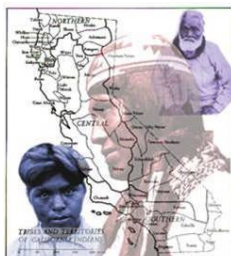


Tribal Transportation News



A Publication of the California/Nevada TTAP
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Curbing Carbon Dioxide Emissions from Transportation *Scenarios for Meeting the Global Challenge*

By Lew Fulton, Senior Transport Energy Annalist, International Energy Agency, Paris



Transportation accounted for approximately 19 percent of global energy use and 23 percent of energy-related carbon dioxide (CO₂) emissions worldwide in 2006; these shares are likely to rise. Without marked changes in current trends, transportation energy use and CO₂ emissions are projected to increase by nearly 50 percent by 2030 and by more than 80 percent by 2050.*

This growth in CO₂ emissions is not compatible with the goal of controlling the risks of climate change. The United Nations Intergovernmental Panel on Climate Change (IPCC) advises that global CO₂ emissions must be cut by at least 50 percent by 2050 from current emissions levels, to avoid the severest impacts of climate change.

Transportation must play a significant role in achieving these deep cuts. Even with deep cuts in emissions from all other energy-using sectors, transportation will need to reduce emissions significantly to stabilize atmospheric concentrations of greenhouse gases (GHGs) in the range of 450 parts per million (ppm) to 550 ppm of CO₂ equivalent (CO₂-eq) by mid-century.¹

Changing the Trends

An analysis completed for the International Energy Agency (IEA) BLUE Map futures scenario shows how the introduction and widespread adoption of new vehicle technologies and fuels, along with some shifts in passenger and freight transportation to more energy-efficient modes, can yield a reduction of 30 percent in transportation CO₂-eq emissions in 2050 from 2005 levels, and a reduction of 0 percent from baseline trends in 2050 (1, 2). Accompanied by other actions to cut CO₂ emissions from all energy-using sectors, a 70 percent reduction from transportation can make an important contribution to stabilizing atmospheric concentrations of CO₂ within the targeted range.

But changing transportation trends to achieve this reduction will not be easy. **Industry, government, and users of transportation services must be involved.** The task is to combine the widespread adoption of the best available technology with longer-term development and deployment of many new technologies and to encourage a willingness among consumers to adopt the technologies and make changes in their travel behavior. Transport modes in every region of the world will need to reduce emissions significantly from the baseline trends (1).

Although some energy-saving technologies and measures appear to be available at low or even negative cost—based on the value of the fuel savings—aggressive and concerted policies will be needed to spur rapid adoption and extensive use of the technologies, as well as to encourage travel shifts to more efficient modes. In many cases—for example, the penetration of new vehicle types—the pace of change will need to occur at a faster rate than it has in recent decades.



If action is not taken to mitigate their effects, transportation emissions of greenhouse gases are predicted to increase by more than 80 percent by 2050.

*Emphasis added for the purpose of this National Indian Justice Center reprint.

¹ CO₂-eq includes CO₂, methane (CH₄), and nitrous oxide (N₂O). Except for upstream emissions during fuel production, particularly for biofuels and natural gas, however, CO₂ has the most impact on climate.

(Continued on page 4)

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The National Indian Justice Center is located in Santa Rosa, California. NIJC's building also houses the administrative offices of the California Indian Museum and Cultural Center, the Intertribal Court of California and the Regional Tribal Justice Center. Construction is currently underway for the California Indian Museum and Cultural Center, which will include a 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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App Smart Extra: An App Aimed to Curb Distracted Driving

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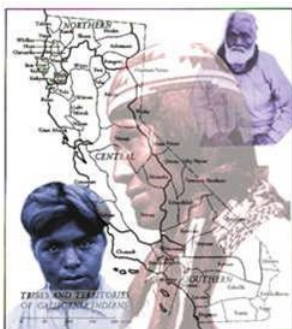
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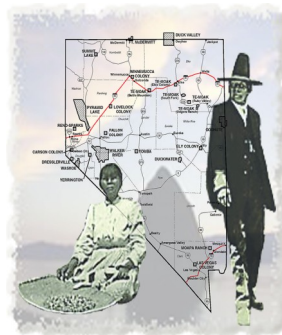
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My recent App Smart column briefly mentioned a new Android and BlackBerry app, PhoneGuard, which disables a phone's texting functions whenever it detects the user moving more than 10 miles per hour. As in, driving.

I tested the app this week. If I had kids who were prone to texting while driving, I would immediately load it onto their phone.

It works simply enough. An administrator (namely, a parent), loads the app onto the phone, and sets a password. The app, which is always on, pings GPS satellites every few seconds, and if it determines that the phone is in a moving vehicle, it renders the phone almost useless.

If you try to open the text messaging app or any other app, for that matter while driving, a "No Texting Vehicle" message covers the screen. (You can answer the phone, but you can't dial out.)

If your kids are passengers in the car and they want to text or use other apps, they must contact the administrator, who can temporarily disable the app remotely.

Too many people are wedded to the idea of texting while driving, so some will naturally look for a work-around. More resourceful teens will delete the app, and reinstall it when they get home, so parents believe they've been complying with the app's restrictions. As far as I can tell, only close parental vigilance over the child's Android Market activity, specifically will prevent this sort of thing from happening.

Some users have complained about the app's tendency to drain the phone's battery, since PhoneGuard constantly pings GPS satellites to establish the user's speed. I ran into similar issues. After seven hours of use with only PhoneGuard running, the battery on my Droid2 dropped from 100 percent to zero.

A car charger would alleviate the problem, and administrators can also help by disabling the app remotely during hours when they know their child is at school, or home.

The fact that PhoneGuard is free is a huge breakthrough for the category. Since the dangers of driving-while-texting became more public, app developers have sought to capitalize on the issue, by selling apps similar to PhoneGuard and then charging a monthly service to use the app.

Through a partnership with the Remember Alex Brown Foundation (created by parents of a driving-while-texting victim), PhoneGuard has found a way to offer this potentially lifesaving technology for free.



(Continued from page 1)



Photo: Wikimedia Commons

Oil wells along I-20 in Midland, Texas. Consumer demand can provide the incentive for industry to invest in new, low-emissions fuel technologies.

Industry will need incentives and encouragement to make large, often risky investments in technology, and consumers will have to demand these technologies—for example, by buying new types of vehicles. The challenge of reaching the 70 percent target should not be underestimated.

Baseline Emissions Trends

From recent and projected economic and demographic trends—particularly growth in population and in the gross domestic product (GDP) per capita—business-as-usual scenarios can be constructed for global transportation energy use into the future. The IEA World Energy Outlook (WEO) provides a reference-case scenario to 2030, assuming that no significant new energy or climate policies will be implemented and that growth in transportation activity and energy use will accompany growth in population and GDP (3). The IEA *Energy Technology Perspectives* report extends the WEO projection to 2050 (1).

With these projections as the baseline scenario, global passenger and freight transport activity will double by 2050, and associated energy use will nearly double, compared with 2005 levels. Under the baseline scenario, average transport energy intensity declines but does not offset growth in travel or prevent growth in energy use. In comparison, according to a high-growth scenario that accounts for higher growth rates in car ownership and in other activity indicators across the transport modes, transportation energy use would increase by 130 percent by 2050.

Continued growth in car ownership is changing passenger travel worldwide. Figure 1 shows the IEA projections of car ownership as a function of income in countries and regions around the world through 2050. The baseline scenario assumes that car ownership in most developing countries will remain at low levels according to income, as was the case in Japan and South Korea during the past 2 to 3 decades. In the high baseline scenario, developing countries are assumed to have levels of car ownership closer to those of European countries at given levels of income.

