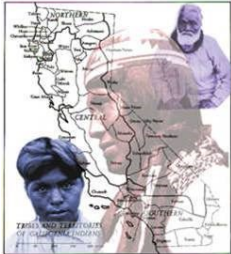


Tribal Transportation News



A Publication of the Western TTAP
Published by the National Indian Justice Center



Indian Country 101 History, Geography, Policies, and Initiatives Affecting Tribal Transportation Infrastructure



By Joseph Myers, Executive Director, National Indian Justice Center

Many Americans are not aware of the homelands within the United States that are separate and apart from mainstream America. These are lands occupied by the 566 Indian tribes recognized as holding a government-to-government relationship with the United States. Called Indian reservations, pueblos, villages, colonies, and rancherias, the lands are defined by federal law as Indian Country, and they are home to the cultures, traditions, and governments of Indian communities.

The 566 tribes of Indian Country are federally recognized and are considered limited sovereign entities. The tribes make their own laws for their territories and possess sovereign immunity from lawsuits. The U.S. Supreme Court recognized that this government shield applies to Indian tribes in *Santa Clara Pueblo v. Martinez*, decided in 1978.

Federally recognized tribes are eligible to have their lands placed in federal trust status; this prevents the state or the local county government from regulating or taxing tribal lands. Tribal lands not held in federal trust, however, are considered private property and are subject to state and local taxation and Regulation

Tribes that are organized and culturally active but are not federally recognized are subject to the jurisdiction of the state. These tribes may petition for federal recognition but remain subject to the state until the process is complete and recognition is gained. Petitions for recognition sometimes take years and may not result in the desired outcome—usually because of a political conflict.

With recognition, however, tribal members are eligible for federal benefits in health care and education. The tribe then stands in a government-to-government relationship with the federal government, and the tribal real property is eligible for trust status. Generally, only a federally recognized tribe can build an Indian casino on land held in federal trust.

Tribal Diversity

The tribal groups of Indian Country vary in population and land size. For example, the Navajo Nation has a population of more than 200,000 on territory in three states—Arizona, New Mexico, and Utah—the Navajo lands are comparable in size with West Virginia. In contrast, the Augustine Band of Cahuilla Indians in Riverside County, Southern California, is the smallest tribal group recognized by the federal government, with six members. Both tribes exercise tribal sovereignty, however.

Much of Indian Country is remote, located in rural areas like the windswept plains of the Blackfeet Reservation in Montana, the magical landscape of the Navajo, or the distant Native villages of Alaska. Two metropolitan areas of Nevada, however, are home to the North Las Vegas Paiutes and to the Reno–Sparks Colony of Indians. Several other federally recognized tribes are located within huge urban centers in Southern California—for example, the Agua Caliente tribal members have trust allotments within the city limits of Palm Springs; some claim that Palm Springs is an Indian reservation, but others maintain it is not. Several federally recognized tribes live within the metropolitan area of the City and County of San Diego, California.

Policy Setbacks

Under federal law, the U.S. Congress possesses plenary authority—that is, broad legislative power—in Indian affairs; the federal recognition for Indian tribes can be terminated at the will of Congress. In the 1950s and 1960s, “Indian termination” became a goal of Congress, but President Richard Nixon ended that policy in the 1970s. Through litigation and federal statutes, tribes that had been terminated in the 1950s and 1960s were reinstated to federal recognition in the 1970s and 1980s.

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

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



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If you would like to join our TTAP Mailing List and subscribe to our quarterly publication of *Tribal Transportation News*, go to www.nijc.org/ttap.html and click on - [join our mailing list](#). You can also call Barry Litchfield at (707) 579-5507 x 224.

ANNOUNCEMENTS

California Transportation Plan 2040

The California Transportation Plan (CTP) provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances our quality of life.

California Transportation Plan (CTP) 2040 website provides information and gathers public input about the CTP 2040. We invite visitors to explore the website and provide comments and recommendations through the "Connect With Us" section. Go to: www.californiatransportationplan2040

Interregional Transportation Strategic Plan

The ITSP is being prepared concurrently with Caltrans' California Transportation Plan (CTP) 2040 which is a long-range plan to achieve a collective vision for California's statewide, multi-modal transportation system that is integrated and sustainable.

Collaborative Partners

The ITSP is one of several Caltrans modal plans that will be integrated within the CTP. The ITSP development is guided by the CTP 2040 Policy Advisory Committee (PAC). The CTP PAC is an advisory committee to Caltrans consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of seaports, railroads, airports, trucking, shippers, carriers, freight-related associations, the freight industry workforce, regional and local governments, state and federal agencies, Tribal governments, and environmental, safety, and community organizations.

ITSP Schedule

- January 2015: First public Review Draft of ITSP is published
- April 2015: Public Comment period.

All Comments will be accepted at: HQ.System.Planning@dot.ca.gov

- February/March 2015: Caltrans' Multimodal System Planning Staff participate in CTP public workshops
- April 2015: Second Public Review Draft of ITSP is published
- June 2015: Final ITSP is published

To visit the ITSP website go to: <http://www.caltrans-itsp2015.org>

California Freight Mobility Plan 2014-Draft

The CFMP is a statewide, long-range plan for the movement of freight in California

Collaborative Partners

The CFMP is being prepared in parallel with Caltrans' California Transportation Plan (CTP) 2040 which is a long-range transportation plan to achieve our collective vision for California's future statewide, integrated, multimodal, sustainable transportation system. The CFMP is one of several Caltrans modal plans that will be integrated within the CTP.

In addition to the CTP working groups, the CFMP development is guided by the California Freight Advisory Committee (CFAC). The CFAC is an advisory committee to CalSTA and Caltrans consisting of a representative cross section of public and private sector freight stakeholders, including representatives of seaports, railroads, airports, trucking, shippers, carriers, freight-related associations, the freight industry workforce, regional and local governments, state and federal agencies, Tribal governments, and environmental, safety, and community organizations.

Schedule

The CFMP Administrative Draft will be posted in early May 2014 and the CFMP Public Review Draft will be posted by mid-June 2014. The Public Comment Period will be between June 16 and July 31, 2014. During this time the public workshops will be held and the public can review the draft CFMP and submit comments to

CFMP@dot.ca.gov. The submitted comments will be reviewed and incorporated.

Of particular interest to tribes is Chapter 3-1 of the Plan Draft: [Native American Freight Connections](#).

The California Freight Mobility Plan (CFMP) website provides information on the CFMP and is a portal for the public to ask questions and provide input. Go to:

http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html

Caltrans

Kome Ajise has been appointed Chief Deputy Director.



In his role as chief deputy director, Kome will be responsible for overseeing the internal operations for approximately 19,000 employees and an annual budget that exceeds \$11.1 billion. Kome has been serving the deputy director of planning and modal programs since 2012, and in this capacity he served as the Director's representative and ex-officio member to the Native American Advisory Committee (NAAC).

Kome has a BS degree in Geography and Regional Planning from the University of Benin, Nigeria, and a Master of City and Regional Planning degree from CSU Fresno.

(Continued from page 1)

Since then, the policy of Indian termination has remained dormant.

In the early 1960s, the Bureau of Indian Affairs (BIA) in the U.S. Department of the Interior launched the Indian Relocation Program that moved Indians from Indian Country to big cities to pursue the American dream. The program provided employment assistance and vocational training. Relocation sites included the San Francisco Bay Area, San Jose, and Los Angeles in California, as well as Chicago, Illinois, and Dallas, Texas.

BIA representatives told Indians that the program was an opportunity to leave the poverty of Indian reservations for economic success in urban America. For many, however, the Indian Relocation Program was a dismal failure. Trade and labor union officials, for example, would not recognize the certificates that Indians earned in big city trade schools; moreover, union membership required political connections, which Indian applicants lacked.

Some of the relocated Indians found the program misleading and intolerable. Suicides, domestic violence, alcohol and drug abuse, and persistent despair were common. Some tried to return to the reservation, but San Francisco is a long way from Pine Ridge, South Dakota.

Turning Point

On the evening of November 20, 1969, a small group of Indian students from the University of California, Berkeley; the University of California, Los Angeles; and San Francisco State University began an occupation of Alcatraz Island, then an abandoned federal prison in San Francisco Bay. The students wanted to let the public know that the federal Indian policy of “termination and relocation” was destroying Indian people. Their message reached the world. Inquiries from abroad questioned this federal policy in Indian affairs.

On July 8, 1970, President Nixon ended the Indian termination policy and proposed Indian self determination. Congress enacted the Indian Self-determination and Education Assistance Act in 1975, and self-determination remains the federal Indian policy today.

Federal law provides that Indian tribes may contract with the federal government for the funds to administer services previously provided by the federal government for the communities of Indian Country. This includes funds to build, repair, and maintain reservation transportation facilities.

Questions of Trust

The federal-tribal trust relationship, defined in treaties negotiated between the United States and various tribes—as well as by federal statutes and U.S. Supreme Court decisions—was created to protect Indian lands and monies. For Indian lands, the fee patent deed for the technical ownership of Indian lands is recorded at a local county recorder’s office as owned by the United States, and the beneficial ownership” remains with the federally recognized tribe or its members.

Indian monies collected by the federal government as revenues for the tribe or tribal members and derived from the exploitation of the natural resources of Indian lands are depos-



In the early 1970s, President Nixon met with Indian leaders and initiated policies that led to the Indian Self-Determination and Education assistance Act of 1975.

ited into tribal and individual tribal member accounts for safekeeping by the federal government and eventual distribution to the beneficiary.

