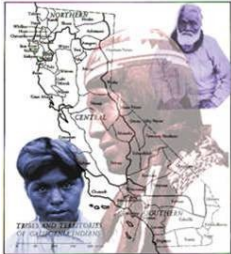


# Tribal Transportation News



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



## Preservation 'Roadmap' Timely blueprint will direct research into pavement management and preservation

By Tom Kuennen, Contributing Editor, Better Roads, January 2012



Chip seal is a fundamental pavement preservation process, here placed in Minnesota.

A new “roadmap” indicating the direction of research in pavement management and pavement preservation is coming at just the right time, as states begin to openly curtail capacity improvements in favor of pavement preservation.

The *Pavement Management Roadmap* (FHWA-HIF-11-011) was articulated in 2011 by the Federal Highway Administration (FHWA) and helps identify the steps needed to address current gaps in pavement management – thus preservation – and to establish research and development initiatives and priorities.

Pavement preservation is a network-level, long-term strategy that enhances performance and extends pavement life by using a variety of cost-effective surface treatments, and its successful application is intertwined with effective pavement management.

For states fleeing to pavement preservation, the issue is money. As cash streams dwindle, state DOTs are compelled to use available funds to preserve their existing road network with a goal of improving their pavement condition indices (PCIs). Take these examples:

- **Missouri DOT** has put citizens on notice that it will spend money to preserve the existing system, and that the days of major capacity rebuilds – like the massive new I-64 total expressway rebuild in St. Louis, where reconstruction resulted in the complete closure of portions of the expressway in 2008 and 2009 – are over.

In its five-year plan of June 2011, the Missouri Highways and Transportation Commission chose to reduce the size of DOT staff by 1,200, close 131 facilities and dispose of more than 740 pieces of equipment.

“By 2015, the proposed direction will save \$512 million for vital transportation improvements,” the plan’s executive summary states. “As of Sept. 30, we had eliminated 667 staff positions, closed 23 facilities and disposed of 245 pieces of equipment. Those moves have allowed us to save \$177 million since March of 2010 when the initial plan was put into action. More than \$64 million of that money has been used to improve the state’s rural roads.”

In his November 2011 address to the Asphalt Emulsion Technologies Workshop sponsored by the Asphalt Emulsion Manufacturers Association, MoDOT chief engineer David Nichols, P.E., said given current cash flow, system preservation would take priority over capacity improvements, as one of three goals.

“We are committed to keeping our roads and bridges in good condition for as long as we can with the resources we have, keeping our citizens safe, and delivering outstanding customer service,” Nichols said in St. Louis. He added that, in January 2012, MoDOT was going to seek legislative authority to create a public-private partnership with a goal of rebuilding I-70 from St. Charles to Kansas City as a toll highway, as tolls were the only way the project could be paid for given current funding levels.

- **Wyoming DOT** in November announced a strategy of preserving the state’s highways and bridges during the state’s current transportation funding crisis.

“In anticipation of major funding decreases, WYDOT is making sweeping changes,” says director John Cox. “WYDOT has shifted its focus away from the kind of reconstruction and improvement projects we’ve been doing for the past four decades into more of a survival mode.”

In a video released by the American Association of State Highway & Transportation Officials (AASHTO), Cox

(Continued on page 4)

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*The National Indian Justice Center is located in Santa Rosa, California. NIJC's building also houses the administrative offices of the California Indian Museum and Cultural Center, the Intertribal Court of California and the Regional Tribal Justice Center. Construction is currently underway for the California Indian Museum and Cultural Center, which will include a 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.*



**Table of Contents**

**Preservation ‘Roadmap’ ..... 1**  
**CA/NV TTAP Staff Directory ..... 2**  
**Richard M. Milanovich and Daniel George Moreno, Jr. Memoriam..... 3**  
**Quantifying Environmental Sustainability in Pavement Preservation and Maintenance..... 7**  
**National Study Underway to Develop a Guide For Effective Tribal Crash Reporting ..... 9**  
**Byways Visions: The Yurok Tribe of California ..... 10**  
**America’s Byways by Indian Tribes..... 10**  
**The Future of America’s Byways Resource Center ..... 11**  
**Save The Date For all My Relations ..... 12**  
**Top BIA Official Larry Echo Hawk Resigns To Take LDS Church Post ..... 31**  
**Governor Brown Appoints Tribal Advisor ..... 31**  
**Save the Date: 2012 National LTAP/TTAP Conference ..... 36**

**TRANSPORTATION RESOURCES**  
**Recent Transportation Legislation ..... 13**  
**Transportation Events Calendar ..... 14**  
**Transportation Partners Directory..... 15**  
**Tribal Transportation Resources..... 17**  
**Transportation Funding Resources ..... 32**  
**CA/NV Advisory Panel ..... 35**

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**IN MEMORIAM**  
**Richard M. Milanovich, March 2012**



***Statement of Assistant Secretary Echo Hawk on the Passing of Chairman Richard M. Milanovich of the Agua Caliente Band of Cahuilla Indians***

**WASHINGTON** – Assistant Secretary Larry Echo Hawk expressed his deepest condolences to the family and friends of the late Richard M. Milanovich, the Chairman of the Agua Caliente Band of Cahuilla Indians, praising him as a great American Indian leader who represented his people with heart and soul.

“The news of Chairman Milanovich’s passing has deeply touched all of us here at Interior and throughout Indian Country who knew him as a leader, friend or colleague,” said Echo Hawk. “He was one of the most down to earth and personable leaders that I have ever known. We honor him with our sincerest gratitude for all that he has contributed in service to his people, other tribal nations and to Indian Country at large.”

“He understood the tremendous value of education and completed undergraduate studies while maintaining a steadfast leadership presence in his tribe,” Echo Hawk said. “As a true leader, Chairman Milanovich possessed a humble outward demeanor and was a noble champion for his tribe and Indian Country. On behalf of all Indian Affairs employees, I want to extend our deepest sympathies and condolences.”

Chairman Milanovich served his people for 28 years, helping to make the Agua Caliente Band of Cahuilla Indians one of the most well respected and forward thinking tribes in Indian Country. He was considered a wise teacher, an inspirational mentor, and most of all, a great friend to many. Chairman Milanovich strongly believed that the youth of Indian Country should understand the legal, political and economic struggles that laid the groundwork for today’s Indian Country. He believed that through studying our past as Native peoples, we can forge a progressive future for all American Indian and Alaska Native people and the generations to come.

**IN MEMORIAM**  
**Daniel George Moreno Jr., 1954-2012**

Daniel George Moreno Jr., of Sitka, passed away on Feb. 9, 2012, due to medical complications, with his wife, family and friends at his side.

Dan was born to Daniel and Nancy (Fulton) Moreno on May 23, 1954, in Juneau. The family moved to Sitka in 1967 and made it their home. Dan graduated for Sitka High School in 1973 and received his bachelor’s degree in education from the University of Puget Sound. On Dec. 18, 1993, he married Sherry, his soul mate, the woman he would spend the rest of his life with.

Dan is survived by his loving wife of 18 years Sherry, Sitka; his mother, Nancy Moreno of Juneau; sisters Sharon and Janet, both of Juneau; brothers, Matthew of Juneau and Paul T. (Jamie) of Grants Pass, OR.

His sons are Robert of Seattle, Anthony of Sitka, Thomas (Alysha) of Colorado, and Jeffery, Juneau; and his daughters are Rolanda (Kevin), of Klamath Falls, OR, Michelle of Pasco, WA, Cali of Pasco, and Danielle (Chuck) and Theresa, both of Sitka. Grandchildren are: Justin of Klamath Falls; Miranda of Pasco; Kyla and Keith both of Wasilla; Baby Danny and Nova Marie, both of Sitka; Amara Grace of Colorado; Baby E.J. of Sitka. His great-grandchildren are Jaden and Spencer, both of Klamath Falls.

The passion shared with his wife and family was the heart of who Dan was. He also had a passion in life for his culture and the traditions. He made sure his family, friends and elders received fish, deer and herring eggs. He embraced the opportunity to share his knowledge of culture and traditions with the younger generations. Dan was an avid Kaagwaantaan dancer with both Sitka and Juneau during Celebration.

