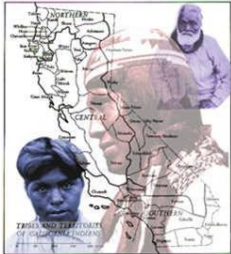


# Tribal Transportation News



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



## The Crisis in Federal Transportation Programs

By David Heymsfeld, reprinted with the permission of The Federal Lawyer



**For more than 50 years, there was a consensus that users of our transportation system would pay the taxes necessary to support substantial federal programs for highway and transit. Most of the taxes paid by the users were taxes on gasoline and diesel fuel.**

Recently, this consensus has been breaking down, and it has become clear that the public will not support any increase in the taxes now supporting federal transportation programs. The existing tax rate of 18.4 cents per gallon of gasoline, which was established in 1993, no longer produces enough revenue to support existing programs. Unless revenues can be increased, federal programs will have to be reduced by 20 percent or more. This reduction will come at a time when the demands placed on our transportation system are increasing and the condition of the system is deteriorating. In the face of nationwide budget constraints, the states are not in a position to pick up the slack through increased spending in their programs. The unfortunate outcome of a federal cutback will be increased congestion that will impose billions of dollars of added costs on drivers and shippers.

### The Consensus

The consensus on which our system has been based for the past few decades began with legislation passed in 1956 that established the interstate highway system. This consensus consisted of several key expectations:

- The federal government would provide substantial assistance for the development of highways and transit.
- Users of the system would fund the federal programs through taxes and fees, which would have to be increased periodically to cover inflation.
- Because the federal program would be funded by user taxes and fees, funding for the program would not be subject to annual adjustments dictated by general budget policies. Rather, the federal program would be allowed to spend, over a period of 5 years or more, all the revenues contributed by users. Thus, because they could be confident that federal funds would be available, state and local governments would be able to establish multiyear plans for transportation.

### History of the Consensus

The consensus began in 1956 with passage of the National Interstate and Defense Highways Act, which committed the federal government to the construction of a 40,000-mile interstate highway system. According to estimates, it would take 13 years to complete the project. This undertaking and the program necessary to implement, oversee, and maintain it were to be funded with a federal gas tax of 3 cents per gallon that would be placed in the Highway Trust Fund.

Although it may not have been apparent in 1956, it soon became clear that because of the effect of inflation on expenses, revenues for the trust fund would have to be increased over time to keep the federal programs at their historic levels. Unfortunately, the main source of revenue for the trust fund—the gas tax—was set at a flat cents-

*(Continued on page 4)*

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5250 Aero Drive  
Santa Rosa, CA 95403  
Phone: (707) 579-5507, Fax: (707) 579-9019  
E-Mail: [nijc@aol.com](mailto:nijc@aol.com)  
<http://www.nijc.org>

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



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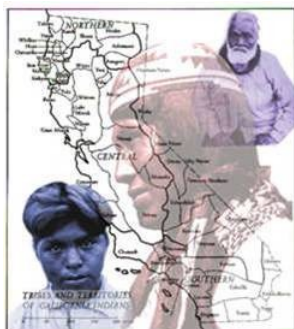
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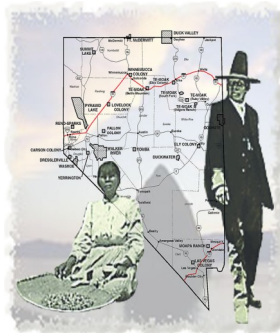
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California Indian Manpower Consortium, Inc.

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## White House Highlights Native American Youth as “Champions of Change”

WASHINGTON, DC – On Thursday, December 1st, eleven Native American Youth leaders were honored at the White House as Champions of Change. These young people are Champions in their tribes and communities as they work to improve the lives of those around them through innovative programs that help others, raise awareness of important issues like suicide and bullying prevention, energy efficiency and healthy eating.

One of the White House’s Native American Youth “Champions of Change” honorees is:

**Cassandra Candice Steele**  
Pinoleville Pomo Nation  
Ukiah, CA

Cassandra Steele started her tribe’s first traditional Pomo dance group and continues to work with a youth group she started to preserve their culture by learning traditions of basket-making, fishing, gathering, beading, speaking the Pomo language, singing traditional songs and ceremonial dancing. Cassandra arranges fundraisers, activities and talking circles for her youth group which she works to keep inclusive of those not only in her tribe but for any children who want to participate. The main focus of the group is to improving life for young people in her community by preventing teen pregnancy, drug and alcohol abuse, suicide, bullying, and preserving their culture and tradition. In addition, Cassandra works to teach environmentally friendly practices to her community, including building a proto type house for their tribal citizens. In July 2011, they broke ground on their first house which will use solar energy, composting toilets, rain water catch system, grey water system and hay bale materials with a culturally inspired physical design. Cassandra remains focused on bridging the gap between the elders and youth in her community to preserve their culture for future generations



(Continued from page 1)

per-gallon rate, which does not adjust automatically for inflation. Had gas taxes been set at a percentage of the cost per gallon, revenues would have increased automatically as gas prices rose over time.

Since 1956, the program has been reauthorized every five or six years, with overall funding increased to keep pace with inflation. However, inflation has not been the only obstacle the trust fund has faced. Over time, the programs supported by the fund have expanded to include transit and alternative transportation. To account for this increase in the type of programs supported by the trust fund, and to provide additional offsets for inflation, the gas tax has been raised periodically. The last increase in the gas tax (to the current rate of 18.4 cents per gallon) occurred in 1993—nearly two decades ago.

In recent years, the level of federal support for transportation infrastructure has not varied widely. Since 1990, the federal government has covered 20–30 percent of total public (federal, state, and local) spending for highways and transit, which ranged from \$125 billion to \$155 billion per year range, measured in constant 2009 dollars.<sup>1</sup>

### **History of the Gas Tax**

Until recently, a bipartisan consensus has existed that gas taxes should be increased periodically to support Highway Trust Fund programs at their historic levels. The gas tax was first established at one cent per gallon during the Hoover administration as a deficit reduction measure. When the Highway Trust Fund was established in 1956 during the Eisenhower administration, the gas tax was increased to three cents per gallon, then later to four cents per gallon in 1959, with the proceeds going to the Highway Trust Fund.

In 1982, during the Reagan administration, the tax was increased to nine cents per gallon. President Reagan indicated his support for this increase in his weekly radio address broadcast Nov. 27, 1982, during which he was quoted as saying the following:

*But let's face it. Lately, driving isn't half as much fun as it used to be. Time and wear have taken their toll on America's roads and highways "We simply cannot allow this magnificent system to deteriorate beyond repair." [The expanded program] will be paid for by those of us who use the system, and [the five-cent increase] will cost the average car owner about \$30 a year. That's less than the cost of a couple of shock absorbers. Most important of all, it'll cost far less to act now than it would to delay until further damage is done<sup>2</sup>*

The gas tax also was increased during both the George H.W. Bush and Bill Clinton administrations. The most recent increase—in 1993—raised the tax to the current 18.4 cents per gallon.

In the years since 1993, tax issues have become so politically charged that neither party can support any revenue measure that can be called a tax increase. Proposed increases in the gas tax are given this label, despite arguments that the gas tax is in reality a user fee and that any increase will be only an adjustment for inflation.

In the early days of the Obama administration, Press Secretary Robert Gibbs announced that the administration would not support any increase in the gas tax. The White House has maintained this position and also appears to be opposed to proposals that would increase trust fund revenues by replacing the gas tax with a charge for each mile driven. The Obama administration has supported an increase of \$231 billion in spending for transportation over six years but has not made any specific proposal for a tax increase, other than to state that the White House will work with Congress to find a way to increase the revenues of the Highway Trust Fund.<sup>3</sup>

### **Costs Resulting from the End of Consensus**

The use of general fund revenue to support some of the programs now funded by the Highway Trust Fund has not received significant support. Therefore, this failure to increase the revenues paid into the Highway Trust Fund would appear to require substantial reductions in federal programs for highways and transit.

