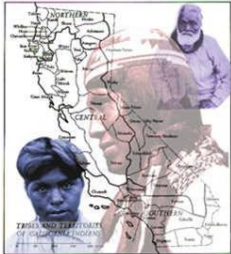


Tribal Transportation News



A Publication of the California/Nevada TTAP
Published by the National Indian Justice Center



The State of Climate Change and Options for Limiting Future Climate Change



In May 2010, the National Research Council of the National Academies released reports in the America's Climate Choices suite of studies requested by the U.S. Congress to inform and guide the nation's response to climate change. Experts representing government, the private sector, nongovernmental organizations, and research and academic institutions provided advice in the peer-reviewed reports on limiting the magnitude, adapting to the impacts, and advancing the science of climate change, as well as on informing effective decisions to address the problem. The reports addressing the status of climate change science and the options for limiting the magnitude of climate change are summarized here.

The Science of Climate Change

Science has made enormous progress toward understanding climate change. A strong and credible body of evidence, based on several lines of research, documents that the earth is warming. Strong evidence indicates that this warming is caused largely by human activities, especially from the release of greenhouse gases (GHG) through the burning of fossil fuels. Global warming is closely associated with other climate changes and impacts, including rising sea levels, increases in intense rainfall events, decreases in snow cover and sea ice, more frequent and intense heat waves, increases in wildfires, longer growing seasons, and ocean acidification. Individually and collectively, these changes pose risks for a range of human and environmental systems.

Although much remains to be learned, the core phenomenon, scientific questions, and hypotheses have been examined thoroughly and have proved firm in scientific debate and after careful evaluation of alternative explanations. In the past 100 years, temperatures have risen 1.4°F (0.8°C); projections of climate change anticipate an additional warming of 2.0°F to 11.5°F (1.1°C to 6.4°C) in the 21st century, with even larger temperature increases over land areas and at higher latitudes.

PHOTO: SEAN WAUGH, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION



Projected Impacts

The projected impacts of climate change include the following:

- Decreased availability of water in many drought-prone areas and in areas in which glaciers or snowpack feed into rivers;
- A higher fraction of rainfall in the form of heavy precipitation, increasing the risk of flooding and—in some regions—the spread of waterborne illness;
- Rising sea levels, exposing people and ecosystems in coastal zones to storm

Certain earth system processes, such as clouds, are not yet fully understood, which leads to complexities and uncertainties in mapping the rate and reach of climate change.

(Continued on page 4)

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CA/NVTTAP is administered by the NIJC. If you would like to submit an article or graphic (jpg or tiff format) for publication in Tribal Transportation News, please send a text file (PC format) to Barry Litchfield, TTAP Coordinator/Editor, barry@nijc.org, along with a cover email giving us permission to print your article. We appreciate your submissions!

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 story-telling venue, Native plants garden, California Indian foods, a small Native village, audio-visual displays that highlight California Indian history and the contributions of California Indians, as well as Edward Curtis prints and traveling exhibits. If you are in the area, please come visit and tour the facilities.



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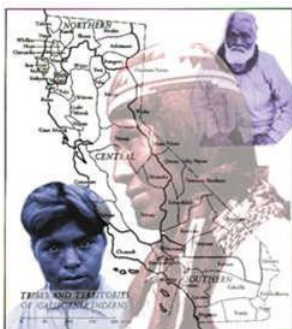
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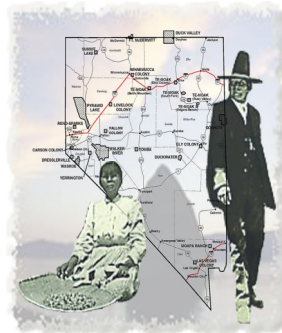
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**SHOULDER AND EDGE LINE
RUMBLE STRIPS**
T 5040.39
April 22, 2011

PURPOSE: To transmit information and guidelines for the design and installation of shoulder rumble strips and edge rumble stripes on appropriate segments of paved roads in the United States.

CANCELLATION: This Technical Advisory supersedes the information contained in T 5040.35, Roadway Shoulder Rumble Strips, dated December 20, 2001.

DEFINITIONS: A *shoulder rumble strip* is a longitudinal design feature installed on a paved roadway shoulder near the outside edge of the travel lane. It is made of a series of indented or raised elements intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. An *edge line rumble strip* is a shoulder rumble strip placed at the edge of the travel lane, in line with the edge line pavement marking; this is sometimes referred to as an *edge line rumble stripe*.

To view the entire guide go to:
http://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/docs/t504039.pdf

CENTER LINE RUMBLE STRIPS
T 5040.40
April 22, 2011

PURPOSE: To transmit information and guidelines for the design and installation of center line rumble strips on appropriate segments of paved roads in the United States.

CANCELLATION: This Technical Advisory supersedes the information on centerline rumble strips contained in Section 9f of T 5040.35, Roadway Shoulder Rumble Strips, dated December 20, 2001.

DEFINITIONS: A *center line rumble strip* is a longitudinal design feature installed at or near the center line of a paved roadway. It is made of a series of indented or raised elements intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. In most cases the center line pavement marking is placed over the rumble strip, which is sometimes referred to as a *center line rumble stripe*.

To view the entire guide go to:
http://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/docs/t504040.pdf

(Continued from page 1)

surges, the intrusion of salt water into freshwater aquifers, and other risks; and

- Increasing temperatures, rising sea levels, and ocean acidification, with widespread bleaching of coral reefs.

Other projections are less certain—for example, how the combined increases in GHGs, temperature, precipitation changes, and other climate and climate related changes will affect agricultural crops and natural ecosystems in different regions. Different sectors, populations, and regions will vary in their exposure and sensitivity to the impacts of these changes, but research suggests that climate change will affect poorer nations and communities more harshly.

Scientific research has revealed a great deal about responses to climate change. A growing body of knowledge is identifying technologies and policies to limit emissions and the magnitude of climate change, expanding understanding of the steps for adapting to climate change, and recognizing that climate change will need to be considered in actions and decisions across a range of sectors and interests (see box, this page).

Complexities and Uncertainties

Some earth system processes—such as ice sheet dynamics, cloud processes, and regional climate effects—are incompletely understood or not fully resolved in current climate models, leading to uncertainties about the magnitude and rate of global climate change and its local and regional manifestations.

Climate change also poses special challenges. For example, many climate change processes have long time lags, so that future generations will have to deal with the consequences of today's decisions. The earth system could cross thresholds that trigger abrupt changes or other unexpected events. The potential consequences could be irreversible and challenging, but the likelihood of such events is not well understood, so that it is difficult to account for these risks in decision making.

The earth's future climate clearly will be unlike the climate that ecosystems and human societies have experienced during the past 10,000 years, leading to significant challenges across a range of human endeavors. Climate change and the severity of its impacts will be greater if actions are not taken to limit its magnitude and to adapt.

What Is Known About Climate Change?

- Thermometer measurements show that the earth's average surface temperature has risen substantially in the past century and especially in the past three decades.
- A variety of independent observations also show warming in other parts of the earth system, including the oceans, the lower atmosphere, and ice-covered regions.
- Most of the recent warming is attributable to fossil fuel burning and to other human activities that release CO₂ and other heat-trapping GHGs into the atmosphere.
- Human activities also have resulted in an increase in small particles in the atmosphere, which on average tend to have a cooling effect, but this cooling is not strong enough to offset the warming associated with GHG increases.
- Changes in solar radiation inputs and volcanic activity also can influence climate, but observations show that these changes cannot explain the recent warming trend.
- Natural climate variability leads to year-to-year and decade-to-decade fluctuations in temperature and other climate variables, as well as to significant regional differences, and these fluctuations will continue under human-caused climate change.
- Human-caused climate changes and impacts will continue for many decades and in some cases for many centuries. The magnitude of climate change and the severity of its impacts will depend on the actions that human societies take to respond.

Limiting the Magnitude of Climate Change

The burning of fossil fuels is the largest source of GHG emissions. The global atmospheric concentration of carbon dioxide (CO₂), the dominant GHG, is increasing by roughly 2 parts per million per year; the United States is second to China as a contributor to global CO₂ emissions. U.S. emissions are driven by a growing national economy and a growing population. Even with expected improvements in energy efficiency, U.S. emissions will continue increasing under business as usual.