He cared deeply about improving and advancing transportation within the Alaska Native community through tribal governments. Over the past few decades he worked with the Sitka Tribe of Alaska, the Eastern Washington Tribal Technical Assistance Program, and the Bureau of Indian Affairs Indian Reservation Roads Program, was Chairman of the Board of Commissioners for Baranof Island Housing Authority and was consultant for Tribes in Alaska with their Indian Reservation Roads Program.

In 2006 Dan became self-employed as a Tribal transportation consultant. He offered Tribal transportation training and technical assistance, strategic planning and multi-agency coordination for Tribes throughout Alaska and the nation.

He was a shareholder of Shee Atika Inc., Sealaska Corp. and Sitka Tribe of Alaska; was enrolled as a Tribal Citizen; was a member of Alaska Native Brotherhood Sitka Camp # 1; Council of Tlingit & Haida Indian Tribes of Alaska enrolled Tribal Citizen; and Board member of the Alaska Tribal Transportation Work Group.

Contributions can be made to: Sherry Moreno, 101 Naomi Kanosh Lane, Sitka, Alaska 99835.

(Continued from page 1)

says changing the department's focus to preservation will make the decline in the condition of the state's highways more gradual. "Our primary goal is to preserve the existing highway system as long as possible," Cox says. "What that does is kind of staves off the inevitable, because sooner or later we're going to have to take care of the system by getting underneath the pavement and reconstructing pavements."

However, this approach will also result in fewer safety improvements to highways and a smaller number of projects designed to accommodate increasing traffic volumes, he says.

• **Ohio DOT's** director said in October that his state was shifting to preservation. In today's lean times, system preservation has become the priority for ensuring serviceable pavements, says director Jerry Wray, P.E., P.S., also in an AASHTO video: <http://www.transportationtv.org/Pages/default.aspx?VideoId=207>

In the video, Wray explores Ohio's strategy for preserving its highways and bridges during the current transportation funding crisis "There's a limited amount of resources for an unlimited amount of wants, desires and needs," Wray says. "We have to focus on the basics: What improves safety, the economy, and the quality of life for the people of Ohio."

ODOT is working to be leaner, more efficient, and more effective. "We have a responsibility to all Ohioans to get the best value and highest rate-of-return for every dollar we spend," Wray says. Like Missouri, that also will include public-private partnerships, which due to a change in Ohio law are now allowed.



Unit of American Asphalt and Grading Company places slurry seal as part of year-long work with the City of Las Vegas in 2009.

Photo Courtesy of International Slurry Sealing Association

### **New 'Roadmap' is a Guide**

**As more governments drift toward pavement preservation, they will become part of a national approach to pavement preservation which was bolstered in 2011 by the release of FHWA's national *Pavement Management Roadmap*.**

The roadmap is authored by Kathryn A. Zimmerman, Linda M. Pierce and James Krstulovich of Applied Pavement Technology, and helps identify the steps needed to address current gaps in pavement management, and to establish research and development initiatives and priorities.

While the roadmap nominally considers pavement management, the ability to preserve pavements economically via enhanced pavement management is a fundamental part of the roadmap.

"Unfortunately, decreases in the purchasing power of available funding, coupled with reduced funding levels, have led to deteriorating network conditions within most transportation agencies at the same time that demand for these facilities is increasing," the introduction states. "As a result, many transportation agencies are shifting their priorities from a focus on system expansion to an increasing focus on system preservation. In fact, a number of agencies have recognized the cost-effectiveness associated with the use of preventive maintenance treatments to slow the rate of deterioration and to postpone the need for the most costly rehabilitation strategies."

Pavement preservation is changing how road agencies work, the introduction says, and this is reflected in the examples of Missouri, Wyoming and Ohio above. "[T]he shift towards pavement preservation has not been entirely free from problems," the introduction says. "For example, organizations that had previously separated the maintenance and capital improvement decision processes have had to overcome these institutional barriers in order to develop effective improvement programs that include preventive maintenance treatments."

"As a result of these and other changes impacting transportation agencies, the role of pavement management is changing," the roadmap says. "In the past, pavement management was primarily considered to be used for assessing and reporting pavement conditions, prioritizing capital improvements, and estimating funding needs. Today, pavement management has the potential to fulfill a much broader (and more significant) role within a transportation agency."

In addition to the more traditional roles it serves, pavement management can provide a link to maintenance and operations through the analysis of pavement preservation options. And it can provide the pavement performance data required to evaluate and calibrate the mechanistic-based performance models for use within a specific transportation agency.

### **A Vision for 2020**

**The roadmap attempts to clarify what the next 10 years will mean for agency pavement investments in its *Vision for Pavement Management in 2020*.**

"Pavement management will make use of a new generation of technology so agencies are less dependent on manual labor for data collection," the vision statement says. "Pavement management tools will allow agencies to communicate effectively with stakeholders, using clear statements that are tied to agency goals and pavement worth."

"Within an asset management framework, pavement management will be used for investigating decisions and program

Photo Courtesy: National Center for Pavement Preservation



Asphalt rejuvenator is placed on U.S 25 near Jackson, Miss., using a BearCat 2,000-gallon distributor on an abraded surface.

options in both private and public sectors,” the roadmap envisions. “A pavement management analysis will consider new materials and construction/design practices, as well as other factors that influence project and treatment selection, including safety, congestion and sustainability. As a result of these changes, pavement management will be robust, comprehensive and credible, and will address agency needs at the project, network and strategic levels.”

*Asset management* goes hand-in-hand with pavement management and pavement preservation. It provides a coordinated approach to managing infrastructure assets over the course of their entire life cycle, thus improving performance, increasing safety and providing greater value to the community.

With an asset management approach, optimal decisions on what would be the most effective mix of preserving, maintaining, renewing or replacing infrastructure components are based on accurate data, economic analysis and sound engineering.

Decisions are also supported by performance measures and performance-based goals. “The availability of quality data has had a tremendous impact on an agency’s ability to compare different investment options and to make sound business decisions that consider both engineering and economic factors,” says Nastaran Saadatmand of FHWA’s Office of Asset Management.

### Short/Long-Term Needs

**FHWA developed the roadmap through three regional workshops held in Phoenix, Dallas and McLean, VA, in 2010. Stakeholders participating in the workshops included representatives from state and local highway agencies, Canadian government agencies, academia and private industry.**

Twenty-three short-term needs (the next five years) and 24 long-term needs (the next five to 10 years) were identified and prioritized by participants. Meeting these needs would require more than \$14.5 million in funding. Needs were grouped by four theme areas:

- Use of Existing Tools and Technologies;
- Institutional and Organizational Issues;
- The Broad Role of Pavement Management; and
- New Tools, Methodologies and Technology.

Top **short-term needs outlined** in the roadmap include:

- communicating pavement management information and benefits,
- developing and using effective performance measures, improving the skills of pavement managers,
- developing automated condition data processing tools, and
- developing methods to quantify the benefits of pavement management.

The **long-term needs** include ones that will require research to improve existing practices. Priority long-term needs include:

- defining and calculating the effect of pavement preservation treatments on pavement life,
- defining the impact of pavement management investment levels on benefits,
- using pavement management data to support design activities,
- developing performance models that consider a series of pavement preservation treatments, and
- developing a method for effective modeling of structural condition.

The roadmap also looks at the steps required to make these identified priorities a reality, noting that “the successful implementation of the roadmap demands a focused, cooperative approach among national and international organizations,” the document says.

The roadmap is available online at [www.fhwa.dot.gov/infrastructure/asstmgmt/index.cfm](http://www.fhwa.dot.gov/infrastructure/asstmgmt/index.cfm), along with an accompanying Executive Summary (Pub. No. FHWAHIF-11-014). Download your copy at [www.fhwa.dot.gov/asset/hif11011/hif11011.pdf](http://www.fhwa.dot.gov/asset/hif11011/hif11011.pdf).

### Bridge Preservation Guide

**A new guide to bridge preservation also was released in 2011 and is available for download.**

Published in May 2011, the new **Bridge Preservation Guide: Maintaining State of Good Repair Using Cost-Effective Investment Strategies** provides an overview of preventive and systemic preservation activities for bridge structures.

Bridge preservation is defined as actions or strategies that prevent, delay or reduce deterioration of bridges or bridge

*(Continued on page 6)*

(Continued from page 5)

elements, restore the function of existing bridges, keep bridges in good condition and extend their life, according to the guide.

Like pavement preservation, effective bridge preservation actions are intended to delay the need for costly reconstruction or replacement actions by applying preservation strategies and actions on bridges while they are still in good or fair condition and before the onset of serious deterioration. Bridge preservation encompasses preventive maintenance and rehabilitation activities.