The Congressional Budget Office estimates that, if there is no increase in the gas tax, the revenues paid into the fund over the next six years will be about \$90 billion below the level needed to cover the continuation of existing programs, indexed for inflation.<sup>4</sup> Such a shortfall in funds would require cutting the programs by about 25 percent.

These cuts would come at a time when even the existing programs are widely perceived to be inadequate. A recent report issued by the Department of Transportation concluded that, in 2006, 43 percent of the national highway system's miles were rated as being below "good" ride quality. Other reports by the Department of Transportation also have concluded that nearly one out of every four highway bridges are structurally deficient or functionally obsolete and that more than 14,000 public transit vehicles are not in good condition.<sup>5</sup>

The deficiencies in the existing system impose substantial costs on individuals as well as businesses. The Texas Transportation Institute's 2009 report on urban mobility found that, in 2007, unnecessary congestion imposed costs of \$87 billion as a result of wasted fuel and added driving time for individuals. These costs were \$14 billion higher than the costs in 2004 were. Unnecessary delays also impose costs of billions of dollars a year on businesses. These delay-driven costs can mount extraordinarily quickly. Consider the following statistic: UPS has estimated that an increase of just five minutes in average driving time costs the company \$100 million year.<sup>6</sup>

Many believe that failure to increase funding for highways and transit will only make the current situation worse. The National Surface Transportation Policy and Revenue Study Commission concluded that, if infrastructure spending remains at current levels, drivers' delays on major highways will increase by more than 50 percent by 2020 and the physical condition of the nation's highway assets will "deteriorate significantly." The Obama administration and many members of Congress have concluded that beginning the process of making necessary improvements requires that funding for the federal highway system and transit programs be increased from the current six-year baseline level of \$223 billion to a level of \$450–\$500 billion.

## Conclusion

The breakdown in the consensus for supporting federal transportation programs has blocked any long-term reauthorization of the programs for several years. Since the last long-term reauthorization ended in October 2009, the highway and transit programs have been continued at historic levels through a series of seven short-term extensions. However, these extensions were not a mere continuation of the status quo. Because levels in the extensions could not be supported by current tax levels, monetary infusions of \$35 billion have been transferred from the general fund to the Highway Trust Fund. These infusions will keep the fund solvent until the end of calendar year 2012.<sup>7</sup>

There is great pressure for Congress to make decisions before the end of 2011 on Highway Trust Fund programs for the next five to six years. There appears to be little appetite for any further infusion of general funds to support short-term extensions, but the best opportunity to make adjustments in funding mechanisms and to create program stability is at hand. As the 2012 presidential election approaches, political pressures will make it increasingly difficult to tackle the tough decisions required for long-term reauthorization.

In short, the next few months are critical to the future of federal transportation programs. Now is the time when interested practitioners and the public alike will discover whether the new consensus we need can be forged so that the country can improve its transportation system—a system that is crucial for enhancing the quality of citizens' lives and maintaining an efficient and productive economy.

*David Heymsfeld is a transportation consultant. He served as Democratic staff director of the Committee on Transportation and Infrastructure of the U.S. House of Representatives from 1995–2010.*

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## Endnotes

<sup>1</sup>See Report of the Congressional Budget Office, *Public Spending on Transportation and Water Infrastructure*, November 2010, Appendix A.

<sup>2</sup>Richard Weigoff, *Palace Coup: President Ronald Reagan and the Surface Transportation Assistance Act of 1982*, Highway History, Federal Highway Administration

<sup>3</sup>Transportation Weekly, 8 (March 9, 2011).

<sup>4</sup>*Ibid.*

<sup>5</sup>Federal Highway Administration, *2008 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance*, undated, pages 3-3, 3-18, and 3-28.

<sup>6</sup>James L. Oberstar, Former Representative, D-Minn., Remarks to the Transportation and Infrastructure Summit, August 10, 2010.

<sup>7</sup>See Transportation Weekly, 8 (March 9, 2011).



# RIGHTS OF WAY

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

## LEVERAGE: A Valuable Negotiating Tool

In some cases, BIA regulations may give tribes and landowners leverage in negotiations.



Leverage is a positional advantage that one party has over another and it can be very important in negotiating a right of way. For example, knowing the financial limitations and time constraints of the acquiring party gives an advantage to the landowner. The question is, how much will the acquiring party give up to get the right of way before deciding to seek an alternative route?

Trespass can be another important leverage point for the landowner. Research on this topic may identify that the current right of way holder is in trespass, or it may identify a renewal request that is pending. It is helpful to know how and when a right of way was obtained. It is easy to assume a previous right of way was handled properly, but that may not be the case. Landowners should investigate the land's legal history and find out the facts.

Remember, an acquiring agency may use any means available to ascertain a right of way at minimal cost. For example, an acquiring agent may identify and seek out those landowners with limited financial means and have them sign a right of way agreement based on a promise of payment when all other landowners sign. This creates division among landowners seeking fair and equitable payment against those in financial need.

Undivided interest holders of an allotment may be particularly vulnerable to this tactic if they have lost a meaningful connection to their land. Additionally, heavily fractionated allotments make it very difficult to get information to and negotiate agreement with all interest holders.

These issues limit the landowners' leverage for negotiating the best price. In these cases the amount offered for the right of way may be at appraised value with little consideration for severance damages.

Utility companies are subject to oversight by federal or state regulatory agencies. Before entering into right of way negotiations with a utility company, know what regulatory requirements and timelines apply. Knowing a utility company is out of compliance with applicable regulations provides tremendous leverage for the negotiator.

Offering to assist the utility company to come into compliance as part of the negotiations shows good faith and alerts the company that landowners are aware of them being out of compliance.

For example, offering to have the tribe write a letter of support could go a long way with regulators, and a utility might be willing to give up something significant in exchange for such a letter. Of course, this letter would only be forwarded after negotiations are complete, agreements signed and compensation paid.

In some cases, BIA regulations may also give the tribe and Indian landowners leverage in negotiating new or renewed rights of way. For example, not less than fair market value must be paid unless waived in writing. And, applicants for rights of way must pay landowners all damages resulting from surveys.

Finally, it is important to remember that the BIA may terminate a right of way for failure to comply with terms or applicable regulations.



# HOW TO:

## Manage A Right Of Way

Sovereignty is strengthened when tribal governments are able to manage existing rights of way. However, in many cases tribes do not exert their sovereignty to the fullest extent. Increasingly, more tribes are exploring possibilities of protecting their homelands and are establishing regulations and processes regarding rights of way that provide guidance to companies and people wanting to do business with them. There are a number of ways tribal governments can establish effective management systems that strengthen their sovereignty.

### COMPREHENSIVE LAND USE PLANNING AND POLICY

Tribes can establish comprehensive policies governing the development of reservation lands. These land-use plans set policy that can encourage or discourage third party uses of tribal lands for various purposes. Different parts of the reservation can be subject to different use policies, ultimately encouraging development in some areas and protecting other areas from unwanted intrusion.

Having sound tribal policies on negotiation and valuation of land rights can help bring services and infrastructure to various parts of the reservation. Without these policies in place, tribes may inadvertently insulate their lands, and in some cases their economies, from much needed infrastructure and economic development.

### ACQUISITION ON TRIBAL LAND

Procedures for BIA approval of rights of way across tribal trust lands and allotted lands are found in 25 CFR 169. The BIA has internal rules governing approvals of rights of way. Because land rights are subject to federal trust responsibility, the rules must be strictly followed. Under the regulations, BIA may approve a right of way only with tribal consent and for consideration equal to or greater than “fair market value.”

These provisions give tribes the opportunity to adopt regulations, ordinances, or procedures for tribal consent, for valuing tribal lands, and governing the terms and conditions of rights of way on their lands.