GHGs currently are emitted without penalty. With no financial incentives or regulatory pressure, the nation will continue to rely on and adopt carbon intensive technologies and systems.

Setting a GHG Budget

A national policy for reducing emissions will require setting a measurable goal. The NRC report suggests establishing national goals with a quantitative limit on domestic GHG emissions over a specific period of time—in other words, setting an emissions budget.

Because of the scientific uncertainties in identifying a safe level of global GHG emissions, and because of the political and ethical judgments in determining an appropriate U.S. share of global emissions, however, the report does not recommend a specific budget. Using recent studies

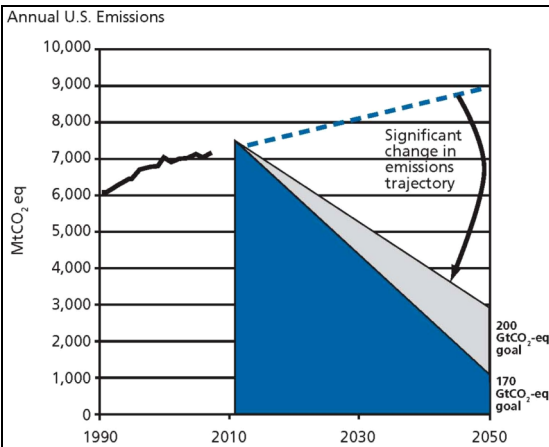
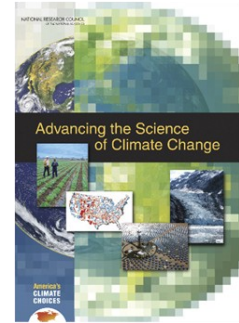


FIGURE 1. Meeting a strict GHG budget for the U.S. would require a significant departure from business as usual. [Note: 1 Gt (gigaton) = 1,000 million metric tons (Mt) of CO₂-equivalent GHG gases normalized by warming potential over a 100-year period. In 2007, the United States emitted about 7.1 billion Mt (7.1 Gt) of CO₂-equivalent GHGs. In burning approximately 200 billion gallons of gasoline, diesel, and jet fuel, U.S. transportation vehicles produced about 1,800 million Mt of CO₂ (1.8 Gt) or about 25 percent of the national total.]

from the Energy Modeling Forum,¹ the report suggests a representative domestic emissions budget in the range of 170 to 200 gigatons (Gt) of CO₂-equivalent for 2012 through 2050. This corresponds roughly to a reduction of emissions by 80 to 50 percent, respectively, from 1990 levels—a major departure from business-as-usual emission trends (see Figure 18). At the current rate—roughly 7 Gt of CO₂-equivalent per year—U.S. emissions would exceed the proposed budget well before 2050.

Opportunities for Reducing Emissions

Based on analyses in the Energy Modeling Forum studies and NRC’s America’s Energy Future studies—which estimated the technical potential for expanding deployment of key energy technologies—the report concludes that meeting the representative emissions budget will be difficult, but technically possible. Within the electric power and transportation sectors, all available options—for energy efficiency, for low-carbon electricity production, for low-carbon fuels, and more—will need to be deployed at levels near the maximum estimates deemed technically possible by the America’s Energy Future studies.



Advancing the Science of Climate Change is one of the foundational volumes in the National Research Council’s series, *America’s Climate Choices*.

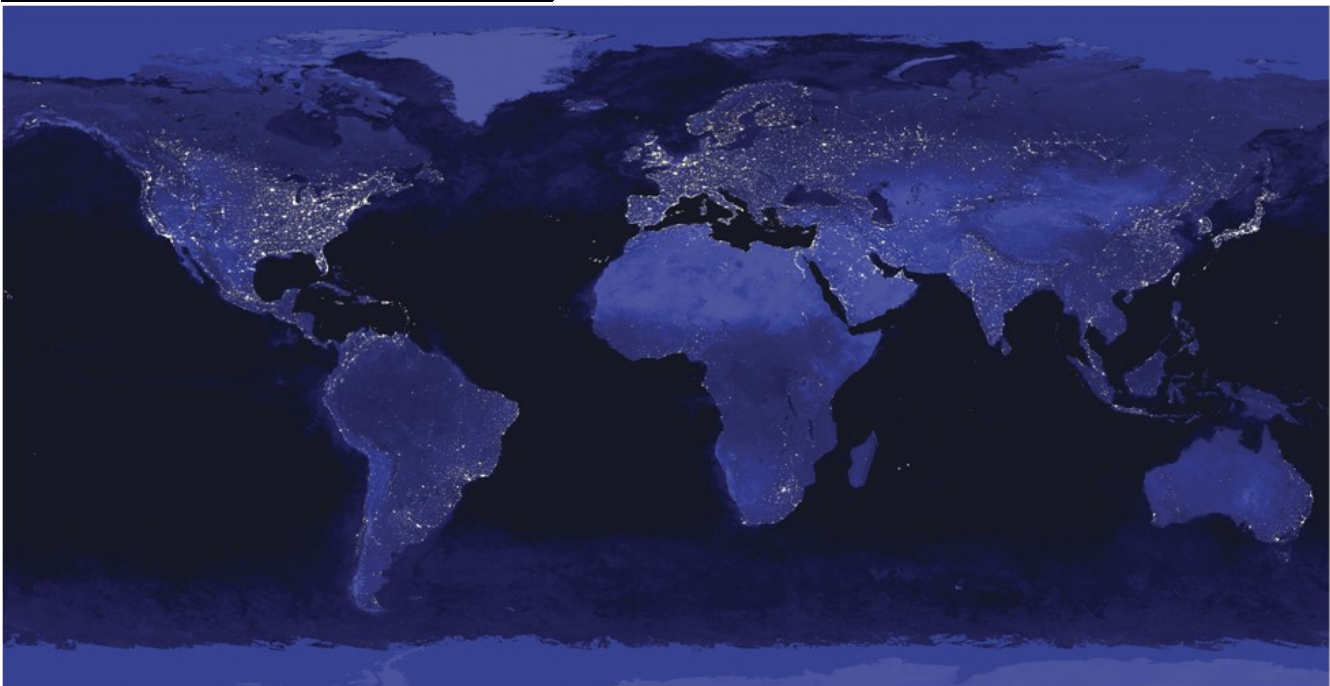


Photo: NASA

Satellite images reveal concentrations of light—and energy use—at night. An NRC report notes that the cooperation of the global energy and transportation sectors will be necessary to develop and meet a representative emissions budget.

(Continued on page 6)

(Continued from page 5)

The estimates are based on optimistic assumptions about each technology's cost, performance, and social acceptance. Strong support of research and development, therefore, is needed to make new and improved technological options available. The analyses of potential emissions budget goals, and the degree of action required to meet the goals, underlie the report's conclusion that response efforts on a national scale are urgently needed to reduce GHG emissions.

Need for Policy Actions

The following core strategies are recommended for U.S. policy:

- Adopt an economywide carbon pricing system that creates incentives for emissions reduction and markets for low-emissions technologies.
- Complement the carbon pricing system with other sector-based policies aimed at ensuring rapid progress to realize the full potential of energy efficiency and low-emission energy sources.
- Advance demonstration efforts to establish the technical and economic feasibility of carbon capture and storage and of new-generation nuclear technologies, and accelerate the retirement or retrofit of emissions-intensive infrastructure.
- Create new technology choices by investing heavily in research and by crafting policies to stimulate innovation.
- Enable flexibility and experimentation with emissions-reduction policies at regional, state, and local levels.

Balancing Durability and Flexibility

The report notes that a policy framework for limiting climate change will need to be durable and remain in place for decades. Nevertheless, the specific policies must be flexible to allow for responses to new developments in climate change science socioeconomic trends, technological innovation, and understanding of the impacts and effectiveness of climate policy. Striking the right balance between the goals of policy durability and flexibility will be an important, but continuing, challenge.

For more information, contact the Board on Atmospheric Sciences and Climate, 202-334-3426, or visit <http://nationalacademies.org/basc>; or America's Climate Choices, americasclimatechoices.org. Copies of *Limiting the Magnitude of Future Climate Change* are available from the National Academies Press, 500 Fifth Street, NW, Washington, D.C. 20001; 800-624-6242; www.nap.edu.