The difference in the projections is dramatic. In the baseline scenario, the number of cars owned reaches an estimated 2.1 billion by 2050, compared

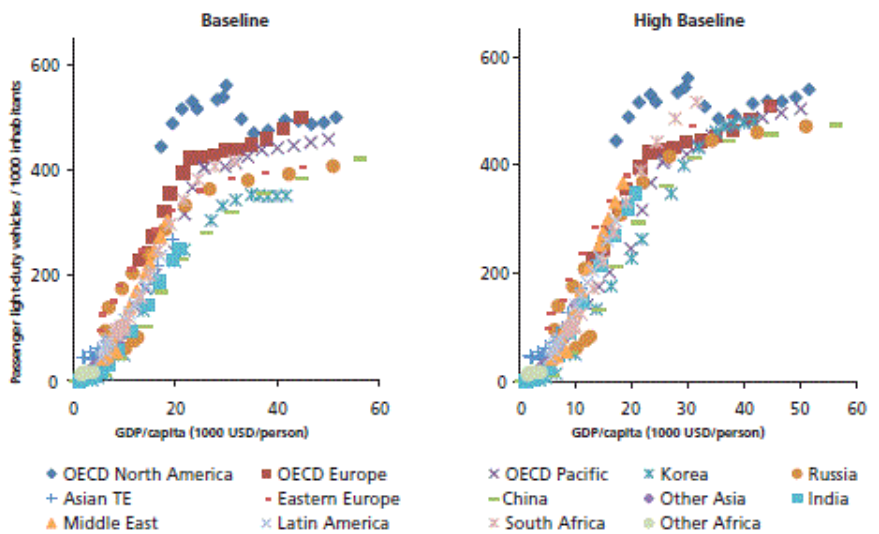


FIGURE 1 Passenger car ownership projections. (GDP = gross domestic product; USD = U.S. dollars; OECD = Organisation for Economic Co-operation and Development; TE =transitional economies.)

with approximately 800 million in 2005. In the high baseline scenario, car ownership approaches 3 billion.

Because of the increased energy use, both the baseline and high baseline scenarios produce marked growth in transportation emissions of GHG. On a well-to-wheels basis, CO₂-eq emissions grow by nearly 100 percent in the baseline scenario and by approximately 140 percent in the high baseline scenario. These CO₂ growth rates are not compatible with the sharp reductions needed to stabilize GHG concentration during this period. Nonetheless, alternative scenarios for CO₂ emissions trends may be achievable.

Technology Paths

Changing the direction of transportation energy use and CO₂ emissions will require a radical departure from recent transportation trends. IEA has explored several scenarios for low CO₂ futures and has traced out the necessary changes in vehicles, energy sources, and activity, as well as the actions that can help bring about the changes.

IEA has developed a foundational low-CO₂ scenario to 2050, called BLUE Map. According to this scenario, a combination of changes in technologies and fuels can achieve a 70 percent reduction in the level of CO₂ emissions compared with the baseline scenario by 2050 and a 30 percent reduction compared with 2005 levels.

With oil priced at US\$60 per barrel and with reasonably successful technology development and cost reductions, the marginal cost of CO₂ reduction would approximate US\$200 per metric ton by 2050. With higher oil prices, the marginal costs would be lower. Furthermore, the average costs for 2010 to 2040 could be low or negative, taking into account the value of fuel savings, which increases over time.

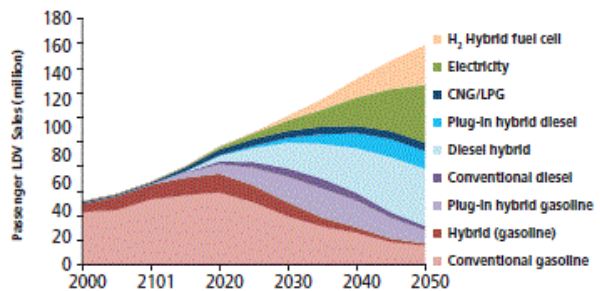


Figure 2 Light-duty vehicle (LDV) sales and sales shares by vehicle type in BLUE MAP. (CNG=compressed natural gas; LPG=liquefied petroleum gas.)

Fuel-Efficiency Technologies

BLUE Map implies that more aggressive deployment of currently available fuel-saving technologies for passenger cars and light trucks could be cost-effective in cutting vehicle fuel consumption and CO₂ emissions per mile by 30 percent by 2020 and by 50 percent by 2030. Comparable gains in vehicle fuel economy may be possible for other transportation modes. The baseline scenario projects 20 to 25 percent increases in energy efficiency for other modes by 2050; in contrast, BLUE Map assumes that the improvements reach 35 percent to 50 percent.

Alternative Fuels

In both the baseline and high baseline scenarios, the mix of fuels remains fairly constant up to 2030, with petroleum fuels dominant. In the high baseline scenario, biofuels, synthetic gasoline, and diesel made from natural gas and coal-to-liquids processes grow rapidly after 2030, becoming more price-competitive with petroleum as oil supplies dwindle.

In BLUE Map, the share of conventional gasoline and other fossil fuels used by light-duty vehicles falls to below 50 percent of total supply by 2050 (Figure 2), replaced by a combination of advanced, low-CO₂ biofuels, electricity, and hydrogen. If produced from low-CO₂ feedstocks, any one of these fuel options might achieve the CO₂ emissions target, but each has drawbacks that limit this possibility. Using these alternative fuels in combination, therefore, can maximize the chances of success, although higher investment costs may be required to develop the infrastructures for production and distribution.

Ethanol made from sugar cane can provide a low-GHG, low-cost biofuel. Second-generation biofuels, such as lignocellulosic ethanol and biodiesel, have a long-term potential for low GHG emissions over their life cycles, but more research, development, and demonstration are needed before commercial scale production.

Several issues must be addressed for biofuel production, such as ensuring that the cultivation of land does not adversely affect food supplies or harm sensitive ecosystems. Achieving the energy and CO₂-eq outcomes envisioned in the BLUE Map scenario by 2050 requires a 20-fold increase in biofuel production from current levels.



PHOTO: NATIONAL RENEWABLE ENERGY LABORATORY

Issues such as sustainability, agricultural and food supply impacts and sensitive ecosystems must be considered in biofuel development. Lignocellulosic ethanol is being examined for use as a biofuel.

(Continued on page 6)

(Continued from page 5)



Electric vehicle charging station at the Camarillo Outlet Center in California is a prototype for the development of a recharging infrastructure.

Electric Vehicles

Electric vehicles (EVs), plug-in hybrid electric vehicles (PHEVs), and fuel-cell vehicles (FCVs) play an important role in BLUE Map, especially after 2020. EVs are rapidly emerging as the cost of lithium-ion batteries declines. The cost of batteries for an electric-only vehicle in high-volume production might drop to US\$500 per kilowatt-hour (kWh) in the near term; this would bring the battery cost to \$15,000 for a vehicle with a 100-mile range. But savings from the removal of the internal combustion engine and from the relatively low cost of electricity could enable EVs to achieve commercial success in the next 5 to 10 years. Policy assistance will be required, however, such as public planning and support for the development of a recharging infrastructure.

The market price of oil, the principal competing fuel, and the CO2 emissions characteristics of the electric grid will influence the rate of adoption of EVs. Early deployment of EVs in regions that already emit low levels of

CO2 or that are committed to decreasing CO2 emissions may be a good strategy.

Plug-In Hybrid Electric Vehicles

PHEVs can assist in the transition to EVs. PHEVs use both an engine and an electric motor, which adds to the production cost. The driving electricity for PHEVs, however, is stored in a small and relatively inexpensive battery pack. For example, an 8-kWh battery pack might cost \$5,000 to \$6,000 in the near term and provide a driving range of 20 to 25 miles. For many drivers, running most of the first 25 miles per day on electricity could cut petroleum use by 50 percent or more. Because PHEVs can drive long distances on liquid fuel, they may not require as much new recharging infrastructure as EVs.