An effective bridge preservation program:

- employs long-term strategies and practices at the network level to preserve the condition of bridges to extend their useful life;
- has sustained and adequate resources and funding sources; and
- has adequate tools and processes to ensure that the appropriate cost-effective treatments are applied at the appropriate time.

Download the new Bridge Preservation Guide at [www.fhwa.dot.gov/bridge/preservation/guide/guide.pdf](http://www.fhwa.dot.gov/bridge/preservation/guide/guide.pdf).

### High-Volume Road Preservation

In addition to the *Bridge Preservation Guide*, new guidance is now available for the preservation of high-volume roadways.

Even as road agencies have turned to pavement preservation to extend the life and improve the condition of their roadway networks, the use of many strategies has been restricted to lower-volume roadways, with little use on high-volume roads. To remedy this, a new report has been issued by the Second Strategic Highway Research Program (SHRP2), *Guidelines for the Preservation of High-Traffic-Volume Roadways*.

The guidance provides information to help expand agencies' ability to use varied treatments to best meet the preservation needs on higher-volume roadways. As the guidelines note, "most preservation treatments will have the same beneficial effects on a pavement regardless of traffic volumes."

Barriers historically inhibiting the greater use of preservation treatments on high-traffic-volume roadways have included increased performance expectations, increased risk of failure associated with the durability of treatments under higher traffic volumes, and lack of agency experience with certain treatments.

The guidelines include details on factors affecting project and treatment selections for pavement preservation, including traffic level, pavement condition, climate and environment, work zone duration restrictions, expected treatment performance and relative costs.

A sequential approach for evaluating possible preservation treatments for an existing pavement and identifying the preferred one is presented in the guidelines, diagramming how data sources and project constraints are considered.

Also presented is information on pavement distresses and how the various preservation treatments can address them. The treatments are described in initial feasibility matrices that outline possible applications for specific distresses and the treatments' ability to prevent or slow pavement deterioration or to restore functionality or surface characteristics.

Download the document at <http://www.onlinepubs.trb.org/onlinepubs/shrp2/SHRP2-S2-R26-RR-2.pdf>.

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New 'Roadmap' points path to improved pavement management and preservation in the decade to

### 2012 National Conference on Pavement Preservation

A national conference on pavement preservation will be held in Nashville in August. FP2, Inc. – in collaboration with the National Center for Pavement Preservation – will sponsor the National Pavement Preservation Conference which will be held Aug. 27- 30.

The national conference theme, Road Trip: Driving the Message for Change, promotes the idea that spending money to keep good roads in good condition is a cost-effective way to save America's highways. Communicating the importance of preserving our highway investment will be an important conference objective.

The Renaissance Nashville Hotel is the venue for 2012, and is located in the heart of downtown near popular attractions. Building on the success of the First International Conference on Pavement Preservation in April 2010 in Newport Beach, Calif., this conference incorporates the first combined meetings of the Mid-western, Northeast, Rocky Mountain West and Southeast Pavement Preservation Partnerships, to examine advancements in current practice and new treatment technologies that offer improved reliability and enhanced performance.

For more information, visit [www.nationalpavement2012.org](http://www.nationalpavement2012.org) or call (517) 432-8220.

# QUANTIFYING ENVIRONMENTAL SUSTAINABILITY IN PAVEMENT PRESERVATION AND MAINTENANCE

## Introduction

This chapter presents the seven environmental sustainability impact factor areas and the extent to which the survey responses used them in their construction and maintenance decisions. Environmental stewardship considers the use of renewable resources at below their rates of regeneration and nonrenewable resources below rates of development of substitutes as noted by the first two environmental sustainability impact factor areas. In addition, the need to provide a clean environment from both an air quality and water quality perspective could be included in an environmental monitoring plan, as well as including pollution prevention, climate protection, habitat preservation and aesthetics (Ramani et al. 2009)

*Recycling, reusing, and reclaiming of existing materials* is crucial to advance sustainable development (Carpenter and Gardner 2007). Construction materials can be expensive and now some resources are in limited supply, making it important to make good use of available materials. One of the concerns with the use of recycled material is potential uncertainty regarding the actual composition of a recycled material when compared with the virgin material it would replace. As a result, some agencies have withheld permission to use recycled materials, whereas others have limited the amount of recycled material that can be incorporated into the pavement structure (Melton and Morgan 1996; Smith and Romine 2009). Several successful uses of recycled asphalt pavement and recycled concrete aggregate are available in the literature and it can be noted that in addition to providing technical benefits, they improve the performance of the pavement (Beatty et al. 2002; Alkins et al. 2008; Tighe et al. 2008; Smith and Tighe 2009; Scholz 2010). Further, both hot and cold in-place recycling are used by agencies for maintenance and rehabilitation of pavements, minimizing the amount of new materials for the work and reducing energy requirements for transporting materials to the job site. Table 4 shows that roughly 70% of the responding agencies permit the use of recycled materials in their pavement preservation and maintenance programs.

**Table 4** Summary of recycled and alternative materials authorization

	Are Recycled Materials Allowed in Your Current Program?		Are Alternative Materials Allowed in Your Current Program?	
	No	Yes	No	Yes
Canada	0	7	2	5
U.S.	14	28	18	24
Total	14	35	20	29
Percentage	28.6	71.4	40.8	59.2

*Alternative materials* also hold the promise of being able to enhance environmental sustainability in pavement preservation and maintenance. Research has shown that materials such as recycled asphalt shingles, recycled rubber tire, recycled glass, and reclaimed carbon from copier toner can be successfully incorporated into new pavements (Chan and Tighe 2010). The incorporation of innovative materials can also potentially enhance pavement performance and reduce the demand for virgin materials (Horvath 2004). Thus, the survey sought to find the level of alternative material usage in agency pavement preservation and maintenance programs in Canada and the United States. Table 5 shows that alternative materials have a lower level of use than recycled materials, probably awaiting further research into their long-term performance in maintenance applications. Table 5 reflects the relatively widespread use of fly ash in concrete, as well as asphalt shingles and recycled rubber tires in hot-mix asphalt pavements. However, the use of other alternative materials remains relatively uncommon. These results suggest that future research into applications and performance of alternative materials could be of value.

*Minimizing or eliminating noise pollution* is another element of a sustainable design and construction program, and it follows that standards imposed on construction may also be applicable to main-

**TABLE 5** Summary of recycled and alternative material usage by pavement type

Recycled/Alternative Material	Gravel		Surface Treated		Asphalt	
	Canada	U.S.	Canada	U.S.	Canada	U.S.
Fly Ash	0	0	0	1	1	0
Shingles	0	1	0	1	2	13
Tire Rubber	0	1	0	1	2	13
Glass	0	2	0	0	0	3
Foundry Sand	0	0	0	0	0	1
Carbon	0	0	0	0	0	1
Recycled/Alternative Material	Concrete		Composite		Total	Percentage
	Canada	U.S.	Canada	U.S.		
Fly Ash	4	21	0	1	28	57.1
Shingles	0	0	0	0	17	34.7
Tire Rubber	0	0	0	0	17	34.7
Glass	0	1	0	0	6	12.2
Foundry Sand	0	2	0	0	3	6.1
Carbon	0	0	0	0	1	2.0

(Continued on page 8)

(Continued from page 7)

tenance operations. Table 6 shows the results of that portion of the survey. Only about 21% of the respondents believed that noise pollution is an important/very important issue in their agencies. Only 7% were aware of noise standards for their agencies' pavement maintenance operations, whereas more than one-third of the survey respondents did not have any noise standards for maintenance operations. Relevant future research could help establish appropriate noise standards for construction and maintenance operations, and provide a tool for using noise considerations as part of treatment selection. As noted by the high number of respondents choosing the "no opinion" or "don't know" categories, it could be suggested that education and training be provided in this environmental sustainability impact factor area for maintenance personnel.

For the environmental sustainability factor of *water quality*, there is a similar unfamiliarity among the survey respondents about how agency policies are applied to maintenance activities. Based on this evaluation, there are no current measures available that quantify the effects of pavement maintenance and preservation on water quality. The data indicate that the pavement preservation and maintenance treatment's impact on water quality is considered less than half the time, probably because less than half the responding agencies indicated that they have agency water quality guidelines. That roughly one-third of all respondents did not know if their agency considered water quality or had water quality guidelines indicates that coupling programmatic environmental sustainability with pavement preservation and maintenance programs has not yet happened in North America. Again, this would reinforce the need to develop measures in this area for quantification.

