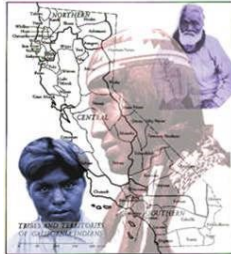


Tribal Transportation News



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



A New Era is Dawning

By Kyle Kitchel, FHWA Public Roads, November/December 2015, Vol. 79 No. 3

A member of the Osage Nation and 17-year veteran in the Tribal Transportation Program looks back at the history of road building on reservations—and forward at today’s tribal DOTs.



Confederated Salish & Kootenai Tribes Natural Resources Department

This tribal road construction crew is replacing a bridge on the Flathead Reservation in Montana. The department of transportation of the Confederated Salish & Kootenai Tribes employs an engineer, a planner, technicians, a construction supervisor, and a road maintenance supervisor.

The following question emerged 2 years ago at the Office of Federal Lands Highway and the Bureau of Indian Affairs: “How long has the Federal Highway Administration been working in Indian Country?” The reason for this question stems from the growing interaction among FHWA, tribal governments, the Tribal Transportation Program, and the Federal-Aid Highway Program’s division offices. According to the 2013 audit by the Office of Inspector General, “One of the changes Congress has made to FHWA’s role in the program is that tribes now have the option to carry out their transportation program directly through FHWA. The number of tribes opting to work directly with FHWA has increased from the initial 3 in 2006, to the current number of 117 tribes.” As of September 2015, that number had grown to 130.

With roots back in roadway legislation enacted in the early 1900s and evolving out of more recent legislation, tribal public authorities have emerged across the country and are developing into full-fledged depart-

ments of transportation. These tribal DOTs are working to improve the transportation infrastructure in Indian Country.

In Montana, for example, Dan Lozar, P.E., manager of the Division of Water of the Natural Resources Department of the Confederated Salish & Kootenai Tribes, says, “We are forced to contend with ever-increasing construction and maintenance costs while funding levels remain stagnant. A successful marriage between planning and engineering allows for our continued success despite this difficult situation.”

He adds, “Transportation is truly a communal need. It’s tough to find a more fundamental right than safe and efficient transportation on the reservation. We constantly think outside the box to make our projects go further, but a vast and aging infrastructure will forever keep us clawing uphill.”

In other words, the tribal DOTs are facing the same financial challenges and constraints as State DOTs. Over the years, they have been addressing those challenges, and others.

Early Road Building On Reservations

Examples of road building can be found in treaties between Indian nations and the Federal Government. For example, the second article of the Treaty of Fort Laramie with Sioux, Etc., signed on September 17, 1851, reads, “The aforesaid nations do hereby recognize the right of the United States Government to establish roads, military and other posts, within their respective territories.”

Another example is the third article in the treaty with the Yakima (now known as the Yakama Nation) in 1855: “And provided, that, if necessary for the public convenience, roads may be run through the said reservation; and on the other hand, the right of way, with free access from the same to the nearest public highway, is secured to them; as also the right, in common

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



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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

University of California, Berkeley, Institute of Transportation Studies, Technology Transfer Program Grant Announcement

Tribal Transportation Safety Assessment (T2SA) for California Native American Communities

Safety Assessments can help California Native American communities identify and implement transportation safety solutions that will lead to improved safety for all users of California's roadways – motorists, passengers, bicyclists, and pedestrians. A tailored variation of these services can provide California Native American communities with highly focused, in-depth, expert safety reviews of problem areas and specific recommendations for safety improvements within their jurisdictions, as well as on the roadways accessing their sovereign land. The technical assistance services offered by Tech Transfer and funded by Caltrans will:

1. Help Tribal governments identify potential sources of funding to make the improvements, and establish the justification to use in future grant applications.
2. Provide California Tribal governments with a reliable, respected, independent, and credible source of information that fosters collaboration between the Tribes and local engineering, public works, planning or community development, and police/sheriff departments of neighboring agencies.

The ultimate goal of this project is to help to reduce injuries and fatalities on public roadways in California that serve Native American communities. This technical assistance program contributes to the following overarching strategy and priority actions for the relevant Challenge Areas from the current *California Strategic Highway Safety Plan* (SHSP) for 2015-2019. Below are some of the Challenge Areas:

- *Roadway Departure Strategies*: Address systemic risks on non-State roads with low-cost safety countermeasures. Target highest risk jurisdictions for funding and technical assistance.
- *Intersection, Interchanges, and Other Roadway Access Strategies*: Increase understanding and collaboration among transportation system owners, operators, investors, and regional agencies regarding the effect of access-related decisions on safety and overall system performance.
- *Speeding & Aggressive Driving Strategies*: Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving.

- *Pedestrians Strategies*: Improve the safety of pedestrian crossings by using proven effective countermeasures. Increase pedestrian safety-focused coordination among State, regional, and local agencies including on transportation planning and land use efforts.
- *Bicycling Strategies*: Improve roadway and bikeway planning, design, operations, and connectivity to enhance bicycling safety and mobility to all destinations. Develop safe, direct, and connected routes for bicycling.

To view the complete Project Description go to:

<http://www.nijc.org/pdfs/TTAP/CTT2SATribalSafetyProjectDescription-NEW.pdf>

California Road Charge Pilot Program

The California RC pilot is a multi-year field trial of road charging concepts. Volunteers throughout California will test various road charging methods to identify and evaluate issues related to the potential implementation of a RC program and to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system. The state is seeking 5,000 volunteers to participate in the pilot which is set to launch in July 2016.

For more information or to volunteer go to:

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

The 19th Annual National Tribal Transportation Conference

The seven TTAP Centers serving tribes throughout the U.S., in conjunction with the Federal Highway Administration, bring you the Annual National Tribal Transportation Conference (NTTC). The NTTC will be held October 3-6, 2016 at the Anaheim Marriott Hotel in Anaheim, California. This year's conference will consist of the following workshop tracks: Safety, Technology, Planning, Project Management, Leadership and or Transit. The workshop proposals may be submitted to the conference planners on line at: nttc.nijc.org/call-for-presentations. Workshops are designed for tribal transportation personnel, tribal leadership, state and federal transportation partners and those who work with tribes on transportation projects. Please visit the NTTC website for conference details and to register at: nttc.nijc.org.



(Continued from page 1)

with citizens of the United States, to travel upon all public highways.”

When the treaty era ended around 1900, reservation boundaries determined the locations of many Native American communities, and their previous way of life came to an end. A workforce-model society more reminiscent of Western civilization replaced the nomadic life of many tribes or other traditional ways of life. Governmental policies administered goods and services through Indian agents hired by the Federal Government for reservations and other areas of Indian Country.

A Federal law passed March 3, 1875, required that all able-bodied Indians between the ages of 18 and 45 had to labor for the benefit of themselves or the tribe in order to be entitled to rations. In 1885, U.S. Indian Agent R.H. Milroy reported from the Washington Territory: “I had the board to lay off the reservation into seven road districts, and to appoint a road supervisor in each, whom I instructed in their duties in relation to warning out the able-bodied men of their districts, opening and constructing roads and bridges, keeping the same in repair.”