In BLUE Map, both EVs and PHEVs are initially deployed in 2010 and increase in sales to more than 5 million per year worldwide by 2020 (Figure 2, page 5). Both vehicle types experience rapid market penetration worldwide, reaching annual sales of approximately 50 million each by 2050, primarily as passenger light-duty vehicles but also including a small share of trucks.

This rate of growth, however, is faster than has occurred in transport systems in the past 40 years. For example, hybrid electric vehicles were introduced in the mid-1990s but as of 2009 had achieved global sales of approximately 1 million per year—less than 2 percent of the market share. The market penetration of EVs and PHEVs will need to move at a much faster pace to achieve the targets in BLUE Map. Strong policy support will be necessary.

Fuel-Cell Vehicles

FCVs also play a key role in BLUE Map, with commercial-scale production beginning around 2020. FCVs will coexist with EVs and PHEVs but are expected to achieve a higher market share among vehicles with a longer driving range, but a lower share among urban vehicles. FCVs should gain significant market penetration by 2030, with sales rising rapidly afterward, to nearly 60 million vehicles per year by 2050.

Recent cost reductions in fuel-cell systems suggest an increased likelihood of FCV commercialization, although hydrogen infrastructure and on-board energy storage remain barriers. As battery costs drop, hybridizing fuel cells appears to be an attractive strategy, because batteries can provide peak power to the motor, allow for a smaller fuel cell stack, and improve efficiency through regenerative braking.

As with the electricity used to power EVs, the hydrogen fuel must be produced with low-CO2 technologies for FCVs to achieve significant CO2 reductions. Central production is likely using biomass, heat from nuclear sources, or electrolysis from offshore wind power.

Improvements in vehicle efficiency and the shift to lower carbon fuels can decarbonize vehicle types and modes dramatically by 2050. Figure 3 (page 7) shows that the average CO2 intensity of different modes drops to lower levels by 2050 in BLUE Map—well below 50 grams of CO2-eq per kilometer for all modes except air travel.



High-powered lithium batteries for use in hybrid electric vehicles. To meet BLUE Map targets, electric and plug-in hybrid electric vehicles would need to increase market share.



Central production for fuel-cell vehicles can come from low-CO₂ technologies, such as wind power.

Implications for Mode Shifts

Because of the large differences in the energy requirements of different modes today, shifting travel to the most efficient modes could reduce CO₂ emissions. In many countries, improved transit systems could avoid or slow the shifts to cars, resulting in major reductions in the GHG emissions projected in the baseline scenario. The BLUE Map scenario, however, indicates that after 2030, vehicle efficiency improvements and low-carbon fuels would reduce CO₂ intensity, so that shifting transportation activity from GHG-intensive modes to less intensive modes would provide less CO₂ benefit.

But achieving these CO₂ intensity reductions is not guaranteed. Therefore modal shift options should be considered as an important complement to vehicle and fuel improvements, to speed near-term CO₂ reduction and to provide other benefits, such as reduced traffic congestion, reduced pollutant emissions, and general livability.

The BLUE Shifts scenario incorporates a dramatic change in modal mix and levels of transportation activity. The scenario assumes an average worldwide reduction of 25 percent in private light-duty vehicle and aviation passenger travel by 2050 compared with the baseline scenario and close to a 50 percent reduction compared with the high baseline scenario. The travel is diverted mainly to advanced bus and rail systems.

The scenario also assumes a radical shift in freight movement to rail transport, which cuts the growth in long-haul truck transport by half between 2010 and 2050. A reduction is projected in the rate of travel

growth because of changes in land use and improvements in non-motorized transport infrastructure, along with the replacement of some travel by telecommuting. Although these mechanisms can provide the underpinnings for modal shifts, the focus of the IEA analysis is on the energy and CO₂ impacts, not on the policies required to bring about the modal shifts.

Combining these assumptions, the BLUE Shifts scenario projects a 20 percent reduction in energy use and CO₂ emissions by 2050 compared with the baseline scenario or a 40 percent reduction compared with the high baseline scenario. The cost of BLUE Shifts is uncertain, depending on the costs of a range of investments in sustainable transport, such as bus and rail systems. IEA will explore these costs in future studies.

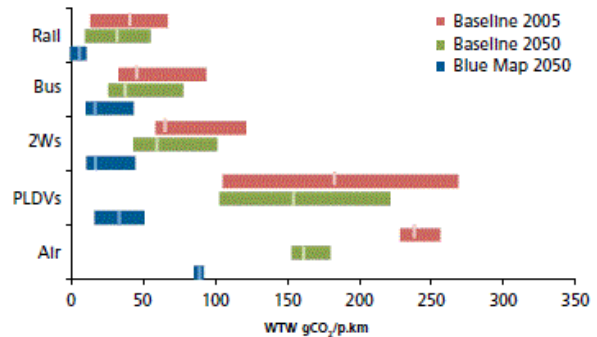


Figure 3 CO₂ intensity of different modes by year and scenario. (PLDV=passenger light-duty vehicle; WTW= well to wheel; p.km =passenger kilometers; 2Ws=two-wheelers.)

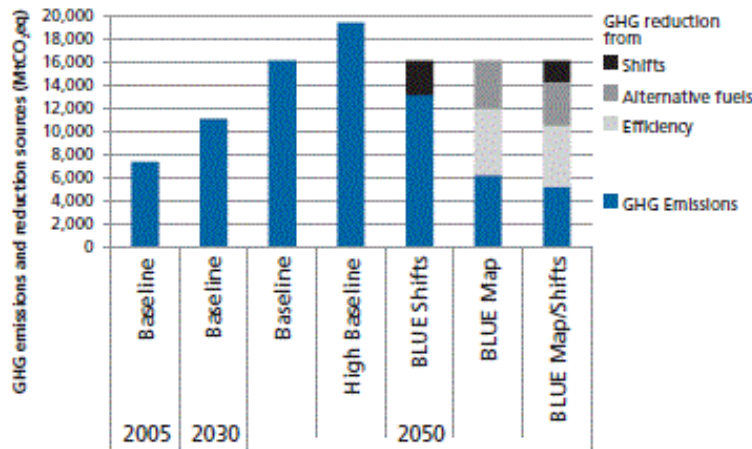


Figure 4 Comparison of baseline and BLUE scenarios. (MT=million tones.)

CO₂ alternative fuels—mainly electricity, hydrogen, and biofuels. Shifting traffic to GHG-efficient modes may be helpful and complementary, particularly early on, before the vehicle technologies and fuels are heavily deployed.

Insights from the Analyses

As shown in Figure 4, the BLUE Shifts scenario yields a 20 percent reduction in CO₂ emissions compared with the baseline in 2050; the BLUE Map scenario yields a 65 percent reduction. Combining the BLUE Map and BLUE Shifts scenarios—gaining the effects of low-carbon fuels, advanced vehicles, and modal shifts—can reduce CO₂ emissions from transportation worldwide by 40 percent by 2050 compared with 2005 levels and by 70 percent compared with the baseline projections for 2050.

By 2050, cutting transport energy use and CO₂ emissions by nearly half should be technically possible through improvements in vehicle energy efficiency, and by nearly half again by substituting low-

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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.

Appraising a Right of Way

There should be nothing so complicated in an appraisal that it cannot be understood.

What is an appraisal? Who conducts an appraisal? Why should an appraisal be done? It is important for landowners to know what an appraisal is and why they should have one prepared. Knowing the value of their land will help landowners to negotiate fair and just compensation before agreeing to a right of way.

WHAT IS AN APPRAISAL?

An appraisal is an opinion of value, usually conducted by a professional appraiser. Rights of way appraisals are prepared for property owners and acquiring agencies (agencies seeking a right of way) to negotiate the comprehensive terms and conditions of the right of way. Appraisals on rights of way on Indian reservations must be prepared, in writing, by a state licensed or certified appraiser and the appraisal must comply with the Uniform Standards of Professional Appraisal Practice (USPAP).