The news with regard to *air quality* is better. A little over 60% of the agencies reported that they monitor air quality in the course of their pavement maintenance operations. However, only 25% of the agencies consider energy usage when selecting pavement preservation and maintenance treatments. Both of these are areas where the use of preventive maintenance treatments in a pavement preservation program can have a noticeable effect. Many of the treatments are emulsion-based, with comparatively low emissions. Similarly, providing quantitative measures for differences among energy use among the various treatments would be a valuable tool in treatment selection.

## Summary

This chapter examines the current state of the practice related to the environmental sustainability impact factor areas and their application to pavement preservation programs and maintenance treatments. The recycled and alternative materials authorization is the most prevalent. Although it is not explicitly stated, the role of pavement in-service monitoring and pavement management is also common. If implemented properly, a sustainable pavement management program emerges, because the pavement monitoring system triggers pavement preservation activities, which in turn extend the service life of the pavement and reduce the impact to the environment in all categories. In short, keeping good roads good is the most effective way to sustain the service life of a road without consuming significant amounts of energy, virgin materials, and nonrenewable resources, which automatically reduces air, water, and noise pollution. A recent study of the Georgia DOT network-level pavement management system (Wang et al. 2010) demonstrated that such a system also makes economic sense. The report found that a robust in-service pavement monitoring system "will help decision makers address the question of paying for roadway preservation now at a lower cost or later at a much higher cost" (Wang et al. 2010). Further examination and quantification of this impact could be examined in future work as the direct policies and practices to pavement preservation and maintenance treatments could be explicitly reviewed for these environmental sustainability impact factor areas. In terms of noise pollution, water quality, and air quality there is clearly an opportunity to incorporate these environmental sustainability impact factor areas into preservation and maintenance operations.

The following conclusion was reached in this chapter:

- *Although most agencies have environmental analysis incorporated into their design and construction operations, many maintenance practitioners are not familiar with how they could or should be applied to maintenance and preservation decisions.*

**Table 6** Summary of noise pollution measures

	How important is noise distribution during pavement maintenance operations in your agency?						Agency Noise Standards in Effect				
	Very Important	Important	Neutral	Not Important	Not Even Considered	No Opinion	Construction Noise	Maintenance Noise	Traffic Noise	No Noise Standard	Don't Know
Canada	0	1	3	0	2	1	2	1	0	4	0
U.S.	4	4	12	0	4	11	7	2	3	11	15
Total	4	5	15	0	6	12	9	3	3	15	15
Percentage	9.5	11.9	35.7	0.0	14.3	28.6	21.4	7.1	7.1	35.7	35.7

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# National Study Underway to Develop a Guide for Effective Tribal Crash Reporting

Research has shown that a Native American's risk of motor-vehicle related death is about four times that of the general population, (see Figure 1, Corbett & Mickelson, 2007). The loss of loved ones from motor-vehicle collisions has touched the lives of most residing in tribal communities. In many cases, these accidents are preventable. Collisions resulting from problems such as engineering (i.e. lack of signage or rumble strips), behavior (not using seat-belts or under the influence and driving), enforcement (inadequate policing of tribal roads) and emergency response (large land bases that tribal first responders must cover) contribute to the loss of tribal lives in motor-vehicle collisions.

In many states, tribal crash data is disproportionately underrepresented in statewide crash statistics. Tribal law enforcement reporting systems often lack the detail necessary to incorporate tribal crashes into state crash databases. Consequently, tribal transportation safety issues may go unnoticed by state and Federal programs that address transportation safety concerns. Additionally, many tribal communities do not have tribal law enforcement agencies that respond and collect data for crashes. Many tribes have limited access to data necessary to prepare applications for safety improvement funding.

Without accurate reporting of and access to tribal crash data, it is difficult to understand the problem and to develop appropriate countermeasures. It is therefore imperative to implement complete, accurate, and timely tribal crash reporting systems and to document how these systems can contribute to more effective tribal transportation safety programs.

This past year, the NCHRP Project 17-49 was initiated to produce a guide for the development and implementation of effective tribal crash reporting programs to improve tribal transportation safety. Study partners include researchers at the University of Wisconsin-Madison, College of Menominee Nation, and South Dakota State University, Chesnik Transportation Group, LLC and Indigenius Communications, LLC. Our partners bring significant research and field experience in crash data collection, reporting, analysis and tribal consultation. The final guide will include:

- Ways to improve communication and collaboration between state and tribal agencies
- Promising practices currently used by tribes
- Recommendations on how to implement crash reporting systems identified in this research

The data collection process will begin in early 2012 and will be accomplished through surveys and interviews conducted with tribal representatives from a sample set derived from all of the federally recognized tribes. However, the research team welcomes and encourages the participation by as many tribes as possible. Investigation of root causes of tribal transportation safety issues and identification of known success stories will also be conducted. Data summaries will focus on effective state-tribal communication and efforts that meet or exceed currently known success stories—these best practices will become the basis for the guide. The final goal is an effective document that helps states work with tribal agencies and helps tribes work with state agencies.

The research team is looking forward to working with tribes on this important project. We hope that if you receive the survey, that you or another designated representative from your tribal community will complete and return it to us. Your voice in this project is essential to its success!

**To learn more about the project, please visit: <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2973>**  
**For more information, please contact: Alyssa Macy, Indigenius Communications LLC, at [alysamacy@gmail.com](mailto:alysamacy@gmail.com) or 414-748-0220.**

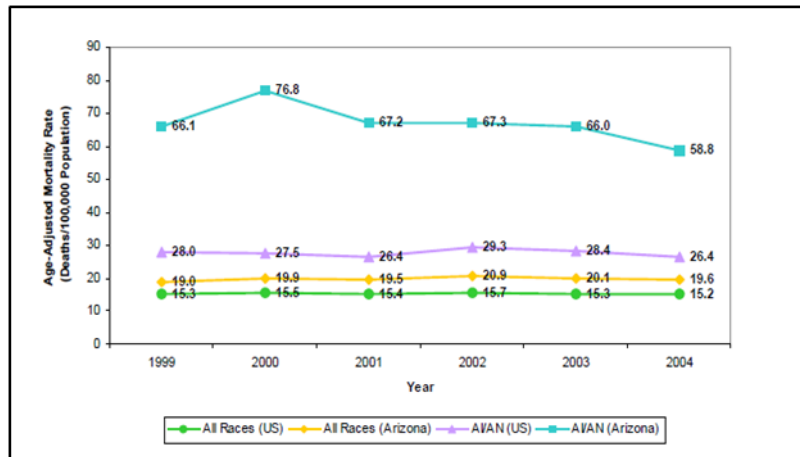


Figure 1. Mortality rates for American Indians/Alaska Natives( AIAN) and all races in the U.S. and AZ, 1999-2004 (Corbett & Mickelson, 2007).



## Byway Visions: The Yurok Tribe of California

By Scott Sufficool, Former Tribal Liaison, America's Byways Resource Center

The National Scenic Byways Program has witnessed an increased interest by Indian Tribes in developing scenic byway programs. This increase is fueled by recognition of the great opportunities that the byway program creates for communities on and around reservations. A number of tribes have clearly recognized this opportunity and are setting a grand vision for their byways' futures.

The Yurok Tribe of California is a primary example. The Yurok Tribe has over 5,500 enrolled members and is the largest Indian Tribe in California. Its reservation is located in northern California and spans Humboldt and Del Norte Counties, starting at the confluence of the Klamath River and Bluff Creek and extending down-river to the mouth of the Klamath River at the village of Requa on the Pacific Ocean.

This past year, a National Scenic Byways Program Grant was awarded to the Yurok Tribe, making it the first tribe in California to begin developing a tribal scenic byways program. A clear vision has been set and numerous goals are awaiting implementation. This includes working with partners to assess and plan cooperative consideration for designations of roads on and leading to the ancestral territory of the Yurok reservation. One of the prospective roads is the Bald Hills Road corridor, which provides visitors with access to the world's tallest trees in the "Tall Trees Grove" in the Redwood National Park. In addition, Bald Hills Road leads visitors to the breathtaking open bald meadows that give the road its name. A portion of Bald Hills Road is located in the Redwood National and State Park lands and is a significant gathering place for plant materials used in basket-making, medicines, foods and ceremonies of the Yurok people. The tribe also plans to develop cultural interpretation programs for visitors throughout the Yurok Scenic Byways program.