Road, river, and train transportation all figured in the 1900 report of the Commissioner of Indian Affairs: “All agency and school supplies, formerly brought in by steamboats, are now transported from [the town of] Needles, [CA], in large rowboats by the Indians. They also transport many tons of freight for mines along the river. A large number have worked in mines the past year, and in cutting wood and making roads for mines. The prospect for an increase of such work is good. A number are working for the Santa Fe Railroad Company, and a few on ranches. For the first time a number are earning good wages carrying mails. Practically all this outside work has been secured for them through the efforts of the agent and agency employees.”



This historical photo shows Indians working on the Milk River Project, the road to Sherburne Reservation in Montana circa 1903.

Any idea that some observers today might harbor to the effect that the Federal Government provided the neces-

sities of life to the Indian people without their participation is erroneous. The laborers who built the homes and schools, farmed the land, and harvested the crops on reservations were a tribal workforce.

In addition, through various forms of government programs, Native Americans developed labor skills that enabled them to work off the reservation in mainstream U.S. society and to be assimilated into the workforce of Western society. Through those government programs, Indian road construction crews also began to emerge.

During this early period, the U.S. Government considered tribal citizens to be members of an aboriginal people, not members of a tribal government. The idea was to assimilate the individual Indian into becoming a U.S. citizen, not as a member of a tribal government that could manage a transportation project. This approach resulted in tribal citizens being allowed to participate in the transportation process as laborers, but not as decision makers or as administrators.

This would take time to change.



The Confederated Salish & Kootenai Tribes constructed this road improvement project to access home sites on the Flathead Reservation.

Confederated Salish & Kootenai Tribes Natural Resources Department

The Transfer Legislation

During the early years of road building on reservations, the Federal Government supplemented the financial costs. According to FHWA’s unofficial historian Richard F. Weingroff, the Federal Highway Act of November 9, 1921, rejected the view of long-distance road advocates who wanted the Federal Government to build a national highway network. Weingroff wrote, “To satisfy them, the act limited Federal aid to a system of Federal-aid highways, not to exceed 7 percent of all roads in the State.”

Also included in this act under section 3 was the following: “The Secretary of Agriculture is authorized to cooperate with the State highway departments, and with the Department of the Interior in the construction of public highways within Indian reservations, and to pay the amount assumed therefore from the funds allotted or apportioned under this Act to the State wherein the reservation is located.”

U.S. National Archives and Records Administration

This 1921 legislation, as interpreted by the U.S. Comptroller General, spurred road work on Indian reservations with the Federal Government picking up the tab. Following this legislation, the Bureau of Indian Affairs approved access to these projects for approximately 25 reservations. Road building requires a large investment of funds, and with the Federal Government paying for 100 percent of the cost on Indian lands, it did not take long for State governments to realize that building roads on reservations was less expensive than constructing State routes bypassing the reservations.

With this 1921 mandate for funding projects, Indian laborers continued to develop their skills in road construction and would further their opportunities during the Great Depression when the Civilian Conservation Corps was created to put U.S. citizens back to work.

At the time, John Collier was the Commissioner of Indian Affairs. He petitioned on behalf of Native Americans to form a Civilian Conservation Corps for Indian Country. It was called the Indian Emergency Conservation Work. This corps called for an educational element that would provide management and leadership courses for Native Americans. As the program was implemented, however, the educational aspect was overlooked, and the greater focus was placed on completing projects with speed and efficiency.

Indian Reservation Roads Program

In 1928 the Indian Reservation Roads Program was established authorizing the Secretary of Agriculture to cooperate with State highway agencies and the Department of the Interior to survey, construct, reconstruct, and maintain Indian reservation roads serving Indian lands. The relationship would last until the Federal Lands Highway program developed in 1982 under the Surface Transportation Assistance Act. During these times, road building was administered under memorandums of agreement that developed Federal policies between the Bureau of Indian Affairs, Bureau of Public Roads, and then eventually with FHWA.

In 1974, 1 year before passage of P.L. 93-638 Indian Self-Determination and Education Assistance Act, the memorandum of agreement between FHWA and the Bureau of Indian Affairs allowed tribal leaders at the decisionmaking table as peripheral negotiators. Prior to 1974, the district engineer with the Bureau of Indian Affairs made the decisions and then submitted them to FHWA for approval.

The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, represented the next important step in increasing the responsibility of the tribes. TEA-21 allowed tribal governments to become public transportation authorities. TEA-21 modified the Indian Reservation Roads Program to permit tribal governments to assume responsibility for implementing transportation programs on reservations using Federal Highway Trust Funds. Eventually,

transportation departments overseen by the tribal governments began to develop out of that program.

The rulemaking for this and other provisions of TEA-21 was completed in June 2004. This new responsibility birthed the tribal DOTs that administer the development of transportation systems in Indian Country today.

The Emerging Tribal DOTs

Through the leadership of tribal governments, public authorities have focused on fostering and employing transportation professionals within their various ranks, and establishing DOTs that can deliver a quality product. Tribal DOTs range from a single individual on some reservations up to fully functioning transportation departments similar to State DOTs on others.



These force account workers representing the Association of Village Council Presidents pose in front of the equipment they are using to construct a project on tribal land.

Through self-determination and self-governance, tribes have assumed responsibility for delivering the Tribal Transportation Program (TTP), formerly known as the Indian Reservation Roads Program. Under the TTP, tribes may elect to administer the program through several forms of agreements with the Bureau of Indian Affairs or FHWA's Office of Federal Lands Highway. The agreements allow the tribal governments to administer the program under their policies and procedures and in accordance with Federal regulation 25CFR170.

To date, almost every federally recognized tribe participates in administering the TTP in transportation planning and/or construction. This opportunity has enabled tribal DOTs to grow in professionalism and fill jobs that Federal employees once held. The new era of tribal transportation administration is developing quickly.

Moreover, additional changes are occurring nationally. The Transportation Research Board has a full standing committee called the Native American Transportation Issues Committee. In addition, the National Congress of American Indians has a transportation committee, and there is also an Intertribal Transportation Association. These organizations are just a sample of what has developed in a short time, not to mention local and regional organizations throughout the United States.

(Continued on Page 6)

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Standards for Tribal DOT Projects

If a tribal DOT receives Federal funding for a transportation project, the tribe is required to follow Federal regulations similar to those that govern the Federal-Aid Highway Program that States adhere to. But they must also follow any tribal laws that apply.

Every tribal DOT administering the TTP must develop a long-range transportation plan and a Tribal Transportation Improvement Plan (TTIP). This plan is restricted to projects that are financially constrained (that is, ones with funds that are reasonably available to be programmed into a TIP to complete the project) and are on the National Tribal Transportation Facilities Inventory, which is managed by the Bureau of Indian Affairs. FHWA's Office of Federal Lands Highway also must approve the TTIP.