Historically, the safekeeping of these monies has proved questionable and became the object of a major lawsuit, known as the Cobell case, in which the United States was sued for the serious mismanagement of the funds. The settlement from this case was a small fraction of the amount claimed in the lawsuit, however, and was deemed unfair to the Indian people who comprised the class of plaintiffs.

Implementing Policies

BIA oversees Indian affairs for the federal government, with a mission to safeguard Indian assets and to improve the quality of life for Indian people. Although the agency has received blame for the chronic ills experienced by tribes, BIA only implements the Indian policies enacted by Congress—this can make BIA’s mission to safeguard difficult.

For example, Congress initiated the Indian termination policy with House Resolution 108 in 1953, supposedly to free the Indians from federal dominance; the policy proved devious and destructive to the people of Indian Country. The resolution called for the abrogation of treaties, the conversion of trust lands to private ownership, the elimination of tribal governments, and the elimination of the legal status of federally recognized Indians. The Indian Self-Determination and Education Assistance Act of 1975 asserted the policy of Indian self-determination.

BIA historically has served as the steward of transportation facilities in Indian Country. After the self-determination law was implemented, tribes were able to contract for the construction and maintenance of roads and bridges in Indian Country. Some tribes have contracted with BIA for these services.

BIA works with the Federal Highway Administration (FHWA) to provide federal funding and technical assistance to meet the transportation needs of Indian Country.

In effect, this creates a three-way partnership, as each tribe with a transportation inventory must participate with BIA and FHWA to realize the maximum benefits of updated information, best practices, and local tribal ownership of the tribal transportation system.

Geophysical Adaptations

Each region of Indian Country presents geophysical diversity in territorial size, density of population, methods of travel, and infrastructure of facilities:

- ◆ The Native people of the villages of Alaska have ice roads, unique roadways maintained on and off major waterways. Methods of transportation include snowmobiles, dogsleds, boats, and bush planes.
- ◆ The Indians on Puget Sound in Washington State use a variety of boats for travel, work, and moving freight.
- ◆ The Yurok and Hoopa on the Klamath River in Northern California use jet boats and other types of boats to fish, travel, and deliver supplies, with the river serving as a core transportation facility.
- ◆ The Indians of the Southwest use on- and off-road vehicles, as well as animals, to travel the desert and the harsh High Plains areas.
- ◆ The Great Lakes tribes and the eastern seaboard tribes use on- and off-road vehicles, as well as boats, with surface facilities ranging from unpaved roadways to expansive waterway routes.

The geographical makeup and location of the reservation can make the construction, repair and maintenance of transportation facilities costly, and weather conditions can limit the time frames for the work. For example, Alaska's weather window for transportation-related construction is brief.

Trailblazing Networks

Europeans relied on many of the traditional transportation systems in exploring and claiming the homelands of Native Americans; the invaders expanded the transportation networks already in place. Surface transportation systems

were built on the many models in use before the arrival of the Europeans.

As the emerging American society moved westward across the continent, explorers, fur traders, and leaders of the wagon trains bearing settlers relied on Indian guides to blaze the trails. The expeditions named the trails after the destinations and their leaders—the California Trail, the Mormon Trail, and the Bozeman Trail, to name a few. Before the building of the transcontinental railroad, these trails and roadways were the key transportation networks. The so called settling of the West would have consumed much more time without Indian guides following Indian trails established well before the arrival of the white man.

The Oregon Trail, the most famous of the Old West, spanned 2,000 miles from St. Louis, Missouri, to the Willamette Valley of Oregon, where Portland was founded. Initially traversed by foot or by horseback, the trails later were cleared for wagon trains. Historians estimate that 400,000 white settlers, including farmers, ranchers, businessmen, miners, and families, traveled the Oregon Trail.

Countering Isolation

In the 19th century, the federal government's Indian policy called for treaties with Indian tribes. The treaties confined Native Americans to reservations, separated and kept apart from the emerging American society, usually with a military guard. The roads connecting new American cities and towns changed and compromised the traditional transportation systems of Native American groups, as did the railroad tracks connecting the East and West Coasts.

The isolation of Indian reservations in time, distance, and resources historically created a tremendous challenge for the transportation infrastructure. In recent years, with the development of technology and communication, these hardships are being addressed effectively. National, regional, and local services are becoming available. State departments of transportation are communicating with tribes, and some are providing tribes with resources, breaking with precedent.

Organizational Initiatives

The Transportation Research Board (TRB) helps support the development and management of high-quality transportation facilities in Indian Country, through the Native American Transportation Issues Committee. In 1993, TRB sponsored a conference, Exploring Solutions to Native American Transportation and Economic Development Problems, at the Flathead Indian Reservation in Polson, Montana.

The conference led to the creation of the Intertribal Transportation Association (ITA), a national organization to promote communication on transportation issues, to exchange transportation information, and to represent tribal transportation matters locally, regionally, and nationally. TRB continues to help support the goals of ITA, as the Native American association works to provide safety and quality of-life enhancements for the communities of Indian Country through the improvement of on-reservation transportation systems.

The National Congress of American Indians also main-

(Continued on page 6)

Photo: U.S. Geological Survey



Road repair in Indian country. Improved technology and communication have allowed tribes, state departments of transportation, and the federal government to address transportation needs more effectively.

tains a strong unit dedicated to tribal transportation issues, but ITA is the only Native organization dedicated exclusively to tribal transportation. ITA receives support from other national organizations and institutions seeking to improve the quality and safety of all American transportation systems.

Technical Assistance

In 1991, through the efforts of FHWA, federal legislation established the Tribal Technical Assistance Program (TTAP) to assist tribal governments in improving the quality and safety of transportation systems through education, engineering, and enforcement.

The TTAPs cover all of Indian Country, with regional centers in Oklahoma, North Dakota, Colorado, California, Washington, Michigan, and Alaska. The TTAPs operate regionally to provide Indian Country with training, technical assistance, and technology transfer. The TTAPs promote safe, efficient, and environmentally sound transportation systems in Indian Country by improving relevant skills and by increasing technical knowledge among the tribal workforce and its leaders.

Federal funding for the TTAP centers comes from BIA and FHWA. The TTAPs disseminate information through technical publications, training programs, technology transfer, information clearinghouses, and quarterly newsletters that update regional clients on a regular basis about developments in the field, particularly about technology advances relevant to tribal transportation. The TTAPs conduct a well-attended annual national conference that offers a range of workshops for transportation professionals from Indian Country and beyond.

Safe Infrastructure

The future of transportation facilities in Indian Country depends on capable leaders committed to improving the quality of life by ensuring a safe transportation infrastructure. The education of communities, the enforcement of traffic laws, the engineering of new facilities, and the reliance on emergency resources dedicated to transportation safety in Indian Country are the keys.

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WESTERN TTAP CONDUCTS TRIBAL TRANSPORTATION PLANNING WORKSHOP FEBRUARY 3-4, 2015

**Conducted By: Federal Highway Administration
(FHWA) Office of Federal Lands Highway -Tribal
Transportation Program Hosted By: Western TTAP**

The Federal Highway Administration (FHWA) - Office of Federal Lands Highway (FLH) Tribal Transportation Program team conducted a workshop on Tribal Transportation Planning. This workshop is tailored for tribes that have entered into program agreements with FHWA for administration of their Tribal Transportation Program Funds pursuant to MAP-21.

Transportation planning is the process of developing strategies for operating, managing, maintaining, and financing the area's transportation system to achieve the community's long-term transportation goals and vision.

Participants learned the purpose and principles of developing a Long Range Transportation Plan as well as programming funds to financially constrain the Tribal Transportation Improvement Program (TIP), engage in a hands on exercise for Scoping of a Transportation Project, how to identify alternative funding sources for transportation projects and how to present project information to your tribal council.



Right-of-Way Through Indian Country

The Complexities of a Commonplace Arrangement

By Raquelle Myers and Ron Hall

Securing right-of-way is common when constructing a road or maintaining utilities. Obtaining right-of-way through Indian Country, however, is a complex process, subject to various rules and regulations related to the timing, purpose, and scope of the request. Tribes that have obtained the title for lands transferred from a federal agency may be subject to the rights-of-way already in effect.

What Is Right-of-Way?

Right-of-way has several meanings. In the context of property law, right-of-way is the right to travel over someone's land and to have the reasonable use and enjoyment of the property consistent with the owner's use and enjoyment of the land. Generally, the landowner transfers the right to use the land but not the ownership of the land. The right-of-way may be a specific grant of land or pathway or it may be an easement, which is a right or a permission to pass across another's land. Some rights-of-way are for a specific use, such as the repair of telephone lines.

Normally, tribal, local, state, or federal governments seek a right-of-way for a public purpose, such as roads, railroads, utilities, or other public access needs. For example, utility companies seek rights-of-way for the placement of telephone poles, power lines, and other equipment, to provide services to customers.

Rights-of-way through Indian Country create unique jurisdictional conflicts between tribal, state, and federal governments. Determining which jurisdiction has the authority to give, revoke, or patrol a right-of-way is often difficult, as is the resolution of disputes that may arise.

Right-of-Way Authority

Indian Country has changed with treaties, land cession agreements, and the establishment of tribal reservations, rancherias, and colonies. Authority to grant right-of-way through Indian Country often was established by acts of Congress during the early settlement years of the United States.

