe Routes to School program is contained in the Streets & Highway Code Section 2330-2334.

For more information on this program go to:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

California Department of Transportation (CALTRANS)

The California Department of Transportation (Caltrans), in consultation with the Governor's Office of Small Business Advocate, have entered into a Memorandum of Understanding (MOU) with the U.S. Small Business Administration (SBA), to offer a technical assistance surety bond guarantee program to promote increased small business participation in Caltrans, State highway and transit projects.

This initiative provides a viable means to advance the unimpeded participation of all willing, ready, and able construction contractors and subcontractors, professional architectural and engineering firms, suppliers and truckers, without regard to race, ethnicity, gender, or physical disability to participate in the State's Contracting Program.

For more information contact a Small Business Development Center in your area, or call Linda Madden 919-324-8384; e-mail Linda_Madden@dot.ca.gov

California Integrated Waste Management Board (CIMWB)

CIMWB offers a variety of grant funding opportunities to assist public and private entities in safely and effectively managing California's waste stream. Additional grant information and list of active grants can be found at:

www.ciwmb.ca.gov/grants

NEVADA

Nevada Department of Transportation: Safe Routes to School Program

For more information regarding the Nevada Safe Routes to School, please visit:

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

Nevada Department of Transportation: 2010-11 Landscape Aesthetics Community Match

Program Procedures Manual

TRIBAL TRANSPORTATION FUNDING RESOURCES

The State Transportation Board approves the Landscape and Aesthetics Community Match Program to Help communities add landscape and aesthetic treatments to State Highway (retrofitting) and improve the appearance of Nevada's highways. The program provides for a variety of projects, such as landscaping, scenic beautification, transportation art, and community gateways. The program provides funding for fifty percent of a landscape and aesthetic project, up to a maximum, of \$500,000 from the applicant and \$500,000 from the program. The minimum application accepted for the program is \$100,000, of which \$50,000 comes from the program. More information on the Landscape and Aesthetic Program may be found at: www.nevadadot.com under Public Involvement, Landscape and Aesthetics Master Plan, Related Links, #1.

Nevada Department of Transportation Transportation Systems Projects Project Submittal Program

A Transportation Improvement Project can increase roadway capacity (additional lanes); increase the safety of the roadway (right/left turn lanes, passing lanes, pull outs); enhance an intersection (signals, stop signs, lighting); upgrade the roadway (realignment, reconstruction, overlay, drainage); or any other project that improves the roadway. Projects such as welcome and gateway community signs are eligible projects. Repair and reconstruction of bridges are also included. Primary reasons for a project can be safety issues, congestion relief, bridge repair/replacement, new development (both residential and commercial) or maintenance of the roadway.

Applications can be for projects located on or near federal/state highway or non-federal/state highway that has been given a functional clarification. Federal and State Agencies, Tribal governments, county, city and local governments, local public agencies or private non profits can apply.

Dates: Completed applications are due the first Monday in January (Tuesday if Monday is a holiday). Applications received after January will be held until the next Evaluation cycle in January the following year.

For information contact: Sandi Stanio, Program Development. (775) 888-7122, or e-mail: sstanio@dot.state.nv.us

To view the program go to:

http://www.nevadadot.com/business/forms/pdfs/Plan_PROJECT_APP.pdf

FEDERAL

DEPARTMENT OF TRANSPORTATION

Federal Safe Routes to School Program (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETA-LU (the Safe, Accountable, Flexi-

ble,, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. For more information on this program go to:

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

Federal Transit Administration

Public Transportation On Indian Reservations (FTA 5311)

The goals of the Tribal Transit Program: 1) to enhance the access of public transportation on and around Indian reservations in nonurbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; and 4) to provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

For more information go to:

http://www.fta.dot.gov/funding/grants/grants_financing_3553.html

National Park Service: Preserve America Grants

Preserve America grants support planning, development, and implementation of innovative activities and programs in heritage tourism such as surveying and documenting historic resources, interpreting historic sites, planning, marketing, and training. Successful applicants will emphasize creative projects that promote and preserve the community's cultural resources. Successful projects will involve public-private partnerships and serve as models to communities nationwide for heritage tourism, education, and economic development.

Your project must fit one of the following categories:

- Research and Documentation
- Education and Interpretation
- Planning
- Marketing
- Training

Designated Preserve America Communities and Neighborhoods, State Historic Preservation Offices, Tribal Historic Preservation Offices and Certified Local Governments that have applied for Preserve America Community designation are all eligible to apply for Preserve America grants. Individuals, nonprofits, and for-profit businesses are not eligible for funding.

For more information go to:

<http://www.nps.gov/history/hps/hpg/preserveamerica/faqs.htm#5>

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Con't)

FHWA

Surface Transportation Environment and Planning Cooperative Research Program

The STEP is the primary source of funds for FHWA to conduct research and develop tools and technologies to advance the state of the practice regarding national surface transportation and environmental decision-making. In FY 2010, FHWA sought partnerships that leveraged limited research funding in STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the nation's surface transportation research needs.