Prior to construction, tribal DOTs must have the project's plans, specifications, and estimates (PS&E) stamped (approved) by a professional engineer who is registered in the State where the project will take place. The tribe is the approving public authority for the PS&E package. The package consists of stamped design, permitting, rights-of-way, and environmental documentation, along with any FHWA-approved design changes.

Tribes also must adhere to any additional permits or requirements that might not be included in a State transportation department's PS&E package, but are included in their own laws that govern the area where they have jurisdiction, even when the land is held in trust by the Federal Government. Some of these laws pertain to the environment, land, and infrastructure. For instance, some tribal governments manage fisheries that depend on water quality for their viability. During the development of road projects that are adjacent to bodies of water, the tribal DOT might be required to obtain permits necessitated by tribal laws that deal with fisheries or water quality, in addition to complying with the Federal laws.

The tribal DOT will advertise the projects according to tribal policies and procedures, as well as any Federal requirements. Once the contract is awarded, the tribal DOT manages the project in accordance with its quality assurance and quality control measures. A representative of FHWA or the Bureau of Indian Affairs then makes routine visits to the jobsite to provide assistance, stewardship, and oversight of program funds.

Spotlights on Tribal DOTs

The following are examples of tribal DOTs in action:

Confederated Salish & Kootenai Tribes. Located in northwest Montana, the Flathead Reservation comprises 1.3 million acres (526,000 hectares) with a transportation network of approximately 1,800 miles (2,897 kilometers). Depending on the location, ownership of the roads ranges from county to tribal, State, and Federal authorities.

The roads program is housed in the tribe's Natural

Resource Department--Division of Water. A licensed professional civil engineer manages not only road construction, but also the department's other civil engineering duties. The transportation engineering staff consists of a road engineer, a professional planner, civil engineering technicians (American Concrete Institute certified), a construction supervisor, and a road maintenance supervisor, along with force account crews, who are direct employees of the tribal government. Projects can range from work on local streets and bridges to partnerships working on State highways.

The tribe has a tribal college that offers training and education for equipment operators. The tribal DOT employs some of the graduates during the summers and often allows the college to use small-scale projects as training opportunities for the students.

Association of Village Council Presidents. Located in



These workers with the Association of Village Council Presidents are constructing an old boardwalk at Kongiganak, a coastal Alaskan village.

Bethel, AK, the villages in this remote and isolated region encompassing 57,826 square miles (149,769 square kilometers) are accessible only by small plane or boat. Internal circulation routes and access to subsistence activities are what drive the transportation needs in the villages.

The tribal DOT of the Association of Village Council Presidents addresses those needs. The association established the DOT in 2008 when its 15 federally recognized member tribes united to address the lack of infrastructure, as well as unforeseen project needs in their villages. The department focuses on creating jobs, improving the quality of life of tribal members, and lowering energy costs in the region. It constructs all of its projects using a force account construction model to maximize economic benefits to the local economies.

What's Ahead?

To compete in a 21st-century transportation environment, tribal DOTs have had to adapt and learn a great deal in a limited time. They have gained the respect and admira-

tion of the transportation community as it has witnessed their growth in self-determination and self-governance.

“The more than 565 federally recognized tribes are explicitly acknowledged as public authorities in 23 U.S.C. 101,” says Robert W. Sparrow, director of the Tribal Transportation Program in FHWA’s Office of Federal Lands Highway.

Gaining recognition as DOTs is an ongoing process that requires State and local DOTs to acknowledge that the tribal DOTs are full-fledged public authorities that have taken on the responsibility of sovereign nations for their own transportation systems.

Kyle Kitchel is the lead transportation specialist assisting the TTP. Based in FHWA’s Office of Federal Lands Highway in Vancouver, WA, he is a member of the Osage Nation and has been working with the TTP for 17 years. He holds a B.A. in urban and regional planning from Eastern Washington University.

For more information, contact Kyle Kitchel at 360-619-7951 or kyle.kitchel@dot.gov.



Federal Lands Highway
“Commitment to Excellence”

Tribal Safety Workshop Features EDC Innovations

From EDC NEWS

A Tribal Safety Champions Workshop hosted by the Southern Plains Tribal Technical Assistance Program Center and FHWA on November 17 and 18 focused on roadway departure crash mitigation strategies. The event in Oklahoma City, Oklahoma, also featured EDC safety-related innovations, including road diets, smarter work zones, high friction surface treatments, data-driven safety analysis and national traffic incident management responder training. The workshop drew more than 100 participants from tribal nations and state and federal agencies. Workshop partners included the Southern Plains Transportation Center, Oklahoma Highway Safety Office, Oklahoma Department of Transportation and National Highway Traffic Safety Administration.

Tribal Crew Builds GRS-IBS

From FHWA Innovator, Issue 53, March/April 2016

Among the GRS-IBS projects that have received funding from FHWA’s Accelerated Innovation Deployment Demonstration program is the White Swan Bridge replacement. An Ohkay Owingeh Pueblo road crew did the work, replacing the 60-foot span near Santa Fe, New Mexico, in 2015.

The bridge over a drainage basin flooded several times in the past decade, so the tribal council chose GRS-IBS construction over rehabilitation to ensure a long-term fix for the structure, said Christy Mermejo, director of the Ohkay Owingeh Public Works Department.

Benefits of using GRS-IBS instead of conventional technology included shorter construction time—two versus four-and-a-half months—and lower project cost—less than half.

To prepare for the project, Ohkay Owingeh staff members immersed themselves in FHWA GRS-IBS guidance and training. They also attended a 2014 project showcase in Blackwell, Oklahoma, at which the Kaw Nation and Kay County demonstrated GRS-IBS construction.

“Our road crew was hesitant about building a bridge, but we did a lot of training,” said Mermejo. “Our crew now has many valuable skills and our program has built capacity.”



An Ohkay Owingeh road crew used GRS-IBS to replace the White Swan Bridge

This article was reprinted from the Center for Accelerating Innovation’s *Innovator* (Mar/Apr issue), a publication of the Federal Highway Administration and United States Department of Transportation. To view the publication go to:

<http://www.fhwa.dot.gov/hfl/innovator/>



What You Should Know About Archaeological Finds on Construction Sites

From Equipment World, December 30, 2015



A view of one of the crypts uncovered beneath Washington Square Park in New York City. Photo Credit: WABC TV .

The recent discovery of long buried crypts during a routine water main replacement project in New York City's Washington Square Park should serve as a reminder to developers and their contractors that a review of archaeological records should be an important part of their due diligence prior to beginning construction, according to CBRE Valuation & Advisory Services group.

Archeological finds during construction are not uncommon, especially in urban settings where over 500 years of American history and thousands of years of Native American relics may lie buried a few feet below the surface.