Another goal that will benefit the byway visitor is the Tribe's plan to establish the Yurok Tribal Park System (YTPS). The YTPS will showcase both the Yurok Tribe's culture and native terrain while preserving these resources for present-day uses by the Yurok people. In addition, an integrated recreation trail is planned that will link the high mountains, stream and river valleys, and the coastal beaches.

The Tribe also has plans to acquire the 12.5-acre ancient Tsurai Village site in the Town of Trinidad. To accomplish this, the Tribe is partnering with the California Coastal Conservancy, City of Trinidad, the Tsurai Ancestral Society, and the Yurok Tribal Historic Preservation Office in drafting a management plan for the site. The plan will include developing a scenic trail, conducting ecological restoration, a possible village demonstration project and an active interpretive guide program.

The Yurok Scenic Byway Program and its vision aim to educate travelers who visit the ancestral territory of the Yurok Tribe. The development of the program will promote the unique local culture, rich history and diverse ecosystem supporting the region. "We want people to benefit from and appreciate driving across the Yurok Reservation. They have to know where they are to do that," said Yurok Chairman Thomas O'Rourke, Sr.

For more information about the Yurok Tribe's Scenic Byway program, please contact Javier Kinney, Yurok Transportation Manager, at [jkinney@yuroktribe.nsn.us](mailto:jkinney@yuroktribe.nsn.us).



## America's Byways by Indian Tribes

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended the National Scenic Byways Program to allow the nomination of America's Byways® by Indian tribes, and to make Indian tribes, projects on Indian tribe scenic byways, and Indian tribe scenic byway programs eligible for funding. Because of this relatively new addition, discussion of Indian Tribes in this report is necessarily somewhat limited. As the number of Indian tribe scenic byways grows in the future, further research and evaluation may be necessary regarding potential Indian tribe issues related to assessing and sustaining the quality of the America's Byways® collection.

Through the Bureau of Indian Affairs (BIA), State tribal liaison offices, Tribal Historic Preservation Officers (THPO), and Tribal governments, the National Scenic Byways Program showcases the land and people stories of the American In-

dian. The Pyramid Lake National Scenic Byway in Nevada, designated in 1996, is still the only nationally designated route entirely within tribal lands (the Pyramid Lake Paiute Indian Reservation) but at least eight other nationally designated byways (10 State byway segments) cross tribal lands, representing partnerships with 11 tribes:

- Jemez Mountain Trail, NM (Jemez)
- Native American Scenic Byway, ND/SD (Standing Rock, Lower Brule)
- Trail of the Ancients, CO/UT (Ute, Navajo)
- Coulee Corridor Scenic Byway, WA (Colville)
- Historic Route 66 NM (Laguna, Isleta)
- El Camino Real, NM (Isleta)
- Historic Route 66, AZ (Navajo, Hualapai)
- Northwest Passage, ID (Nez Perce)
- Pyramid Lake Scenic Byway, Nevada

## **The Future of the America's Byways Resource Center**

Dear Byway Community:

As we welcome the New Year, we also begin our work of closing the Resource Center. Funds allocated to the America's Byways Resource Center by Congress were withdrawn by the Secretary of Transportation.

Our first priority is to identify which of our products and tools can have a lasting legacy for the byway community. Our parent organization, the Arrowhead Regional Development Commission (ARDC), owns the rights to all the products, materials and publications. We will assess, in consultation with ARDC and FHWA, our products, services and publications for their long-term benefits and potential life beyond the Resource Center.

Our second priority is to provide as much advice, information and technical assistance as we can to byways before we close the doors. We have developed many valuable products for byway management and development such as Byways 101, Economic Impact Tool, National Scenic Byway Program Coordinator Guide, [www.BywaysResourceCenter.org](http://www.BywaysResourceCenter.org), and the *Journal for America's Byways*, etc. We also provide excellent customized technical assistance. We will make every effort to ensure that byways have as much information and resources as we are able to provide until our office closes. Our current plans include closing the Resource Center to you, the byway community, on June 30, 2012.

We are grateful for your past support and appreciate your ideas and comments. During the next six months, we will use *Vistas*, our website, e-mails, and personal communications to share important news.

Michelle Johnson, Director, America's Byway Resource Center



Photo: Rick Taintor



**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 and Youth Workshops***

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

**Ph: 818-506-2500**

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

**To register on line go to: <http://www.nijc.org/conferences.html>.**

**Click the 12th Annual Conference Registration link, which will  
direct you to the Eventbrite Registration Site.**

**National Indian Justice Center**

**5250 Aero Drive, Santa Rosa, CA 95403**

**Ph: (707) 579-5507**

**Email: [nijc@aol.com](mailto:nijc@aol.com)**

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

# RECENT TRANSPORTATION LEGISLATION

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

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

To view and download the file go to: [http://www.nijc.org/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>

## 16 Bills Pending Bills Tribal Specific

### Legislative Action to Watch

#### Senate Bill 803

Senator DeSaulnier), introduced 2/18/11.

Status: 1/26/12 in Assembly and read the first time.

#### California Youth Leadership Project.

#### Summary:

Existing law establishes various programs to advocate for the needs of seniors and other groups, including the Senior Legislature.

This bill would establish the California Youth Leadership Project under the State Department of Education for the purpose of supporting and promoting youth civic engagement by awarding scholarships to youth and civic engagement programs.

The bill would create the California Youth Leadership Project Committee, which would be chaired by the Superintendent of Public Instruction and be composed of specified appointed members.

The bill would authorize the advisory committee to enter into an interagency agreement with the State Department of Education to carry out necessary administrative functions. The advisory committee also would be charged with determining when there are sufficient funds to support the program, and if it determines that there are insufficient funds to cover all costs, the activities of the California Youth Leadership Project would cease.

This bill contains other related provisions and other existing laws.



## 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>)

### House Resolution 4281

On March 29, 2012, the House and the Senate voted to extend SAFETEA-LU 90 days until the end of June .

## 62 Bills Pending

## 24 Bills Tribal Specific



# 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)

## 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>

April 9-12  
**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-6bd59c28b3bf4628a9ff70aa674ccbfc.aspx>

## April 23-27 2012 National Work Zone Awareness Week

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=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)

## MAY 2012

May 7-10  
**63rd Annual Highway Geology Symposium**  
Red Lion Hotel  
Redding, CA  
For more information go to:  
<http://www.highwaygeologysymposium.org>

May 20-25  
**Community Transportation Association of America (CTAA) EXPO**  
Baltimore Convention Center  
Baltimore, MD  
For more information go to:  
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.aspx?a=2859&z=110>

## May 20-26 National Public Works Week

## JUNE 2012

June 4-7  
**North American Travel Monitoring Exposition and Conference (NATMEC) Improving Traffic Data Collection, Analysis, and Use**  
The Fairmont Dallas  
Dallas, TX  
For more information go to:  
<http://www.cvent.com/events/natmec-icwim/event-summary-cca37ba719c84b3aa299688e1c54c7ca.aspx>

June 19-22  
**Innovations in Traffic Flow Theory, Highway Capacity, and Quality of Service Symposium**  
Ft. Lauderdale, FL  
For more information go to:  
<http://www.trb.org/Calendar/Blurbs/164321.aspx>

June 20-22  
**Golden Gate Bridge International Conference**  
Hyatt Regency Embarcadero  
San Francisco, CA  
For more information go to:  
<http://www.pwplconference.com/>

June 26-27  
**Fourth Annual APWA Sustainability in Public Works Conference**  
Omni William Penn Hotel  
Pittsburgh, PA  
For more information go to:  
<http://www.apwa.net/sustainability>



# 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 (NLTAAP)** 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.