The proposed FY2011 STEP funding levels are subject to the completion of the FY2011 Department of Transportation (DOT) appropriations process. The anticipated FY2011 STEP research efforts are preliminary and subject to change. In FY 2010, STEP addressed national research priorities that included:

- (1) Conducting research to develop climate change mitigation and adaptation strategies;
- (2) Improving state of the practice regarding livability and the impact of transportation on the environment;
- (3) Developing and/or supporting accurate models and tools for evaluating transportation measures and developing indicators of economic, social, and environmental performance of transportation systems;
- (4) Developing and deploying research to address congestion reduction efforts;
- (5) Developing transportation safety planning strategies for surface transportation systems and improvements;
- (6) Improving planning, operation, and management of surface transportation systems and rights of way;
- (7) Enhancing knowledge of strategies to improve transportation in rural areas and small communities;
- (8) Strengthening and advancing State/local and tribal capabilities regarding surface transportation and the environment;
- (9) Improving transportation decision-making and coordination across borders;
- (10) Conducting research to promote environmental streamlining/stewardship;
- (11) Disseminating research results and advances in state of the practice through peer exchanges, workshops, conferences, etc;
- (12) Meeting additional priorities as determined by the Secretary; and
- (13) Refining the scope and research emphases through active outreach and in consultation with stakeholders.

The number of stakeholders with an interest in environment and planning research is enormous and diverse, including these three tiers:

Tier 1 - Federal Agencies and Tribes: There are at least a score of Federal agencies with strong interest in transportation planning and environmental programs including: the Departments of Commerce, Defense, Homeland Security, Agriculture, Energy, Interior (DOI) and Housing and Urban Development, the Environmental Protection Agency (EPA), and the Centers for Disease Control and Prevention (CDC).

Within each of these agencies, there are many discrete organizations/programs with an interest - e.g., National Park Service, U.S. Fish and Wildlife Service and Bureau of Land Management within the DOI. Within the US Department of Transportation (USDOT), FHWA partners with the Federal Transit Administration (FTA) on virtually all planning and environmental work, including research. The FHWA also coordinates with the Federal Railroad, Aviation, Research and Innovative Technology, National Highway Traffic Safety and Maritime Administrations, and with the Office of the Secretary of Transportation on Global Climate Change as well as other issues. There are over 500 federally recognized Native American Tribes, which have a major interest in research affecting their planning and environmental needs.

For more information go to:

<http://www.fhwa.dot.gov/HEP/STEP/index.htm>

U.S. Department of Agriculture

USDA Rural Development Grants

The mission is to increase economic opportunity and improve the quality of life for rural residents. Rural Development fosters growth in homeownership, finances business development, and supports the creation of critical community and technology infrastructure. Further information on rural programs is available at a local USDA Rural Development web site:

<http://www.rurdev.usda.gov/rbs/busp/bprogs.htm>

FEMA: Hazard Mitigation Grant Program

Hazard mitigation is any sustained action taken to reduce or eliminate long-term risk to people and property from natural hazards and their effects. This definition distinguishes actions that have a long-term impact from those that are more closely associated with immediate preparedness, response, and recovery activities. Hazard mitigation is the only phase of emergency management specifically dedicated to breaking the cycle of damage, reconstruction, and repeated damage. As such, States, Territories, Indian Tribal governments, and communities are encouraged to take advantage of funding provided by HMA programs in

TRIBAL TRANSPORTATION FUNDING RESOURCES

both the pre- and post-disaster timeframes. Together, these programs provide significant opportunities to reduce or eliminate potential losses to State, Tribal, and local assets through hazard mitigation planning and project grant funding. Each HMA program was authorized by separate legislative action, and as such, each program differs slightly in scope and intent.

The Hazard Mitigation Grant Program (HMGP) may provide funds to States, Territories, Indian Tribal governments, local governments, and eligible private non-profits following a Presidential major disaster declaration. The Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss Pilot (SRL) programs may provide funds annually to States, Territories, Indian Tribal governments, and local governments. While the statutory origins of the programs differ, all share the common goal of reducing the risk of loss of life and property due to natural hazards.

For more information go to:

<http://www.fema.gov/government/grant/hmgp/index.shtm>

The Kodak American Green Ways Program

[Eastman Kodak Company](#), The Conservation Fund and the [National Geographic Society](#) team up each year to present the Kodak American Greenways Awards Program. One major element of the Program involves “seed” grant awards to organizations that are growing our nation's network of greenways, blueways, trails and natural areas.