In the U.S., builders are obligated to report archaeological finds if the project requires a federal, state, or occasionally local permit, license or funding that triggered compliance with historic preservation laws, according to Cris Kimbrough, PhD, PMP, and archaeologist and Managing Director at CBRE Telecom Advisory Services. If archaeological resources are identified during construction/development for a project that has gone through the federal/state/local historic preservation process, all work must stop until further preservation measures can be determined and completed.

There are few rules governing artifacts that are encountered on private land because U.S. law is very much focused on the protection of private property. As a consequence, artifacts located in areas where no historic preservation rules are in place are at risk. This does not apply to human remains, however. Human remains always have to be reported to the local authorities and treated appropriately.

In the case of the Washington Square project, the crypts were covered up and the water main project will be re-routed around them.

The State Historic Preservation Office (SHPO) maintains records on identified archaeological resources in each state. In addition, museums and colleges/universities may also have records, but these are most often registered with the SHPO or held in lieu of SHPO archaeological files. These files are not accessible to the public and can only be viewed by qualified individuals—usually a qualified archaeologist or other historic preservation specialist.

Most states have a project review process wherein staff at the SHPO reviews the project plans and their files to determine if there are any potential direct or indirect impacts to historic and archaeological resources. If there are, SHPO may request archaeological or other studies be completed prior to construction. Native American tribes also maintain archaeological and other Traditional Cultural Properties (TCP) records, but access to these files is almost always restricted. Tribes are consulted regarding their cultural resources as part of the federal historic preservation process, and most state preservation processes.

If artifacts are discovered as part of the pre-development review process, then additional archaeological surveys may be required. The federal process dictates that impacts to historic and archaeological resources should be avoided, minimized, and/or mitigated—in that order.

With telecom projects, which make up the bulk of Ms. Kimbrough's investigations and are usually quite small, carriers are usually asked to move the tower site if artifacts are found. In the rare, although increasingly more common instance that this is not possible, an additional survey is usually completed to better understand the archaeological resource in question and suggestions are made for moving forward with the project as is or minimizing the effects of the project on the resource. If significant impacts to the archaeological resource cannot be avoided, then the impact on the resource must be mitigated. This mitigation is often in the form of extensive excavation, data analysis, public outreach, etc. will likely have to be employed.

"Developers often talk about losing a project to SHPO, but often it is just a matter of working through the process and being creative," says Kimbrough .

Archaeological due diligence is usually not a part normal Phase I or Phase II Environmental Site Assessments. Builders should be aware of federal/state/local historic preservation laws and comply. An initial project review with the SHPO, when required, involves hiring qualified environmental and cultural resource management consultants who understand at a high level what the applicable historic preservation processes are.

Reprinted with the permission of Equipment World
<http://www.equipmentworld.com/>

California Assembly Bill 52 Amended

AB 52 Amends CEQA by Creating a New Category of Cultural Resources and New Requirements for Consultation with Native American Tribes.

On September 25, 2015, Governor Brown signed Assembly Bill No. 52, which creates a new category of environmental resources that must be considered under the California Environmental Quality Act: “tribal cultural resources.” The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

For more information go to:

Tribal Cultural Resources and CEQA at:

https://www.opr.ca.gov/s_ab52.php or,

The Native American Heritage Commission (NAHC) at:

<http://nahc.ca.gov/>

Arizona Signs Programmatic Agreement

From EDC NEWS

The Arizona Department of Transportation, State Historic Preservation Office, Advisory Council on Historic Preservation and FHWA signed a new programmatic agreement to streamline transportation project reviews under Section 106 of the National Historic Preservation Act. The December 2015 agreement differs from its predecessor by allowing other federal agencies and tribal governments to sign on to the agreement to address cultural resources on their lands. Additional changes in the new agreement include a list of exempt activities that will make the Section 106 process more efficient.



California State Bike And Pedestrian Plan

In following its new mission statement, Caltrans is actively planning for a multi-modal transportation network that meets the needs of all users.

Caltrans has started the process of working with a diverse group of stakeholders and the public to develop a bike and pedestrian plan that will guide the planning and development of non-motorized transportation facilities and maximize the use of future investments on the State Highway System and other state facilities. The plan will also lead to improved connections between the State's bicycle and pedestrian facilities with the network of local and regional roads, public transit, and intercity and passenger rail. The Plan will not replace existing policies and implementation plans at the regional and local levels.

The elements of the Plan will include:

- Evaluation of existing policies, programs, and guidance provided by Caltrans for active transportation modes.
- Development of a vision, goals, and objectives to guide Caltrans' efforts for active transportation. Goals offer high-level vision, while objectives are more specific statements pertaining to each goal that define how results will be achieved. This effort will build on Caltrans' existing goals established in the California Transportation Plan.
- Development of performance measures to evaluate the success of Caltrans' policies and investments.
- Identification of the most promising strategies to meet the goals and objectives established by the plan.
- Public outreach and engagement that allows Caltrans to understand community walking and bicycling needs.
- Beginning development of statewide bicycle map.

To view or download a brief fact sheet to learn more about the project, and to share with others. go to:

http://www.cabikepedplan.org/files/managed/Document/57/CaltransBikePed_Factsheet_102315.pdf

To visit the California State Bike and Pedestrian Plan (CSBPP) website go to:

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

Side Guards Safety Work Nets National Tech Transfer Award

From Volpe News, February 22, 2016

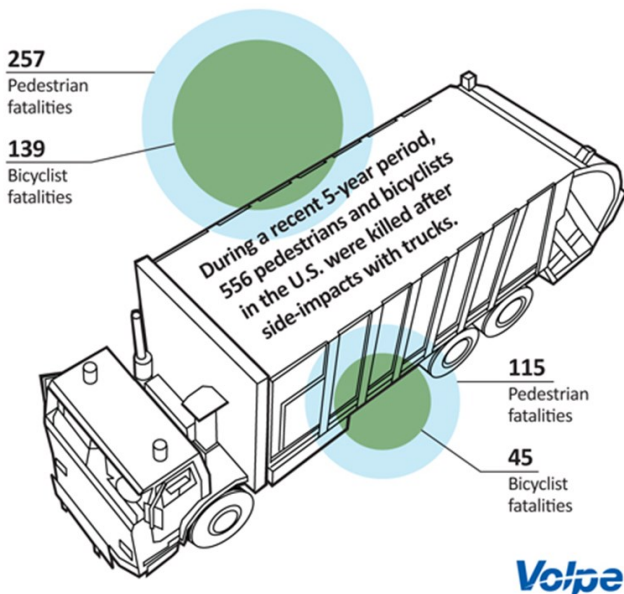
A Volpe team that investigated and promoted life-saving truck side guards for municipalities won a national 2016 Federal Laboratory Consortium (FLC) Excellence in Technology Transfer award.

Side guards are vehicle-based safety devices that physically cover exposed areas on the side of a truck, shielding vulnerable road users—such as bicyclists and pedestrians—from being swept underneath a truck’s rear wheels. The Cities of New York, Boston, Cambridge, and San Francisco have taken steps to make truck side guards standard equipment on city vehicles.