## **Inter-Tribal Council of Nevada**

680 Greenbrae Dr., Suite 280  
Sparks, Nevada 89431  
Phone: (775) 355-0600 Fax: (775) 355-0648  
<http://www.itcn.org/ITCN%20Home.html>

## **Nevada Indian Commission**

5366 Snyder Avenue  
Carson City, NV 89701  
(775) 687-8333 Fax: (775) 687-8330  
<http://www.nic.nv.gov>



# 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>

## 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 mitiga

# TRIBAL TRANSPORTATION RESOURCES

## RESOURCES (Continued)

tion 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/>

## 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/ailo/>

### **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>

## ENVIRONMENT AND CLIMATE CHANGE

### **General Climate Change Information**

Arnold & Porter Climate Change Litigation Summary Chart

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

### **US EPA**

State and Local Government Climate Change Actions

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

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

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

To view the document go to

<http://www.regulations.gov/#!documentDetail;D=NHTSA-2008-0060-0605;oldLink=false>

### **Columbia River Crossing**

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

### **Intercounty Connector**

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

### **FHWA—Travel Modeling**

Using GIS in Planning and Environment Linkages (PEL) go to: <http://gis.fhwa.dot.gov>

### **2009 California Climate Adaptation Strategy Discussion Draft**

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

For more information and to view the draft go to:

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

### **Multicultural Environmental Leadership Development Initiative (MELDI)**

University of Michigan

Staff conduct research on environmental workforce dynamics and provides resources to help enhance the leadership

# TRIBAL TRANSPORTATION RESOURCES

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 stages, 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/fhwas09019/](http://safety.fhwa.dot.gov/local_rural/training/fhwas09019/)

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/)

### Proven Safety Countermeasures

New website from the Office of Safety

To visit the website go to:

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

### 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.

# TRIBAL TRANSPORTATION RESOURCES

To view the index go to:

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

## **MinimumReflectivity.org**

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

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

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

State traffic safety information for the year 2008

To access the data for each state go to:

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

## **Federal Transit Administration**

Transit Bus Safety

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

To access the website go to:

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

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

Zero Fatalities

To visit the web site go to:

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

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

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

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

To view the workshop go to:

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

## **Crash Modifications Clearinghouse (CFM)**

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

To visit the website go to:

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

## **Impact Teen Driver**

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

To view the website go to:

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

## **Road Safety Foundation**

To visit the web site go to:

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

## **Center For Disease Control (CDC)**

Native American Road Safety

To visit the web site go to:

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

## **Distraction.gov**

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

To visit the website go to:

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

## **Safety Edge Resources**

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

To visit the website go to:

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

## **Newly Revised Emergency Procedures for Rural Transit Drivers Training Module**

National RTAP

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

[info@nationalrtap.org](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

# TRIBAL TRANSPORTATION RESOURCES

## SAFETY RESOURCES (Continued)

successful SRTS strategies throughout California.  
To visit the website go to:  
<http://www.casaferoutestoschool.org/>

### Department of labor-OSHA

OSHA Construction Focus Four Hazards Training 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

TRB has provided links to examples of federal, state and non-governmental organization online resources related to tribal consultation policies and guidelines.  
To view the resources go to:  
<http://sites.google.com/site/trbcommitteeabe80/WELCOME/links>

### FHWA -Tribal Transportation Planning

Delivers products and services that provide information, 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 sup-

porting 9,722 projects with \$30.1 billion of investment.  
To view the map go to:  
<http://rithqnwws019.rita.dot.gov/dot/index.html>

### U.S.DOT

U.S. Research and Innovative Technology Administration (RITA)  
Research Program and Project Management Website  
To visit the website go to:  
<http://www.transportationresearch.gov/rppm/default.aspx>

### FHWA-National Highway Specifications

Clearinghouse and electronic library. Current specifications, 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

# TRIBAL TRANSPORTATION RESOURCES

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>

## **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>

## **FHWA In Cooperation with the Federal Transit Administration (FTA)**

Planning for Transportation in Rural Areas

To view the guide go to:

[http://www.ewu.edu/Documents/CBPA/NWTTAP/RuralGuidebookfinal\\_7\\_10\\_01.pdf](http://www.ewu.edu/Documents/CBPA/NWTTAP/RuralGuidebookfinal_7_10_01.pdf)

## **FHWA**

Office of Planning, Environment, & Realty (HEP)

Livable Communities

To visit the website go to:

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

## **Rural Technical Assistance Program (RTAP)**

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

To visit the center go to:

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

## **Victoria Transportation Policy Institute**

Transportation Cost and Benefit Analysis

A guidebook for quantifying the full costs and benefits of different transportation modes. A comprehensive study of transportation benefit and costing research, and a guidebook for applying this information in planning and policy analysis.

To view the guide book go to:

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

## **Partnership for Mobility Management**

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

For more information visit the website at:

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

## **Research and Innovative Technology Administration**

## **(RITA): University Transportation Centers**

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

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

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

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

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

To visit the website go to:

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

## **ArcGIS Online—Map Services**

ArcGIS Online 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

# TRIBAL TRANSPORTATION RESOURCES

## MORE TRANSPORTATION RESOURCES

(Continued)

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/ImplementingaTrafficSignRetroreflectivityMaintenance-](http://www.dot.state.oh.us/Divisions/Quality/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenanceProgram.aspx)

[Program.aspx](http://www.dot.state.oh.us/Divisions/Quality/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenanceProgram.aspx)

### Indian Land Tenure Foundation (ILTF)

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

To visit the website go to:

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

### Coordinated Technology Implementation Program (CTIP).

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:

<http://www.nativerrevegetation.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 pro-

gram, 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 2012-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\\_2012.pdf](http://www.nhi.fhwa.dot.gov/downloads/other/training_in_action_2012.pdf)

### National Highway Institute (NHI) - 2012

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



# TRIBAL TRANSPORTATION RESOURCES

FOCUS on Training—Ready, Set, Go: Maintenance Training Series NHI Course 134109  
TCCC PPE and High Visibility Garments NHI Course 381007  
TCCC Special Mixture Design Considerations and Methods for Warm Mix Asphalt Course 131137

To view the entire list of available courses go to:

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

## **National Transportation Training Resource (NTTR)**

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

To visit the website go to:

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

## **FHWA Wildlife Vehicle Collision Reduction Study Training Course**

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

To view the course go to:

[www.environment.fhwa.dot.gov/WVCtraining/index.asp](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>

## **U.S. Small Business Administration (SBA)**

Online Courses for Starting Your Business

Several **free** online courses are offered by the SBA to help prospective and existing entrepreneurs understand the basics about writing a business plan.

For more information go to:

<http://www.sba.gov/content/online-courses-starting-your-business>

## **Community Transportation Association of America (CTAA)**

Passenger Service and Safety PASS Basic Training Program

The PASS Basic program consists of 6 modules and includes comprehensive training on the assistance that drivers should be providing to passengers with special need.

For more information go to:

<http://training.ctaa.org/>

## **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)

## **A Comprehensive Framework for Off-Highway Vehicle Trail Management**

U.S. Department of Agriculture's (USDA)

U.S. Forest Service

## **Pedestrian Safety Handbook**

American Council for the Blind (ACB)

# TRIBAL TRANSPORTATION RESOURCES

## PUBLICATIONS (Continued)

### **Integrated Database and Analysis System for the Evaluation of Freeway Corridors for Potential Ramp Signaling**

Florida Department of Transportation

### **Aging in Place: A State Survey of Livability Policies and Practices**

The National Conference of State Legislatures (NCSL)  
AARP Public Policy Institute

### **Pavement Management 2011: Volume 3**

Journal of the Transportation Research Board, No. 2227

### **Practices to Protect Bus Operators from Passenger Assault**

Transit Cooperative Research Program (TCRP) Synthesis 93

### **Seat Belt Use in 2011 - Overall Results**

National Highway Traffic Safety Administration  
(NHTSA) DOT HS 811 544

### **Analysis of Alcohol-Impaired Young Drivers in Fatal Crashes**

National Highway Traffic Safety Administration  
(NHTSA) DOT HS 811 525

### **Western States One-Stop Shop for Rural Traveler Information: Research on Clarus System Data**

Western Transportation Institute at Montana State University FHWA-JPO--11-153

### **Recent Major Improvements in Road Safety in the U.S.: Changes in the Frequency of Crashes or the Severity of the Outcome of Crashes?**

Transportation Research Institute at the University of Michigan UMTRI-2011-46

### **Road Safety Education Best Practice**

U.K.'s Transport Research Laboratory (TRL)