### ACQUISITIONS ON ALLOTMENTS

Right of way acquisitions across allotments are problematic. Third parties seeking such rights must negotiate with numerous individuals, often for small sums of money. Allottees cannot create a cohesive negotiation plan or even hire experts who can speak for the allotment without approval of a majority of allottees. These policies leave protection of allottee interests to the BIA.

For tribes to extend protection to allottee lands, they could pass a regulation stating that tribal consent to rights of way will be withheld until the applicant shows that all similar allottee acquisitions have equal or better terms and conditions than the negotiated tribal terms and conditions. This regulation is workable if there is an effective tribal negotiation process.



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It is important to keep in mind that third parties may not condemn tribal trust lands unless federal law permits it. This is also true where the tribe is an undivided partial interest holder, even a small interest holder, in an allotment. This inability to condemn ensures that tribes have the last word on use of their lands.

## **MAINTENANCE**

Managing rights of way on Indian lands has generally been left to the BIA. Tribes may wish to exercise care over the activities of third parties on their reservations by copying all BIA right of way documents and performing an analysis to determine the extent of third party rights. These documents will include the dates rights are granted, expiration dates of the rights, and whether the parties currently using tribal lands are those described in the documentation.

A site-based GPS review of facilities will assist in determining whether facilities on tribal lands are on the rights of way or are trespassing. Tribes can pass regulations governing trespassing facilities including financial penalties for trespass, removal of facilities and reclamation of lands.

Effective right of way documents must contain all the elements of a contract including: identification of the parties, types of interests transferred, description of lands sufficient to identify the site, and length of term. Documents without these elements can be voided.

## **CONTRACT TERMS AND CONDITIONS**

When negotiating new rights of way or reviewing existing documents, note specific terms describing:

- To whom the rights are granted and whether they are transferable.
- The specific actions authorized and the limitations of those actions.
- The specific description of the facilities authorized.
- The start and end dates of the rights.
- Other termination provisions and what happens to the facilities and lands upon termination.
- Exact location of the rights including length, width and height with maps and surveys attached.
- Rights of ingress and egress.
- Restriction on maintenance activities.
- Notices of entrance or other actions.

Before finalizing a right of way agreement, landowners should make sure that all of the terms are correct and acceptable.

It is also important to remember that tribal law will apply in interpreting these documents. Tribes can pass regulations stating that any document transferring an interest in tribal lands will be strictly construed in favor of the tribe. Third parties will generally request tribe and BIA approval to their standard form easement contract. Tribes should insist on using their particular language needed to describe the rights given and reserved. Due to recent court cases, tribes should also explicitly reserve their rights to tax, regulate and exercise dominion and control over lands within rights of way.



**Rights of Way**

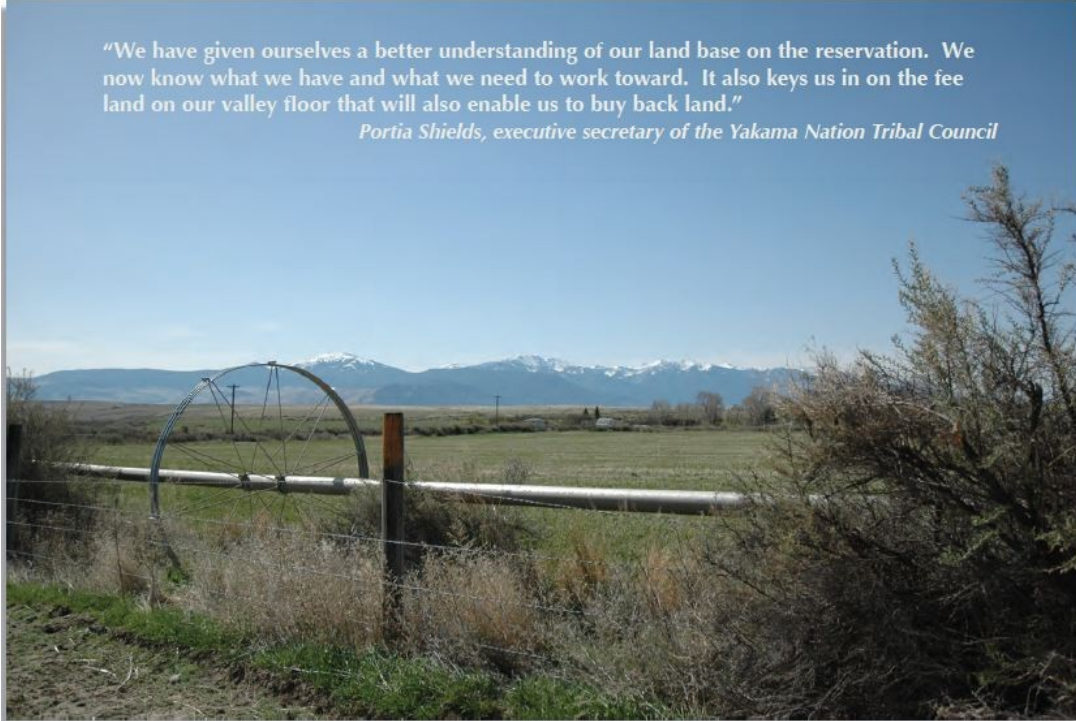
Effective right of way documents must contain all the elements of a contract, including:

- Identification of the parties.
- Types of interests transferred.
- Description of lands sufficient to identify the site.
- Length of term.



"We have given ourselves a better understanding of our land base on the reservation. We now know what we have and what we need to work toward. It also keys us in on the fee land on our valley floor that will also enable us to buy back land."

*Portia Shields, executive secretary of the Yakama Nation Tribal Council*



## Yakama Nation Realty Project Pays Off

When Portia Shields drives down a Yakama Nation reservation road, she doesn't notice the gigantic evergreen trees, the golden wheat fields or the shimmering waters of a nearby river.

She looks at utility poles.

Shields' sightseeing habits changed when she and others became involved in what she calls the realty project, an ambitious undertaking to account for every parcel of land on this 1.3-million-acre reservation in central Washington, an area that covers 1,573 square miles in Klickitat and Yakima counties.

### PROJECT STARTED SMALL AND GREW

The initial intention was to inventory power poles, but the work mushroomed into a seven year project costing \$670,000. After surveying sections, redrawing boundary lines and mapping parcels, the Yakama Nation has a database for every piece of land and knows the location of all 1,800 power poles on its reservation.

"Now, we drive down the road and we're looking at power poles and what's attached to them," said Shields, executive secretary of the Yakama Nation Tribal Council. "Never did I think I would be looking at power poles."

Ray Wiseman, Yakama Nation's geographic information systems manager at the time, said the Tribe asked him in 1995 to account for every piece of property it owned. "I thought, 'How hard could that be?'"

Almost immediately, the surveyors started finding problems. Property corners weren't lining up with property descriptions. Parcels of land were listed as trust, but records indicated they were fee. Roads were not in the right of way. They also discovered many agricultural trespasses.

Correcting the discrepancies involved gathering documents that in some cases dated back to the 1800s and involved trips to the National Archives in Washington, D.C.

After the third year of the project, Wiseman said data on the title status reports had to be verified because he had run into so many records that had incorrect facts.

The Tribe hired right of way specialist Hollyanna Pinkham to assist in the project. When Pinkham investigates a parcel of land, she gathers maps and surveys and enters them into a database to create a map layer. She also collects easements, lease agreements, rights of way and all other pertinent documents.

Then, using GPS and other mapping tools, she goes out into the field to find out everything about that parcel of

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land. At the site, she locates every piece of infrastructure on, under or above the land, including power and gas lines, roads, driveways, telephone lines, pipelines and entrances and exits on the property.

### **PUTTING A PUZZLE TOGETHER**

After collecting all the information, Pinkham enters the data into the computer to create an updated map layer. She then assesses the data by comparing and contrasting the information she has gathered.