The first step in determining the authority or authorities that pertain to a right-of-way in Indian Country is to inquire into the category of land or lands that the right-of-way crosses. Indian Country comprises a variety of land type:

- ◆ Trust lands held by the federal government for the benefit and use of Indian tribes were established through treaties, Executive Orders, or Congressional Acts.
- ◆ The 1887 Allotment Act and Federal Assimilation Policy was applied to tribal trust lands in an effort to break up tribal communities and force tribe members into mainstream America. The policy removed the lands from trust, to be divided among identifiable heads of households. This resulted in the following land types in addition to tribal trust lands within tribal reservation boundaries:
 - Individual trust lands, held by the federal government for the benefit and use of an individual Indian;

- Fee lands owned by an individual who may be Indian or non-Indian; and
- Restricted fee lands that often conveyed the title on the condition that the fee owner would not alienate, encumber, or convey the land by judgment, decree, or order of a court for a stated period of time. The prohibitions often included a prohibition against taxation of the land.

Restricted fee lands and individual trust lands are treated similarly under many federal regulations.

Defining Indian Country

The next step in identifying the potential authorities over a given right-of-way is to ask: Is the right-of-way considered Indian Country? Several statutory definitions, used for various purposes, apply to the term Indian Country. The most commonly used definition is found in the U.S. Criminal Code, Title 18 USC § 1151:

[T]he term "Indian Country" ...means

- (a) all land within the limits of any Indian reservation under the jurisdiction of the United States government, notwithstanding the issuance of any patent, and, including rights-of-way running through the reservation,
- (b) all dependent Indian communities within the borders of the United States, whether within the original or subsequently acquired territory..., and whether within or without the limits of a state, and
- (c) all Indian allotments, the Indian titles to which have not been extinguished, including rights-of-way running through....

The case of *Strate v. A-1 Contractors* complicates the determination of whether a right-of-way can be deemed Indian Country. In *Strate*, the U.S. Supreme Court found that for purposes of civil jurisdiction over a non-Indian plaintiff and a non-Indian defendant, the right-of-way running through a reservation could be treated as fee land owned by non-Indians. This ruling, however, is limited to the case and is not applicable to situations that involve right-of-way for road construction and maintenance.

Historic Precedents

Federal legislation established historic rights-of-way in Indian Country and in some instances confirmed the right-of-way afterward. The process for obtaining a right-of-way through Indian lands has changed significantly and differs from that for obtaining a right-of-way through private property under state jurisdiction.

The General Allotment Act of 1887 initiated a series of federal right-of-way statutes. Tribal lands were declared surplus and were opened for homesteading and acquisition by settlers. The settlers developing these lands needed transportation infrastructure and, later, utilities. Before 1899, most rights-of-way through Indian lands were obtained through direct agreements with tribes or with individual landowners and then ratified by Congress. Exercising these new-found plenary

powers over Indian affairs, Congress enacted a series of laws in the early 20th century that delegated to the Secretary of the Interior the authority to grant rights-of-way without landowner consent. Railroad rights-of-way were the first easements to cross Indian lands, starting in 1899.

The grants of railroad easements set the precedent for individual congressional acts authorizing right-of-way through Indian lands. On March 11, 1904, for example, Congress authorized “the Secretary of the Interior to grant a right-of-way in the nature of an easement for the construction . . . of pipelines for the conveyance of oil and gas through any Indian reservation or through any lands which have been allotted.”¹

The law was silent about tribal consent on creating rights-of-way but may have required consent for renewals. Documentation of the rights-of-way and renewals from this era is difficult to locate. On March 4, 1911, Congress authorized the “head of the department having jurisdiction over the lands” to grant rights-of-way for electric transmission lines across Indian reservations.²

Right-of-Way in the 20th Century

The congressional legislative approach to right-of-way created confusion for the federal agencies responsible for managing tribal trust assets. During the early 20th century, tribal lands transitioned from trusts to private ownership. New private land owners could provide others with right-of-way within the boundaries of a tribal reservation without notifying the tribe or the U.S. Department of the Interior.

In 1928, the Secretary of the Interior released comprehensive regulations governing right-of-way over Indian lands. The regulations covered rights-of-way for oil and gas pipelines, electricity transmission lines, railroads, telephone and telegraph lines, roads, drainage and irrigation projects, and other purposes.

Six years later, Congress passed the Indian Reorganization Act (IRA) of 1934. The IRA ended the allotment process and set forth policies that recognized tribal authority and encouraged tribal control of reservation land and resources. Although including provisions on compensation and damages for rights-of-way, the IRA did not require tribal or landowner consent for establishing a right-of-way.

The first mention of tribal consent to right-of-way appears in the definition section of 25 CFR § 256.83 (circa 1939), “Consent of Allottees or Tribe.” The provision required that right-of-way applications be presented to a tribal government but did not require tribal consent to the right-of-way.

The Indian Right-of-Way Act of 1948 added another level of complexity.³ The provisions limited the power of the Secretary of the Interior over right-of-way on trust or restricted fee lands but did not explain the relationship to the original statutes

Nonetheless, the 1948 statutes had positive outcomes for tribes. The most significant was that tribes organized under the IRA must give consent for right-of-way across Indian lands.

¹ 25 USC § 321 (1904).

² 43 USC § 961 (1911).

³ 62 Stat. §17, 25 USC §§323-328.

Moreover, the regulations expanded the consent requirement beyond IRA tribes to all tribes. The 1948 laws also made clear that landowners must be compensated justly at fair market value for a right-of-way. In 1951, the Department of the Interior developed the regulations governing right-of-way and established a unified procedure for applications, whether for pipelines or other purposes.⁴

In 1971, the Bureau of Indian Affairs (BIA) *Manual for Rights-of-Way on Indian Lands* stated the need to consider tribal communities and landowners in obtaining right-of-way through Indian country. The regulations gave landowners opportunities to negotiate new or renewed rights-of-way. The compensation section required that not less than fair market value must be paid, unless waived in writing, and that the Interior Secretary “shall obtain and advise the landowners of the appraisal information to assist them...in negotiations for a right-of-way or re-newal.”⁵ The regulations further stated that the applicant must pay the landowners for all damages caused by surveys or by the construction and maintenance of the facilities.

Right-of-Way Today

Today, the regulations governing right-of-way over Indian lands are found in the *Code of Federal Regulations* (see box at right). These regulations cover all types of easements, including those required for state and local highways.

The process of acquiring easements over Native American lands is similar to the steps to obtain property not held in trust: the acquiring agency identifies land requirements; surveys the proposed acquisition; identifies ownerships; appraises the property; and conducts negotiations.

When lands are held in trust for Native Americans, however, eminent domain is generally not available, except in rare instances. No authority allows the condemnation of property to acquire tribal lands, and allotted lands are rarely condemned, because federal courts retain jurisdiction.

The most recent legislation addressing right-of-way over Indian lands is the Energy Policy Act of 2005. The legislation contains new provisions that authorize tribes in certain circumstances to “grant a right-of-way over tribal land for a pipeline or an electric transmission or distribution line without

⁴ 16 Fed. Reg. 8578 (1951).

⁵ 16 Fed. Reg. 8578 (1951).



Photo: Bob the Lomond, Flickr

Trains transport coal from the Kayenta Mine to the Navajo Generating Station in Arizona. The railroad runs on 78 miles of right-of-way on Navajo Nation tribal lands

approval by the Secretary.” This is a significant departure from preceding law and is designed to encourage tribes to develop their own energy resources.

Often a state will obtain right-of-way from a federal agency or tribal community for transportation infrastructure in Indian Country. The state may have laws that allow it to own the right-of-way—in some instances, in perpetuity. The primary question is whether the state has removed the property associated with the right-of-way from tribal jurisdiction for all matters. This is a difficult question that may determine liability for accidents on problem roads or determine jurisdiction over civil and criminal matters arising on the right-of-way.

Transportation agencies responsible for developing tribal transportation infrastructure prefer to have long time frames for the right-of-way. This allows the agency to plan, construct, and maintain the road without having to obtain right-of-way repeatedly. One concern, however, is that state rights-of-way may prohibit a tribal transportation agency from performing immediate or emergency maintenance without permission of the state—for example, after a rockfall that blocks ingress and egress to a tribal community.

Right-of-Way over Indian Lands

Code of Federal Regulations, Title 25

169.23 – Right-of-Way for Railroads

169.24 – Right-of-Way for Railroads in Oklahoma

169.25 – Right-of-Way for Oil and Gas Pipelines

169.26 – Right-of-Way for Communications

169.26 – Right-of-Way for Public Highways

169.27 – Right-of-Way for Power Projects

Addressing the Issues

Agencies that develop transportation infrastructure in tribal communities should address the following primary issues for right-of-way on tribal lands:

- ◆ Documentation for current right-of-way over tribal lands should be part of the tribal archives.
- ◆ Tribal communities should develop their own rules and regulations for obtaining, transferring, and concluding right-of-way and for managing the impacts on local landowners.
- ◆ Documented right-of-way should be reviewed for a date of expiration. If no documentation is available, the purpose, scope, date of expiration, and market value should be renegotiated.
- ◆ A memorandum of agreement should establish jurisdiction over a right-of-way and activities on a right-of-way. Any excavation for new or current rights-of-way, for ex-

ample, should not start before the completion of tribal consultation.

- ◆ The location of cultural resources may not be obvious to anyone outside the tribal community. Although mapping technology has made great strides, only tribal geographic information systems professionals may know all the cultural resources data. Payment for damages to tribal cultural resources and burial sites cannot be quantified.