WHO PAYS FOR THE APPRAISAL?

In most cases the party wanting to acquire the right of way pays for an appraisal (either a staff appraiser or a contract appraiser). If the property owner believes the appraisal is not accurate or is incomplete, it is up to the property owner to hire his or her own appraiser to refute the acquiring agency's appraisal.

HOW IS COMPENSATION DETERMINED?

In many cases, just compensation is the difference between the "market value of the property rights before the right of way" and the "market value of the remaining property rights after the right of way" plus severance damages.

Severance damages are the financial impacts to the remainder of the land across which the right of way is granted. This model provides a measure of the property owner's loss from the taking of all or part of the property rights.

In determining the value of the right of way, the landowner must consider the terms (limited or perpetual) and conditions (loss of use by the owner) in the right of way agreement document. In determining the value of the severance damages, the landowner would consider how the facilities will impact the original legal purpose of reservation land (a permanent homeland for a particular tribe) and the customary purposes of land (such as hunting, gathering cultural plants and gathering of wood).

Valid Appraisals

In addition to being conducted by a certified appraiser, an appraisal must meet all three tests to be valid and credible. It must be:

- Statistically and mathematically correct.
- Consistent with the uniform standards of professional appraisal practice.
- Logical.



Usually, a right of way provides significant economic benefit to the acquiring party. Some examples are trunk lines for oil and gas and electric power lines. In these cases, the acquiring agency may negotiate compensations that are greater than the loss to the property owner. When the landowner is able to negotiate a gain that is more than the appraised value of the right of way, the just compensation becomes a market derived value that is measured by the rate per linear rod or foot of the right of way.

DOES THE FEDERAL GOVERNMENT HAVE A TRUST RESPONSIBILITY TO THE LANDOWNER?

In the case of reservation-based land that is held in trust for the tribe or individual Indian landowner, the Bureau of Indian Affairs (BIA), as trustee of the land, must approve all real estate transactions.

The approved appraisal report is the government's documentation to support the decision to approve or reject the acquiring party's offer of just compensation.

CAN APPRAISALS BE CHALLENGED?

Appraisal reports that do not meet the three tests of an appraisal should be challenged by the landowner.

First of all, landowners should read the appraisal report carefully. They should check the factual data in the report, such as acres, land use, building inventory, easements, water rights and utilities. If factual errors are found in the report, it should be challenged.

Secondly, landowners should make sure that the appraisal was conducted by a certified appraiser and that it is consistent with the industry's professional standards. (See the list of web resources below for links to sites that explain these standards in detail.)

Finally, landowners should determine if the appraisal report makes logical sense. There should be nothing so complicated in an appraisal that it cannot be understood. At the same time, landowners should read appraisals carefully in order to fully understand all of their contents and implications.

In most cases, appraisals are accurate and relevant; however, if a landowner is not satisfied with the appraisal, the individual or tribe can seek another appraisal. In some cases, this might require going to court to force another appraisal or accepting a second appraisal.

Should the tribe or Indian landowner determine there is a problem with an appraisal report from any acquiring party (federal agency, company or individual) seeking a right of way on trust land, the BIA should prepare an appraisal and be prepared to defend it in court. The tribe or Indian landowner should also report the appraiser to the State Appraisal Board.

In the event of a dispute, the appraisal is reviewed in court by judges and juries in order to determine just and reasonable compensation.

A word of caution: landowners should avoid forwarding appraisal challenges that are based on emotional reasoning or incomplete data.

When the tribe or Indian landowner does a more thorough job of research and data analysis than the appraiser, the challenge to the appraisal is sound and has a better chance of refuting the appraiser's opinion of value that is in question.

Web Resources

TO LEARN MORE ABOUT RIGHTS OF WAY

- **Energy Policy Act of 2005, Section 1813, Indian Land Rights of Way Study**
http://www.oe.energy.gov/DocumentsandMedia/EPAAct_1813_Final.pdf
- **Bureau of Land Management, Rights of Way, Principles and Procedures**
<http://www.blm.gov/nhp/news/regulatory/2800-Final/2800f.pdf>
- **Uniform Appraisal Standards for Federal Land Acquisition**
<http://www.usdoj.gov/enrd/land-ack/>
- **The Appraisal Foundation**
<http://www.appraisalfoundation.org>

You can also find other links to helpful resources concerning Indian land on the Indian Land Tenure Foundation's web site: www.iltf.org.

(Continued on page 10)

The Right of Way Process

STEP 1: APPLICATION

- ☞ The right of way application must be in writing and submitted to the Secretary of Interior through the Bureau of Indian Affairs (BIA). An initial application must be made in order to survey the land, and a subsequent application is made for the right of way itself.
- ☞ Federal regulations dictate the application's required contents.
- ☞ Because of its trust responsibility, the BIA must approve all realty transactions involving reservation trust lands.

STEP 3: APPRAISAL

- ☞ The party who wants to acquire the right of way pays for the appraisal.
- ☞ The owner is advised to accompany the appraiser during the inspection of the property.
- ☞ All appraisals must be done by a state-licensed or certified appraiser.
- ☞ If the landowner disagrees with the appraisal amount, the appraisal can be contested. The landowner, individual or tribe can make a counteroffer in negotiations or, if the parties cannot agree to terms, resolve the issue in court.
- ☞ Just compensation that is not less than fair market value plus severance damages must be paid for a right of way.

STEP 4: NEGOTIATION

- ☞ Negotiations can occur at any stage of the process.
- ☞ Landowners should clarify their roles in the negotiation process in relation to BIA officials who are also participating.
- ☞ Landowners should also clearly communicate their bottom line financially and in caring for the land.
- ☞ Tribal governments should clarify policy considerations such as those regarding taxation, environmental and other land regulations and restrictions, and community needs regarding the utility.

STEP 2: NOTIFICATION

- ☞ Landowners will be notified of an entity's interest in acquiring a right of way.
- ☞ Initial notification will seek a landowner's permission to enter land for survey and mapping purposes.
- ☞ Disputes regarding title should be taken up with the BIA Realty office. If a tribe owns an interest in trust land, either partial or total, that entire parcel of land cannot be subject to eminent domain. Any right of way must be approved by the tribe.

STEP 5: CLOSING

- ☞ At closing, all funds are received and dispersed and all taxes, liens and mortgages are addressed.
- ☞ Documentation of the transaction will use the common forms required by law.
- ☞ Whenever possible, tribes or individual landowners should use their own forms and documentation.

How To:



Negotiate A Right Of Way

Before power line companies negotiate with an individual landowner or tribe for a right of way, they prepare. They educate themselves on the status and value of the rights they seek. They learn about laws and regulatory requirements that apply. They know how much they are willing to pay and how much they think the other side will demand. Individuals and tribes MUST do the same.

Beware! Before the acquiring party submits their proposal for a right of way, they have conducted extensive research. One of the key tools in finding out about the tribe or individual landowners is communication with the Bureau of Indian Affairs, the tribal administration and all other landowners involved. Landowners should carefully consider what other entities may have already shared with the acquiring party before negotiations begin.

Gathering data is critical. Landowners and tribes must be fully prepared before they begin negotiations. Once negotiations begin, every communication, written or oral, with those who seek a right of way becomes part of the negotiation process. This information should be carefully recorded. Landowners and tribes should also undertake a comprehensive assessment of all existing rights of way on the current and historical use of the land and the current value of the land, and compile the results. Armed with information about existing rights of way before negotiations, the tribe or individual landowner will know with certainty whether companies are in trespass or if adequate compensation to use the land was previously given.