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Image: Craig Mayhew & Robert Simon, NASA

Satellite image of wildfires in Southern California, October 2007; increases in wildfires and decreased availability of water in drought-prone areas are symptoms of climate change



Photo: David Fine, Federal Emergency Management Agency

The severe storms and floods that hit Tennessee in May 2010 damaged and destroyed many homes and businesses. Increased heavy rainfall is a predicted consequence of climate

RIGHTS OF WAY

This series of ROW articles appearing in this newsletter and the next series of articles appearing in the next issues of the newsletter were re-printed from *The Message Runner*, Vol.3 with permission of the Indian Land Tenure Foundation.

Lessons of the Past Should Inform the Future

A Letter from the President
of the Land Tenure Founda-
tion
Cris Stainbrook



Indian people have been granting rights of way and easements across their territories since time immemorial.

Originally, these permissions were granted to other friendly tribes for the purposes of accessing hunting or fishing areas, trading or seasonal travel. There were no written documents granting these permissions but there were clear agreements on the purpose and use of rights of way.

The coming of non-Indians to the continent led to continual pressure on tribes to grant many more rights of way and easements. At first, many were verbal agreements, but increasingly there were written documents that paralleled the coming of the European style of land ownership. As time went by and disagreements arose, Indians often found themselves being told that the document they had signed—written in a language they did not understand—prevailed over the understanding of those who had agreed to it. Often, trespass was blatantly occurring but was dismissed as insignificant or for the non-Indian public good. The repeated exploitation of Indian good will, resources and land was a lesson to be learned and not forgotten.

By the time the last reservations had been created, the written agreement for a right of way was the matter of course.

Nevertheless, encroachment and trespass were common because many tribes were reluctant to relinquish any more of their diminished land areas to new rights of way. Many historians trace the reluctance of tribes to issue rights of way, particularly for the railroads, as the underlying purpose for the passage of the General Allotment Act of 1887. Not only did the Act open up considerable acres of reservation land for non-Indian settlement and development, it also transferred title of all reservation land to federal government ownership to be held in trust for the tribes and individual Indian people. The means were now in place for the federal government, acting as trustee, to approve rights of way for utilities and services such as trails, roads, railroads and telegraph lines, across reservations of even the most resistant tribes.

In the intervening 120 years, literally thousands of rights of way have been granted across Indian land. The permissions granted by the rights of way are quite variable, ranging from perpetual easements for transportation or communication routes to the granting of short-duration rights of way for construction or servicing of sites. Some rights of way affect one allotment or parcel of tribal land while others cross

hundreds of allotments and involve thousands of individual Indian land interest owners, including the tribe.

Today, tribes and individual Indian landowners are under pressure to issue new rights of way as well as to renew agreements for existing but expiring rights of way. Recent legislative attempts to allow the Secretary of Interior to sign off on rights of way for individual Indian people have been thwarted for the time being but will no doubt re-emerge as there are billions of dollars at stake for major industries.

It is now incumbent upon the tribes and Indian landowners to inform themselves about the geographic location of rights of way on their land and the values of both the rights of way and the lands they cross. Without knowledge of these basic issues, tribes will not be able to effectively develop their reservation lands or preserve lands that are important to their cultures. Individual owners may find themselves in a similar situation and unable to use their land as they wish once a right of way is in place. At the same time, tribes and individual landowners must be vigilant that the conditions of the rights of way are being adhered to and that trespass is not occurring out of negligence or expediency to the detriment of their land.

Indian Land Tenure Foundation provides this issue of the *Message Runner* with the intent of assisting individual landowners and tribes in beginning the process of understanding rights of way. It is an important learning process for us all as we attempt to maximize the benefits derived from our lands for our families and the future of the tribe. It is equally important to remember that the process does not end with a right of way agreement that we understand. Continual monitoring for compliance by all parties is necessary. Our ancestors learned this lesson; we should not forget.





Allotted Land

Land that was distributed to individual Indians by the federal government under the terms of the General Allotment Act of 1887 or other specific allotment acts. Generally, allotments were 40-, 80- or 160-acre parcels of reservation lands assigned to individual Indians.

Appraisal

Estimation of market value, investment value, insurable value or other property-defined value of a specific parcel at a given date.

Appraiser

A professional who makes appraisals of the value of property. For a federally related transaction, an appraiser must be licensed or certified by the state.

Checkerboarding

Since the General Allotment Act allowed for a significant amount of land to pass out of tribal or individual Indian hands, land within reservation boundaries may be owned by the tribe, individual Indians or non-Indians, and contain a mix of trust and fee lands. This pattern of mixed ownership resembles a checkerboard.

Condemnation

Process by which a governmental agency may take private property for public use under the right of eminent domain. Constitutionally, the owner must receive just compensation.

Easement

A legally binding agreement authorizing the right to use another person's land for a stated purpose. It may involve a general or specific portion of the property. An easement may be used to restrict the use of a property as in the case of historical easements that forbid changes to a property.

Eminent Domain

The power of federal, state and local governments to take private property for public use. A private entity may also exercise eminent domain, though it must be authorized by a governmental agency to do so. A variety of property rights are subject to eminent domain, such as air, water and land rights.

Fair Market Value

The price at which a property would change hands between a willing buyer and a willing seller, neither being compelled to buy or to sell and both having reasonable knowledge of relevant facts.

Fee Land

Land held in fee simple title, the broadest property interest allowed by law. Fee land is taxable by the state and is held by an individual landowner who holds title and control of the land.

Just Compensation

The fair payment to owners of private property taken for public use through condemnation under eminent domain. It is usually, though not always, the market value of the interest taken plus any damages or loss in value to the remaining property interests.

Land

The air above, the surface and sub-surface of the earth.

Land Ownership Rights

Authorize individuals to:

- Use the land in diverse ways such as constructing buildings, operating farms and businesses, extracting minerals from below the surface, grazing livestock and building roads.
- Convey part or all of their rights to others through deeds, sale contracts, wills, mortgages, leases, easements and permits.
- Offer their rights as collateral to guarantee repayment of loans or obligations.

Leverage

A positional advantage that one party has over another. Leverage can be very important in negotiating a right of way.

Personal Property Interests

A type of property that may include any asset other than real estate. The distinguishing factor between personal property and real estate is that personal property is movable. That is, the asset is not fixed permanently to one location as with real property such as land or buildings. Examples of personal property include vehicles, furniture and collectibles.

Real Property Interests

Land and all the things that are attached to it. This includes rights to the surface, rights to the space above and rights to the material below the surface—any of which can be owned by different individuals, separately or jointly. This also includes all "interests" in the

property such as the right to future ownership (remainder), the right to occupy for a period of time (tenancy or life estate), or an easement across another's property.

Right of Way

A right of way is an easement that gives someone the right to cross property owned by another person. Examples of rights of way are public and private roads, pipelines and power lines. A right of way for a road usually requires the purchase of property surface rights within the right of way.

Severance Damages

When the property condemned and taken by the government is a part of a larger parcel of property, in addition to compensation for the property being taken, the landowner is entitled to recover compensation called "severance damages," for the damage, if any, to the remainder.

Trespass

Any unauthorized intrusion or invasion of private premises or land of another.

Trust Land

Indian-owned land, the title to which is held in trust and protected by the federal government. Indian people and tribes have use of the land, but ultimate ownership and control of the land remains with the federal government.

Tribal Trust Land Exemption from Third Party Condemnation

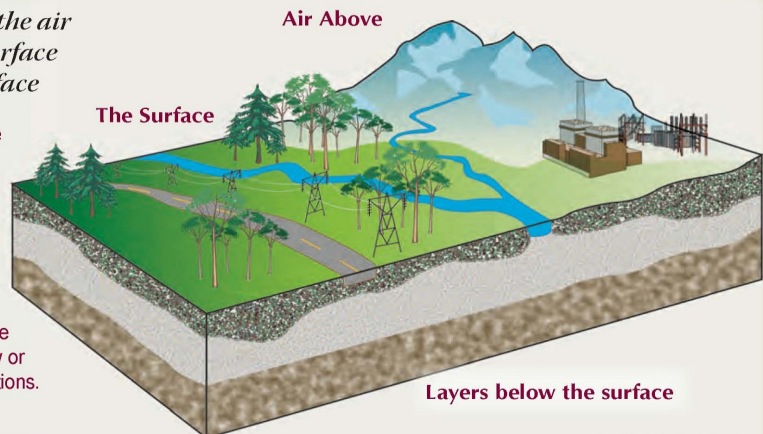
Tribal trust land cannot be condemned unless permitted by federal law. Allotted trust and fee lands can be condemned for public purposes.