### **Equity of Evolving Transportation Finance Mechanisms**

TRB Special Report 303

### **Journal of Transport and Land Use (JTLU) Vol. 4 No. 3**

University of Minnesota

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

Transit Cooperative Research Program (TCRP)  
Synthesis 91

### **Legal Arrangements for Use and Control of Real-Time Data**

Transit Cooperative Research Program (TCRP)  
Legal Research Digest No. 37

### **Traffic Control Devices, Visibility, and Highway-Rail Grade Crossings 2011**

Journal of the Transportation Research Board, No. 2250

### **Transit 2011: Volume 2**

Journal of the Transportation Research Board, No. 2217

### **Traffic Flow Theory 201: Simulation Modeling**

Journal of the Transportation Research Board, No. 2249

### **Planning 2011: Volume 1**

Journal of the Transportation Research Board, No. 2244

### **Maintenance and Preservation of Pavements**

Journal of the Transportation Research Board, No. 2235

### **Review of DOT's Implementation of Single Audit Recommendations and Cost Recovery**

U.S. Department of Transportation's Office of Inspector General

### **Traffic Volume Trends: Monthly Report**

U.S. DOT-Federal Highway Administration (FHWA)

### **State of Knowledge: Female Drunk Drivers**

Traffic Injury Research Foundation (TIRF)

### **Wet-Reflective Pavement Marking Demonstration Project**

Institute for Transportation at Iowa State University

### **California Transportation Journal 2010-2011 Annual Report**

California Department of Transportation (CalTrans)

### **Safety Data, Analysis, and Evaluation 2011, Volume 1**

Journal of the Transportation Research Board, No. 2236

### **Reporting on Serious Road Traffic Casualties**

International Transport Forum (ITF)

### **TCRP Annual Report of Progress: 2011**

Transit Cooperative Research Program (TCRP)

### **Developing Countries 2011**

Journal of the Transportation Research Board, No. 2239

### **Rural Schools Struggle to Keep Buses Running**

California Watch

# TRIBAL TRANSPORTATION RESOURCES

**Transportation Research Board 2011 Annual Report**  
Transportation Research Board (TRB)

**NCHRP at 50 Years**  
National Cooperative Highway Research Program (NCHRP)

**NCHRP 2011 Summary of Progress**  
National Cooperative Highway Research Program (NCHRP)

**New IDEAs for Highway Systems: Annual Progress Report - January 2012**  
National Cooperative Highway Research Program (NCHRP)  
Innovations Deserving Exploratory Analysis (IDEA)

**New IDEAs for Transit: Annual Progress Report - January 2012**  
National Cooperative Highway Research Program (NCHRP)  
Innovations Deserving Exploratory Analysis (IDEA)

**Success Factors in the Reduction of Highway-Rail Grade Crossing Incidents**  
U.S. DOT-Federal Railroad Administration (FRA) R11-28

**Better Streets, Better Cities**  
Institute for Transportation and Development Policy (ITDP)

**Potential Safety Benefits of Motor Carrier Operational Efficiencies**  
Commercial Truck and Bus Safety Synthesis Program (CTBSSP) Synthesis 20

**Research Pays Off: Automated Speed Enforcement Slows Down Drivers in Work Zones**  
Illinois Department of Transportation (IDOT)

**Concrete Materials 2011**  
Journal of the Transportation Research Board, No. 2240

**Pavement Management 2011 Volume 1**  
Journal of the Transportation Research Board, No. 2225

**Bicycles 2011**  
Journal of the Transportation Research Board No. 2247

**Sustainability and Livability; Economic, Environmental, and Societal Impacts**  
Journal of the Transportation Research Board, No. 2242

**Sustainable Pavement Maintenance Practices**  
National Cooperative Highway Research Program (NCHRP)  
Research Results Digest 365

**Using Public-Private Partnerships to Carry Out Highway Projects**  
U.S. Congressional Budget Office (CBO)

**Uses of Risk Management and Data Management to Support Target-Setting for Performance-Based Resource Allocation by Transportation Agencies**  
National Cooperative Highway Research Program (NCHRP) Report 706

**2012 Roadmap to State Highway Safety Laws**  
Advocates for Highway and Auto Safety

**Guidelines on the Use of Auxiliary Through Lanes at Signalized Intersections**  
National Cooperative Highway Research Program (NCHRP) Report 707

**Driver Selection Tests and Measurement**  
Commercial Truck and Bus Safety Synthesis Program (CTBSSP) Synthesis 21

**Ramp Safety Practices**  
Airport Cooperative Research Program (ACRP)  
Synthesis 29

**Fair Disclosure and Airport Impact Statements in Real Estate transfers**  
Airport Cooperative Research Program (ACRP)  
Legal Research Digest 12

**Sustainable Public Transportation: Environmentally Friendly Mobility**  
Transit Cooperative Research Program (TCRP)  
Research Results Digest 10

**Leveraging Social Media: Spreading the Word and Enhancing Community Participation**  
National Rural Technical Assistance Program (RTAP)

**The Ramifications of Post-Kelo Legislation on State Transportation Projects**  
National Cooperative Highway Research Program (NCHRP) Legal Research Digest 56

**Training and Employment Notice (TEN) No. 21-11, "Strategies to Meet One-Stop Career Centers' Business and Job-Seeker Customer Needs for Employment-Related Transportation Services."**  
U.S. Department of Labor, Employment and Training Administration

**Commercial Truck and Bus Safety Synthesis Program: A Status Report 2012**  
Commercial Truck and Bus Safety Synthesis Program (CTBSSP)  
Research Results Digest 9:

# TRIBAL TRANSPORTATION RESOURCES

## 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 research and technology.

To view the site go to:

<http://www.tfsrc.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=a2GSpnDbriuI=&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/>

# TRIBAL TRANSPORTATION RESOURCES

## **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/>

## **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/>

## **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/>

## **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>

# TRIBAL TRANSPORTATION RESOURCES

## VIDEOS AND DVDS (Continued)

### Zero Fatalities Utah DOT

Reggie P. Shaw Video

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

To view the video got 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

### 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/>

### Road Safety Audit (RSA) Software

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

To download the software go to:

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

### Rumble on the Reservation

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

Roadway Safety Foundation

Please contact us at 202-857-1228 or

[info@roadwaysafety.org](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)

### Rural Road Crashes – They're Preventable

Iowa Department of Transportation

To view the DVD or obtain a copy go to:

<http://www.iowadot.gov/mvd/ods/RuralRoadCrashes.html#>

### One Design—10,000 Bridges

Thousands of bridges across America must be replaced. A new tool kit for designing and constructing bridges brings home the benefits of accelerated bridge construction techniques so local contractors can use typical equipment to build bridges quickly and efficiently. Developed through the second Strategic Highway Research Program, a division of the Transportation Research Board, the tool kit was demonstrated in construction of a bridge over the Keg Creek near Council Bluffs, Iowa.

To View the video go to:

[http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Pages/Video-One\\_Design-10,000\\_Bridges\\_536.aspx](http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Pages/Video-One_Design-10,000_Bridges_536.aspx)

### 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 send a request to: [barry@nijc.org](mailto:barry@nijc.org) or, [nijc@aol.com](mailto:nijc@aol.com) or Fax a request to: 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

## Top BIA Official Larry Echo Hawk Resigns to Take LDS Church Post

The Associated Press



## Governor Brown Appoints Tribal Advisor



SALT LAKE CITY — The top official for the U.S. Bureau of Indian Affairs is resigning to accept a full-time leadership position with The Church of Jesus Christ of Latter-day Saints, ending three years with the department that Interior Secretary Ken Salazar says "opened a new chapter" in U.S. relationships with American Indian tribes.

Larry Echo Hawk, the assistant secretary of the Interior for Indian Affairs, is being appointed to the Quorum of the Seventy, the Mormon Church's third-highest governing body. The announcement from the church came Saturday during its semi-annual general conference in Salt Lake City.

President Barack Obama appointed Echo Hawk, 63, to oversee the BIA in 2009.

"With Larry Echo Hawk's leadership, we have opened a new chapter in our nation to nation relationships with American Indian and Alaska Native tribal governments, accelerated the restoration of tribal homelands, improved safety in tribal communities, resolved century-old water disputes, invested in education, and reached many more milestones that are helping Indian nations pursue the future of their choosing," Salazar said in a statement.

During Echo Hawk's tenure, the Interior Department settled a \$3.4 billion class-action lawsuit with Native American landowners over mismanaged royalties. The settlement reached in late 2009 is under appeal.

Salazar said he would work with Echo Hawk to ensure a smooth transition within the BIA. It was not clear who would be appointed to oversee the BIA after Echo Hawk's departure.