TRIBAL GOVERNMENT PREPARATION

Tribal governments should:

- Compile a list of documents on file with the BIA. These documents should be reviewed by the tribal attorney for compliance and completeness. An understanding of existing rights can be helpful for a tribe asserting regulatory authority over utilities.
- Visit the state department of transportation and obtain all right of way records for reservation roads. This will identify if piggybacking is allowed. (In the case of power lines, they might be piggybacked onto BIA rights of way for roads and highways without BIA approval.)
- Conduct a visual survey of the site where the right of way is being sought. It is important to conduct an on-the-ground survey to document the actual location of every right of way. Include photographs of poles and lines, determine the age of existing facilities, fix GPS locations, and match the photos with available aerial photos on file.
- Develop a customer survey, and survey everyone served by the utility. Unknown problems with utility service will reveal themselves through customer surveys. These surveys will give negotiators an understanding of what customers want in terms of service. If customer needs are understood, negotiation for improved services can be a condition of the right of way.

(Continued on page 12)

(Continued from page 11)

INDIVIDUAL LANDOWNER PREPARATION

Individual landowners should:

- Compile a list of all right of way documentation related to their lands.
- Obtain copies of current rates and agreements the utility has negotiated on this right of way with the tribe and other trust land owners.
- Be aware of the availability of third party condemnation for individual Indian-owned land.
- Gather information and data on the acquiring party: Who are they? What do they want? How far will they be willing to go for the right of way?
- Share all information collected with other undivided interest holders of the land.
- Create a journal of every communication, writing down to whom they spoke, the subject of the discussion, and when the discussion took place. Whenever possible, they should include a third party in the discussions and record that person's name as well.

Individual negotiations may be complicated by fractionation or multiple owners who have undivided interests in the parcel where the right of way would be located. Another barrier is the inconsistent policies among agency offices of the BIA regarding negotiations between the landowner or interest holder and the acquiring party. Some agencies refuse to allow individual landowners or undivided interest holders to negotiate directly with the acquiring party, insisting BIA officials do the negotiating. The individual Indian landowners should assert themselves in the negotiation process. In those instances where the fractional ownership by an individual is a small interest, the BIA might request that a majority of the owners be in agreement before allowing landowners to participate in the negotiations.

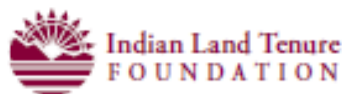
EDUCATE THE OTHER SIDE

In many instances, the acquiring party for a right of way might not be aware of the unique character of reservation lands. Negotiations can go more smoothly when the tribe is able to successfully explain the concept of "permanent homelands." When the acquiring party appreciates the permanent homeland concept, they will more likely understand why tribes and individual Indian rights must be protected whenever rights of way are created or renewed. For example, the acquiring party may not always appreciate the significance of burial grounds hundreds of years old until they realize they are negotiating with the descendants. This could be an opportunity to help them understand the significance of the legends and stories handed down through the generations. Educating rather than alienating potential right of way holders could result in improved services, in addition to increased cultural awareness.

For instance, utility companies that lack tribal representation on their governing boards generally have little concept of the tribal community's needs and existing tribal regulatory systems. Outside utility companies might be more willing to submit to a tribal regulatory system once they are educated by the tribal negotiators on the significance of those concerns to the tribe, community and individual tribal members.

Rights of way on tribal trust land and allotted lands are subject to tribal regulatory controls where these policies are in place. (The policies regarding the authority of tribal regulations on reservation fee lands are less clear, and compliance may be subject to the landowner's decision.) Establishment of tribal regulations and policies regarding land rights and land uses provides guidance both to the tribe and to those wanting to do business on tribal lands. The tribe might be concerned about protection of sacred sites, burial grounds or other areas of cultural significance. Tribal zoning regulations, for example, might help to encourage certain uses for some tribal lands and discourage undesirable uses for others. Tribes can effectively protect and regulate their lands by enacting and enforcing a tribal regulatory process that may be imposed as a condition for acquiring a right of way.

All of these strategies and tactics are important to a successful right of way negotiation process. When negotiations are approached with knowledge, preparation and optimism, the result is more likely to be a win-win.



The California Interregional Blueprint and Native American Tribes

CalTrans Fact Sheet

The primary focus of the California Interregional Blueprint (CIB) is to better understand interregional travel and to better align the State's long-range transportation planning processes together with the regional transportation plans. A better understanding of interregional travel needs and how the state plans to meet those needs should ultimately lead to better project selection. As frequent users of the State's interregional road system, it is important that California Native American Tribes and communities be involved in the development of the CIB.

Travel demand is generally measured using travel demand models that project vehicle miles traveled (VMT) along a prescribed route. Interregional travel particularly affects rural areas and tribal lands. Whether it is the trip to enjoy rural recreational opportunities, tribal members leaving and arriving at the reservation, or trucks carrying goods from place to place, these trips often begin and end in different regions. A better understanding of these trips can lead to a better identification of transportation needs and funding for rural and tribal transportation infrastructure. Inadequate transportation infrastructure limits access to economic centers, social services and emergency services.

Phase I of the CIB opened the conversation on interregional travel by integrating state long-range modal plans and developing a narrative that describes how these plans relate to regional transportation and land use plans. Phase II, will expand on this initial analysis by including other transportation plans and programs such as Tribal Transportation Needs Assessments and data from the California Indian Reservations Roads (IRR) Technical Report.

Tribal input is essential in guiding the direction of the CIB. Federally recognized tribes, non-recognized tribes, and tribal organizations can help the CIB team identify what data should be included in the travel models and what scenarios should be run. Tribes also can help the CIB team determine policies and practices that will ensure that tribal transportation needs are considered and addressed throughout all of the State's long-range transportation plans

For questions about the California Interregional Blueprint (CIB) visit: www.californiainterregionalblueprint.org or contact Laurie Waters at (916) 653-4466 or at laurie_waters@dot.ca.gov

Interregional Trip Types

- Trips that begin in a Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) region and end in another region.
- Trips that travel through a region but begin and end outside of the region (through trips)
- *Trips that begin in a region but do not end in a region (international, interstate, tribal land, and military base)*
- Trips that end in a region but do not begin in a region (international, interstate, tribal land, and military base trip)

California SHSP Summary Report for 2010



Background

California's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the SHSP is updated regularly to ensure continued progress and meet changing safety needs. Currently, over 300 safety stakeholders from 80 public and private agencies and organizations work together to implement the plan under the direction of the SHSP Executive Leadership and a 13-member Steering Committee. The SHSP includes behavioral, infrastructure, and technology strategies addressing the "4Es" of safety: engineering, enforcement, education, and emergency services.

Focus

The SHSP applies public and private resources in the areas where the greatest gains can be made to save lives, prevent injuries, and improve safety in **16 Challenge Areas**. CA 16: Improve Safety Data Collection, Access, and Analysis is a key Challenge Area relative to Native American Tribes.

Goal

The initial goal for the SHSP was to reduce California fatalities to less than 1 per 100 million vehicle miles traveled by 2010. Numbers for 2009 show that the overall goal was met a year ahead of schedule. Statistics for 2010 will not be available until the end of 2011.

Accomplishments

For each **Challenge Area**, "Actions" are developed to implement the strategies and achieve the goals established. Actions are managed and conducted by the public and private organizations contributing to the SHSP. Each Action has a clear purpose tied to safety and completion of the Actions is how the SHSP moves toward its overall goal. About 95.4% (103 out of 108) of the SHSP Actions, which had an end date in 2010, were completed on time.

For more information and to view the complete summary visit the SHSP web site at: <http://www.dot.ca.gov/SHSP/>

TRAINING NEEDS SURVEY

We want to know what your training needs are, please take a few minutes to fill out the training needs survey form and return it to our office. You can return via mail, fax or complete the survey on line.