Undivided Interest

A share of the ownership interest in a parcel of trust land. The number of interests grows with the division among heirs of these interests according to state or tribal probate laws. The income derived from the parcel is divided according to the percentage of the total interest held by an individual.

'Land' refers to the air above, land's surface and its sub-surface

The rights to the air, surface and sub-surface may be held by different parties. These rights may be held by one person or shared by many. They may also be limited by public law or private restrictions.



Redbird Media & Design



The complexity of right of way laws for Indian lands

Right of way laws as they relate to Indian lands, can be confusing. As tribes and individuals face either renewing an existing right of way or considering a proposal for a new one, they should know how the laws governing rights of way came to be and to understand the rights of individual landowners and tribes.

First of all, a landowner may be an individual, tribe or group of individuals who share interest in an allotment or parcel of land. When a right of way is given, landowners allow others the right to use or to pass over their land without transferring ownership of the land to the user.

Normally a right of way is sought for a public purpose by tribes, local government, and state or federal government for roads or other public access needs. For example, utility companies seek rights of way for placement of equipment, such as telephone poles and power lines, to provide services to their customers. Starting in 1899, railroad companies were granted easements—or “rights of way”— across Indian lands for their rail lines. Railroad rights of way were the first form of easements to cross Indian lands.

Granting and using rights of way is complex. Many laws and regulations governing the establishment of rights of way can be tied to century-old laws passed by the United States. Knowing the historical and legislative origins of these influential land use arrangements is helpful to assess existing and future rights of way contracts in Indian Country.

PLENARY POWERS DOCTRINE

Prior to 1899, most rights of way over Indian lands were first obtained through agreements made with tribes or individual landowners, and then afterwards ratified by Congress. Negotiating directly with tribes was necessary as, up until the 1870s, the United States used the treaty making process to gain consent through treaties before passing laws that affected Indian nations. However, in 1871, an Act of Congress ended treaty making with tribes, ultimately leading to the Supreme Court’s “plenary powers doctrine.” This doctrine allowed Congress to make unilateral decisions affecting Indian nations by congressional act, or statute, rather than having to first gain acceptance of the tribe through a treaty negotiation process. Once freed of constitutional constraints, Congress began to impose laws and regulations for rights of way that proved disastrous for Indian people.

The implementation of the General Allotment Act of 1887 initiated a series of rights of way statutes. As tribal lands were declared surplus and opened to homesteading, these “excess” lands were acquired by settlers. As settlers began to develop these prime lands, they needed utilities. Exercising its new-found plenary powers, Congress enacted a series of laws in the early 20th Century that delegated authority to the Secretary of the Interior to grant rights of way without landowner consent.

Subsequently, in 1928, the Secretary of the Interior released comprehensive regulations governing rights of way over Indian lands. These regulations covered oil and gas pipelines, electricity transmission lines,

(Continued from page 9)

railroads, telephone and telegraph lines, roads, drainage and irrigation projects, and other types of rights of way.

The Indian Reorganization Act in 1934 ended the allotment process and put into place a number of policies that recognized tribal authority and encouraged tribal control of reservation land and resources. However, even though the IRA did include provisions on compensation and damages for rights of way, requiring tribal or landowner consent was not mentioned in the regulations. These regulations were revised in 1948 and published in 1951 with a tribal consent stipulation.

The revised regulations of 1948 were significant in that a series of statutes to govern all rights of way on Indian lands were enacted. A Senate report claimed these laws were meant to “satisfy the need for simplification and uniformity in the administration of Indian law.” However, these laws were neither simple nor unified. The 1948 laws did not replace the old ones; they added another level of complexity. For instance, they limited the power of the Secretary of the Interior over rights of way to trust or restricted fee lands, but they did not explain how that relates to the original language found in the statutes.

Despite their complexity, the 1948 statutes did have positive outcomes for tribes. The most significant of these statutes requires that tribes organized under the IRA must give consent for rights of way across Indian lands. In addition, the regulations expand the consent requirement to all tribes, not just IRA tribes. The 1948 laws also make clear that landowners must be justly compensated at fair market value for rights of way. However, they also allow most rights of way to be perpetual, unless the granting document says otherwise. This is important to address when granting a right of way. Landowners must insist on a time limit, or it will be perpetual by default.

In 1971, the Bureau of Indian Affairs issued a manual for rights of way on Indian lands. These regulations give landowners opportunities to negotiate new or renewed rights of way. The compensation section requires that not less than fair market value must be paid, unless waived in writing, and the Secretary “shall obtain and advise the landowners of the appraisal information to assist them . . . in negotiations for a right of way or renewal.” These regulations further state that the applicant must pay landowners all damages resulting from surveys or the construction and maintenance of the facilities.

BE INFORMED. ASK QUESTIONS

The Energy Policy Act of 2005 contains new provisions that authorize tribes to “grant a right of way over tribal land for a pipeline or an electric transmission or distribution line without approval by the Secretary” in certain circumstances.

This is a significant departure from prior law and is designed to encourage tribes to develop their own energy resources.

The complexity of right of way laws and regulations can be daunting. It is important for tribes and landowners to be informed and ask questions.

Now is the time to protect the land for future generations.



HISTORY: Major right of way legislation



The following is a historical Summary of major right of way legislation:

Railroads

In 1899, Congress passed the first laws governing rights of way for railroads and telegraph lines on Indian lands. It authorized the Secretary of the Interior to grant to railroad companies rights of way over reservation or off-reservation allotments for railroads, telegraph and telephone lines and town-site stations. Not only did these historic laws pave the way for the permanent alteration and division of a previously natural and open landscape, but the new services and utilities allowed for the growth of cities and the expansion of overall development, ultimately increasing the amount of conflict between the newcomers and Indian people who did not directly benefit from these changes.

Roads and Highways

In 1901, Congress passed a law authorizing the Secretary of the Interior to grant rights of way through Indian reservations for public highways. That statute authorizes the Secretary of the Interior to grant permission “to the proper State or local authorities for the opening and establishment of public highways, in accordance with the laws of the State or Territory in which the lands are situated, through any Indian reservation.” In its emphasis on the “laws of the State,” this influential legislation allowed states to “piggyback” electric power lines within highway rights of way without providing additional compensation to the landowner or approval from the Department of the Interior, if the state law authorized such practices.

This stipulation resulted in many utilities being piggybacked on highway rights of way through Indian lands; neither the tribes nor the Department of the Interior has any record of these occurrences. However, tribal governments are discovering utility piggybacking when they review state department of transportation records. Although piggybacking may be allowed, according to the Fifth Amendment right to just compensation, the owners of Indian land should still receive compensation when other utilities piggyback on existing rights of way. Tribes have been exploring this issue for opportunities to seek compensation from utilities that have piggybacked on Interior-approved rights of way.

The Supreme Court decided in 1997 case, *Strate v. A-1 Contractors*, that tribes generally lack the authority to regulate activities of non-Indians on state highways because these rights of way are the same as non-Indian

(Continued on page 12)

(Continued from page 11)

fee lands. This ruling could put tribal governments at a distinct disadvantage when they start to plan the development of their own utilities and other infrastructure to meet the needs of their communities on their reservation.

Telephone and Telegraph Lines

The Secretary of the Interior was authorized to grant rights of way over reservation or allotted lands for telegraph and telephone lines by the same act of 1899 that applied to railroads.

In 1901, the Court of Appeals for Indian Territory held that municipalities and states have no authority to grant telephone companies a franchise to operate on reservations. This was a power held exclusively by tribes. To address this decision, Congress passed another law in 1901 that separated rights of way laws for telegraph and telephone lines apart from those for railroads.

A year later, the Eighth Circuit Court of Appeals held that the 1901 law gave the Secretary of the Interior the exclusive power to grant franchises to telephone companies on Indian lands. That power was eventually shared with tribes through amendments to the rights of way laws passed in 1948. In a 1997 amendment to the 1996 Telecommunications Act, Congress conferred this power on the Federal Communications Commission (FCC). Unfortunately, the legal history of the rights of way laws for Indian Country has been ignored in the FCC's implementation of the new telecommunications laws.