More recently, questions have arisen about the application of Tribal Employment Rights Ordinances (TERO) to state transportation projects on a right-of-way on or near tribal lands. Some states notify the contractor that TERO may apply and request that the competitive bid include the cost of the training required under the ordinances. Other states negotiate the training cost agreements with the tribes so that the contractor does not shoulder the expense.

Research Focus

Issues of right-of-way through Indian Country have generated a variety of research projects. BIA is developing a Land Title Record Digitization project that could include information about right-of-way through Indian lands. This would improve the capacity for title searches, as well as public access to the information.

While this project is under development, tribes and states should begin identifying rights-of-way, documented and undocumented. The rights-of-way that are documented should be shared among tribal, state, and federal transportation agencies.

Often a state will obtain right-of-way from a federal agency or tribal community for transportation infrastructure in Indian Country. The state may have laws that allow it to own the right-of-way—in some instances, in perpetuity. The primary question is whether the state has removed the property associated with the right-of-way from tribal jurisdiction for all matters. This is a difficult question that may determine liability for accidents on problem roads or determine jurisdiction over civil and criminal matters arising on the right-of-way.

Transportation agencies responsible for developing tribal transportation infrastructure prefer to have long time frames for the right-of-way. This allows the agency to plan, construct, and maintain the road without having to obtain right-of-way repeatedly. One concern, however, is that state rights-of-way may prohibit a tribal transportation agency from performing immediate or emergency maintenance without permission of the state—for example, after a rockfall that blocks ingress and egress to a tribal community.

Addressing the Issues

Agencies that develop transportation infrastructure in tribal communities should address the following primary issues for right-of-way on tribal lands:

- u Documentation for current right-of-way over tribal lands should be part of the tribal archives.
- u Tribal communities should develop their own rules and regulations for obtaining, transferring, and concluding right-of-way and for managing the impacts on local landowners.

- ◆ Documented right-of-way should be reviewed for a date of expiration. If no documentation is

- available, the purpose, scope, date of expiration, and market value should be renegotiated.
- ◆ A memorandum of agreement should establish jurisdiction over a right-of-way and activities on a right-of-way. Any excavation for new or current rights-of-way, for example, should not start before the completion of tribal consultation.
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SafeTREC Tribal Safety Data Collection Project (Fall 2014-Fall 2015)

Native Americans are at disproportionately high-risk for traffic injury. Roadway design, pedestrian and driver behavior, and environmental factors contribute to crash risk. In addition, factors such as age, speeding, seat belt use, time of day, location, and alcohol use increase injury risk. Motor vehicle crashes are the leading cause of injury-related deaths for Native Americans or Alaskan Natives (AI/AN) age 19 and younger, and among crashes on reservations from 1982 to 2002, an estimated 65 percent were alcohol related (compared to 47 percent nationally).

Funding for traffic safety improvements is increasingly being awarded based on collision data that documents the extent of the safety problem. However, data documenting collisions on tribal lands is lacking and puts tribal communities at a disadvantage in the competition for traffic safety project funding. It is critical, therefore, to have accurate collision data (counts and descriptions), including pedestrian and bicyclist collisions on tribal lands

SafeTREC is working on a one-year project starting in fall 2014 to improve traffic safety on tribal lands in California. Project objectives include:

- To form an Advisory Committee consisting of major stakeholders, such as tribal representatives, nongovernmental organizations, and transportation agencies, to help guide the project, including outreach to tribes, development of a pilot survey, and recommendations for standardizing reporting procedures
- To pilot a survey of select tribes in California of current traffic safety data procedures, including handling of citations and collision reporting
- To develop a prototype traffic collision databases for the 110 federally recognized tribes in California
- To develop recommendations for standardized reporting policies and procedures

Improved data collection and reporting will help tribal governments compete for funding. It may also lead to a better understanding of contributing factors like location, type of collision, and other elements that, if addressed, will help prevent traffic collisions.

For more information, please contact:
David Ragland at davidr@berkeley.edu or,
Celina Chan at cechan@berkeley.edu.

From: U.C Berkeley, Safe Transportation Research and Education Center (SafeTREC)

Guide for Effective Tribal Crash Reporting

By David Noyce, Zhixia Li, Kevin Chesnik, Alyssa Macy, and Xiao Qin

The Native American population is disproportionately represented in the highway fatality and crash statistics of many states across the United States. National tribal transportation safety summit meetings consistently identify inadequate crash data as a significant barrier to the development of effective safety programs.

Underreporting or nonreporting of data for crashes on tribal lands creates a significant void in information to support decision making and initiatives by state departments of transportation (DOTs) and tribal safety programs. Underreporting also leads to tribes receiving disproportionately inadequate resources from state and federal programs that identify and target transportation safety issues.

Comprehensive tribal crash reporting would allow tribes to gain the support and resources to develop necessary safety countermeasures and improvements and would enable tribes to apply more successfully for state and federal safety improvement funding.

In July 2011, under the auspices of the Transportation Research Board, the National Academies awarded a National Cooperative Highway Research Program (NCHRP) contract to a team based at the University of Wisconsin–Madison to develop guidance for effective reporting of crashes on tribal territory. Working closely with the NCHRP research project panel, the team developed NCHRP Report 788, *Guide for Effective Tribal Crash Reporting*, based on collected data, as well as on best practices, lessons learned, and success stories identified in the research.

Nationwide Data Collection

The project implemented a query-based data collection and analysis research approach. The data collection tool included two distinct sets of queries: one for tribes and the other for state agencies. The research team developed the data collection methods to identify key issues, best practices, and other information necessary for the guide. The selection of tribes and state agencies to query began with data from the Indian Reservation Road (IRR) system administered by the Bureau of Indian Affairs. Tribes identified in the IRR system as managing more than 25 routes were selected for query.

This prioritization yielded a total of 221 of the 566 federally recognized tribes. Each of the 221 tribes received a data query document, and 48 returned comprehensive data (Table 1); this included a joint response with partial or aggregated data from more than 20 tribes, which was counted as one tribe.

Because 94 percent of the IRR roadway mileage is located in 16 states, those state agencies were selected for data query (Table 1). All 16 states completed and returned the query.

Analysis Findings

Analysis of responses showed that 81 percent of the responding tribes did not collect or report crash data to their respective state agencies; some tribes collected but did not report crash data. The reasons identified included a lack of communication between the agency and the tribe, a lack of

Table 1

State Distribution or Returned Tribal Query Forms		States Selected For Data Query
State	Respondents	Alaska
Alaska	8	Arizona
Idaho	1	California
Kansas	1	Idaho
Maine	2	Michigan
Michigan	4	Minnesota
Minnesota	6	Montana
Montana	1	New Mexico
Nevada	3	North Dakotas
New Mexico	2	Oklahoma
North Dakota	1	Oregon
Oklahoma	3	South Dakota
Oregon	1	Utah
South Dakota	5	Washington
Washington	3	Wisconsin
Wisconsin	7	Wyoming

personnel, a lack of training and equipment for collecting crash data, sovereignty issues, fear of double jeopardy, concerns among tribal members about privacy and legality, and cultural issues.

In many cases, tribes were not well aware of government funding available for projects related to transportation safety—such as for the development of a crash reporting system—or the tribes did not have staff experienced in grant writing and other necessary procedures to access funding. The query responses from the tribes and states provided information about current practices in tribal crash reporting; the analysis of the responses assisted in identifying best practices, lessons learned, and suggestions for improvement.

Guide Contents

NCHRP Report 878 assembles and draws guidance from best practices, success stories, lessons learned, published literature, and data from the tribes and states that were involved in the data collection and analysis phase of the research. The guide conveys the knowledge gained from the research in a format that can be used by all involved in building effective tribal crash reporting systems.

The two-part guide presents the entire process of tribal crash reporting (Table 2, page 32) Part 1 provides self-assessment tools for state agencies and tribes for a quick ex-

(Continued on page 32)

Pawnee Nation Now Saves Over 50% on Road Repairs, Thanks to Asphalt Zipper

By Jim Keller



Darrell Flowers, PNDOTS Road Foreman

The roads in the Pawnee Nation and the surrounding county were simply falling apart. Most of them consisted of only chip and seal over gravel and many of these had little or no base at all under them. They were doomed to fail.

Time and weather had conspired together to make these aging roads rough and potholed. Until recently the method of repair was to drive a motor grader up and down the roads with rippers deployed to dig up the old surface. Then the grader would fold the material back and forth in an effort to further break it up.

Finally they would take a sheeps foot roller over the road to compact it. After smoothing it out as best they could they would again apply a chip and seal wear surface. The finished product was far from adequate.

The Pawnee Nation Department of Transportation & Safety (PN DOTS) and the county commissioners knew there had to be a better way to repair their roads to make them last longer. They knew they could totally rebuild them but total rebuilds were an expense they were not prepared to fund.

While attending a statewide commissioner meeting, they were introduced to a representative from Asphalt Zipper by a commissioner whose county already owned one.

They were impressed, not only by the machine itself, but by the glowing report from the person who introduced them. They decided to schedule a demonstration in their county and soon purchased a 6-foot Asphalt Zipper and also a loader to run it.

The current PN DOTS road foreman, Darrell Flow-

ers, says the Asphalt Zipper serves their needs perfectly because it grinds the old chip and seal roads up so fine and produces such a great base. Roads repaired with the Asphalt Zipper are now very smooth. He said sometimes they apply fly ash to the road surface and blend it in to solidify the base in certain areas where it's soft. The problem is fixed. He said they just couldn't do that the old way.