“We were partners in setting up the technology,” said Dr. Alex Epstein, who led the Volpe team. “Together, we enabled its introduction in the U.S. We had the technical knowledge and expertise to inform their efforts, and to connect with vendors and contractors that could build side guards. From the research phase to the implementation phase, it was a close partnership with these municipalities.”

The Volpe team included Epstein and Andrew Breck, Coralie Cooper, Eran Segev, and Sean Peirce. They will be honored with other 2016 awardees at the FLC national meeting in late April.

Nearly half of bicyclists and more than one-quarter of pedestrians killed by a large truck first impact the side of a truck.



Bringing Side Guards to American Cities

During a crash with a truck that has high ground clearance, vulnerable road users can fall into the exposed space between the front and rear wheels and suffer fatal crushing

injuries. Of all vulnerable road users killed by large trucks, nearly half of bicyclists and more than one-quarter of pedestrians first impact the side of a truck.

Side guards have been required equipment since the 1980s in the European Union and Japan, and recently in Brazil. After side guards were mandated in the United Kingdom, there was a 61 percent drop in bicyclist fatalities and a 20 percent drop in pedestrian fatalities in side-collisions with trucks.

After coalescing international research on side guards and promoting side guard use at conferences and meetings with American civic leaders, the Volpe team’s work led New York City, Boston, Cambridge, and San Francisco to adopt side guards on city vehicles or to enact side guard pilot programs.

“Alex’s team did a very good job marketing this technology to different cities, especially to the four major cities that have adopted sideguards,” said Hailing Yu, Volpe’s FLC representative. “That’s a very significant point that the cities actually adopted the technology and it has had some immediate effect in preventing injuries and saving lives of pedestrians and bicyclists on busy city streets.”

About FLC

FLC is a network of more than 300 federal laboratories, agencies, and research centers that fosters strategies and opportunities for moving technologies from lab to marketplace.

The FLC Awards Program recognizes federal laboratories and industry partners for outstanding technology transfer achievements.

Having an Impact

“What this award means is that our work is having an impact that extends beyond a theoretical or academic purpose,” Epstein said. “It has a life of its own. It is meeting a real-world demand and need. It means we are doing work for the public good, which is the core of Volpe’s mission, and it’s really an honor to be recognized as serving that mission.”

Please see Volpe’s Truck Side Guard Resource Page for more on the benefits of life-saving side guard technology. To visit the site go to:

<https://www.volpe.dot.gov/our-work/truck-side-guards-resource-page>

Reprinted with the permission of Volpe, The National Transportation Systems Center, U.S. Department of Transportation: www.volpe.dot.gov

Transportation and Public Health: How do we bridge the gap?

By Carrie Brown , Western TTAP Safety Circuit Rider

Studies have shown how transportation, or lack thereof, can impact a community's access to education, employment and health care. Tribal communities are prime examples of how transportation directly impacts people's daily lives and overall health. Tribal communities have addressed transportation issues through engineering and infrastructure improvements, but what if efforts were concentrated in another direction? Cue Public Health.

When most people think of Public Health, they envision a health official armed with thermometers and checklists ready to inspect kitchens and restrooms or people lined up for flu shots. However, public health encompasses much more than sanitation and vaccinations. Public health is the prevention of disease and injury to prolong and improve quality of life through methodological, organized efforts. However, how does that relate to transportation?

If it's been written once, it's been written many times: American Indians and Alaska Natives (AI/AN) have higher death rates due to motor vehicle crashes than any other ethnicity or race. If people were dying of a viral epidemic at the same rate AI/AN die from motor vehicle crashes, its likely there would be major efforts toward developing a vaccine. Public health relates to transportation by developing the 'vaccine' to protect the public by preventing injuries due to motor vehicle crashes. Transportation, and transportation safety, is more than infrastructure and maintenance. Transportation safety also encompasses Evidence-Based Public Health Practices (EBPH), also referred to as 'The Public Health Approach.' EBPH practices are the vaccines against injuries caused by motor vehicle crashes.

Evidence-Based Public Health practices is development, implementation, and evaluation of effective programs and policies in public health through application of principles of scientific reasoning, including systematic uses of data and information systems, and appropriate use of behavioral science theory and program planning models. In short, they are proven, effective strategies for addressing health issues in a population. Typically, health is not included in the planning and implementation of transportation plans and policies, but it in order to create healthier communities, but it needs to be. There is a way to include EBPH initiatives into tribal transportation: include EBPH strategies in your tribal transportation plan or tribal strategic plan and implement those strategies in your tribal community.

We honor our people by keeping them safe.

Resources on how to implement EBPH in your community:
<http://www.cdc.gov/motorvehiclesafety/native/toolkit.html>

http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/

<http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>

For more information on EBPH strategies, contact Carrie Brown, Safety Circuit Rider at 775-432-4438 or cbrown@nijc.org.



Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program

FY 2016 Public Transportation on Indian Reservations
Apportionments - Full Year

California Tribes

Yurok Tribe	\$104,434
Susanville Indian Rancheria	\$96,378
Bishop Paiute Tribe	\$56,236
North Fork Rancheria of Mono Indians of California	\$55,952
Quechan Indian Tribe	\$45,166
Reservation Transportation Authority	\$40,868
Tule River Tribe	\$36,154
Blue Lake Rancheria	\$30,773
Chemehuevi Indian Tribe	\$27,686
Morongo Band of Mission Indians	\$20,461
Karuk Tribe	\$13,040

Nevada Tribes

Reno-Sparks Indian Colony	\$82,249
Fallon-Paiute Shoshone Tribe	\$32,914
Walker River Paiute Tribe	\$8,567

To view the entire list go to:

http://www.fta.dot.gov/about_FTA_16667.html

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

NOTICE: To view the NEW California Legislation Information website go to: <http://leginfo.legislature.ca.gov/>

New Laws Report 2010-2015

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 4, 2016



NEVADA LEGISLATION

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

The 78th (2015) Session of the Nevada Legislature adjourned *sine die* on June 1, 2015. The legislature is now in the interim period between legislative sessions.

78th (2015) Session: All Bills that Became Law

To visit the website go to: <http://www.leg.state.nv.us/Session/78th2015/Reports/AllBillsThatBecameLaw.cfm>

FEDERAL LEGISLATION



(For more information go to: <https://www.congress.gov/>)

Browse Public Laws 114th Congress (2014-2015) and prior congressional sessions go to:

<http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=114>

The 114th 2nd session of Congress (2015-2017).

The House convened on January 5, 2016.

The Senate convened on January 11, 2016.

ANNOUNCEMENTS

California Assembly Bill No. 1987

Introduced: Assembly Member Rodriguez, February 16, 2016.

Status: Referred to Assembly Committee on Transportation.

An act to amend Section 94 of the streets and Highways Code, relating to transportation.

AB 1987, as introduced, Rodriguez. Department of Transportation: contracts with federally recognized Indian tribes.