“Putting all these pieces together is like putting a puzzle together,” Pinkham said.

She makes sure that everything in the mapping data matches up with what she finds in the field. Assistance with this project came from college and high school students. Wiseman said they hired from the summer youth program and teamed high school students with college students to inventory power poles, do field work and scan documents.

Members of the tribal council talked to the students before they went out into the field to impress upon them the importance of their work. Wiseman said the students felt that by participating in the realty project they were contributing to the solution. The Tribe has benefited from all the work in the realty project. Wiseman said that with the corrected records of the Tribe’s land holdings, it received a rebate of \$450,000 in back taxes from the county.

“This project has paid for itself,” he said. “The Tribe has a fair assessment of its property ownership and it allows them to tackle their problems one at a time and when they are ready.”

The Tribe has found multiple uses for all the data it has collected. These uses provide for:

- A true inventory of land holdings.
- Ease in the mapping of rights of way.
- A comparison of written records and titles with actual uses and aerial photography.
- Planning of land use across multiple jurisdictions.
- The ability to link multiple databases together for a complete picture of a piece of property.

Shields said the Tribe was able to create an atlas of every township on the reservation from the land status data it collected. The 70-page color publication identifies all the roads, streams and other physical features of the reservation.

“We have given ourselves a better understanding of our land base on the reservation,” she explained. “We now know what we have and what we need to work toward. It also keys us in on the fee land on our valley floor that will also enable us to buy back land.”

Wiseman said the work of the realty project was a real eye-opener.

“I think it has definitely given the Tribe the ability to defend its membership and to assure that their assets are being properly looked after.”





## Reasserting control over Indian homelands

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians in west-central Oregon face challenges regarding land issues that most treaty tribes in the U.S. do not.

Of the 109 tribes and bands whose federal recognition was terminated by the U.S. government in the Termination Act of 1954, 62 were from Oregon.

The Confederated Tribes, who were among those terminated, did not have their federal recognition restored until 1984.

Having lost their lands during termination, the existing 800 tribal members have had to slowly reacquire their land base.

They now control 320 acres consisting of small and widely scattered parcels of land that they have acquired mainly through donation or purchase.

The Confederated Tribes' highly dispersed tribal land base forces much more interaction and coordination with non-tribal landholders than might be faced on other reservations.

The challenges to resolve issues increase because non-tribal landholders are not familiar with how tribal government and tribal land issues work.

Currently, the Tribes are working with a nontribal landowner who wants to construct apartments and condominiums next to a nine-acre site where the Tribes' administration building sits. The Tribes purchased this site for their administrative building from the Elks Lodge who had previously sold an easement for a private right of way along the border of the nine-acre tract.

The non-tribal landowner wants to use the easement to provide access to the new housing development. The Tribes and the developers have been meeting to create a workable solution.

"We have told them they are subject to tribal jurisdiction," said Howard Crombie, Director of Natural Resources for the Confederated Tribes. "They said they are open to working with us. They understand the uses will be subject



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to tribal jurisdiction.”

If the developers comply, they will have to follow the Tribes’ expressed standards for the easement.

The standards include specific requirements for road width, surfacing, sidewalks and landscaping, vegetative buffers, streetlights and storm drainage.

Crombie said he is not sure if the developers have experience with tribal jurisdiction.

“Currently,” Crombie said, “the situation is not fully resolved but the Tribes and the developers will continue to meet in good faith and try to create a win-win outcome. We just have to work closely with the developers to make sure they understand that they and the users of this easement must abide by all applicable tribal laws governing the standards of development and the use of the right of way.”



**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/EPAct\\_1813\\_Final.pdf](http://www.oe.energy.gov/DocumentsandMedia/EPAct_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](http://www.iltf.org).

**Indian Land Tenure Foundation**

151 East County Road B2

Little Canada, MN 55117-1523

Phone: 651-766-8999

Fax: 651-766-0012

[info@iltf.org](mailto:info@iltf.org)

[www.iltf.org](http://www.iltf.org)

**Fall 2007**



# 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 web-site 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](http://www.nijc.org/ttap_legislation.html)

## STATE LEGISLATION



## CALIFORNIA LEGISLATION

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

**State Implementation of the American Recovery and Reinvestment Act of 2009**, Economic Recovery Pothole  
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>

**The California Legislature has adjourned until January 4, 2012.**

**16 Bills Pending  
12 Bills Tribal Specific**



## NEVADA LEGISLATION

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

**State Implementation of the American Recovery and Reinvestment Act of 2009**

Nevada's Federal Stimulus Funds Website Go to:

<http://www.leg.state.nv.us/75th2009/federalstimulus/>

**The 76th (2011) Session of the Nevada Legislature has ended. The next session begins February 4, 2013**

**No Bills Pending  
No Bills Tribal Specific**



## FEDERAL LEGISLATION

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

**70 Bills Pending  
23 Bills Tribal Specific**

December 2011

**2011 White House Tribal Nations Conference Progress Report.**

## ACHIEVING A BRIGHTER FUTURE FOR TRIBAL NATIONS.

At the White House Tribal Nations Conference on December 16, 2010, President Obama, joined by Cabinet Secretaries and other senior Administration officials from the Departments of State, Treasury, Defense, Justice, the Interior, Agriculture, Commerce, Labor, Health and Human Services, Housing and Urban Development, Transportation, Energy, Education, Veterans Affairs, Homeland Security, and the Environmental Protection Agency, met with leaders invited from all 565 federally recognized tribes to strengthen the relationship between the U.S. government and tribal governments.

To view the entire report go to:

[http://www.whitehouse.gov/sites/default/files/2011whtnc\\_report.pdf](http://www.whitehouse.gov/sites/default/files/2011whtnc_report.pdf)



# 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](http://www.nijc.org/ttap_events.html)

## JANUARY 2012

January 22-26  
**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>

## FEBRUARY 2012

February 7-9  
**Second Biennial National Evacuation Conference**  
Hilton Riverside  
New Orleans, LA  
For more information go to:  
<http://www.nationalevacuationconference.org/>

February 27-March 1  
**Reservation Economic Summit and American Indian Business Trade Fair**  
Mandalay Bay Hotel & Casino  
Las Vegas, NV  
For more information go to:  
<http://res2012.biz/>

February 29  
**Emergency Medical Services Systems, Safety Strategies and Solutions Summit**  
Keck Center of the National Academies  
Washington, D.C.  
Also, live interactive webinar link  
For more information go to:  
<http://www.objectivesafety.net/TRBSummit2012.htm>

## MARCH 2012

March 13-15  
**World of Asphalt 2012 Show and Conference**  
Charlotte Convention Center  
Charlotte, NC  
For more information go to:  
<http://www.worldofasphalt.com/Attendees/Registration/RegisterNow/>

March 18-21  
**National RTAP / FTA / NTTA Training and Technical Assistance Conference & Roadeo 2012**  
Radisson Fort McDowell  
Scottsdale, AZ  
For more information go to:  
<http://www.nationalrtap.org/Conference2012.aspx>

## APRIL 2012

April 1-5  
**National Association of County Engineers-NACE 2012**  
Hilton Lexington Downtown  
Lexington, KY  
For more information go to:  
<http://www.countyengineers.org/events/annualconf/Pages/NACE2012.aspx>

**19th Annual ATNI Tribal Transportation Symposium**  
Great Wolf Lodge Resort & Conference Center  
Grand Mound, WA  
For more information go to:  
<http://www.ttap.colostate.edu/newsevent.aspx?id=169>

April 16-18  
**TRB-9th National Conference on Asset Management**  
The Westin San Diego  
San Diego, CA  
For more information go to:  
<http://www.cvent.com/events/9th-national-conference-on-transportation-asset-management/event-summary-6bd59c28b3bf4628a9f-f70aa674ccbfc.aspx>