Flowers reported that in the last 4 years they have owned it, they have recycled over a hundred miles of roads for not only the Pawnee Nation, but also for the county they live in. He said they are currently saving well over 50% on their road repairs using the Asphalt Zipper. It easily paid for itself a long time ago.

One of the best results about owning a Zipper, he said, is that they are able to employ some of their own people as road crew.



6 Foot Asphalt Zipper Shown Pulverizing a County Road

For more information please visit the Asphalt Zipper website at: <http://asphaltzipper.com/>



TRANSPORTATION LEGISLATION

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

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

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

STATE LEGISLATION



CALIFORNIA LEGISLATION

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

New Laws Report 2010-2014

A list of all bills enacted in a calendar year during the Regular Session of the Legislature, unless otherwise noted.

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

The 2015-2016 Legislative Session convened on January 5, 2015.

NEVADA LEGISLATION



(For more information, go to <http://www.leg.state.nv.us/Session/77th2013/Reports/>)

The 78th (2015) Session of the Nevada Legislature began on February 2, 2015.

77th (2013) Session: All Bills that Became Law

To visit the website go to: <http://www.leg.state.nv.us/Session/77th2013/Reports/AllBillsThatBecameLaw.cfm>

FEDERAL LEGISLATION



Congress.gov

Congress.gov is the official source for federal legislative information. It replaces the nearly 20-year-old THOMAS.gov site with a system that includes platform mobility, comprehensive information retrieval and user-friendly presentation. It currently includes all data sets available on THOMAS.gov except nominations, treaties and communications. These data sets will be added throughout 2014. Until that time they are still accessible through THOMAS.gov via the link below. THOMAS.gov will be permanently retired by the end of 2014.

To access THOMAS.gov, click [here](#).

Browse Public Laws 113th Congress (2013-2014) and prior congressional sessions go to:

<http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=113>

The 114th Congress (2015-2017) convened on January 3, 2015.

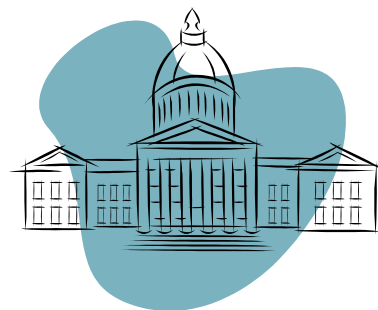
ANNOUNCEMENTS

California Assembly Bill 52, Rep. Gatto. Native Americans: California Environmental Quality Act

On September 25, 2014, Gov. Jerry Brown signed legislation designed to protect and preserve sacred Native American landmarks. Assembly Bill 52 was drafted to ensure that tribes have a say in development projects that affect tribal sacred places and cultural resources, by strengthening the consultation standards with tribes under the California Environmental Quality Act.

To view a summary of the bill go to: <http://www.legtrack.com/bill.html?bill=201320140AB5>

In the incoming Republican-led Senate, Sen. James Inhofe (R-Okla.) will replace Sen. Barbara Boxer (D-Calif.) as Chair of the Environment and Public Works Committee.



TRANSPORTATION EVENTS

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

MARCH 2015

March 1-4
South West Transit Association: Joint Annual Conference and EXPO (with NMTA)
Santa Fe Convention Center
Santa Fe, NM
For more information go to:
http://www.swta.org/news_events/details/swta_nmpta_joint_expo

**WEBINAR March 11, 2015
10:00 am—11:30 am**

California Transportation Plan (CTP) 2040 and Interregional Transportation Strategic Plan (ITSP) Tribal Webinar
To register for this California DOT (Caltrans) on line webinar go to:
<https://cc.readytalk.com/r/erpx10hwhxtw&eom>

March 15-17
Lifesavers Conference 2015 – National Conference on Highway Safety Priorities
Hyatt Regency
Chicago, IL
For more information go to:
<http://www.conferenceiq.com/events/lifesavers-conference-2015-national-conference-on-highway-safety-priorities/reviews/>

March 16-17
National Conference on Highway Work Zone Safety
Baltimore Convention Center
Baltimore, MD
For more information go to:
http://www.workzonesafety.org/news_events/wz_conferences/2015/

March 17-19
World of Asphalt 2015 Show and Conference
Baltimore Convention Center

Baltimore, MD
For more information go to:
<https://events.itnint.com/woaagg15/RegOnline/CreateAccount.aspx?accessCode=MAEH5A>

APRIL 2015

April 12-15
2015 APWA North American Snow Conference
DeVos Place
Grand Rapids, MI
For more information go to:
<http://www.apwa.net/snow>

April 13-14
TRB-Moving Active Transportation to Higher Ground: Opportunities for Accelerating the Assessment of Health Impacts
Keck Center
Washington, DC
For more information go to:
<http://www.cvent.com/events/moving-active-transportation-to-higher-ground-opportunities-for-accelerating-the-assessment-of-health/event-summary-93088f3956b14c00a4032867ccbc3965.aspx>

April 19-22
AASHTO GIS for Transportation Symposium
Des Moines Marriott Downtown
Des Moines, IA
For more information go to:
<http://www.gis-t.org/>

April 19-23
2015 NACE / APWA Florida Chapter Joint Expo & Conference
Ocean Center & Hilton Daytona Beach Resort
Ocean Center & Hilton Daytona Beach Resort
Daytona Beach, FL
For more information go to:
<http://www.countyengineers.org/events/2015/Pages/About2015.aspx>
NatConf/2015/

April 28-30
10th Annual FTA Drug and Alcohol Program National Conference
Hyatt Regency
Atlanta, GA

For more information go to:
<http://transit-safety.fta.dot.gov/DrugAndAlcohol/Training/>

MAY 2015

May 6-8
Transportation for Sustainability—An International Conference
The Keck Center of the National Academies
Washington, DC
For more information go to:
<http://www.cvent.com/events/transportation-for-sustainability-an-international-conference/event-summary-027c6580aaa54f68b793ac1c9c100cab.aspx>

May 10-13
2015 International Choice Modeling Conference (ICMC)
AT&T Executive Education and Conference Center
Austin, TX
For more information go to:
<http://www.icmconference.org.uk/index.php/icmc/icmc2015>

National Public Works Week May 17-23, 2015

May 18-21
9th International Conference on Managing Pavement Assets
Westin Alexandria
Alexandria, VA
For more information go to:
[9th International Conference on Managing Pavement Assets](http://www.9thinternationalconferenceonmanagingpavementassets.com/)

May 31-June 1
Community Transportation (CTAA) EXPO 2015
Tampa Marriott
Tampa, FL
For more information go to:
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?>



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://flh.fhwa.dot.gov/>

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

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



Federal Transit Administration

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

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

FTA Region 9 Offices

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

<http://www.fta.dot.gov/about/region9.html>

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

Rural Transit Assistance Program (RTAP)

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

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

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

National Local Technical Assistance Program Association (NLTAPA)

A not-for-profit organization representing and serving the 58 LTAP and TTAP Member-Centers in the United States and Puerto Rico. All staff of Member-Centers are entitled to Association services and opportunities to Serve. www.nltapa.org

Bureau Of Indian Affairs

There are millions of acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives. There are 566 federal recognized tribal governments in the United States. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure and economic development are all part of the agency's responsibility. In addition, the Bureau of Indian Affairs provides education services to approximately 48,000 Indian students.

Bureau of Indian Affairs

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



Pacific Regional Office

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

Western Regional Office

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

CALIFORNIA



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

California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch
1120 N Street
Sacramento, CA 95814

(916) 653-3175

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

California Department of Transportation Division of Local Assistance

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

California LTAP

3000 State University Drive East, Napa Hall
Sacramento, CA. 95819

Contact: Michelle Gianini

Phone: (916) 278-6174, E-mail: gianinim@csus.edu

Website: <http://www.cce.csus.edu/conferences/caltrans/localAssistance/index.cfm>

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>

Nevada LTAP

TMCC Meadowood Campus

5270 Neil Road, Room 302
Reno, NV 89502

Program Director: Jim Nichols

Phone: (775) 829-9022

E-mail: jnichols@tmcc.edu

Program Manager: Heather Lara

Phone: (775) 829-9045

E-mail: hlara@tmcc.edu

Website: <http://www.tmcc.edu/ltap/>

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California State Transportation Agency (CalSTA)

A new state agency focused solely on transportation.

To visit the website go to:

<http://www.calsta.ca.gov/Default.htm>

California Department of Transportation (Caltrans)

Native American Liaison Branch

<http://dot.ca.gov/hq/tpp/offices/ocp/nalb/>

California Department of Transportation:

Division of Mass Transportation

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

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/>

Southern Nevada Regional Transportation Commission

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

Regional Transportation Commission (RTC) of Washoe County, Nevada.

<http://www.rtcwashoe.com/home>

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/about/region9.html>

Office of Federal Lands Highway

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

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 (CTIP)

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

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)

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

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

National Rural Transit Assistance Program (RTAP)

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

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>

TribalGIS.com

A technical forum for (and by) Tribal GIS Professionals across the country.

For more information go to:

www.tribalgis.com

LTAPP/TTAP Interchange-Podcasts

An Audio Newsletter

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

To listen go to the news section at:

<http://www.ltapp.org/podcasts/>

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 EPA Online Mapping Tool.

Interactive web-based mapping tool that provides the public with access and information on Environmental Impact Statements (EIS).