Oil and Gas Pipelines

In 1904, Congress passed legislation allowing the Secretary of the Interior to grant rights of way through reservations and allotted lands for 20-year periods for oil and gas pipelines. The Secretary was authorized to extend the right of way for another 20 years, "upon such terms and conditions as he may deem proper." The current law remains more or less unchanged; as such, it still authorizes the Secretary to make decisions regarding rights of way on reservations without first acquiring landowner consent.

Electric Power and Communication Lines

The annual appropriation act for the U.S. Department of Agriculture authorized rights of way for electric power and communication lines and poles over Indian reservations in 1911. It provided, "that the head of the department having jurisdiction over the lands be . . . authorized and empowered, under general regulations to be fixed by him, to grant an easement for rights of way . . . upon the public lands, national forests and reservations of the United States for electrical poles and lines for the transmission and distribution of electrical power . . ." A later provision explained that "reservation" meant "any national park, national forest, military, Indian, or any other reservation." The law set the term of the right of way up to 50 years. Today, this law is applied to cellular towers on reservations.

Hydroelectric Projects and Transmission Lines

Under the Federal Power Act (FPA) of 1920, Congress delegated the authority to grant rights of way for hydroelectric projects to the Federal Power Commission (FPC), now the Federal Energy Regulatory Commission (FERC) in the Department of Energy. The FPA requires FERC to take measures to protect Indian reservations when licensing hydroelectric projects located within those reservations. The licenses can be for a period of up to 50 years. Section 10(e) of the FPA requires that annual charges for the use of a tribe's lands under any FERC license shall be subject to the approval of the tribe.

Recently, there have been legislative attempts to challenge tribes' ultimate authority to grant rights of way on their lands. However, in its final form, the Energy Policy Act of 2005 ultimately reaffirmed tribes' control over rights of way on reservation lands. As a result of the Act, FERC can now grant permission for rights of way projects in some areas of "national interest." However, according to section 1221(e)(1) of the Act, the eminent domain authority given to FERC for certain transmission projects does not extend to rights of way on tribal lands.

Apps for Public Works – Put your smartphone to work for you!

David Dancy, Director of Marketing. American Public Works Association, Kansas City, Missouri

One of the great phenomena going on today is new applications for smartphones. We're all familiar with the term "there's an app for that" and chances are that whatever you're doing, there truly is an app for it. It's even happening in public works. We surveyed APWA members this past month to find out what apps they are using in their job. The following survey responses describe five of the nearly four dozen useful apps respondents are using. You might want to check these out.

Title	Device	Function	Description	Cost
LoveCleanStreets	iPhone Android Windows Phone 7 Blackberry	Report environmental crime with your mobile and have it resolved by the local authority	Improves performance for authority, reduces costs, improves standard	Free
AndSnow	Android	In-cab navigation assistance for optimized or current existing snow routes. The app user having received routes & hazards files from Spatial Matters loads the route. Turns on GPS, and follows the route, seeing turns in advance, route hazards (known dangers) as points with labels.	Saves time, resources, money, and increases productivity. Optimized solution minimizes deadhead while meeting physical parameters like salt capacity, deadhead speed, service speed, number of lanes, service levels (time), wage and equipment operating costs, material dispersion rates. Various conditions scenarios can be built and loaded onto the device (1. salt only route 2. Push route 3. Snow emergency route 4. Gang plow scenario, 5. I lost six of my thirty drivers to bird flu) Other benefits: •Any qualified driver on any route •Route training time reduced to almost nothing •Auxilliary drivers closely match service level times of veteran drivers	\$50-\$100
Theodolite	iPhone	Theodolite is a multi-function augmented reality app for the iPhone that serves as a compass, GPS, map, zoom camera, range-finder, and two-axis inclinometer.	This app is a documenter for field work and site visits, enhancing basic photography with useful information about location and orientation. Granted, much of this information is embedded in the photo's EXIF header, but accessing it has been awkward (though it is getting somewhat easier). It also helps to establish altitude, orientation and slope when these are unclear.	Free Basic (\$1.99) Pro (\$3.99) [Sold through iTunes]
Radar Motion	iPhone	Radar Motion has many regional radars available for download. You can pick the one for your location.	During inclement weather, this app proves beneficial to know how close, how big, and how long a storm event will be.	0-\$10
Mobile311	iPhone Android Blackberry	Mobile311 is a GPS workforce management system for municipalities that provides all large and small municipal departments a most cost effective solution for field and office tracking and reporting.	Exclusively delivered over the Internet, nothing to install, saves time and money, huge increase in productivity. Very affordable as well, but the best benefit is how intuitive it is to use.	\$50-\$100

If you want to learn more about using your smartphone on the job, APWA will offer short presentations of apps in public works during the EXPO Experience at the APWA International Public Works Congress & Exposition in Denver, Colorado, September 18-20.

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Save The Date
August 2-4, 2012
For All My Relations
At Universal Studios Hollywood

Join Us For The 12th Annual For All My Relations, a Conference for Indian Families

Offering Youth Workshops

Hilton Los Angeles/Universal City near Universal Studios
555 Universal Hollywood Drive, Universal City, CA 91608

Ph: 818-506-2500

www.HiltonUniversal.com

To Register, Contact: National Indian Justice Center

5250 Aero Drive, Santa Rosa, CA 95403

Ph: (707) 579-5507

Email: nijc@aol.com

To view more information please visit: www.nijc.org

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/tap_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 Pothole

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

New Laws Report-2010

A list of all bills enacted in a calendar year during the Regular Session of the Legislature. The list identifies the bill and chapter number, lead author, and the subject of the measure. All bills on the list become effective on January 1 following the year of enactment, unless otherwise noted.

To view the report go to: <http://www.leginfo.ca.gov/pdf/BillsEnactedReport2010.pdf>

23 Bills Pending
13 Bills Tribal Specific



NEVADA LEGISLATION

(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/>

There are a number of bills introduced that have been halted by the following action: Apr 16, 2011 - (Pursuant to Joint Standing Rule No. 14.3.1, no further action allowed.) . To view any of these bills go to the Nevada Legislative Portal.

6 Bills Pending
0 Bills Tribal Specific



FEDERAL LEGISLATION

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

38 Bills Pending
11 Bills Tribal Specific

ANNOUNCEMENT

The Federal Energy Regulatory Commission (is considering an experimental relaxation of regular corrections to the power grid's frequency variation. This year-long test is tentatively set to start mid-July. The most significant transportation-related impact of this test could be to traffic signal control equipment which relies on the power grid's frequency for timing purposes. It is not anticipated this test will cause hardware damage, but there may be minor effects on signal phase timing and coordination, and noticeable effects over time on the implementation of timing plan changes. These issues may require that traffic signal operational adjustments be made by State and local transportation agencies, and could be particularly noticeable in traffic signal systems that use a mix of equipment with timing based on the power grid and those using GPS or other time keeping mechanisms.

We are reaching out to all organizations involved in traffic signal operations so you can make your membership aware of the test and be prepared to report any operational problems potentially associated with this experiment.

For more information go to: <http://www.nerc.com/page.php?cid=61386>

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

JULY 2011

July 7-8
earthmine Partner Conference,
Doubletree Hotel & Executive Meeting Center
Berkeley, CA
For more information go to:
<http://www.earthmine.com/conference/index.html>.