April 24-26  
**Global Innovations in Roadway Work**

**Zone Safety, Virtual Conference and Expo- Via the Internet**  
For more information go to:  
[http://www.workzonesafety.org/news\\_events/wz\\_conferences/2012](http://www.workzonesafety.org/news_events/wz_conferences/2012)

April 29-May 1  
**International Bridge, Tunnel and Turnpike Association (IBTTA) -2012 Symposium on Mileage-Based User Fees and Transportation Finance Summit**  
Hyatt Regency Jersey City  
Jersey City, NJ  
For more information go to:  
<http://www.ibtta.org/Events/content.cfm?ItemNum=ber=5749&RDtoken=23088&userID=>

April 29-May 5  
**2012 APWA North American Snow Conference**  
Frontier Airlines Convention Center  
Milwaukee, WI  
For more information go to:  
<http://www.apwa.net/snow>

April 30-May 3  
**TRB-2012 International Conference on Winter Maintenance and Surface Transportation Weather**  
Coralville, IA  
For more information go to:  
[http://www.trb.org/Main/Blurbs/2012\\_International\\_Conference\\_on\\_Winter\\_Maintenanc\\_164319.aspx](http://www.trb.org/Main/Blurbs/2012_International_Conference_on_Winter_Maintenanc_164319.aspx)

## Future Events



July 30-August 2  
**2012 National LTAP/TTAP Conference**  
Gaylord Texan Resort & Convention Center  
Grapevine, TX  
For more information go to:  
<http://grapevine2012.com/index.html>

# 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  
4<sup>th</sup> & 5<sup>th</sup> 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](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](http://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](http://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.



# 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/>

**California Rural Transit Assistance Program (RTAP)**  
California Association for Coordinated Transportation (CalAct) is under contract to Caltrans to implement RTAP in California .  
<http://www.calact.org/doc.aspx?13>

## 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.rtcsonthernnevada.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](http://www.fta.dot.gov/regions/regional_offices_909.html)

**National Rural Transit Assistance Program (RTAP)**  
The program operates today under a cooperative agreement between the Federal Transit Administration and the Neponset Valley Transportation Management Association. Our

overarching mission is to address the needs of rural, small urban and tribal transit operators across the nation.  
<http://www.nationalrtap.org/Home.aspx>

**Office of Federal Lands Highway**  
<http://www.fhwa.dot.gov/flh/index.htm>

**Central Federal Lands Highway Division**  
<http://www.cflhd.gov/>

**Bureau of Indian Affairs**  
<http://www.bia.gov/>

**US DOT/FHWA Federal Lands Highway**  
Coordinated Technology Implementation Program  
The Federal Lands Highway Coordinated Technology Implementation Program is a cooperative technology deployment and sharing program between the FHWA Federal Lands Highway office and the Federal land management agencies. It provides a forum for identifying, studying, documenting, and transferring new technology to the transportation community.  
For more information go to:  
<http://www.ctiponline.org/>

**National Transportation Library (NTL)**  
Follow link: VDOT One Search  
<http://ntl.bts.gov/exit/vdot.html>

## ENVIRONMENTAL

**US Environmental Protection Agency Region 9**  
<http://www.epa.gov/region09/tribal/index.html>

**US EPA American Indian Environmental Office**  
<http://www.epa.gov/indian/>

**US DOI National Park Service American Indian Liaison Office**  
<http://www.nps.gov/aiilo/>

**US DOT FHWA Roadside Vegetation Management**  
A technical resource for the care of the land and vegetation management.  
<http://www.fhwa.dot.gov/environment/vegmgmt/index.htm>

**US DOT FHWA Livability Initiative**  
This webpage is intended to provide information on the FHWA Livability Initiative as well as provide updates on the HUD/DOT/EPA Partnership for Sustainable Communities.  
To view this website go to:  
<http://www.fhwa.dot.gov/livability/index.cfm>

# TRIBAL TRANSPORTATION RESOURCES

## RESOURCES (Continued)

### ORGANIZATIONS

#### California Indian Basketweavers Association

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

#### California Indian Manpower Consortium, Inc.

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

#### California Indian Museum & Culture Center

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

#### National Indian Justice Center

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

#### Center for Excellence in Rural Safety

Launched a new interactive Web tool called Safe Road 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](http://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](http://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/>

### ENVIRONMENT AND CLIMATE CHANGE

#### General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart

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

#### U.S. 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 dynam-

# TRIBAL TRANSPORTATION RESOURCES

ics and provides resources to help enhance the leadership and career development opportunities available to students, activists and environmental professionals.

For more information go to:  
<http://meldi.snre.umich.edu/>

## California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:  
<http://www.library.ca.gov/sitn/crb/docs/20090504.pdf>

## AASHTO–Center for Environmental Excellence

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/](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](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](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](http://www.iihs.org/research/fatality_facts_2008/default.html)

## National Institute for Occupational Safety and Health (NIOSH)

Construction Equipment Visibility

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

## Vista Training Programs

Backhoe-Loader Instructor Kit

[http://www.vista-start-smart.com/html/backhoe-loader\\_instructor\\_kit.html](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/](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/](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/](http://safety.fhwa.dot.gov/roadway_dept/night_visib/retrotoolkit/moreinfo/intro/)

# TRIBAL TRANSPORTATION RESOURCES

## SAFETY RESOURCES (Continued)

### Nighttime Visibility Policy/Guidance

[http://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/policy\\_guide/](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/](http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/)

### Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel

To view the guide go to:

[http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa09024/](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](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/](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/](http://safety.fhwa.dot.gov/local_rural/training/p2p/)

### Cornell Local Roads Program

#### Work Zone Safety and Flagger Tutorial

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

To view the tutorial go to:

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

### The National Work Zone Safety Information Clearinghouse

The National Work Zone Safety Information Clearinghouse is dedicated to providing the transportation construction industry and the general public with comprehensive information to improve motorist, worker and pedestrian safety in roadway work zones.

Now a new international section in six languages.

For more information go to:

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

### AAA Foundation

#### 2009 Traffic Safety Culture Index

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

To view the index go to:

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

### MinimumReflectivity.org

Guidance for Improving Roadway Safety:



# TRIBAL TRANSPORTATION RESOURCES

Understanding Minimum Reflectivity Standards go to:  
<http://minimumreflectivity.org/index.asp>

## **National Highway Traffic Safety Association (NHTSA)**

State traffic safety information for the year 2008

To access the data for each state go to:

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

## **Federal Transit Administration**

Transit Bus Safety

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

To access the website go to:

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

## **Utah DOT and the Utah Highway Safety Office**

Zero Fatalities

To visit the web site go to:

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

## **The National Work Zone Safety Information Clearinghouse**

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

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

To view the workshop go to:

[http://www.workzonesafety.org/news\\_events/wz\\_conferences/power\\_workshop2010\\_PA](http://www.workzonesafety.org/news_events/wz_conferences/power_workshop2010_PA)

## **Crash Modifications Clearinghouse (CMF)**

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](mailto: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](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/>

## **U.S. Department of Labor-OSHA**

OSHA Construction Focus Four Hazards Training

# TRIBAL TRANSPORTATION RESOURCES

## SAFETY RESOURCES (Continued)

materials

For more information go to:

[http://www.osha.gov/dte/outreach/construction/focus\\_four/index.html](http://www.osha.gov/dte/outreach/construction/focus_four/index.html)

### FHWA

Roadway Safety Noteworthy Practices Database

To visit the website go to:

<http://rspcb.safety.fhwa.dot.gov/noteworthy/>

### LTAP/TTAP Safety Toolkit

National LTAP/TTAP

To visit the website go to:

<http://www.ltap.org/resources/safety/>

## CONSULTATION

### TRB Committee on Native American Transportation Issues (ABE 80)

ABE 80 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, 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 specifica-

tions, construction manuals and drawings.