Existing law specifies the powers and duties of the Department of Transportation, and authorizes the department to make and enter into contracts that are required for performance of its duties, except that contracts with federally recognized Indian tribes are limited to certain activities and subject to certain conditions.

This bill would delete those limitations and conditions. The bill would authorize the department to make and enter into contracts with the tribal government of a federally recognized Indian tribe in order to carry out its duties, including disbursement of state and federal transportation funds administered by the department that are designated for expenditure on eligible projects under the jurisdiction of the tribe.

For more information on this bill go to: <http://leginfo.legislature.ca.gov/faces/billSearchClient.xhtml>



TRANSPORTATION EVENTS

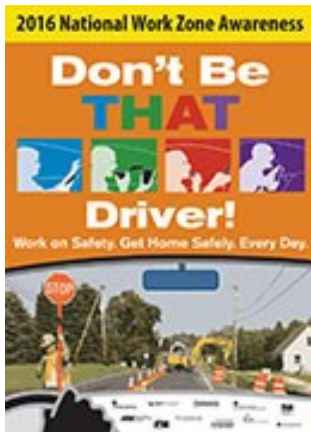
Please visit the National Indian Justice Center web site to view more upcoming transportation events. go to: http://www.nijc.org/ttap_calendar.html

APRIL 2016

April 3-5
Lifesavers National Conference on Highway Safety Priorities
Long Beach Convention Center
Long Beach, CA
For more information go to:
<http://lifesaversconference.org/>

April 4-7
Safe Routes to School National Conference
Hilton Downtown Columbus
Columbus, OH
For more information go to:
<http://saferoutesconference.org/>

NATIONAL WORKZONE AWARENESS WEEK April 11-15, 2016



April 24-28
National Association of County Engineers (NACE) Annual Meeting/ Management and Technical Conference
Tacoma Convention Center & Hotel
Murano
Tacoma, WA
For more information go to:
<http://www.countyengineers.org/events/NACE2016/Pages/NACE%202016.aspx>

April 25-27
2016 International Conference on Winter Maintenance and Surface Transportation Weather
Fort Collins Marriott
Fort Collins, CO
For more information go to:
<http://winter-maintenance-and-surface-transportation-weather/event-summary-68f0128fa8f541a7a72894d622be6b02.aspx>

MAY 2016

May 1-5
NATMEC: Improving Traffic Data Collection, Analysis, and Use 2016
Hyatt Regency Miami
Miami, FL
For more information go to:
<http://www.cvent.com/events/natmec-improving-traffic-data-collection-analysis-and-use-2016/event-summary-7f156821ed134267a0dc903a7f1a96fe.aspx>

May 22-27
2016 Community Transportation (CTAA) EXPO
Oregon Convention Center
Portland, OR
For more information go to:
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=4300&z=5>

JUNE 2016

June 13-15
2016 National Rural Transportation Conference
The Read House Hotel
Chattanooga, TN
For more information go to:
<http://www.nado.org/events/rpo2016/>

June 27-30
2016 National Equipment Fleet Management Conference
Greater Columbus Convention Center
Columbus, OH
For more information go to:
<http://www.emtsp.org/national2016/>

June 26-29
International Conference on Transportation and Development
Omni Houston Galleria Hotel
Houston, TX
For more information go to:
<http://www.asce-ictd.org/>

June 27-July 1
ESRI User Conference
San Diego Convention Center
San Diego, CA
For more information go to:
http://www.esri.com/events/user-conference?utm_source=esri&utm_medium=email&utm_term=148703&utm_campaign=uc_2016

JULY 2016

July 10-12
11th National Conference on Transportation Asset Management
Minneapolis Marriott City Center
Minneapolis, MN
For more information go to:
<http://www.cvent.com/events/11th-national-conference-on-transportation-asset-management/custom-17-deb10e67357243ee80b7301b216d3ea7.aspx>

SAVE THE DATE 2016 NLTAP/TTAP Annual Conference July 18-21, 2016 Madison, Wisconsin

July 26-29
Resource Conservation and Recovery Summer Conference
Renaissance Asheville Hotel
Asheville, NC
For more information go to:
<http://www.ncdot.gov/conferences/trb-adc60/about.html>



TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL



Federal Highway Administration

United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

<http://www.fhwa.dot.gov/index.html>

Federal Highway Administration (FHWA) is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although State, local, and tribal governments own most of the Nation's highways, FHWA provides financial and technical support to them for constructing, improving, and preserving America's highway system.

Central Federal Lands Highway Division

Federal Highway Administration
12300 West Dakota Ave.
Lakewood, CO 80228
(720) 963-3500

<http://www.cflhd.gov/index.cfm>

The Central Federal Lands Highway Division (CFLHD) operates as part of the Federal Lands Highway Program, serving the needs of all central states. CFLHD actively administers the surveying, designing and constructing of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads. CFLHD also provides training, technology, deployment, engineering services, and products to other customers.



Office of Federal Lands Highway

Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-9494

<http://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



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>

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 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.californialtap.org/>

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: Randy Bowling
Phone: (775) 829-9045
E-mail: rbowling@tmcc.edu
Program Director: Jim Nichols
Phone: (775) 829-9022
E-mail: jnichols@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

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.ltap.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/>

California Research Bureau

Environment, Growth Management, and Transportation

TRIBAL TRANSPORTATION RESOURCES

RESOURCES (Continued)

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 proactively improving the future safety performance of a road project during the planning and design sates, and for identifying safety issues in existing transportation facilities.

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

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

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity

<http://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/isrltrul.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

Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel

To view the guide go to:

http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/

Intersection Safety Resources

To visit the web page go to:

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

Intersection Safety Presentations

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

To view the presentations go to:

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

Work Zone Mobility and Safety Program

Work Zone Training Compendium

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

To view the training program go to:

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

Roundabouts

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

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

For more information visit the website at:

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

Roundabout Outreach and Education Toolbox

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

To utilize the tool box go to:

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

Roadway Worker Safety Website

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

To visit the website go to:

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

Training, Tools, Guidance and Countermeasures for Locals

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

To visit the web site go to:

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

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

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

To visit the website go to:

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

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>

Roadway Safety Noteworthy Practices Database

To visit the website go to:

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

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/

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>

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>

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

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/

Federal Transit Administration

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

To access the website go to:

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

Utah DOT and the Utah Highway Safety Office

Zero Fatalities

To visit the web site go to:

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

The National Work Zone Safety Information Clearinghouse

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

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

To view the workshop go to:

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

wz_conferences/power_workshop2010_PA

Crash Modifications Clearinghouse (CFM)

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

To visit the website go to:

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

Impact Teen Driver

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

sponsible 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/>

TRIBAL TRANSPORTATION RESOURCES

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

LTAP/TTAP Safety Toolkit

National LTAP/TTAP

To visit the website go to:

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

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>

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/ncsa/STSI/USA_WEB_REPORT.HTM

California Department of Public Health

WalkSmartCA is part of the *It's Up to All of Us* public education campaign, which is designed to educate both pedestrians and drivers on what steps they can take to keep our streets safe.