July 10-13
TRB Joint Summer Meeting
Future Directions for the Federal Transportation Programs
Boston, MA
For more information go to:
http://www.trb.org/Calendar/Blurbs/2011_TRB_Joint_Summer_Meeting_164066.aspx

July 11-13
2011 National Summit for Rural Traffic Safety Culture
Western Transportation Institute
Big Sky, MT
For more information go to:
<http://www.ruraltsesummit.org/>

July 14-15
6th Strategic Highway Research Program (SHRP 2) Symposium
Keck Center #100
Washington, DC
For more information go to:
<http://safety Symposium.eventbrite.com/>

July 17-20
50th Annual Workshop on Transportation Law
Hyatt at Olive 8
Seattle, WA
For more information go to:
<http://www.TRB.org/Conferences/Law2011.aspx>

July 24-27
TRB 10th International Conference on Low-Volume Roads
Hilton Walt Disney World
Lake Buena Vista, FL
For more information go to:
<http://www.trb.org/LowVolumeRoadsConference/LVR10.aspx>

July 25-27
Waste Management and Resource Efficiency Workshop by TRB
Portland, OR
For more information go to:
http://www.oregon.gov/ODOT/HWY/GEOENVIRONMENTAL/Conferences/TRB_2011_Conference.shtml

AUGUST 2011

August 1-2
20th Biennial Visibility Symposium-TRB
Hyatt Regency
Minneapolis, MN
For more information go to:
<http://www.visibilitysymposium.com/>

August 1-4
National LTAP/TTAP Annual Conference
Park Plaza Hotel
Boston, MA
For more information go to:
<http://www.facebook.com/event.php?eid=160716183965138>

August 21-24
National Scenic Byways Conference
Minneapolis, MN
For more information go to:
<http://www.bywaysresourcecenter.org/>

August 24-26
National Rural Transportation Peer Learning Conference
Marriott Metro Center, Washington, D.C.
For more information go to:
http://www.ruraltransportation.org/pages/page.asp?page_id=130341

August 28-31
2011 National Rural ITS Conference
Coeur d'Alene Resort
Coeur d'Alene, ID
For more information go to:
<http://www.nritsconference.org/>

August 30-September 1
International Conference on Emerging Issues in Safe and Sustainable Mobility for Older Persons
Mandarin Oriental Hotel
Washington, DC
For more information go to:
<http://cms.omnicms.com/wk/trb/olderdriver/>

SEPTEMBER

September 7-11
Conference on Performance Measures for Transportation and Livable Communities
Omni Austin Hotel Downtown
Austin, TX
For more information go to:
<http://utcm.tamu.edu/livabilityconference/>

September 11-14
13th Annual American Indian Tourism Conference by AIANTA
Radisson Fort McDowell Resort
Scottsdale, AZ
For more information go to:
<http://www.aianta.org/conference.php>

September 13-15
19th Annual National Native American Law Enforcement Association (NNALEA) National Training Conference
Las Vegas, NV
For more information go to:
<http://www.nnalea.org/>

September 18-21
International Public Works Congress and Exposition
Colorado Convention Center,
Denver, CO
For more information go to:
<http://sites.apwa.net/congress/2011/home.aspx>

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



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/aiio/>

US DOT FHWA Roadside Vegetation Management

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

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

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

Center for Excellence in Rural Safety

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

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)

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

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

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/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

TRIBAL TRANSPORTATION RESOURCES

For more information and links go to:

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

AASHTO–Center for Environmental Excellence

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

For more information go to:

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

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 proactively 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-](http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html)

[loader_instructor_kit.html](http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html)

Interactive Highway Safety Design Model –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/

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

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/fhwas09024/

Intersection Safety Resources

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>

Training, Tools, Guidance and Countermeasures for Locals

Local and Rural team is continuously looking for new ways to meet the needs of local and rural road owners and operators. Insuring that tools meet the needs of the users

and that they have the resources and training they need to effectively use the tools is a critical part of the solution.

To visit the web site go to:

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

Local & Rural Road (LRR) Safety Peer-to-Peer (P2P) Program

Open to public highway agencies seeking to adequately address safety problems on their local and rural road network.

To visit the website go to:

http://safety.fhwa.dot.gov/local_rural/training/p2p/

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

Now a new international section in six languages.

For more information go to:

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

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:

TRIBAL TRANSPORTATION RESOURCES

<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/>

Impact Teen Driver

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

To view the website go to:

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

Road Safety Foundation

To visit the 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>

Safety Edge Resources

The Ohio LTAP Center is committed to providing our local roadway agencies the necessary information for implementing the Safety Edge on their paving projects across our state.

To visit the website go to:

<http://www.dot.state.oh.us/Divisions/Quality/LTAP/Pages/SafetyEdge.aspx>

Newly Revised Emergency Procedures for Rural Transit Drivers Training Module

National RTAP

The *Emergency Procedures* module offers the most current training on preparedness for hazards and threats that transit operators may encounter. The free module contains a Learner's Guide, a Self-paced eLearning Course Disc, an Instructor's Guide, a disc with videos and a trainer's PowerPoint presentation. Email

info@nationalrtap.org or call 888-589-6821 to order.

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://sites.google.com/site/trbcommitteeabe80/WELCOME/links>

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>

TRIBAL TRANSPORTATION RESOURCES

MORE RESOURCES (Continued)

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/>

FHWA Soil Nail Analysis Program (SNAP) & Users Manual

FHWA-CFL/TD-10-004

program for designing soil nail earth retaining structures, including both the nail and wall-facing elements of the structure.

To download the program go to:

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

U.S. DOT Undated Draft Summary of Draft Reauthorization Bill

This undated draft section-by-section summary of the Obama Administration's draft surface transportation reauthorization bill appears to be a bit older than the draft bill itself.

To View the draft go to:

<http://www.scribd.com/doc/54716650>

Undated U.S.DOT Draft Reauthorization Bill

This is an copy of a draft bill that was circulated some time ago within the U.S. Department of Transportation and the Office of Management and Budget. It is not the final version of the bill that the Obama Administration will eventually transmit to Congress (if indeed they ever do submit a bill to Congress).

To View the draft go to:

<http://www.scribd.com/doc/54717113>

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 guidebook for applying this information in planning and policy analysis.

To view the guide book go to:

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

Partnership for Mobility Management

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

For more information visit the website at:

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

Research and Innovative Technology Administration (RITA): University Transportation Centers

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) enacted on August 10, 2005, authorized up to \$76.7 million per year from Federal FY2005-2009 funds for grants to establish and operate up to 60 University Transportation Centers (UTCs) throughout the United States.

To view the website and list of UTC's go to:

<http://utc.dot.gov/about/index.html>

Montana State University, Western Transportation Institute, (WTI)

The country's largest National UTC focused on rural transportation issues. Because we live and work in rural communities, we understand the critical roles rural transportation plays in the lives of people, in the environment and in the economy.

To visit the website go to:

<http://www.westerntransportationinstitute.org/default.aspx>

ArcGIS Online—Map Services

ArcGIS Online basemaps published and hosted by Esri are now freely available to all users regardless of commercial, noncommercial, internal, or external use. This means that you no longer have to pay a subscription fee for including ArcGIS Online basemaps in your commercial-use web applications.

Basemaps included in this new business model are World Imagery Map, World Street Map, World Topographic Map, USA Topographic Maps, and DeLorme World Basemap.

To visit the website go to:

<http://www.esri.com/software/arcgis/arcgisonline/standard-maps.html>

TRIBAL TRANSPORTATION RESOURCES

Go! Exploring the World of Transportation

A dynamic online magazine for teens ages 13–19 on careers in transportation. Published by the Institute for Transportation, Iowa State University.

Top visit the web site go to:

<http://go-explore-trans.org/go/gonew/>

Rural Transit Assistance Program (RTAP)-Procurement Pro

Designed to give Indian tribes, non-profit organizations, municipalities and transportation agencies the appropriate federal clauses and certifications regarding federal procurement requirements and processes when utilizing federal funds.

To visit the website go to:

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

BICYCLINGINFO.ORG

Pedestrian and Bicycle Information Center

Provides resources and information to promote bike to work events and bike commuting.

To visit the website go to:

<http://www.bicyclinginfo.org/index.cfm>

Traffic Sign Retroreflectivity Maintenance Program

This resource publication/package was developed to assist Ohio local agencies in their efforts to meet the national January 2012 compliance date for implementing a program that can regularly address the new sign retroreflectivity maintenance requirements.

To download the program go to:

<http://www.dot.state.oh.us/Divisions/Quality/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenanceProgram.aspx>

Indian Land Tenure Foundation (ILTF)

A national, community-based organization focused on American Indian land recovery and management.

To visit the website go to:

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

Coordinated Technology Implementation Program (CTIP).

oadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

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

Final 2011 Tribal Transportation Allocation Methodology (TTAM) Report

The report is by tribe and by region.

To view the reports go to:

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

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://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

National Highway Institute (NHI)

NHI Training In Action 2011-Magazine

Improving the Performance of Transportation Through Training.