For more information go to:

[www.specs.fhwa.dot.gov](http://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)

# TRIBAL TRANSPORTATION RESOURCES

## **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](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.vtpi.org/tca/>

## **Partnership for Mobility Management**

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

For more information visit the website at:

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

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

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

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

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

## **Montana State University, Western Transportation Institute, (WTI)**

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

To visit the website go to:

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

## **ArcGIS Online—Map Services**

ArcGIS Online base maps 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 base maps in your commercial-use web applications.

Base maps included in this new business model are World Imagery Map, World Street Map, World Topographic Map, USA Topographic Maps, and DeLorme World Base map.

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>

# TRIBAL TRANSPORTATION RESOURCES

## TRANSPORTATION RESOURCES (Continued)

### 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/>

### Interactive Map for Supplemental Transportation Programs

Beverly Foundation's Interactive Map of 1038 Supplemental Transportation Programs (STP), community-based organizations providing transportation.

To visit the website go to:

<http://www.beverlyfoundation.org/map/stps>

### One Call - One Click Transportation Services Toolkit Community Transportation Association of America (CTTA)

Provides information for communities interested in working together-whether locally, regionally or statewide-to develop a one-call or one-click service for transportation.

To visit the website go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2428&z=101>

### AASHTO Systems Operations & Management Guidance

An online tool that uses self-evaluation and best practice experience that managers can use to identify key program, process and institutional preconditions to achieve more effective SO&M.

To visit the website go to:

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

### Small Urban and Rural Transit Center (SURTC)

The purpose is to increase the mobility of small urban and rural residents through improved public transportation.

To visit the site go to:

<http://www.surtc.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/>

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](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.

TCCC HMA Paving Field Inspection NHI Course 131129

TCCC Plan Reading Series NHI Course 134108

TCCC Flagger Training NHI Course 133118

TCCC Maintenance of Drainage Features for Safety NHI Course 380108

FOCUS on Training—Ready, Set, Go: Maintenance Training Series NHI Course 134109

TCCC PPE and High Visibility Garments NHI Course 381007

To view the entire list of available courses go to:

<https://www.nhi.fhwa.dot.gov/home.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 pro-



# TRIBAL TRANSPORTATION RESOURCES

professionals.

To visit the website go to:

<http://www.ntrr.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](http://www.environment.fhwa.dot.gov/WVCtraining/index.asp)

## **National Cooperative Highway Research Program (NCHRP)**

Report 667

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

To view the report go to:

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_667.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_667.pdf)

## **Paul S. Sarbanes Transit in Parks Technical Assistance Center (TRIPTAC)**

The TRIPTAC is available to *all* Federal Land Management Agencies (FLMAs), not only those applying for or receiving funds from the Transit in Parks program. State, local or tribal governments who are working in collaboration with an FLMA to expand public lands access are also welcome to use TRIPTAC services to obtain alternative transportation information and assistance.

To view available training courses go to:

[http://www.triptac.org/Training/TAC\\_Trainings/Default.html](http://www.triptac.org/Training/TAC_Trainings/Default.html)

## **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](http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp)

### **In Their Own Light**

A Case Study in Effective Tribal Consultation.  
North Dakota Department of Transportation.

### **Policy on Eligibility of Pedestrian and Bicycle Improvements**

Federal Transit Administration (FTA)

### **Exploring the Role of Regional Transportation Projects as Rural Economy Drivers**

National Association of Development Organizations

### **ITS and Transportation Safety: EMS System Data Integration to Improve Traffic Crash Emergency Response and Treatment - Phase II Report**

Center for Transportation Studies at the University of Minnesota

### **Rural Connections: Challenges and Opportunities in America's Heartland**

TRIP a national transportation research group

### **Highway Traffic and Construction Noise-Regulation and Guidance**

Federal Highway Administration (FHWA)

### **Evaluation of Safety Strategies at Signalized Intersections**

National Cooperative Highway Research Program (NCHRP) Report 705

### **A Review of Human Services Transportation Plans and Grant Programs**

National Cooperative Highway Research Program (NCHRP) Research Results Digest 354

### **Work Zone Performance Measures Pilot Test**

# TRIBAL TRANSPORTATION RESOURCES

## PUBLICATIONS (Continued)

Federal Highway Administration (FHWA)  
FHWA-HOP-11-022

**Strategies for Reducing Pedestrian and Bicyclist Injury at the Corridor Level**  
California Department of Transportation (CalTrans)  
CA11-1214

**Wellness Lessons from Transportation Companies**  
Mineta Transportation Institute at San Jose State University WP 11-01

**The Road Safety Monitor 2010: Distracted Driving**  
Traffic Injury Research Foundation (TIRF) of Canada

**Low-Volume Roads 2011, Volume 1**  
Journal of the Transportation Research Board, No. 2203

**Feasibility of Using In-vehicle Video Data to Explore How to Modify Driver Behavior That Causes Nonrecurring Congestion**  
Strategic Highway Research Program (SHRP)  
Second Report S2-L10-RR-1

**Video Surveillance Uses By Rail Transit Agencies**  
Transit Cooperative Research Program (TCRP)  
Synthesis 90

**Information Systems, Geographic Information Systems, and Advanced Computing 2011**  
Journal of the Transportation Research Board  
No. 2215

**2009 Traffic Safety Facts Passenger Vehicles**  
U.S. National Highway Traffic Safety Administration (NHTSA) DOT HS 811 393

**A Look Inside American Family Vehicles: National Study of 79,000 Car Seats, 2009-2010**  
Safe Kids USA

**Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law**  
U.S. DOT-Federal Transit Administration (FTA)  
Docket No. FTA-2009-0052

**Exploring the Role of Regional Transportation Projects as Rural Economy Drivers**  
National Association of Development Organizations (NADO)

**Recent Developments in Public Utility, Communica-**

**tions & Transportation Industries - 2010**  
American Bar Association (ABA)

**Current Airport Inspection Practices Regarding FOD (Foreign Object Debris/Damage)**  
Airport Cooperative Research Program (ACRP)  
Synthesis 26

**Guidelines for the Use of Pavement Warranties on Highway Construction Projects**  
National Cooperative Highway Research Program (NCHRP)  
Report 699

**Implementation Tools for the Highway Safety Manual**  
Federal Highway Administration (FHWA)

**Regional Approaches to Sustainable Development: Linking Economic, Transportation, and Environmental Infrastructure in Rural and Small Metropolitan America**  
National Association of Development Organizations (NADO)

**State DOT Public Transportation Performance Measures: State of the Practice and Future Needs**  
National Cooperative Highway Research Program (NCHRP)  
Research Results Digest 361

**Regional Livability Workshops: Executive Summary Report**  
Federal Highway Administration (FHWA)

**Connecting the DOT: A Guide to Connecting with Your Department of Transportation**  
National Association of Development Organizations (NADO)

**Reductions in Transit Service or Increases in Fares: Civil Rights, ADA, Regulatory, and Environmental Justice Implications**  
Transit Cooperative Research Program (TCRP)  
Legal Research Digest 35

**Guide for Implementing a Geospatially Enabled Enterprise-wide Information Management System for Transportation Agency Real Estate Offices**  
National Cooperative Highway Research Program (NCHRP)  
Report 695

**Trade-Off Considerations in Highway Geometric Design**  
National Cooperative Highway Research Program (NCHRP)  
Synthesis 422

**Transit-Oriented and Joint Development: Case Studies and Legal Issues**  
Transit Cooperative Research Program (TCRP)

# TRIBAL TRANSPORTATION RESOURCES

Legal Research Digest 36

**A Focused Approach to Safety Guidebook**  
Federal Highway Administration (FHWA)  
FHWA-SA-11-44

**2009 Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System**  
National Highway Traffic Safety Administration (NHTSA)  
DOT HS 811 402

**Teen Driving: Graduate Driver's Licenses and More**  
National Conference of State Legislatures

**Transit Asset Condition Reporting**  
Transit Cooperative Research Program (TCRP)  
Synthesis 92

**Improving Safety-Related Rules Compliance in the Public Transportation Industry**  
Transit Cooperative Research Program (TCRP) Report 149