Echo Hawk, a member of the Pawnee Nation, was elected Idaho attorney general in 1990, the first Native American to be elected to the position in any state. He ran unsuccessfully in 1994 for Idaho governor as a Democrat.

He was a Brigham Young University law professor for 14 years before leading the BIA.

After his appointment, Echo Hawk said in a speech in Salt Lake City in 2009 that he wrestled with the decision to accept a position that would make him a "face" for a federal government that has had a sordid history of mistreating Indians. He finally reconciled his hesitation by vowing to be an "agent for change" instead of a mere caretaker.

"How do you reverse 200 years of struggles?" he said then. "It's not going to be easy."

Cynthia Gomez, 54, of Sacramento, has been appointed Governor's Tribal Advisor and executive secretary for the Native American Heritage Commission. Gomez has been the chief justice for the Shingle Springs Band of Miwok Indians Tribal Court since 2010. She was assistant secretary of environmental justice and tribal governmental policy for the California Environmental Protection Agency from 2008 to 2010, chief of the Native American Liaison Branch for the California Department of Transportation from 1999 to 2008, and a housing and community development representative for the California Department of Housing and Community Development from 1989 to 1999. Gomez is a member of the Tribal and State Court Forum for the California Administrative Office of the Courts and has served as chair of the Transportation Research Board's Native American Transportation Issues Committee. Gomez received a Juris Doctorate degree from the University of Northern California, Lorenzo Patiño School of Law. These positions do not require Senate confirmation and the total compensation is \$140,000. Gomez is a Democrat.

Governor Brown established this position by Executive Order to bolster communication and collaboration between California state government and Native American Tribes. The Tribal Advisor will serve as a direct link between the Governor's Office and tribal governments on matters including legislation, policy and regulation

# TRIBAL TRANSPORTATION FUNDING RESOURCES

## 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)

#### **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 this

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

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

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

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

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

For information contact: Project Program Development Coordinator (775) 888-7122, or e-mail [projectsubmital@dot.state.nv.us](mailto:projectsubmital@dot.state.nv.us).

To view the program go to:



# TRIBAL TRANSPORTATION FUNDING RESOURCES

[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 in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

**FY 2012 Deadline:** Complete applications must be submitted through GRANTS.GOV by May 10, 2012.

For more information go to:

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-09/pdf/2012-5819.pdf>

## 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

# TRIBAL TRANSPORTATION FUNDING RESOURCES

## FUNDING RESOURCES (Continued)

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>

### **Dwight David Eisenhower Transportation Fellowship Program (DDETFP)**

Eisenhower Tribal Colleges and Universities Fellowship Provides Students in those schools with opportunities to pursue careers in Transportation. This fellowship also serves as a feeder for other Eisenhower Fellowships.

Currently funded at \$2.2M annually.

For more information go to

<http://www.fhwa.dot.gov/tpp/ugp.htm>

### **National Scenic Byways Program**

Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. The program allows Indian Tribes to submit applications directly to FHWA division offices, and authorizes FHWA to enter into project or grant agreements directly with Indian Tribes.

For more information go to:

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

### **Bureau of Indian Affairs (BIA)**

Traffic Safety on Indian Reservations

The Secretary of Transportation, Bureau of Indian Affairs ("BIA"), has announced that funds will be available to federally recognized Indian tribes on an annual basis for implementing traffic safety projects designed to reduce the number of traffic crashes, death, injuries, and property damage within Indian Country.

Applications due May 1 of each program year.

For more information go to:

<http://www.nijc.org/pdfs/TTAP/Social%20%20General%20Update%206.pdf>

### **U.S. Department of Agriculture**

USDA Rural Development Grants

The mission is to increase economic opportunity and improve the quality of life for rural residents. Rural Development fosters growth in homeownership, finances

business development, and supports the creation of critical community and technology infrastructure. Further information on rural programs is available at a local USDA Rural Development web site:

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

### **FEMA: Hazard Mitigation Grant Program**

Hazard mitigation is any sustained action taken to reduce or eliminate long-term risk to people and property from natural hazards and their effects. This definition distinguishes actions that have a long-term impact from those that are more closely associated with immediate preparedness, response, and recovery activities. Hazard mitigation is the only phase of emergency management specifically dedicated to breaking the cycle of damage, reconstruction, and repeated damage. As such, States, Territories, Indian Tribal governments, and communities are encouraged to take advantage of funding provided by HMA programs in both the pre- and post-disaster timeframes. Together, these programs provide significant opportunities to reduce or eliminate potential losses to State, Tribal, and local assets through hazard mitigation planning and project grant funding. Each HMA program was authorized by separate legislative action, and as such, each program differs slightly in scope and intent.

The Hazard Mitigation Grant Program (HMGP) may provide funds to States, Territories, Indian Tribal governments, local governments, and eligible private non-profits following a Presidential major disaster declaration. The Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss Pilot (SRL) programs may provide funds annually to States, Territories, Indian Tribal governments, and local governments.

For more information go to:

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

### **Department of Commerce, Economic Development Administration**

Economic Development Assistance Programs \_AND- Planning and Local Technical Assistance Programs

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

Applications are accepted on a continuing basis and processed

## CALIFORNIA NEVADA TTAP TECHNICAL ADVISORY PANEL

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=p6ZyNkJzB42s109t2brLTN  
BhJvSfd  
XkljhLJLqdWVTt3n9Rm2sn!-670746693?  
oppId=58457&mode=VIE](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 non-coal 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=H9WGTwbfrkhGnbMRv0v4T  
dprH6fL3wG55qKXcCYRpQhLnr8gMRT2!  
65310457?oppId=106533&mode=VIEW](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)

**Carol Bill**  
**Tribal Administrator**  
Cold Springs Rancheria

**Darrell Crawford**  
**Executive Director**  
Inter-Tribal Council of Nevada

**Karen Cruther**  
**Chairperson**  
Fort McDermitt Tribe

**Kristin Fusello**  
**District 7 Native American Liaison**  
Caltrans

**Sandy Tripp**  
**Transportation Project Manger**  
Karuk Tribe

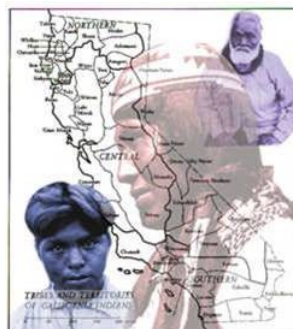
**Javier Kinney**  
**Self-governance Director**  
Yurok Tribe

**Susan Keller**  
**Transportation Project Coordinator**  
Fallon Paiute Shoshone Tribe

**Carlos Hernandez**  
**Transportation Manager/TERO**  
Bishop Paiute Tribe

**Jacque Hostler**  
**Chief Executive Officer,**  
**Tribal Operations**  
Trinidad Rancheria

**Bo Mazzetti**  
**Chairman**  
Rincon Band of  
Mission Indians  
Reservation Transportation  
Authority



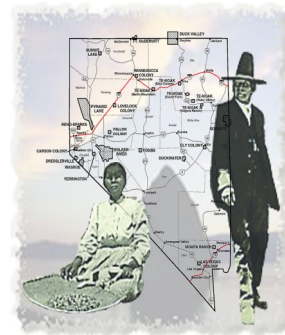
**DeAnn Roberts**  
**Chairperson of Woodfords Washoe Community**  
Washoe Tribe of NV/CA

**Jo Sanford**  
**District 8 Native American Liaison**  
Caltrans

**Lorenda Sanchez**  
**Executive Director**  
California Indian Manpower Consortium, Inc.

**Larry Galupe**  
**Director of Community Planning**  
Tule River Tribe

**Robert Smith**  
**Chairman**  
Pala Reservation



**Leland Watterson**  
**Council Member**  
Bishop Paiute Tribe

**Mike Young**  
**Chairman**  
Battle Mountain  
Indian Colony

**Alvin Moyle**  
**Chairman**  
Fallon Paiute-Shoshone Tribe

**Doyle Lowry**  
**Property Specialist**  
Susanville Rancheria



## NATIONAL INDIAN JUSTICE CENTER

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Santa Rosa, CA 95403  
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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!



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



**Gaylord Texan Resort & Convention Center  
Grapevine, TX**



Vendor Info: 405-744-6049  
Email: [karla.sisco@okstate.edu](mailto:karla.sisco@okstate.edu)



## *CALIFORNIA/NEVADA TTAP*

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