To visit the website go to:

<http://nepassisttool.epa.gov/nepassist/eismapper/index.html>

US DOT FHWA Roadside Vegetation Management

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

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

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>

FHWA—Travel Modeling

Using GIS in Planning and Environment Linkages (PEL)

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

California Climate Change Portal

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

Multicultural Environmental Leadership Development Initiative (MELDI)

University of Michigan

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

For more information go to:

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

TRIBAL TRANSPORTATION RESOURCES

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/

FHWA-Central Federal Lands Highway Division

Promoting Geosynthetics Use on Federal Lands Highway Projects

To view the study go to:

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

SAFETY RESOURCES

Tribal Road Safety Audits: Case Studies

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

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

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

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

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity

<http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/6877>

And,

592 Tribal Traffic Safety Funding Guide

<http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/7181>

National Highway Traffic Safety Administration (NHTSA)

Fatality Analysis Reporting System (FARS)

<http://www-fars.nhtsa.dot.gov/Main/index.aspx>

FARS Native American Traffic Safety Facts

http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/NA_Report.htm

National Institute for Occupational Safety and Health (NIOSH)

Construction Equipment Visibility

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

Interactive Highway Safety Design Model –2014 Release

Includes a Beta version of crash prediction capabilities for freeway ramps/interchanges (including ramps, C-D roads and ramp terminals based on draft HSM Par C material developed under NCHRP Project 1-45.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/

FHWA Office of Safety

Local and Rural Road Safety Program

The FHWA Local and Rural Safety Program provides national leadership in identifying, developing, and delivering safety programs and products to local and officials and governments to improve highway safety on local and rural roads.

To visit the site go to:

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

Improving Safety on Rural Local and Tribal Roads — Safety Toolkit

The Safety Toolkit provides a step-by-step process to assist local agency and Tribal practitioners in completing traffic safety analyses, identify safety issues

To view the toolkit go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/isrltrst.pdf

Site Safety Analysis – *User Guide #1*

http://safety.fhwa.dot.gov/local_rural/training/fhwasa14073/isrltru1.pdf

Network Safety Analysis – *User Guide #2*

http://safety.fhwa.dot.gov/local_rural/training/fhwasa14074/isrltr2.pdf

Safety Circuit Rider Programs-Best Practices Guide

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

Available on-line at:

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

Nighttime Visibility Policy/Guidance

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

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

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel

To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwas09024/

Intersection Safety Resources

To visit the web page go to:

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

Intersection Safety Presentations

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

To view the presentations go to:

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

Work Zone Mobility and Safety Program

Work Zone Training Compendium

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

To view the training program go to:

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

Roundabouts

Roundabouts are circular intersections. Roundabouts reduce traffic conflicts (for example, left turns) that are frequent causes of crashes at traditional intersections.

Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic

For more information visit the website at:

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

Roundabout Outreach and Education Toolbox

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

To utilize the tool box go to:

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

Roadway Worker Safety Website

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

To visit the website go to:

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

Training, Tools, Guidance and Countermeasures for Locals

Local and Rural team is continuously looking for new ways to meet the needs of local and rural road owners and operators. Insuring that tools meet the needs of the users and that they have the resources and training they need to effectively use the tools is a critical part of the solution.

To visit the web site go to:

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

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

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

To visit the website go to:

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

Proven Safety Countermeasures

New website from the Office of Safety

To visit the website go to:

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

Resources: Crash Modification Factors in Practice

To visit the website go to:

<http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/index.cfm>

The National Work Zone Safety Information Clearinghouse

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.workzonesafety.org/taxonomy/term/5606/all>

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/>

3M Roadway Safety

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

http://solutions.3m.com/wps/portal/3M/en_US/NA_roadway/safety/safetyinitiatives/minimumretroreflectivity/

TRIBAL TRANSPORTATION RESOURCES

Federal Transit Administration

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

To access the website go to:

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

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

The National Work Zone Safety Information Clearinghouse

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

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

To view the workshop go to:

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

Crash Modifications Clearinghouse (CMF)

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

To visit the website go to:

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

Impact Teen Driver

Impact Teen Drivers was organized for the purpose of providing awareness and education to teenagers, their parents, and community members about all facets of responsible driving,

with the goal of reducing the number of injuries and deaths suffered by teen drivers as a result of distracted driving and poor decision making.

To view the website go to:

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

Road Safety Foundation

To visit the web site go to:

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

Center For Disease Control (CDC)

Native American Road Safety

To visit the web site go to:

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

Distraction.gov

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

To visit the website go to:

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

Safety Edge Resources

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

To visit the website go to:

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

Newly Revised Emergency Procedures for Rural Transit Drivers Training Module

National RTAP

The *Emergency Procedures* module offers the most current training on preparedness for hazards and threats that transit operators may encounter. The free module contains a Learner's Guide, a Self-paced eLearning Course Disc, an Instructor's Guide, a disc with videos and a trainer's PowerPoint presentation. Email info@nationalrtap.org or call 888-589-6821 to order.

Safe Routes to School Local Policy Guide

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

To view the guide go to:

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

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

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

To visit the website go to:

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

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

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/>

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

University of Minnesota Center for Transportation Studies

"Distraction Dodger" Game

Distraction Dodger is an online game designed to help teens and young adults understand the importance of concentrating on driving.

To view the game go to:

<http://www.its.umn.edu/DistractionDodger/>

National Highway Traffic Safety Administration (NHTSA)

Emergency Medical Services

To reduce death and disability by providing leadership and coordination to the EMS community in assessing, planning, developing, and promoting comprehensive, evidence-based emergency medical services and 9-1-1 systems.

To visit the website go to:

<http://www.ems.gov/index.htm>

Everyone is a Pedestrian

A one-stop shop website safety tips and resources for local leaders, city planners, parents and others involved in improving pedestrian safety.

To visit the website go to:

<http://www.nhtsa.gov/nhtsa/everyoneisapedestrian/index.html>

FHWA

Pedestrian Safety Guide and Countermeasure Selection System (Pedsafe)

An online toolbox that communities can use to improve pedestrian safety in their area.

To visit the website go to:

<http://www.pedbikesafe.org/PEDSAFE/index.cfm>

Federal Government

Data.gov - Empowering People

Data.gov increases the ability of the public to easily find, download, and use datasets that are generated and held by the Federal Government.

To visit the website go to:

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

High Friction Roads

The Transtec Group is a pavement engineering firm Surface Enhancements At Horizontal Curves (SEAHC)

To visit the website go to:

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

National Highway Traffic Safety Administration (NHTSA)

Native American Data available in FARS

Native American fatalities, Native American fatalities on

Tribal reservations, and all fatalities on Tribal reservations from 2007-2011

To visit the website go to:

http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/STSI/USA_WEB_REPORT.HTM

FHWA

Horizontal Curve Safety

A focus on horizontal curves can prove to be a cost-effective approach to reducing roadway departure crashes.

To visit the website go to:

http://safety.fhwa.dot.gov/roadway_dept/horcurves/

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/focus_tribal.asp

California Office of the Tribal Advisor

Responsible for overseeing and implementing effective government-to-government consultation between the Governor's Administration and California Tribes on policies that affect California tribal communities.

To visit the website go to:

<http://tribalgovtaffairs.ca.gov>

MORE TRANSPORTATION RESOURCES

U.S. DOT

U.S. Research and Innovative Technology Administration (RITA)

Research Program and Project Management Website

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:

<http://www.transportationresearch.gov/rppm/default.aspx>

U.S. DOT

U.S. Research and Innovative Technology Administration (RITA)

ITS ePrimer Provides transportation professionals with fundamental concepts and practices related to ITS technologies.

To visit the website go to:

<http://www.pcb.its.dot.gov/ePrimer.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

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/>

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– Geotechnical.

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-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

FHWA

Office of Planning, Environment, & Realty (HEP)

Livable Communities

To visit the website go to:

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

FHWA

The Federal-aid Highway Program Policy & Guidance Center

The PGC provides a central location of laws, policies, and guidance about the *Federal-Aid Highway Program* (FAHP)

To visit the website go to:

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

FHWA

INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) was developed by FHWA as a practical, web-based, collection of voluntary best practices, called criteria, designed to help transportation agencies integrate sustainability into their programs (policies, processes, procedures and practices) and projects .

To visit the website go to:

<https://www.sustainablehighways.org/>

FHWA

Tribal Transportation Planning

To visit the website go to:

<http://www.fhwa.dot.gov/planning/processes/tribal/>

FHWA

Federal-aid Essentials for Local Public Agencies

To visit the homepage go to:

<http://www.fhwa.dot.gov/federal-aidessentials/>

Civil Rights: Title VI/Nondiscrimination 15 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=civilrig>

Finance: Administrative Requirements 9 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=finance>

Environment: NEPA Regulatory Framework and Process 17 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm>

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

Right-Of-Way 6 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=rightofw>

Project Development: Required Approvals 19 videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=develop>

Project Construction and Contract Administration: Safety and Operations 14 Videos

<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=construc>

FHWA

Asset Management

The mission of the Asset Management team is to provide leadership and expertise in the systematic management of highway infrastructure assets.

To visit the website go to:

<http://www.fhwa.dot.gov/asset/about.cfm>

FHWA

2014 Transportation Asset Management Peer Exchange Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Asset Management Plan (TAMP) requirements.

To view the report go to:

<http://www.fhwa.dot.gov/asset/pubs/hif14013.pdf>

FHWA

National Transportation Atlas Database (NTAD) 2014 DVD.