To visit the website go to:

<http://www.cdph.ca.gov/HealthInfo/injviosaf/Pages/WalkSmartCA.aspx>

California Pedestrian Safety (PedSafe) Program

PedSafe aims to create environments where these activities can happen safely by implementing a multi-faceted approach of education, media outreach and messaging, technical assistance, and training and facilitation.

To visit the website go to:

<http://www.cdph.ca.gov/programs/SACB/Pages/ItsUp2Us.aspx>

Centers for Disease Control and Prevention (CDC)

CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System) CDC's WISQARS™ (Web-based Injury Statistics Query and Reporting System)

To visit the web site go to:

<http://www.cdc.gov/injury/wisqars/>

National Road Safety Foundation (NRSF)

To Visit the website go to:

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

Animated Traffic Law

Visualizing traffic law

To visit the website go to:

<http://animatedtrafficlaw.org/atlc/>

Teens In The Drivers Seat

Texas A&M Transportation Institute

To visit the website go to:

<http://www.t-driver.com/>

Tribal Transportation Safety

To visit the website go to:

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Continued)

California Department of Transportation (Caltrans)

Caltrans has begun the process of creating the State's first **Bicycle and Pedestrian Plan**. They are seeking feedback and will be conducting public outreach over the next year. Caltrans has posted a public survey to provide input on their website here: www.cabikepedplan.org.

CONSULTATION

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>

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

MORE TRANSPORTATION RESOURCES

U.S. DOT

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

Research Program and Project Management Website

To visit the website go to:

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

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>

U.S. DOT

Research Hub Website

A searchable database of the latest U.S.DOT-sponsored research, development and technology projects

To visit the website go to:

<http://ntlsearch.bts.gov/researchhub/index.do>

U.S. DOT-Transportation.gov

Transportation and Health Tool

Developed by the U.S. DOT and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems.

To visit the website go to:

<https://www.transportation.gov/transportation-health-tool>

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.

TRIBAL TRANSPORTATION RESOURCES

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/>

Federal-aid Program Overview. 18 videos.

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

Civil Rights: Title VI/Nondiscrimination 17 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>

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

National Transportation Atlas Database (NTAD) 2015 DVD.

To download the DVD go to:

<https://2bts.rita.dot.gov/pdc/user/products/src/products.xml?p=33865&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>

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

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-Transit>

Victoria Transportation Policy Institute

Transportation Cost and Benefit Analysis

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

To view the guide book go to:

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

Partnership for Mobility Management

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

For more information visit the website at:

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

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

The 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.

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:

TRIBAL TRANSPORTATION RESOURCES

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/ImplementingaTrafficSignRetroreflectivityMaintenance-Program.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/anviewer.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 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/>

TRIBAL TRANSPORTATION RESOURCES

MORE TRANSPORTATION RESOURCES (Continued)

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>

California Department of Transportation (Caltrans)

California Transportation Plan (CTP) 2040 website
CTP provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions.

To visit the website go to:

<http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/index.shtml>

California Transportation Commission

California Road Charge Technical Advisory Committee and Pilot Program

The California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage charge pilot program.

To visit the website go to:

http://www.cata.ca.gov/meetings/Committees/Road_Charge/Road_Charge.html

Community Transportation Association of America (CTAA)

FedCentral

The site offers news and analysis of Congressional hearings, regulatory news, important resources and more

To visit the website go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=2923&z=37>

TripSpark

TripSpark makes this possible by linking the latest technologies with a dedicated focus to help you grow your operation

and meet evolving community transit needs.

To visit the website go to:

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

Transportation Investment Advocacy Center (TIAC)

A first-of-its kind, dynamic education program and Internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels through the legislative and ballot initiative processes.

To visit the website go to:

<http://transportationinvestment.org/>

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:

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.](#)

Life Saver Apps

Distracted driving for parents and students.

Android and iPhone.

To visit the website go to:

<http://lifesaver-app.com/>

TC3 Free Mobile App

TC3 is an AASHTO technical service program focused on the web-based training of front-line workers in the areas of construction, maintenance, and materials.

Download the app today at:

<http://tc3app.com/install/>

B4UFLY App

Federal Aviation Administration

Helps unmanned aircraft operators determine whether there are any restrictions or requirements in effect at the location

TRIBAL TRANSPORTATION RESOURCES

where they want to fly.

For more information go to:

<http://www.faa.gov/uas/b4ufly/>

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 Transit Institute (NTI)

Rutgers, The State University of New Jersey, The mission of the National Transit Institute is to provide training, education, and clearinghouse services in support of public transportation and quality of life in the United States.

To visit the website go to:

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

National Highway Institute (NHI)

Free web-based training:

- Introduction to FRP Materials and Applications for Concrete course 130105A
- National Traffic Incident Management Responder Training course 133126.
- Combating Roadway Departures Course 380117. The following updated training is available.
- 130093W Introduction to Earthquake Engineering is a web based prerequisite to 130093A Displacement-Based LRFD Seismic Analysis and Design of Bridges
- 132010A entitled "Earthquake Engineering Fundamentals" is a Web-based prerequisite to 132094A and

- 2094B. 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>

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:

<https://training.fema.gov/tribal/>

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/>

TRIBAL TRANSPORTATION RESOURCES

TRANSPORTATION PROGRAMS AND DEVELOPMENT (Continued)

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://transit-safety.fta.dot.gov/Training/new/CourseDetails.aspx?csid=53>

Work-Zone Safety Tutorial

Minnesota LTAP has launched a new online free tutorial that 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/>

Cal EPA

Training: California Indian Tribal Relations

CalEPA's step forward toward meeting our "commitment to educate appropriate staff, to become informed about the cultural setting of California Native Americans, their environmental issues and Tribal histories, for the purpose of improving CalEPA's understanding of and connection to California Native American Tribes."

To visit the website go to:

<http://calepa.ca.gov/tribal/training/>

Minnesota Local Road Research Board (LRRB)

YouTube video library with 34 videos to date.

For more than 50 years, the Local Road Research Board (LRRB) has brought important developments to transportation engineers throughout Minnesota. Those developments range from new ways to determine pavement strength to innovative methods for engaging the public. Today, the LRRB remains true to its important mission: supporting and sharing the latest transportation research applications with the state's city and county engineers.

To view the videos go to:

<https://www.youtube.com/user/lrrbmn>

FHWA-Developing a Transportation Safety Plan

How to conduct transportation safety planning and develop Transportation Safety Plans. It is based on the Developing a Transportation Safety Plan module, which is one of 12 modules in the series Transportation Decision-making: Information Tools for Tribal Governments. The FHWA Office of Planning produced this series to educate tribal planners and decision makers about the tribal transportation planning process and to provide them with useful program information.

To visit the website go to:

http://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/summary.cfm

TRIBAL TRANSPORTATION FUNDING RESOURCES

PUBLICATIONS



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/ TAP_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

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.

Cycle 3 call for projects late March mid-June 2016.