ALL TRAININGS ARE FREE TO CALIFORNIA/NEVADA TRIBAL TANSPORTATIION PERSONNEL

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|--|---|--|
| <input type="checkbox"/> Excel | <input type="checkbox"/> Highway Safety | <input type="checkbox"/> Skip Loader/Bobcat |
| <input type="checkbox"/> Word | <input type="checkbox"/> Surveying | <input type="checkbox"/> Grant Writing |
| <input type="checkbox"/> Access | <input type="checkbox"/> ARC View GIS | <input type="checkbox"/> ROW |
| <input type="checkbox"/> Desktop Publishing | <input type="checkbox"/> Bridge Maintenance | <input type="checkbox"/> TERO |
| <input type="checkbox"/> Commercial Drivers License | <input type="checkbox"/> Contract Writing | <input type="checkbox"/> Consultation |
| <input type="checkbox"/> Standard First Aid | <input type="checkbox"/> Drainage | <input type="checkbox"/> Cultural Monitoring |
| <input type="checkbox"/> Pilot Car Operations | <input type="checkbox"/> Culvert Installation | <input type="checkbox"/> IRR |
| <input type="checkbox"/> OSHA Health & Safety | <input type="checkbox"/> Traffic Control Course | <input type="checkbox"/> RIFDS |
| <input type="checkbox"/> Records Management | <input type="checkbox"/> Flagger Training | <input type="checkbox"/> Tribal Transit |
| <input type="checkbox"/> Design & Traffic Operation | <input type="checkbox"/> Pavement Preservation | <input type="checkbox"/> Equip Maintenance for Supervisors |
| <input type="checkbox"/> Heavy Equipment Operations
Equipment Type: | 1. _____ | 2. _____ |
| 3. _____ | 4. _____ | 5. _____ |

<i>SUBMITTED BY:</i>	<i>DATE:</i>
TRIBE:	
ADDRESS:	
CITY/ST/STE/ZIP:	
PHONE:	FAX:
E-MAIL:	

National Indian Justice Center
5250 Aero Dr.
Santa Rosa, CA 95403
Fax No.: 707-579-9019
www.nijc.org,
or complete the survey on line at
www.nijc.org/ttap-events.html

RECENT TRANSPORTATION LEGISLATION

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

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

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

STATE LEGISLATION



CALIFORNIA LEGISLATION

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

State Implementation of the American Recovery and Reinvestment Act of 2009, Economic Recovery Porthole
Go to: <http://www.recovery.ca.gov/>

New Laws Report-2011

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/BillsEnactedReport2011.pdf>

6 Bills Pending
14 Bills Tribal Specific

The California Legislature has adjourned until January 2012.

ANNOUNCEMENTS

September 7, 2011

The Governor of California has signed AB 307 that allows federally recognized tribes as parties to joint power agreements.

September 19, 2011

In order to strengthen communication and collaboration between California state government and Native American Tribes, Governor Edmund G. Brown Jr. issued an Executive Order establishing the position of **Governor's Tribal Advisor in the Office of the Governor**. This position will serve as a direct link between the Governor's Office and tribal governments on matters including legislation, policy and regulation. Governor Brown signed the Executive Order today while attending the TASIN All California Tribes Meeting at the Sheraton Hotel in Sacramento, CA.

The text of the Executive Order is at:

<http://gov.ca.gov/news.php?id=17222>



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.

There are no bills pending.

The 76th (2011) Nevada Legislative Session has ended. The next session begins February 4, 2013.



FEDERAL LEGISLATION

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

47 Bills Pending
23 Bills Tribal Specific

ANNOUNCEMENT

Short-term Highway Reauthorization Bill Approved by Senate Panel

The Senate Environment and Public Works Committee on Thursday advanced a four-month extension of federal highway programs as House and Senate lawmakers continue to grapple with shaping a long-term surface transportation reauthorization.

The draft bill, approved by voice vote, would extend federal highway programs through Jan. 31, 2012. The most recent extension of surface transportation authorization (PL 112-5) expires Sept. 30. Additionally, the bill would rescind \$3.1 billion in unobligated federal highway funds Sept. 1, 2012.

The bill covers the highway portion for a short-term authorization. The Senate Commerce, Science and Transportation and the Senate Banking, Housing and Urban Affairs committees have jurisdiction over highway safety and mass transit.

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

OCTOBER 2011

October 2-5
APTA EXPO 2011 & Annual Meeting
American Public Transportation Association
Ernest N. Morial Convention Center
New Orleans, LA
For more information go to:
<http://www.aptaexpo.com/apta2011/public/enter.aspx>

October 4-6
Rocky Mountain West Pavement Preservation Partnership 2011 Meeting,
Reno, Nevada
For more information go to:
<http://www.pavementpreservation.org/ncpp-events-2/ncpp-current-events/>

October 24-27
National Tribal GIS Conference
Southwestern Indian Polytechnic Institute
Albuquerque, NM
For more information go to:
http://www.tribalgis.com/index.php?option=com_content&view=article&id=66&Itemid=59

October 26-28
National Indian Justice Center
Sacred Sites and Cultural Monitoring
Flamingo Hotel & Casino
Las Vegas, NV
For more information go to:
<http://www.nijc.org/pdfs/Training%20Flyers/ProtSacredSitesFlyer8-11.pdf>

October 27-30
26th California Indian Conference (CIC)
California State University

Chico, CA
For more information go to:
<http://www.rce.csuchico.edu/conferences/2011-california-indian-conference/>

October 29-November 2
American Public Health Association (APHA) Annual Meeting & Exposition
Walter E. Washington Convention Center
Washington, D.C.
For more information go to:
<http://www.apha.org/meetings/registration>

NOVEMBER 2011

November 2-3
Improving Roadway Safety Programs Through University-Agency Partnerships. Sponsored by TRB
Keck Center of the National Academies
Washington, DC
For more information go to:
http://www.trb.org/Main/Blurbs/Improving_Roadway_Safety_Programs_Through_Universi_164553.aspx

November 4-5
National Indian Justice Center GIS Part 2
NIJC Center
Santa Rosa, CA
For more information go to:
<http://www.nijc.org/training.html>

November 7-9
2nd Road Dust Best Management Practices Conference
Suncoast Hotel & Casino
Las Vegas, NV
For more information go to:
<http://roaddustinstitute.org/conference>

November 8-11
Policy Link Equity Summit
Detroit Marriott at the Renaissance Center
Detroit, MI
For more information go to:
www.policylink.org/summit

November 14-17
National Tribal Transportation Conference (NTTC)

Gaylord Opryland Resort & Convention Center
Nashville, TN
For more information go to:
<http://ttap.colostate.edu/national-conference.aspx>

DECEMBER 2011

December 7-9
National Indian Justice Center Disputes: Jurisdiction, Right of Way and TERO
Riviera Hotel & Casino
Las Vegas, NV
For more information go to:
http://www.nijc.org/pdfs/Training%20Flyers/DisputesJurisRightofWayTERO_Flyer8-11.pdf



2012 SAVE THE DATES

January 22-26, 2012
Transportation Research Board (TRB) 91st Annual Meeting
Marriott Wardman Park, Omni Shoreham, and Washington Hilton hotels
Washington, D.C.
For more information go to:
<http://www.trb.org/AnnualMeeting2012/AnnualMeeting2012.aspx>

July 30-August 2
2012 National LTAP/TTAP Conference
Gaylord Texan Resort & Convention Center
Grapevine, TX
For more information go to:
<http://www.ltap.org/events/upcoming.php?view=344>

August 2-4, 2012
12th Annual For All My Relations Conference For Indian Families
Hilton Los Angeles
Universal City, CA
For more information go to:
<http://nijc.org/>, and click on the FAMR icon

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 Department of Transportation Division of Local Assistance

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

NEVADA



Nevada Department of Transportation

1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000
<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)

1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000
<http://www.nevadadot.com>

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/vegmgt/index.htm>

US DOT FHWA Livability Initiative

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

To view this website go to:

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

ORGANIZATIONS

California Indian Basketweavers Association

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

California Indian Manpower Consortium, Inc.