To download the DVD go to:

<https://1bts.rita.dot.gov/pdc/user/products/src/products.xml?p=33653&c=-1>

FHWA

Construction

To visit the website go to:

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

FHWA-Federal Lands Highway (FLH)

Strategic Transportation Safety Plan Toolkit for Tribal Governments

To visit the web site go to:

<http://flh.fhwa.dot.gov/programs/ttp/safety/stsp-toolkit.htm>

FTA

National Transit Data Base

To visit the website go to:

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

Strategic Highway Research Program (SHRP 2)

Non-Destructive Testing (NDT) Toolbox

Web-Based electronic repository now available.

To visit the site go to:

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

Rural Transit 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 Research and Innovative Technology Administration (RITA) coordinates the U.S. Department of Transportation's (DOT) research programs and is charged with advancing the deployment of cross-cutting technologies to improve our Nation's transportation system. Within the Office of RD&T, the University Transportation Centers (UTC) program funds transportation research at 136 colleges and universities and provides the education and training needed to advance the nation's transportation system.

To view the UTC website go to:

<http://www.rita.dot.gov/utc/>

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.

TRIBAL TRANSPORTATION RESOURCES

To visit the website go to:
<http://www.wti.montana.edu/>

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/>

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://www.go-explore-trans.org/>

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://webbuilder.nationalrtap.org/WebApps/ProcurementPRO.aspx>

Bicyclinginfo.org

Pedestrian and Bicycle Information Center
Provides resources and information to promote bike to work events and bike commuting.

To visit the website go to:
<http://www.bicyclinginfo.org/index.cfm>

Traffic Sign Retroreflectivity Maintenance Program

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

To download the program go to:
<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenanceProgram.aspx>

Indian Land Tenure Foundation (ILTF)

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

To visit the website go to:
<http://www.iltf.org/>

Coordinated Technology Implementation Program (CTIP)

Roadside Revegetation Portal-An Integrated Approach to Establishing Native Plants

To visit the website go to:
<http://www.nativerevegetation.org/>

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://beverlyfoundation.org/map-of-stps-in-america/>

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/anmyviewer.asp?a=2428&z=101>

AASHTO Systems Operations & Management Guidance

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

To visit the website go to:
<http://www.aashtosomguidance.org/>

Small Urban and Rural Transit Center (SURTC)

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

To visit the site go to:
<http://www.surtc.org/>

United States Transportation Facts and Figures

Find state-by-state transportation facts, comparisons and rankings.

To visit the website go to:
<http://gis.rita.dot.gov/StateFacts/>

Transportation for Communities - Advancing Projects Through Partnerships (TCAPP)

The CAPP website provides a systematic approach for reaching collaborative decisions about adding highway capacity that enhance the environment, the economy, and the

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES

(Continued)

community and improve transportation.

To visit the website go to:

<http://transportationforcommunities.com/>

CalTrans Earth

GIS interface as a resource for public use.

To visit the website go to:

<http://earth.dot.ca.gov/>

California Department of Public Health (CDPH)

California Environmental Health Tracking Program (CEHTP)

To visit the website go to:

http://www.ehib.org/project.jsp?project_key=EHSS01

National Transportation Consortium (NTC)

The NTC is a non-profit corporation created for one purpose: provide tribal governments and their enterprises a better method for buying buses and transportation services.

To visit the website go to:

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

U.S. Department of Housing and Urban Development (HUD)

Tribal Directory Assessment Tool (TDAT) v2.0
TDAT was designed to help users quickly identify tribes and provide appropriate tribal contact information to assist with initiating Section 106 consultation.

To visit the website go to:

<http://egis.hud.gov/tdat/Tribal.aspx>

National Center for Mobility Management

Focuses on transportation's many customer groups: current and potential riders; employers, economic development groups, and local business associations; human service agencies and their clients; taxpayers and other funders; and local governments.

To visit the website go to:

<http://nationalcenterformobilitymanagement.org/>

American Road and Transportation Builders Association (ARTBA)

Transportation Investment Advocacy Center (TIAC)
The program is aimed at helping private citizens, legislators, organizations and businesses successfully grow transportation infrastructure resources at the state and local levels through the legislative and ballot initiative processes.

To visit the website go to:

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

Ready Indian Country

The goal of Ready Indian Country is to collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.

To visit the web site go to:

<http://www.ready.gov/make-a-plan/indian-country>

CalACT

California Association for Coordinated Transportation is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984.

To visit the website go to:

<http://www.calact.org/home>

MAP—21

FHWA

Federal Highway Administration website: Moving Ahead for Progress in the 21st Century

To visit the site go to:

<http://www.fhwa.dot.gov/map21/>

FHWA

MAP-21 Performance Measurement Requirements

To visit the website go to:

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

Performance Management Questions and Answers on the Federal Highway Administration's MAP-21 website have been updated. Go to:

<http://www.fhwa.dot.gov/map21/qandas/qapm.cfm>

FTA

Federal Transit Administration website: Moving Ahead for Progress in the 21st Century

To visit the site go to:

<http://www.fta.dot.gov/map21/>

California DOT (Caltrans)

Enhanced National Highway System

As per the new federal authorization MAP-21, starting October 1, 2012 the existing National Highway System (NHS) has been expanded to include all Principal Arterials (i.e. Functional Classifications 1, 2 and 3) to the new Enhanced NHS.

To visit the website go to:

<http://dot.ca.gov/hq/tsip/hseb/map21nhs.html>

WEBSITE APPLICATIONS—APPS

Heat Safety Tool App

U.S. Department of Labor (DOL), Occupational Safety and Health Administration (OSHA)

The App allows workers and supervisors to calculate the heat index for their worksite.

To download the app go to:

TRIBAL TRANSPORTATION RESOURCES

https://www.osha.gov/SLTC/heatillness/heat_index/heat_app.html

Transportation Construction Advocate App

American Road & Transportation Builders Association (ARTBA)

Available for both Android and Apple devices.

To download the app go to:

[Google Play](#) or [iTunes](#).

Asphalt Calculator+ App

This iPhone/iPod Touch app will calculate the amount of cubic yards needed for a given job. It will also calculate hot mix tonnage. Polyclef Software.

To download the app go to:

[Google Play](#) or [iTunes](#).

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>

Pavement Construction and Safety Training on Demand
New free Web-based courses sponsored by the Federal Highway Administration (FHWA)

To view the courses go to:

<http://www.fhwa.dot.gov/publications/focus/13jul/13jul02.cfm>

National Highway Institute (NHI)

NHI Training In Action 2014-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_2014.pdf

National Highway Institute (NHI)

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.

- **NEW:** Applying Section 4(f): Putting Policy into Practice course 142073.
- **NEW:** National Traffic Incident Management Responder Training course 133126\
- **NEW:** Combating Roadway Departures Course 380117

To view the entire list of available courses go to:

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

National Highway Institute (NHI) - 2013-2014

Transportation Asset Management (TAM) Courses. Moving Ahead for Progress in the 21st Century Act (MAP-21) mandates that all STATES must have asset management plans in place by 2015.

- 131106 Introduction to Transportation Asset Management
- 131106A Introduction to Transportation Asset Management with Workshop
- 131106B Development of a Transportation Asset Management Plan
- 131106C Introduction to the Development of a Transportation Asset Management Plan

To View the course details go to the NHI website:

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

National Highway Institute (NHI) 2014

The National Highway Institute (NHI) announces that the following updated training is available.

- 132010A entitled "Earthquake Engineering Fundamentals" is a Web-based prerequisite to 132094A and 132094B. Participants will generally be notified to take the WBT course about 1 month before the following two sessions.
- 132094A entitled "LRFD Seismic Analysis and Design of Transportation Geotechnical Features" .
- 132094B entitled "LRFD Seismic Analysis and Design of Structural Foundations and Earth Retaining Structures".

To view the course details go to:

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

National Transportation Training Resource (NTTR)

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT (continued)

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/>

Federal Emergency Management Agency (FEMA)

Emergency Management Institute Tribal Curriculum
To collaborate with tribal governments to build emergency management capability and partnerships to ensure continued survival of Tribal nations and communities.

To view the course go to:

<http://www.fema.gov/training/training-tribal-representatives>

FHWA Wildlife Vehicle Collision Reduction Study Training Course

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

To view the course go to:

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

National Cooperative Highway Research Program (NCHRP)

Report 667

Model Curriculum for Highway Safety Core Competencies presents course materials, including the instructor's guide

and student workbook, for a fundamental highway safety training course. The course is designed to address the core competencies highway safety practitioners should have or acquire. An accompanying CD-ROM includes a brochure and short Microsoft PowerPoint presentation for marketing the training course.

To view the report go to:

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

University of California, Berkeley, Institute of Transportation Studies

Technology Transfer Program

To visit the website go to:

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

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/>

Community Transportation Safety and Security Accreditation (CTSSA)

The program is designed to promote the safety and security of the customers of community and public transportation systems and also to promote the safety and security of the women and men who deliver these services and provide mobility for the riding public every day.

For more information go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=32&z=36>

Minnesota Local Technical assistance Program (LTAP)

Gravel Road Maintenance and Design (Online)

This course helps supervisory personnel and operators better understand the materials, techniques, and equipment needed for maintaining gravel roads.

To enroll in the course go to:

<http://www.mnltap.umn.edu/training/topic/maintenance/gravel/online.html>

Curbing Transit Employee Distracted Driving

The 30-minute course, was developed by FTA in conjunction with the Florida Department of Transportation It's an excellent tool to educate, inform, and increase awareness among all transit workers about the dangers and challenges associated with distracted driving.