For more information go to:

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

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. **Applications due June 1, 2016.**
- Farm and Ranch Cleanup Grants.
- Household Hazardous Waste (HHW) Grants.
- Local Enforcement Agency Grants. Applications tentatively available Spring 2016.
- Illegal Disposal Site Abatement Grant Program.
- Legacy Disposal Site Abatement Partial Grant Program.
- Waste Tire Cleanup grants.
- Rubberized Pavement (TRP) Grant Program.
- Tire-Derived Aggregate (TDA) Grant Program.
- Tire-Derived Product (TDP) Grant Program.. Applications tentatively available Spring 2016.

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

<http://www.calrecycle.ca.gov/Funding/>

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.

Cycle 8 date announcement April 2016

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

Sustainable Transportation Planning Grant Program

The program was created to support the California Depart

CALIFORNIA



CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Active Transportation Plan (ATP)

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

FUNDING (Continued)

ment of Transportation's (Caltrans) current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

For more information go to:

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

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.

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.

Applications due the second Monday each March

For more information go to:

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

FEDERAL

U.S DOT– Federal Transit Administration

Public Transportation on Indian Reservations Program; Tribal Transit Program

Announces the availability of approximately \$5 million in funding provided by the Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP)), as authorized by 49 U.S.C. 5311(j), as amended by the Fixing America's Surface Transportation Act (FAST), Public Law 114-94 (December 4, 2015). **The deadline to apply is May 13, 2016.**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=282205>

Low or No Emission Program (Low-No Program)

The Low-No Program provides funding to State and local governmental authorities for the purchase or lease of zero-

emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. **The deadline to apply is May 13, 2016**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=282627>

Solicitation of Project Proposals for the 5339(b) Grants for Buses and Bus Facilities (Bus) Program

The purpose of the Bus Program is to improve the condition of the nation's public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country. **The deadline to apply is May 13, 2016.**

For more information go to:

<http://www.grants.gov/web/grants/view-opportunity.html?oppId=282624>

Federal Highway Administration

The second Strategic Highway Research Program (SHRP2) Round 7.

The Implementation Assistance Program is available to help State departments of transportation (DOTs), metropolitan planning organizations (MPOs), and other interested organizations deploy SHRP2 Solutions. A range of opportunities is available to raise awareness of SHRP2 Solutions and to encourage early adoption of these products. There have been six implementation assistance offerings to date. The final application period will launch on April 1, 2016. **The deadline to apply is April 29, 2016.**

For more information go to:

<http://www.fhwa.dot.gov/goshrp2/ImplementationAssistance>

-AND-

The SHRP2 Education Connection is to incorporate SHRP2 products into collegiate level lesson plans and curricula. FHWA anticipates awarding up to 10 cooperative agreements to help professors and instructors bring state of the practice solutions to their classrooms.

Round 7 applications start April 1 and end April 29, 2016.

For more information go to:

<http://www.fhwa.dot.gov/goshrp2/>

IDEA Program

TRB's Innovations Deserving Exploratory Analysis (IDEA) annual program announcement solicits funding proposals for the upcoming review cycles. The announcement explains the IDEA programs, describes the types of eligible projects and their funding structures, suggests general areas for which IDEA proposals can be submitted, and provides guidelines and forms for submitting proposals.

TRIBAL TRANSPORTATION FUNDING RESOURCES

- The Transit IDEA program has one or more cycles each year. **FY 2016 due May 1, and November 2, 2016**
- NCHRP IDEA cycles are twice each year. **Due March 1 or September 1st depending on which of the two cycles is targeted.**
- The Rail Safety IDEA program has one review cycle per year. **Due September 15, 2016**

If the proposal submission due date for any IDEA program falls over a weekend or on a federal holiday, the due date automatically moves to the next business day.

The IDEA programs provide start-up funding for promising, but unproven, innovations in surface transportation systems. The programs' goals are to seek out and support new transportation solutions that are unlikely to be funded through traditional sources.

For more information go to:

[The IDEA Program](#)

Accelerated Innovation Deployment Demonstration (AID)

The final notice announces the availability of funding and requests grant applications for FHWA's Accelerated Innovation 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.DOT-Pipeline and Hazardous Materials Safety Administration.

2016 PHMSA Hazardous Materials Emergency Preparedness (HMEP) Native American Tribes Grant.

The purpose of this grant program is to increase State, Territorial, Tribal, and local effectiveness in safely and efficiently handling hazardous materials incidents, enhance implementation of the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), and encourage a comprehensive approach to emergency training and planning by incorporating the unique challenges of responses to transportation situations. **Deadline to apply is May 2, 2016.**

For more information go to

<https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=55628>

Bureau of Indian Affairs

2016 Indian Highway Safety Improvement Program (IHSP)

The Highway Safety Act of 1966, U.S.C. Title 23, Section 402, provides U.S. Department of Transportation funding to assist Indian tribes in implementing traffic safety projects. These projects are designed to reduce the high number of traffic crashes and their resulting fatalities, injuries and property damage within Indian communities. All federally recognized tribal governments are encouraged to take an active part in the Indian Highway Safety Program (IHSP) by applying for a grant that meets the requirements of U.S.C. Title 23, Section 402. **The deadline to apply is May 1, 2016.**

For more information go to:

<http://www.bia.gov/WhoWeAre/BIA/OJS/who/fieldops/ojs-dhs/2016IHSPGrant/index.htm>

Environmental Protection Agency (EPA) Pollution Prevention Grant Program.

EPA releases Pollution Prevention (P2) grant funds to states and tribal government entities to deliver technical assistance and training to businesses. The intent of this effort is to assist state and tribal governments to encourage businesses to adopt environmental strategies and solutions that significantly reduce or eliminate waste from the source. **The deadline to apply is May 9, 2016 ,11:59pm EST.**

For more information go to:

<https://www.epa.gov/sites/production/files/2016-03/documents/2016rfpp2grant.pdf>

U.S.DOI-National Park Service

FY2016 Historic Preservation Fund - Tribal Historic Preservation Office

Program to provide formula grants to Tribal Historic Preservation Offices (THPO) for the identification, evaluation, and cultural and historic preservation by such means as survey, education, archeology, planning and technical assistance. To assist THPOs in carrying out responsibilities as stated under 54 USC 301 et seq. (commonly known as the National Historic Preservation Act of 1996, as amended through 2006). **Deadline to apply is May 31, 2016.**

For more information go to:

[http://www.grants.gov/web/grants/view-opportunity.html?oppId=281468.](http://www.grants.gov/web/grants/view-opportunity.html?oppId=281468)





NATIONAL INDIAN JUSTICE CENTER

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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.

19TH ANNUAL NATIONAL TRIBAL TRANSPORTATION CONFERENCE

WHEN
October 3-6, 2016
9:00 AM

WHERE
Anaheim, California
Anaheim Marriott

Register Now
<http://nttc.nijc.org/>

WESTERN TTAP

For more details, please contact Western TTAP Coordinators

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