**Evaluation of Data Needs, Crash Surrogates, and Analysis Methods to Address Lane Departure Research Questions Using Naturalistic Driving Study Data**  
Strategic Highway Research Program (SHRP 2)  
Report S2-SO1E-RW-1

**Review of Highway Trust Fund Receipts by States from 2005 to 2009**  
U.S. Government Accountability Office GAO-11-918

**The Transition to Unsupervised Driving**  
American Automobile Association (AAA)  
Foundation for Safety

**Policy Options for Reducing Energy Use and Greenhouse Gas Emissions**  
Transportation Research Board (TRB) Special Report 307

**Transit 2011: Volume 3**  
Journal of the Transportation Research Board, No. 2218

**Integrating Road Safety into NEPA Analysis: A Primer for Safety and Environmental Professionals**  
Federal Highway Administration (FHWA)  
Office of Policy FHWA-SA-11-36

**A Primer on Work Zone Safety and Mobility Performance Measurement**  
Federal Highway Administration (FHWA)  
Work Zone Mobility and Safety Program  
FHWA-HOP-11-033

**Information Systems, Geographic Information Systems, and Advanced Computing 2011**  
Journal of the Transportation Research Board, No. 2215

**Revenue, Finance, and Economics**  
Journal of the Transportation Research Board, No. 2221

**Wildlife Crossing Structure Handbook**  
Federal Highway Administration (FHWA)  
Central Federal Lands Highway Division  
FHWA-CFL/TD-11-003

**Rural Transit Assistance Program (RTAP): Resource Catalog**  
Federal Transit Administration (FTA)-National RTAP

**Developing and Maintaining Emergency Operations Plans**  
Federal Emergency Management Agency (FEMA)  
Version 2.0 of Comprehensive Preparedness Guide 101

**Communication with Vulnerable Populations: A Transportation and Emergency Management Toolkit**  
Transit Cooperative Research Board (TCRP) Report 150

**A Guide to Emergency Response Planning at State Transportation Agencies**  
National Cooperative Highway Research Program (NCHRP) Report 525 Volume 16

**State Transportation Statistics 2010**  
U.S. DOT— Research and Innovative Technology Administration  
Bureau of Transportation Statistics (BTS)

**Highway Safety Manual: Implementation Guide for Managers**  
U.S. Federal Highway Administration (FHWA)  
FHWA-SA-11-48

**Using Laws, Enforcement, and Sanctions to Increase Seat Belt Use on Rural Roads**  
Upper Great Plains Transportation Institute at North Dakota State University, Fargo

**Reliability-Based Safety Risk and Cost Production of Large Trucks on Rural Highways**  
Mountain-Plains Consortium  
MPC Report 1-243

**Travel Behavior 2011: Volume 1**  
Journal of the Transportation Research Board, No. 2230

**Use and Deployment of Mobile Device Technology for Real-Time Transit Information**

# TRIBAL TRANSPORTATION RESOURCES

## PUBLICATIONS (Continued)

Transit Cooperative Research Program (TCRP)  
Synthesis 91

**Asphalt Materials and Mixtures 2011: Volume 4**  
Journal of the Transportation Research Board, No. 2210

**Geomaterials 2011**  
Journal of the Transportation Research Board, No. 2232

**Incidence Rates of Pedestrian and Bicyclist Crashes by Hybrid Electric Passenger Vehicles: An Update**  
National Highway Traffic Safety Administration (NHTSA)  
DOT HS 811 526

**Large Truck and Bus Crash Facts 2009**  
U.S. Federal Motor Carrier Safety Administration  
(FMCSA) FMCSA-RRA-11-025

**Guide on the Consistent Application of Traffic Analysis Tools and Methods**  
U.S. Federal Highway Administration (FHWA)  
FHWA-HRT-11-064 N

**Analysis of State Rural Intercity Bus Strategies: Requirements for Utilization of S.5311(f) Funding**  
National Cooperative Highway Research Program  
(NCHRP) -Research Results Digest 356

**Preservation Approaches for High-Traffic-Volume Roadways**  
Strategic Highway Research Program (SHRP 2)  
Report S2-R26-RR-1

**Travel Behavior 2011: Volume 2**  
Journal of the Transportation Research Board No. 2231

**Guide to Improving Capability for Systems Operations and Management**  
Strategic Highway Research Program (SHRP 2)  
Report S2-L06-RR-2

**Supporting Sustainable Rural Communities**  
U.S. Environmental Protection Agency (EPA)

**National Walking Survey**  
America Walks and Hunter College

**Department of the Interior Policy on Consultation with Indian Tribes**  
U.S. Department of Interior

**Review of Mexican Experience with Regulation of Large Commercial Motor Vehicles**

National Cooperative Highway Research Program (NCHRP)  
Research Results Digest 362

**A Guidebook for Sustainability Performance Measurement for Transportation Agencies**  
National Cooperative Highway Research Program (NCHRP)  
Report 708

**Innovative Rural Transit Services**  
Transit Cooperative Research Program (TCRP)  
Synthesis 94

**Google Transit Data Tool for Small Transit Agencies**  
Innovations Deserving Exploratory Analysis (IDEA)  
Final Report for Transit IDEA Project 58

**Traffic Volume Trends**  
Federal Highway Administration (FHWA)  
Monthly Reports

**Road Safety Performance Index Flash 21: Reducing Road Deaths Among Young People Aged 15 to 30**  
European Transportation Safety Council (ETSC)

**Environment 2011**  
Journal of the Transportation Research Board No. 2233

## 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](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



# TRIBAL TRANSPORTATION RESOURCES

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/past.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/](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>

## **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](mailto: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>

## **Rural Safety News**

University of Minnesota

Center for Excellence in Rural Safety (CERS)

To view the newsletters go to:

<http://www.ruralsafety.umn.edu/publications/ruralsafetynews/archive/>

## **Transit Lane Brief**

Small Urban and Rural Transit Center (SURTC)

To View the newsletters go to:

<http://www.surtc.org/newsletter/>

# TRIBAL TRANSPORTATION RESOURCES

## VIDEOS AND DVDS



### **Environmental Justice in Transportation for California Tribes Video Workbook**

Produced by the National Indian Justice Center.  
Available at: 707-579-5507 or,  
<http://nijc.org/publications.html>

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

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

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

### **FHWA LTAP/TTAP Clearinghouse**

Operators Pre-Start Motor Grading Inspection  
Promotes motor grader safety and productivity for county and city road agencies.

-AND-

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

Download program from [www.workzonesafety.org](http://www.workzonesafety.org)  
To obtain copies of the videos contact Sarah Crane at 202-289-4434, or e-mail [scrane@artba.org](mailto: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](mailto:Report.center@fhwa.dot.gov).

### **FHWA Office of Safety**

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

### **A Road Construction Industry Consortium Training Program Roadway Safety+**

Awareness Program provides an overview of common hazards in highway and road construction and simple prevention measures.

To download Version 9.0 go to: [http://www.workzonesafety.org/training/courses\\_programs/rsa\\_program/overview](http://www.workzonesafety.org/training/courses_programs/rsa_program/overview)

### **FHWA Office of Safety**

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

For more information go to:  
<http://safety.fhwa.dot.gov/intersection/roundabouts/>

### **Zero Fatalities Utah DOT**

Reggie P. Shaw Video

His vehicle drifted across the highway centerline and side-swiped an oncoming vehicle on Sept. 22, 2006. The officers investigated and found out that Shaw was text messaging during the time of his accident.