For more information go to:

http://www.fta.dot.gov/newsroom/12910_14467.html

Work-Zone Safety Tutorial

Minnesota LTAP has launched a new online free tutorial that

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offers a convenient opportunity for new, seasonal, or temporary staff to learn about the fundamentals of work-zone safety and the basic concepts of the work-zone area before arriving at the job site.

There is no cost to take the tutorial, and registration is not required.

To view the tutorial go to:

<http://www.mnltap.umn.edu/training/web/workzone/>

CALIFORNIA



CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

2015 CYCLE 2

CTC is currently accepting comments on the draft CTC ATP Guidelines (<http://www.catc.ca.gov/programs/ATP.htm>).

[Draft 2015 ATP Application Cycle 2](#) - Please send any comments you have to Ted.davini@dot.ca.gov

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.



The NIJC web site has the complete list of publications, newsletters, videos, CDs, and DVDs going back several years. To view the Tribal Transportation (TTAP) Resources data base go to:

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

Ordering Information

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

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 or, 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

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

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

California Department of Resources Recycling and Recovery (CalRecycle)

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

Application materials forthcoming:

- Beverage Container Recycling Grants.
- Farm and Ranch Cleanup Grants. **Application due date for FY 2014/15: February 3, 2015.**
- Household Hazardous Waste (HHW) Grants. Closed.
- Local Enforcement Agency Grants. FY2015 /16 will be available Spring 2015.
- Illegal Disposal Site Abatement Grant Program. **FY 2015/16 application due date: February 4, 2015.**
- Legacy Disposal Site Abatement Partial Grant Program. **FY 2015/16 application due date: February 4, 2015.**
- Waste Tire Cleanup grants. **FY 2015/16 applications due March 5, 2015.**
- Rubberized Pavement (TRP) Grant Program.
- Tire-Derived Aggregate (TDA) Grant Program. **FY 2014/15 applications are due February 5, 2015.**
- Tire-Derived Product Grant Program.

Additional grant information and list of active grants can be found at:

<http://www.calrecycle.ca.gov/Grants/default.htm>

Highway Safety Improvement Program (HSIP)

It is never too early for local agencies to analyze their roadway network to 1) identify their highest crash locations and corridors, 2) consider effective and efficient countermeasures to improve the safety of these locations/corridors, and 3) identify projects that have the highest Benefit-to-Cost ratios.

Caltrans Cycle 7 to be determined.

For more information go to:

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

NEVADA

Nevada Department of Transportation (NDOT)

Transportation Alternatives Program (TAP)

The Nevada TAP provides federal transportation funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, safe routes to school (SRTS) and environmental/vegetation management.

FY 2015 is closed.

For more information go to:

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

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:

http://www.nevadadot.com/Projects_and_Programs/Landscape_and_Aesthetics/Landscape_Aesthetics_Program.aspx

FEDERAL

U.S. DEPARTMENT OF TRANSPORTATION

Transportation Alternatives Program (TAP)

- Safe Routes to School Program.
- National Scenic Byways

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as *transportation alternatives*, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program.

For more information go to:

http://www.fhwa.dot.gov/environment/transportation_alternatives/

National Center for Safe Routes to School

Several potential sources of Safe Routes to School funding exist, and most programs benefit from combining a variety of these sources.

To view the sources go to:

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

FHWA

Accelerated Innovation Deployment Demonstration (AID)

The final notice announces the availability of funding and requests grant applications for FHWA's Accelerated In-

TRIBAL TRANSPORTATION FUNDING RESOURCES

novation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Consistent with other FHWA funding provided to tribes, federally recognized tribe identified on the list of "Indian Entities Recognized and Eligible to Receive Services from the Bureau of Indian Affairs" (published at 77 FR 47868) is eligible to apply for AID Demonstration.

All applications will be evaluated on a rolling basis and be assigned a rating of "Qualified" or "Not Qualified."

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=245654>

U.S. Environmental Protection Agency (EPA)

This year, fiscal year (FY) 2015, the National Clean Diesel Campaign will issue a standalone Diesel Emissions Reduction Act (DERA) Tribal Competition Request for Proposals (RFP) for a total of up to \$1 million.

There will be a discussion of the DERA Tribal RFP's grant competition structure, opportunities, and proposed changes. The following topics will be covered during the webinar:

- Detail the historical DERA Tribal competition application process,
- Offer grant tips, and Address grant and general DERA competition questions. Feedback is requested from the tribal communities on how this RFP can help reduce diesel emissions that impact tribal communities. Please consider the following topics for the discussion.
- Does your tribe experience diesel related pollution issues? (e.g. truck stops, distribution centers, ports, marine vessels, school buses, construction equipment, agricultural equipment, generators, etc.)
- What types of diesel engines/vehicles is your tribe seeking to retrofit, repower and/or replace?
- How can this RFP best help promote tribal participation?

The FY 2015 DERA Tribal RFP is tentatively scheduled to open around **March 18, 2015**. There will be a second Tribal competition webinar/teleconference AFTER the RFP opens. Please see below for details on both webinars.

For information on previous years' DERA Tribal Program competitions, please visit www.epa.gov/cleandiesel/prgtribal.htm or contact Rosalva Tapia at 202.343.9534 or tapia.rosalva@epa.gov, or Connie Ruth at 734.214.4815 or ruth.connie@epa.gov.

DERA FY 2015 Tribal Competition RFP PRE- Open and Feedback Webinar/Teleconference

Date: Thursday, February, 26, 2015

Time: 4:00 PM (EDT)

Call in Number: 1.866.299.3188

Call in Code: 202.343.9534

Adobe Connect link: <https://epa.connectsolutions.com/deratribalpreopen/>

DERA FY 2015 Tribal Competition RFP POST- Open Webinar/Teleconference

Date: Wednesday, April 1, 2015

Time: 3:00 PM (EDT)

Call in Number: 1.866.299.3188

Call in Code: 202.343.9534

Adobe Connect link: <https://epa.connectsolutions.com/deratribalpostopen/>

Department of Housing and Urban Development (HUD)

Indian Housing Block Grant Program (IHBG)

Funds appropriated by Congress for the Indian Housing Block Grant Program (IHBG) are made available to eligible grant recipients through a formula. Regulations governing the formula can be found at [24 CFR Part 1000](#), Subpart D. On April 20, 2007, the Native American Housing Assistance and Self Determination Final Rule was published revising the IHBG Formula.

In brief, the formula has two components; Need and Formula Current Assisted Stock. The Need component considers population, income, and housing conditions. The Formula Current Assisted Stock component reflects housing developed under the United States Housing Act (the predecessor of the IHBG program) which is owned and/or operated by the IHBG recipient and provides funds for ongoing operation of the housing.

An Indian tribe may challenge the Need portion of the IHBG formula provided the data are gathered, evaluated, and presented in a manner that is fair and equitable for all participating tribes. Tribes have until March 30 of each year to submit challenges to their Needs data in consideration for the upcoming fiscal year.

For more information go to:

http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/codetalk/onap/ihbgformula

Department of Health and Human Services

NICHD Consortium for Research on Pediatric Trauma and Injury Prevention (R24).

The purpose of this funding opportunity announcement (FOA) is to encourage multidisciplinary collaborations to target gaps in research on pediatric trauma and injury prevention. The team science approach encouraged by this FOA could be used to generate a research resource, which may include discovery-based or hypothesis-generative approaches, to advance the relevant area of biomedical research or to devise breakthrough ideas, concepts and approaches to therapies in pediatric trauma and injury prevention research.

Deadline to apply: January 7, 2017

To view the announcement go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=261949>



NATIONAL INDIAN JUSTICE CENTER

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

NIJC SERVICES

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

(Continued from page 11)

amination of the effectiveness of practices in crash data collection and management and of the level of communication and collaboration between tribes and state agencies.

Results of the self-assessment will lead users to the appropriate chapters in Part 2, which focuses on establishing, building, and maintaining communicative relationships between tribes and states, establishing an effective crash data collection system, creating a state-tribe crash data sharing system, and improving tribal traffic safety using crash data. Each chapter in Part 2 concludes with case studies, providing practical information to tribes and states throughout the process of implementing an effective tribal crash reporting system.

Using the Guide

NCHRP Report 788 is an informational tool designed for tribal communities and for state agencies that collect and process statewide crash data to inform decisions about funding and safety improvement. The intended audience is any tribal member involved in law enforcement, crash data collection, crash data dissemination and analysis, or communication with state agencies, as well as any member of a state DOT or agency who works with tribal communities in obtaining crash data and improving roadway safety.

The guide can be used in several ways. The reader should first complete the self-assessment in Part 1, which requires answering a few questions to identify areas of strength and areas for improvement to achieve an effective tribal crash reporting system. The results of the self-assessment then lead to the appropriate chapters in Part 2.

Alternatively, a reader can follow a more random approach by referring to the summary tables at the beginning of each chapter in Part 2 or by turning directly to the case studies at the end of the chapters to identify applicable information. Whatever approach is chosen, readers will find useful information that can lead to a more effective tribal crash reporting system.

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Table 2 Outline of NCHRP Report 7889

Task	Chapter
Conduct state and tribal Self-assessment	Part 1, Chapters 1 and 2
Build relationships between State and tribes	Part 2, Chapter 1
Develop a tribal crash data system	Part 2, Chapter 2
Implement state and tribal crash data sharing	Part 2, Chapter 3
Improve tribal traffic safety using crash data	Part 2, Chapter 4

WESTERN TTAP

For more details, please contact Western TTAP Coordinators

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