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

California Indian Museum & Culture Center

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

National Indian Justice Center

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

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/#!documentDetail;D=NHTSA-2008-0060-0605;oldLink=false>

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/fhwasa09024/

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/>

Roundabout Outreach and Education Toolbox

This Toolbox is designed to be a highly useable, online reference that connects transportation professionals with outreach resources from across the country to help them obtain public support for roundabouts.

To utilize the tool box go to:

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

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 Flagging 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/>

TRIBAL TRANSPORTATION RESOURCES

[USA%20WEB%20REPORT.HTM](#)

Federal Transit Administration

Transit Bus Safety

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

To access the website go to:

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

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

The National Work Zone Safety Information Clearinghouse

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

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

To view the workshop go to:

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

Crash Modifications Clearinghouse (CFM)

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

To visit the website go to:

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

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.

Safe Routes to School Local Policy Guide

An additional effort to bring public health considerations into the development of transportation policies and practices.

To view the guide go to:

http://www.saferoutespartnership.org/media/file/Local_Policy_Guide_2011.pdf

Center for Excellence in Rural Safety (CERS)

University of Minnesota's Hubert H. Humphrey School of Public Affairs and the Center for Transportation Studies.

To visit the website go to:

<http://www.ruralsafety.umn.edu/index.html>

The California Safe Routes to School Technical Assistance Resource Center (TARC)

Assists local communities with creating Safe Routes to School (SRTS) programs by providing trainings, technical assistance, and resources to implement safe and successful SRTS strategies throughout California.

To visit the website go to:

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

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>

FHWA -Tribal Transportation Planning

Delivers products and services that provide information,

TRIBAL TRANSPORTATION RESOURCES

CONSULTATION (Continued)

training, and technical assistance to the transportation professionals responsible for planning for the capital, operating, and maintenance needs on Tribal lands.

To visit the website go to:

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

FHWA-Transportation Planning Capacity Building (TPCB) Tribal Planning Resources

Offers transportation planning professionals legislative, regulatory, and general guidance; technical resources; and relevant links related to Tribal planning issues.

To visit the website go to:

<http://www.planning.dot.gov/tribal.asp>

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

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>

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

A 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/>

FHWA-Federal Lands Highway (FLH)

Indian Reservation Roads Program Delivery Guide

FHWA-WFL/TD-08-005

A Manual for FHWA Program Agreement Tribes

To view the guide go to:

<http://flh.fhwa.dot.gov/programs/irr/documents/irr-program-delivery-guide.pdf>

Federal Highway Administration (FHWA)-Bureau of Indian Affairs (BIA)

Indian Reservation Roads Program: Stewardship Plan

To view the plan go to:

<http://www.ewu.edu/Documents/CBPA/NWTTAP/StewardshipPlan.pdf>

Federal Highway Administration (FHWA) In Cooperation with the Federal Transit Administration (FTA)

Planning for Transportation in Rural Areas

To view the guide go to:

http://www.ewu.edu/Documents/CBPA/NWTTAP/RuralGuidebookfinal_7_10_01.pdf

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/>

TRIBAL TRANSPORTATION RESOURCES

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/annviewer.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>

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).

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

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

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/>

TRIBAL TRANSPORTATION RESOURCES

PROGRAMS AND DEVELOPMENT (Continued)

The FHWA has developed an extensive list of resources that focus specifically on the latest culvert technology. To view this list go to:

<http://www.scribd.com/doc/63745094/Culvert-Technologies-List>

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 contains modules covering both basic plan reading instructions, as well as in-depth instruction for those seeking more information on and/or a review of highway plan reading.

8.0 Hours CEU: 0 Fee: FREE

For more information go to:

<http://www.nhi.fhwa.dot.gov/Home.aspx>

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://www.nhi.fhwa.dot.gov/Home.aspx>

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://www.nhi.fhwa.dot.gov/Home.aspx>

FOCUS on Training—Ready, Set, Go: FHWA's Online Maintenance Training Series

Course No. FHWA-NHI-134109 FREE

Online topics ranging from pavement preservation concepts to weather-related operations to the practicalities of work-zone traffic control. Each of the 11 self-paced training courses takes approximately 1 hour to complete.

To register for the course go to:

<http://www.nhi.fhwa.dot.gov/default.aspx>

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

TRIBAL TRANSPORTATION RESOURCES

core competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_667.pdf

University of California, Berkeley, Institute of Transportation Studies.

Technology Transfer Program

To visit the website go to:

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

Michigan Transportation Institute-Center for Technology and Training

Sign Retro Management Selection Tool helps you estimate how much it will cost your organization to implement different Federal Highway Administration sign retroreflectivity maintenance methods using your organization's specific costs and implementation scenarios.

To register for the tool go to:

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

PUBLICATIONS



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

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

Shoulder and Edge Line Rumble Strips

Federal Highway Administration (FHWA)
Technical Advisory T5040.39

Center Line Rumble Strips

Federal Highway Administration (FHWA)
Technical Advisory T5040.40

Determining Highway Maintenance Costs

National Cooperative Highway Research Program-Report 688

Transit Safety Management and Performance Measurement Volume 1: Guidebook

Federal Transit Administration (FTA)

Calibration of the Highway Safety Manual and Development of New Safety Performance Functions

Utah Department of Transportation
Report No. UT-10.12b

Repair Priorities: Transportation Spending Strategies to Save Taxpayer Dollars and Improve Roads

Smart Growth America and Taxpayers for Common Sense

Safety Evaluation of the Safety Edge Treatment

Federal Highway Administration (FHWA)
FHWA-HRT-11-024

Pilot Study to Assess Sustained and Multifaceted Traffic Safety Activity on North Dakota's Rural Roads

Rural Transportation Safety and Security Center
Upper Great Plains Transportation Institute

Emerging Technologies Applicable to Hazardous Materials Transportation Safety and Security

Hazardous Material Cooperative Research Program (HMCRP)

Identification, Prevention, and Remedies for False Claims in Highway Improvement Contracting

National Cooperative Highway Research Program (NCHRP)
Legal Research Digest 55

Women's Issues in Transportation

Summary of the 4th International Conference
Volume 2: Technical Papers

Planning: Building Successful Tribal-State-Federal Transportation Partnerships

Offered by America's Byways Resource Center
90 minutes webcast.

Strollers, Carts, and Other Large Items on Buses and Trains

Transit Cooperative Research Program (TCRP)
Synthesis 88

Effects of Psychoactive Chemicals on Commercial Driver Health and Performance: Stimulants, Hypnotics, Nutritional, and Other Supplements

Commercial Truck and Bus Safety Synthesis Program (CTBSSP) Synthesis 19

Safe Routes to School Local Policy Guide

Safe Routes to School National Partnership

Improved Models for Risk Assessment of Runway

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Continued)

Safety Areas

Airport Cooperative Research program (ACRP)
Report 50

Crossing Great Divides: A Guide to Elder Mobility Resources

Rural Transit Assistance Program (RTAP)
National Center on Senior Transportation

Roundabouts in the United States

National Cooperative Highway Research Program
(NCHRP) - Report 572

Legal Arrangements for Use and Control of Real-Time Data

Transit Cooperative Research Program (TCRP)
Legal Research Digest 37

Measuring Transportation Investments: The Road to Results

The Pew Charitable Trusts and The Rockefeller Foundation.

Run-Off-Road Crashes: An On-Scene Perspective

National Highway Traffic Safety Administration (NTSA)
DOT HS 811 500

2009 Traffic Safety Facts: Speeding

National Highway Traffic Safety Administration (NTSA)
DOT HS 811 397

Tribal Corridor Management Planning: Model, Case Study, and Guide for Caltrans District 1

Mineta Transportation Institute at San Jose State University—MTI Report 10-01

Public Participation for Strategies in Transit

Transit Cooperative Research Program (TCRP)
Synthesis 89

Legal Arrangements for Use and Control of Real-Time Data

Transit Cooperative Research Program (TCRP)
Legal Research Digest 37

Guidebook for Evaluating Fuel Choices for Post-2010 Transit Bus Procurements

Transit Cooperative Research Program (TCRP)
Report 146

Transportation and Health: Policy Interventions for Safer, Healthier People and Communities

Centers for Disease Control and Prevention and Partner-

ship for Prevention and through contracts with Booz Allen Hamilton and the Safe Transportation Research and Education Center (SafeTREC) at UC Berkeley.