To view the video go to:  
[http://ut.zerofatalities.com/?utm\\_medium=email&utm\\_source=Transportation%20Research%20Board&utm\\_campaign=TRB+E-Newsletter+-+08-25-2009&utm\\_content=Web&utm\\_term](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 / [chimai.ngo@dot.gov](mailto:chimai.ngo@dot.gov) or  
Monica Gourdine - 202.366.1872 /  
[monica.gourdine@dot.gov](mailto:monica.gourdine@dot.gov)

### **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

# TRIBAL TRANSPORTATION RESOURCES

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](mailto: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](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](http://www.nijc.org/ttap_resources.html)

## Every Day Counts Course for Locals

Ohio Department of Transportation (ODOT)

For more information go to:

[http://nijc.org/datasheets/ttap/TTAP\\_ResourceList.asp](http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp)

### 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](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](mailto:barry@nijc.org) or, [nijc@aol.com](mailto: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](http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp)

## ANNOUNCEMENTS

### **Hoopla Tribe Signs MOU With Caltrans Ending 5-Year Bout**

By Allie Hostler, Two Rivers Tribune

Hoopla Tribal Chairman, Leonard Masten Jr. signed a Special Memorandum of Understanding with CalTrans Liaison Kathleen Sartorius on Monday, Dec. 5. The MOU will require CalTrans to include the Hoopla Tribe's TERO laws into a bid package currently being prepared to rehabilitate the Trinity River Bridge in downtown Hoopla. The bridgework is expected to begin in spring of 2012.

The Tribe's TERO Ordinance requires all contractors working jobs on the Hoopla Reservation to offer employment opportunities to qualified Natives who have signed up on the TERO list. The list is called a skills bank. It's really a database that lists prospective employees, their skills and education level.

Contractors were also required to pay a one-percent tax on the total contract amount. That tax was recently increased to three-percent on a 30-day emergency basis until an amended TERO ordinance can be routed through the public comment process.

The California Attorney General issued an opinion that allowed the relationship to rebuild. The decision reopened the window of collaboration, and within six months TERO tribes met with Caltrans officials and the Native American Advisory Committee. A TERO work-group committee was established and CalTrans passed its own TERO policy in December of 2010.

To view the entire article go to:

<http://www.tworivertribune.com/2011/12/hoopla-tribe-signs-mou-with-caltrans-ending-5-year-bout/>



# TRIBAL TRANSPORTATION FUNDING RESOURCES

## ANNOUNCEMENTS

**U.S. Transportation Secretary LaHood Announced \$15 Million to Improve Transit Options for American Indians, Alaska Natives on Tribal Lands Investments Improve Access to Jobs, Promote Economic Development**

The money, which is awarded through the Federal Transit Administration's (FTA) Tribal Transit Program, will provide grants to tribes in 25 states for 67 separate projects. The projects will focus on maintaining existing transit operations during the economic downturn and enhancing services for seniors and people with disabilities. In addition, some grants will be used to plan or launch new bus, van and commuter service in rural communities that have never been served by public transit before.

**Congratulations to the following tribes that were awarded transit grants:**

### CALIFORNIA

Bishop Paiute Tribe—\$182,828  
Blue Lake Rancheria—\$88,000  
Quartz Valley Indian Reservation—\$25,000  
Quechan Indian Tribe—\$232,007  
Reservation Transportation Authority—\$351,858  
Susanville Indian Rancheria—\$466,602  
Tule River Tribal Council—\$25,000  
Yurok Tribe—\$206,843

### NEVADA

Duckwater Shoshone Tribe—\$75,000



### 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, ascend economic vitality.

**FY 2012-2013 Applications due via e-mail by 5:00 PM April 2, 2012**

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



# TRIBAL TRANSPORTATION FUNDING RESOURCES

construction contractors and subcontractors, professional architectural and engineering firms, suppliers and truckers, without regard to race, ethnicity, gender, or physical disability to participate in the State's Contracting Program. For more information contact a Small Business Development Center in your area, or call Linda Madden 919-324-8384; e-mail [Linda\\_Madden@dot.ca.gov](mailto: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/>

#### Nevada Transportation Enhancement Program

The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) share your interest in these projects and others that enhance the transportation experience in your area and make our communities more livable. The TE program was developed to fund projects that go beyond where typical transportation projects usually stop.

#### Schedule for FY 2012 Nevada Transportation Enhancement Projects

Pre-Application Period (December 1, 2011 to January 13, 2012)-This is to determine if projects submitted qualify for TE funding. Staff will notify applicants if their projects are viable and invite them to submit a full application. Please fill out the pre-application [TE Pre App 2013](#)  
Full-Application Period (February 15, 2012 to April 13, 2012)  
For more information go to:

[www.nevadadot.com/About\\_NDOT/NDOT\\_Divisions/Planning/Enhancement\\_Program.aspx](http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/Enhancement_Program.aspx)

#### Transportation Systems Projects Project Submittal Program

A Transportation Improvement Project can increase road-

way 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 Program Development Coordinator (775) 888-7122, or e-mail [projectsubmittal@dot.state.nv.us](mailto: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](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>

#### Federal Transit Administration

#### Public Transportation On Indian Reservations (FTA 5311)

Federally recognize tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use

# TRIBAL TRANSPORTATION FUNDING RESOURCES

## FUNDING (Continued)

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](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.

If you wish to participate contact:

Wei Zhang, FHWA 202-493-3317, [wei.zhang@dot.gov](mailto:wei.zhang@dot.gov)

Joe Bared, FHWA 202-493-3314, [joe.bared@dot.gov](mailto:joe.bared@dot.gov)

## U.S. Department of Agriculture

# TRIBAL TRANSPORTATION FUNDING RESOURCES

## 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 entrepre-

neurship, and attracts increased private capital investment.

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

For FY 2012: Cycles 2 - Dec 15, Cycle 3 -Mar 9, Cycle 4- Jun 8, and For FY 2013: Cycle 1-Sep 14

For more information go to:

<http://www.grants.gov/search/search.do.jsessionid=p6ZyNkJzB42s109t2brLTNBhJvSfdXkljhLJLqdWVTt3n9Rm2sn!-670746693?oppId=58457&mode=VIE>

## Department of Interior (DOI)

FUNDING AVAILABILITY IS RESTRICTED TO STATE GOVERNMENTS AND FEDERALLY RECOGNIZED INDIAN TRIBES. The Office of Surface Mining awards grants to States and Tribes to support the operation of APPROVED State and Tribal abandoned mine land (AML) reclamation programs. Approved programs use grant funds for mine site reclamation projects on eligible lands, which are lands and waters mined or affected by coal mining processes that occurred prior to August 7, 1977 as well as certain post-1977 and noncoal mining activity.

Deadline September 30, 2012, applications are due throughout the Fiscal Year (FY)

For more information go to:

<http://www.grants.gov/search/search.do.jsessionid=H9WGTwbfrkhGnbMRv0v4TdprH6fL3wG55qKXcCYRpQhLnr8gMRT2!65310457?oppId=106533&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](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](mailto:nijc@aol.com)  
Http://[www.nijc.org](http://www.nijc.org)

## NIJC SERVICES

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



## Save The Date

August 2-4, 2012

## For All My Relations

### At Universal Studios Hollywood

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

*Offering Transportation Workshops*

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Ph: 818-506-2500

[www.HiltonUniversal.com](http://www.HiltonUniversal.com)

**To Register, Contact: National Indian Justice Center**

5250 Aero Drive, Santa Rosa, CA 95403

Ph: (707) 579-5507

Email: [tcoord@nijc.org](mailto:tcoord@nijc.org)

To view more information please visit: [www.nijc.org](http://www.nijc.org) and

Click the For All My Relations icon

## ***CALIFORNIA/NEVADA TTAP***

*For more details, please contact CA/NV TTAP Coordinators*

*(707) 579-5507*

*Barry Litchfield, x 224*

*Email: [barry@nijc.org](mailto:barry@nijc.org)*

*Margaret Colglazier, x 225*

*Email: [tcoord@nijc.org](mailto:tcoord@nijc.org)*