To View the magazine go to:

http://www.nhi.fhwa.dot.gov/downloads/other/training_in_action_2011.pdf

National Highway Institute (NHI) - 2011

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>

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 con

TRIBAL TRANSPORTATION RESOURCES

PROGRAMS AND DEVELOPMENT (Continued)

tains 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

TCCC Flagger Training

NHI Course 133118 Web-based Training

This course is a basic training and is designed for those learning the first steps in performing flagger duties. The training provides flaggers with a better understanding of the importance of their flagging duties on a project. This training does not cover individual State flagger training or certification requirements. For more information on your State's flagger training requirements, contact your State's safety office.

1 hour CEU: 0 Fee: FREE

For more information go to:

<http://gallery.mailchimp.com/fcf27858b524c94e746bc5dcf/files/133118.pdf>

TCCC Maintenance of Drainage Features for Safety

NHI Course 380108 Web-based Training

Module 1, Effects of Drainage, describes common roadway safety hazards and how to recognize drainage problems.

Module 2, Safe Drainage Features and Work Zones, covers solutions to common roadway safety issues and work zone safety.

1 hour CEU: 0 Fee: FREE

For more information go to:

<http://gallery.mailchimp.com/fcf27858b524c94e746bc5dcf/files/380108.pdf>

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

National Cooperative Highway Research Program (NCHRP)

Report 667

Model Curriculum for Highway Safety Core Competencies presents course materials, including the instructor's guide and student workbook, for a fundamental highway safety training course. The course is designed to address the core competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.

To view the report go to:

<http://onlinepubs.trb.org/onlinepubs/nchrp/>

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

National Indian Community College and Land Grant Institution serving American Indian and Alaskan Native students.

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

TRIBAL TRANSPORTATION RESOURCES

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

Roundabouts: Technical Summary

U.S.DOT-FHWA Office of Safety FHWA-SA-10-006

Newly Revised Emergency Procedures for Rural Transit Drivers Training Module

National Rural Transportation Assistance Program (RTAP)

Methods for Identifying High Collision Concentration Locations (HCCL) for Potential Safety Improvements – Phase II

California Department of Transportation (CalTrans)
CFS Number 2078A DRI

Road Safety 365: A Workshop for Local Governments

U.S.DOT-FHWA Office of Safety

Survey of Minimum Standards: Commercial Aeronautical Activities at Airports

Transportation Research Board (TRB)
Legal Research Digest No. 11

Guidebook for Developing and Managing Airport Contracts

Airport Cooperative Research Program (ACRP) Report No. 33

Alternative Approaches to Funding Highways

Congress of the U.S.—Congressional Budget Office

Model Performance Measures for State Traffic Records Systems

National Highway Traffic Safety Administration (NHTSA)

DOT HS 811 441

Reductions in Transit Service or Increases in Fares: Civil Rights, ADA, Regulatory, and Environmental Justice Implications

Transit Cooperative Research Program (TCRP)
Legal Research Digest 35

2009 Manual on Uniform Traffic Control Devices

Vermont Local Roads Vermont DOT (Vtrans)
Federal Highway Administration (FHWA)

Procurement Pro

Rural Transit Assistance Program (RTAP)

Achieving Traffic Safety Goals in the United States: Lessons from Other Nations

Transportation Research Board (TRB) Special Report 300

Current and Innovative Solutions to Roadside Revegetation Using Native Plants

Domestic Scan FHWA-FLH/TD-11-001

Successful Roadside Revegetation Using Native Plants

FHWA-WFL/TD-011-002

Evaluation of Pedestrian and Bicycle Engineering Countermeasures: Rectangular Rapid-Flashing Beacons, HAWKs, Sharrows, Crosswalk Markings, and the Development of an Evaluation Methods Report

Federal Highway Administration (FHWA) FHWA-HRT-11-039

NHI Training In Action 2011

Federal Highway Administration (FHWA)
National Highway Institute (NHI)

Soil Nail Analysis Program (SNAP) & Users Manual

Federal Highway Administration (FHWA)
SNAP User's Manual (Pub. No.FHWA-CFL/TD-10-004)

Bicyclinginfo.org

Pedestrian and Bicycle Information Center

Traffic Sign Retroreflectivity Maintenance Program

Implementation Guide for Ohio's Local Agencies

New Laws Report-2010

All bills enacted in a calendar year during the Regular Session of the California Legislature

A Guide for Assessing Community Emergency Response Needs and Capabilities for Hazardous Materials Releases

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Continued)

Hazardous Materials Cooperative Research Program (HMCRP)
Report 5

Strategies to Attract and Retain a Capable Transportation Workforce

National Cooperative Highway Research Program (NCHRP)
Report 685

Speed Reduction Techniques for Rural High-to-Low Speed Transitions

National Cooperative Highway Research Program (NCHRP)
Synthesis 412

The New National Tribal Transit Association

National Rural Transportation Assistance Program (RTAP)
Tribes Form National Tribal Transit Association

NCST's Trends in Senior Transportation: Crossing Great Divides - Elder Mobility Trends in Indian Country

National Center on Senior Transportation (NCST)
In Partnership with National Rural Transportation Assistance Program (RTAP)

Rethinking Federal Investments in Rural Transportation: Rural Considerations Regarding Reauthorization of the Surface Transportation Act

A Rural Policy Research Institute (RUPRI) Rural Policy Brief

Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (IA-14)

Federal Highway Administration (FHWA)
Manual on Uniform Traffic Control Devices (MUTCD).

Safe Routes to School – Noteworthy Practices Guide.

American Association of State Highway and Transportation Officials (AASHTO), the Governors Highway Safety Association (GHSA), the Federal Highway Administration (FHWA), the National Center for Safe Routes to School (National Center) and the Safe Routes to School Expert Panel. SRTS-1

Effective Delivery of Small-Scale Federal-Aid Projects

National Highway Cooperative Research Program (NHCPR)

Effective Delivery of Small-Scale Federal-Aid Projects Roadkill Observation Collection System (ROCS): Phase III Development

Western Transportation Institute College of Engineering
Montana State University – Bozeman

Case Studies in Collaboration

Strategic Highway Research Program (SHRP 2)

Research Pays Off: Wyoming Rural Roads Safety Program:
Focusing Locally on High-Risk Segments

Pedestrian and Bicyclist Traffic Control Device Evaluation Methods

Federal Highway Administration (FHWA) FHWA-HRT-11-035
Identifying Factors That Predict Teen Driver Crashes
Rural Transportation Safety and Security Center
Upper Great Plains Transportation Institute
North Dakota State University

Cost-Effective Connection Details for Highway Sign, Luminaire, and Traffic Signal Structures

National Cooperative Highway Research Program (NCHRP)
Web-only Document 176

Bridge Preservation Guide: Maintaining State of Good Repair Using Cost Effective Investment Strategies

Federal Highway Administration (FHWA)
Office of Infrastructure

A Guidebook for Successful Communication, Cooperation, and Coordination Strategies Between Transportation Agencies and Tribal Communities

National Cooperative Highway Research Program (NCHRP)
Report 69

Stop-Controlled Intersection Safety: Through Route Activated Warning Systems

Federal Highway Administration (FHWA)
FHWA-SA-11-015
Brochure (FHWA-SA-11-023)

TRANSPORTATION NEWSLETTERS

University of California Berkeley

Institute of Transportation Studies
Technology Transfer Program
For more information go to:
<http://www.techtransfer.berkeley.edu/newsletter/>

NACE News—Monthly Newsletter

National Association of County Engineers
To View the newsletter go to:
<http://www.countyengineers.org/news/Newsletters/Forms/AllItems.aspx>

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=345&z=80>

Nevada Department of Transportation

Nevada Research and Technology Review
Quarterly Newsletter
To view the newsletter go to:

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

FHWA

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.tfhr.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>

FHWA

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/>

FHWA

Pedestrian Forum Newsletter

Safe Pedestrians and a Walkable America

To view the newsletter go to:

http://safety.fhwa.dot.gov/ped_bike/pedforum/

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.asp?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/newslet.html>

California Department of Transportation (Caltrans)

California Transportation Journal

To view current and past issues go to:

<http://www.dot.ca.gov/ctjournal/2011-1/>

Transportation Research Board

TR News

To view current and past issues go to:

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

National Rural Transportation Assistance (RTAP)

E-NEWS

To sign up for national RTAP communications go to:

<http://www.nationalrtap.org/Resources/ResourceSearchResults.aspx?org=a2GSpnDbrul=&query=e-news>

National Indian Tenure Foundation (NITF)

Message Runner

An educational publication that addresses specific topics related to Indian land tenure.