State Traffic Information Systems Improvements: Promising Practices

National Highway Traffic Safety Administration (NHTSA)
DOT HS 811 502

Road to Recovery: Transforming America's Transportation

Carnegie Endowment for International Peace

How We Travel: A Sustainable National Program for Travel Data

TRB Special Report 304

Sharing the Costs of Human Services Transportation, Volume 1

Transit Cooperative Research Program (TCRP)
Report 144

The Transportation Services Cost Sharing Toolkit and Volume 2

Transit Cooperative Research Program (TCRP)
Report 144 Research Report

Strategic Planning for Infrastructure Development

Tribal Processes for Critical Decision Making -Presentation

Tribes Strategic Planning Workshops

NorthWest and Alaska TTAPs

Washington State Department of Transportation (WSDOT) Model Comprehensive Tribal Consultation Process for the National Environmental Policy Act

Washington State Department of Transportation

Legal Aspects Relevant to Outstanding Transit Functions Not Traditionally Outsourced

Transit Cooperative Research Program (TCRP)
Legal Research Digest 38

Traffic Sign Handbook: 2011 National Edition

Cornell Local Roads Program

Control of Invasive Species

National Cooperative Highway Research Program (NCHRP)
Synthesis 363

Research and Education 2011

Journal of the Transportation Research Board, No. 2211

Highway Safety Management; Safety Workforce Development; School Transportation

TRIBAL TRANSPORTATION RESOURCES

Journal of the Transportation Research Board, No. 2213

Impacts of the Recession on Public Transportation Businesses

American Public Transportation Association (APTA)

Visibility of Pedestrians at Different Levels of Road Lighting

Swedish National Road and Transport Research Institute

Statistical Analysis of Performance of Recycled Hot-Mix Asphalt Overlays in Flexible Pavement Rehabilitation

U.S. Federal Highway Administration's (FHWA's) Office of Pavements. FHWA-HRT-11-051

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 NEWSLETTERS

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:

http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/Research/Research_Newsletter.aspx

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=a2GSpnDbruI=&query=e-news>

TRIBAL TRANSPORTATION RESOURCES

NEWSLETTERS (Continued)

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/>

Journal for America's Byways

Please contact us to receive a free copy today!

Gina Gensing at ggensing@byways.org or call 218-625-3301.

IIHS Status Report

Insurance Institute for Highway Safety (IIHS)

Status Report is a newsletter covering research and topics in the highway safety field.

To view the newsletters go to:

<http://www.iihs.org/sr/default.aspx>

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/>

TRIBAL TRANSPORTATION RESOURCES

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 sideswiped an oncoming vehicle on Sept. 22, 2006. The officers investigated and found out that Shaw was text messaging during the time of his accident.

To view the video go to:
http://ut.zerofatalities.com/?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+08-25-2009&utm_content=Web&utm_term

Tribal School Zone Safety: Video and Toolkit

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

Roadway Safety Foundation

New Run-Off-Road/Rumble Strip Brochure and Recognize-React-Recover DVD
To obtain free copies of the brochure and DVD go to:
<http://www.roadwaysafety.org/run-off-road-dvd-2/>

Sign Retroreflectivity Informational Presentations

The Center for Technology & Training at the Michigan Tech Transportation Institute has developed a web-based informational presentation designed to help local agencies begin the discussion of sign retroreflectivity with decision-makers. To download the videos go to:
<http://ctt.mtu.edu/SignRetroPresentations.html>

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 Biitah: "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

TRIBAL TRANSPORTATION FUNDING RESOURCES

ANNOUNCEMENTS

CalTrans FY 2011-12 Transportation Planning Grant Awards Environmental Justice



Congratulations to the following grantees:

- Yurok Tribe—Yurok Tribe Trails Master Plan
- Elk Valley Rancheria—Elk Valley Rancheria Comprehensive Tribal Master Plan and Long-Range Transportation Plan
- Tuolumne Band of Me-Wuk Indians—Tuolumne Rancheria
- National Indian Justice Center—Safe journeys: Tribal Road Safety Audits

Scenic Byways Program FY 2011 Grants Announced

Congratulations to the Yurok Tribe of California.

A 2011 National Scenic Byway Program (NSBP) Grant Award recipient of over \$1 million dollars.

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/>



CALIFORNIA

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

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Transportation Planning Funding Grants

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

For more information on these grants go to:

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

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>

Memorandum of Understanding (MOU)

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 truck-

TRIBAL TRANSPORTATION FUNDING RESOURCES

ers, 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 Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle offers a variety of grant funding opportunities to assist public and private entities in safely and effectively managing California's waste stream.

- Beverage Container Recycling Grants
- Farm and Ranch Cleanup Grants
- Household Hazardous Waste (HHW) Grants
- Local Enforcement Agency Grants
- Solid Waste Disposal and Site Cleanup Grants
- Tire Recycling, Cleanup, and Enforcement Grants
- Used Oil Recycling Grants

Additional grant information and list of active grants can be found at: <http://www.calrecycle.ca.gov/Grants/>

NEVADA

Nevada Department of Transportation (NDOT)

Safe Routes to School Program

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

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

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.

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: Project Submittal Program Coordinator. (775) 888-7122, or e-mail: projectsubmittal@dot.state.nv.us.

To view the program go to:

http://www.nevadadot.com/uploadedFiles/NDOT/Public_Involvement/Transportation_Planning/2011_03_28_Transportation_Programs.pdf

FEDERAL

U.S. 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>

National Center for Safe Routes to School (SRTS)

Spring 2012 mini-grant cycle is now accepting applications for 25 mini-grants of \$1,000.

The deadline to apply is: October 19, 2011

For more information go to:

<http://www.saferoutesinfo.org/funding-portal/mini-grants>

Federal Transit Administration

Public Transportation On Indian Reservations (FTA 5311)

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

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

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, includes 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 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.

TRIBAL TRANSPORTATION FUNDING RESOURCES

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/hmgp/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.

September 15, 2011 for funding cycle 1 of FY 2012.

Cycle 2 and 3 to be determined.

For more information go to:

<http://www.grants.gov/search/search.do;jsessionid=HJgnNOyZrnqvM68WJFvTsl2nBnRPFMy2HWL0Tvjy5BjJVCZLzQkl!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.

(Continued from page 7)



PHOTO: WORLD SHIPPING COUNCIL AND HANJIN SHIPPING

The BLUE Shift scenario envisions a shift in freight movement to rail transportation.

transport modes, low carbon fuel standards, and measures to encourage a new paradigm for investing in transport infrastructure.

The changes posited in the BLUE Map and BLUE Shifts scenarios will require strong policy actions and a willingness to embrace change. Pricing carbon through an international carbon market will help, but even a price of US\$50 per metric ton of CO₂, for example, would raise average fuel prices only modestly—in the United States, gasoline prices would increase by US\$0.40 per gallon. Strong sectoral measures will be needed around the world—such as fuel economy standards across the

References

1. *Energy Technology Perspectives: Scenarios and Strategies to 2050*. International Energy Agency, Paris, 2008. www.iea.org.
2. *Transport, Energy and CO₂: Moving Toward Sustainability* International Energy Agency, Paris, 2009. www.iea.org.
3. *World Energy Outlook*. International Energy Agency, Paris, 2008. www.iea.org.

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CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

(707) 579-5507

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Email: tcoord@nijc.org