The Program operated by The Conservation Fund invites land trusts, local governments, and other organizations to submit proposals for small greenway project grants. Funded projects typically advance one or more of the following Program goals:

- Catalyzing new greenway projects
- Assisting grassroots greenway organizations
- Leveraging additional money for conservation and greenway development
- Promoting use and enjoyment of greenways

For more information go to:

http://www.conservationfund.org/kodak_awards

OTHER FUNDING

Tribal Youth Initiative

Department of Justice (DOJ)

This solicitation will fund research and evaluation studies to produce findings of practical use to practitioners, administrators, and policymakers in the development of effective programs, policies, and strategies for the prevention and intervention of tribal youth delinquency.

Closing date is: February 28, 2011

For more information go to:

<http://www07.grants.gov/search/search.do;jsessionid=1hpWNb1KZMQLk2BGMhY01mFk8hy1ZcRG0xgy8TTVyfhnLMN3N8cS!-1073188449?oppId=61273&mode=VIEW>

Tribal Youth National Mentoring Program

Department of Justice (DOJ)

This solicitation invites applicants to propose national initiatives that will support the development, maturation, and expansion of community programs to provide mentoring services to tribal youth populations on the reservations of federally-recognized tribes.

Close date is : February 28, 2011

For more information go to:

<http://www07.grants.gov/search/search.do;jsessionid=1hpWNb1KZMQLk2BGMhY01mFk8hy1ZcRG0xgy8TTVyfhnLMN3N8cS!-1073188449?oppId=61153&mode=VIEW>

Rural Innovation Fund Program

Department of Housing and Urban Development (HUD)

The purpose of the Rural Fund is to provide support for highly targeted and innovative grants dedicated to addressing the problems of concentrated rural housing distress and community poverty for projects that demonstrate a great likelihood of substantial impact in addressing the housing needs and community poverty in the project area. HUD is making available awards in two funding categories: Category 1, Single Purpose Grants or Comprehensive Grants that address the need for highly targeted projects that address the problem of concentrated rural housing distress and community poverty in rural areas; and Category 2 Economic Development and Entrepreneurship for Federally Recognized Indian Tribes.

Closing date is: February 23, 2011

For more information go to:

<http://www07.grants.gov/search/search.do;jsessionid=1hpWNb1KZMQLk2BGMhY01mFk8hy1ZcRG0xgy8TTVyfhnLMN3N8cS!-1073188449?oppId=60715&mode=VIEW>





NATIONAL INDIAN JUSTICE CENTER

5250 Aero Drive
Santa Rosa, CA 95403
Phone: (707) 579-5507
Fax: (707) 579-9019
Email: nijc@aol.com
Http://www.nijc.org

NIJC SERVICES

The National Indian Justice Center (NIJC) provides a range of services, including regional and local training sessions under contracts with tribes, court evaluation and court planning services, and other resource services.

Best Practices for Rural Traffic Safety

SafeRoadMaps: Enhancements and New Applications of the Crash-Mapping Tool

Thursday, January 20, 3 p.m.—4 p.m., Eastern (2 p.m. Central, 1 p.m. Mountain, noon Pacific)

This webinar will be broadcast live on the Web and available for later viewing.

About the Event

CERS researchers will discuss [SafeRoadMaps](#), an interactive crash-mapping tool they launched in July 2008 to map every roadway fatality in the nation since 2001 to the local level. Visitors can view a map or satellite image of crash locations as well as examine crash details and notes on public policies employed in a given area. To date, the site has logged nearly 10 million hits.

CERS researchers recently enhanced SafeRoadMaps by identifying the top 100 summer rural “hot spots,” or the rural areas that have experienced the most fatalities over the past eight years during the summer months. This new version also includes user-friendly interfaces for travelers, policymakers, and crash analysts. In addition, SafeRoadMaps now contains Fatality Analysis Reporting System (FARS) data from all years that contain geo-referencing information, currently 2001 to 2008.

SafeRoadMaps has attracted international media attention and is being used in a variety of ways to educate the public about road fatalities. In addition, road safety officials are using the tool to better pinpoint where policy, structural, and traffic management adjustments are most needed.

Speaker

[Tom Horan](#) serves as CERS research director and is a visiting scholar with the State and Local Policy Program at the University of Minnesota Humphrey Institute of Public Affairs. Horan is also an associate professor at the Claremont Graduate University School of Information Systems & Technology (SISAT). He has been an active leader in research and training related to policy and consumer dimensions of health information technology and digital infrastructure systems for transportation.

Registration & More

Registration is requested by **Friday, January 14**. To register, please RSVP via e-mail to cts@umn.edu. This webinar is the third in a series sponsored by CERS. The first two webinars were November 9 and December 7. The next is planned for February 23, 2011 (noon - 1 p.m. Eastern). For more information, please contact Lyssa Leitner, leit0056@umn.edu, 612-626-1077, or visit the web site at: <http://www.ruralsafety.umn.edu/events/saferoadmaps/>

CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

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