To view the newsletter go to:

<http://www.iltf.org/resources/publications>

American Public Health Association (APHA)

E-Newsletter

Key issues affecting public health.

To reregister to receive this newsletter go to:

<http://action.apha.org/site/PageNavigator/eNewsletters>

APWA Reporter

American Public Works Association (APWA)

To view the newsletters go to:

<http://www.apwa.net/resources/reporter/>

Better Roads

Better Roads serves the information needs of construction contractors and government agencies.

To view the newsletters go to:

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



TRIBAL TRANSPORTATION RESOURCES

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.

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+

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.

U.S.DOT FHWA

Transportation Planning Capacity Building Program
Technical assistance information and training tools.

To obtain a copy of the CD go to:

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

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

TRIBAL TRANSPORTATION RESOURCES

discussion of sign retroreflectivity with decision-makers.

To download the videos go to:

<http://ctt.mtu.edu/SignRetroPresentations.html>

Road Safety Audit (RSA) Software

Is intended to be a guiding and process tracking tool enabling the use of RSA prompt lists at variety of detail levels, while providing a way to accompany each safety issue raised with a discussion and assessment

To download the software go to:

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

Rumble on the Reservation

This 11-minute DVD highlights rumble strips as a cost-effective crash countermeasure that American Indian communities can incorporate into roadway safety projects on tribal lands .

Roadway Safety Foundation

Please contact us at 202.857.1228 or info@roadwaysafety.org to order free copies

Dine Biiitah: "Among the People", Scenic Byway

Threads its way through over a hundred miles of Navajo land, people, culture and natural beauty.

To obtain a copy go to:

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

The Safety Edge: Your Angle for Reducing Roadway Departure Crashes

FHWA-SA-10-033

Informational DVD to introduce you to a cost-effective treatment that has proven to provide results by saving lives.

To obtain a copy of the DVD go to:

http://www.nijc.org/ttap_resources.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/TTAP_ResourceList.asp

ANNOUNCEMENTS



Native American Liaison Branch

Individuals, contractors, corporations, utilities, cities, counties, Native American Tribes, and other government agencies proposing to conduct any activity within, under, or over the State highway right of way need an encroachment permit.

An *encroachment* is defined in the Streets and Highways Code as any tower, pole, pole line, pipe, pipeline, billboard, stand or building, or any structure, object of any kind or character not particularly mentioned in the section, or special event, which is in, under, or over any portion of the highway. "Special event" means any street festival, sidewalk sale, community-sponsored activity, or community-approved activity.

For more information go to:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

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)

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

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/saferoutes.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

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/uploadedFiles/NDOT/>

[Public Involvement/](#)

[Transporta-](#)

[tion Planning/2011_03_28_Transportation_Programs.pdf](#)

[f](#)

TRIBAL TRANSPORTATION FUNDING RESOURCES

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, Flexible, 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>

Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants

DOT is authorized to award \$526.944 million in TIGER Discretionary Grants pursuant to Div. B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub. L. 112-010, Apr. 15, 2011).

Provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives.

USDOT will be hosting a half day seminar and webcast providing information and guidance on the TIGER application process July 18th from 1 to 4 PM. More online resources for applicants and updates to come.

pre-applications must be submitted by **October 3, 2011**, at **5:00 p.m. EDT**. Final applications must be submitted through Grants.gov by **October 31, 2011**, at 5:00 p.m. EDT.

For more information go to:

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

FEDERAL TRANSIT ADMINISTRATION (FTA)

Public Transportation On Indian Reservations (FTA 5311)

Federally recognize tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services. For more information go to:

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

State of Good Repair (SGR)

The SGR Bus initiative will make funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct/rehabilitate bus-related facilities.

Deadline to apply is JULY 29, 2011.

To view complete information go to:

<http://www.grants.gov/search/search.do;jsessionid=G25pTLpdNdyjmXBYz7tvGNWyBv2BLP1xGkQ6zCJ2HwFMH4Msn19!751481409?oppId=101413&mode=VIEW>

Section 5309 Bus and Bus Facilities Livability Initiative Program

The Bus Livability Program makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Deadline to apply is JULY, 29 2011

To view complete information go to:

<http://www.grants.gov/search/search.do;jsessionid=G25pTLpdNdyjmXBYz7tvGNWyBv2BLP1xGkQ6zCJ2HwFMH4Msn19!751481409?oppId=101593&mode=VIEW>

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)

For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system.

Deadline to apply is AUGUST 23, 2011.

To view complete information go to:

<http://www.grants.gov/search/search.do;jsessionid=G25pTLpdNdyjmXBYz7tvGNWyBv2BLP1xGkQ6zCJ2HwFMH4Msn19!751481409?oppId=101453&mode=VIEW>

Clean Fuels/Bus and Bus Facilities Program

The program was developed to assist non-attainment or maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO).

Deadline to apply is AUGUST 23, 2011

To view complete information go to:

<http://www.grants.gov/search/search.do;jsessionid=G25pTLpdNdyjmXBYz7tvGNWyBv2BLP1xGkQ6zCJ2HwFMH4Msn19!751481409?oppId=101474&mode=VIEW>

The Paul S. Sarbanes Transit in Parks Program

Was established to address the challenge of increasing vehicle congestion in and around our national parks and other federal lands. America's national parks, wildlife refuges, and national forests were created to protect unique environmental and cultural treasures, but are now facing traffic, pollution and crowding that diminishes the visitor experience and threatens the environment. To address these concerns, this program provides funding for alternative transportation

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

systems, such as shuttle buses, rail connections and even bicycle trails. The program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

Eligible recipients also include state, tribal, or local governmental authorities with jurisdiction over land in the vicinity of an eligible area acting with the consent of the FLMA. Eligible project areas include any federally owned or managed park, refuge or recreational area open to the general public, including: National Parks, National Wildlife Refuges; Bureau of Land Management recreational areas; Bureau of Reclamation recreational areas; and National Forests. Eligible projects may also include the communities and land surrounding these federal lands.

For more information go to:

<http://www07.grants.gov/search/search.do;jsessionid=X0XYN1pGyTz9L8DLr8hxGpM8rZb1MXnjTySMdpQ4TRb268ZfQhPL!1042892693?opId=78033&mode=VIEW>

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>

Field Testing, Marketing, and Crash Analyses for Mini-Roundabouts

Contract No. DTFH61-09-C-00027.

The objectives of the contract include before vs. after

TRIBAL TRANSPORTATION FUNDING RESOURCES

evaluation of 10 mini-roundabouts to be implemented in the United States. FHWA is looking for Agencies who are willing to fund and construct mini-roundabouts soon. The traffic operational effects of the mini-roundabouts will then be evaluated by the research team for the FHWA. Possible 100% Federal funding for constructing mini-roundabouts if approved through the state's Highway Safety Improvement Program.

If you wish to participate contact:

Wei Zhang, FHWA 202-493-3317, wei.zhang@dot.gov

Joe Bared, FHWA 202-493-3314, joe.bared@dot.gov

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 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.

For more information go to:

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

Department of Commerce, Economic Development Administration

Economic Development Assistance Programs

-AND-

Planning and Local Technical Assistance Programs

EDA's mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. In implementing this mission pursuant to the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. § 3121 et seq.) (PWEDA), EDA advances economic growth by assisting communities and regions experiencing chronic high unemployment and low per capita income to create an environment that fosters innovation, promotes entrepreneurship, and attracts increased private capital investment.

Applications are accepted on a continuing basis and processed as received.

December 15 for funding cycle 1;

March 10 for funding cycle 2;

June 10 for funding cycle 3; and

September 15 for funding cycle 1 of FY 2012.

For more information go to:

<http://www.grants.gov/search/search.do;jsessionid=HJgnNQyZrnqvM68WJFvTsl2nBnRPFMy2HWL0Tvjy5BjJVCZLzQkl!1815315262?oppId=58876&mode=VIEW>

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



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.

Save the Date!



2012 National LTAP/TTAP Conference July 30-August 2, 2012



Gaylord Texan Resort & Convention Center
Grapevine, TX



Vendor Info: 405-744-6049
Email: karla.sisco@okstate.edu



CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

(707) 579-5507

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