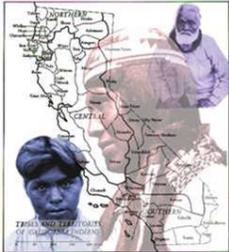


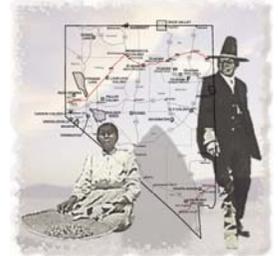
Tribal Transportation News



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



Safety On The Road



The Chronic Safety Crisis: DUIs in Indian Country

INTRODUCTION

The road from U.S. 101 to Round Valley in northern California winds its way through the remote terrain of northeastern Mendocino County, a distance of approximately 30 miles and taking about an hour to drive under normal weather conditions. In the winter months it can be almost impassible because of mud slides, large boulders that fall to the roadway from adjoining cliffs and the angry sounds of the raging Eel River below. But in the spring, the road to Round Valley provides a fascinating drive with the Eel River running calmly beside the road for at least 10 miles, the green grasses dancing gently to the mountain breezes and the majestic trees that protecting the scent of the flirting wild-flowers.

As the ascending roadway nears the gateway to Round Valley, you find yourself driving onto a gravel turnout that sits high above the valley floor. The local people call this "Inspiration Point". Many drivers including commuters take time to stop and feel the inspiration. It is an incredible view that does not tell the truth about Round Valley. Experiencing the view of Round Valley from "Inspiration Point" is like opening a classic book of Mother Nature; however, beneath the beauty of this landscape lies more than 150 years of great pain and tears sprinkled with fleeting moments of happiness for Indians. Generations of Indian people have suffered dearly in this valley.



In 1856, the Round Valley Indian Reservation was created as the Nome Cult Farm, an extension of the Nome Lackee Reservation on the northwestern edge of the Sacramento Valley. The Round Valley Reservation became one of the five Indian reservations in California established by Congress, to separate Indians from the white invaders of the time and to corral them onto lands set aside for Indian occupancy. Today, the Round Valley Indian Reservation is the homeland of the Covelo Indian Community which is a collection of small tribes that were forcibly removed to Round Valley: the Concow Maidu, the Little Lake and other Pomo, the Nomlaki, the Cahto, the Wailaki, the Pit River and the Yuki (the original inhabitants of Round Valley). Many of the members of the Covelo Indian community now live elsewhere for education, employment and other reasons.

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

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

DIRECTIONS

From the North:

Highway 101 to the Airport Boulevard Exit. Left on Airport Blvd. continue through the intersection at Fulton Road, drive 2 blocks and make a right on Aero Drive. NIJC is located on the left, 1 block into Aero Drive.

From the South:

Highway 101 to the Fulton Road Exit. Right at the stop sign onto Airport Blvd. Drive 2 blocks and make a right on Aero Drive. NIJC is located on the left, 1 block into Aero Drive.



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Pedestrian Road Safety Audit Guidelines and Prompts

US Department of Transportation
FHWA-SA-07-007

The lack of upgraded roads and pedestrian facilities in Indian country often contribute to the deaths and injuries of pedestrians. Of course, there are behavioral issues that contribute as well: intoxication, negligence and other causes. However, there are resources that can be addressed by transportation departments and planning personnel. One of those resources is a publication funded by FHWA entitled "Pedestrian Road Safety Audit Guidelines and Prompt Lists".

This publication is a study and report on road safety audits (RSA). A road safety audit is a formal safety examination of a future roadway plan/project on an in-service facility that is conducted by an independent RSA team. All RSA's should include a review of pedestrian safety. Some RSA's may be conducted to improve an indentified pedestrian safety problem. This publication provides transportation agencies and teams conducting RSA's a better understanding of the needs of all types of pedestrians.

This publication has two main sections: The Knowledge Base and the Field Manual. The Knowledge Base section examines the basic concepts with which the RSA team should be familiar before conducting an RSA, such as understanding the characteristics of all pedestrians, analyzing pedestrian crash data, pedestrian considerations in the eight-step RSA process, and use of the publication. The Field Manual section includes the guidelines and prompt lists. The guidelines provide detailed descriptions of potential pedestrian safety issues while the prompt lists are a general listing of potential pedestrian safety issues. The guidelines and prompt lists will help to familiarize RSA teams with potential pedestrian safety issues and assist them in identifying specific safety concerns to pedestrian safety throughout the RSA process.

This important resource study and report is available at the following website:
http://safety.fhwa.dot.gov/rsa/rsaguidelines/html/documents/FHWA_SA_06_06.pdf

Ray LaHood: Obama's Transportation Secretary

By Alex Altman, time.com



In plucking his Transportation Secretary from the ranks of the GOP, Barack Obama wasn't breaking tradition but extending it. In 2000, George W. Bush tapped Democrat Norman Mineta for the post—the lone cross-aisle appointment of his Administration. There's reason to believe LaHood — a veteran Illinois politician who counts Obama's chief of staff, Rahm Emanuel, as a close friend — will play far more than a token role in the incoming Democratic regime. At Transportation, La-

Hood will shepherd the massive public works program Obama announced on Dec. 6 as the centerpiece of a plan to jumpstart the economy by creating millions of jobs. He's also a litmus test for Obama's post-partisan campaign pledges. LaHood, a downstate Republican, is the President-elect's first full Republican appointee — Defense Secretary Robert Gates, a Bush Administration holdover, is a registered Independent who has traditionally served Republican presidents — but has earned plaudits for his ability to work with Democrats. "Ray's appointment reflects that bipartisan spirit — a spirit we need to reclaim in this country to make progress for the American people," Obama said.

Ray LaHood:

"I'd like to thank President-elect Obama for his confidence in me and his commitment to working across party lines for our country. President-elect Obama and I share the same philosophy on infrastructure. His agenda for the Department of Transportation is my agenda for the Department of Transportation.

I have often said that once the election is over we must put aside our partisan labels and work together for the good of the American people. That is exactly the approach President-elect Obama will take as president and is exactly the approach I will take as secretary of Transportation.

We have a task before us to rebuild America. As a nation, we need to continue to be the world leader in infrastructure development. Amtrak, mass transit, light rail, air travel and our roads and bridges all play a vital role in our economy and our well-being as a nation. We cannot stand by while our infrastructure ages and crumbles. We must pursue solid policies that allow our states and communities to address their transportation needs. We have a tremendous opportunity before us to rebuild our infrastructure and reinvigorate our economy, and I look forward to the challenge.

A hallmark of my career in Congress has been my work with our local and state leaders as we have improved the infrastructure of Illinois. I've served on the House Transportation and Infra-

Fast Facts:

- LaHood has a wife, Kathy, and four children
- Graduated from Bradley University in 1971 with bachelor's degrees in education and sociology. Before entering politics in 1977 as an administrative assistant to Illinois Congressman Tom Railsback, LaHood taught junior high school social studies
- Served in the Illinois House of Representatives from 1982 to 1994
- Has represented Illinois' 18th district, which includes Peoria, since being swept into office during the GOP's congressional landslide in 1994
- Presided over Bill Clinton's 1998 impeachment trial in the House of Representatives. LaHood drew positive reviews for his handling of the tricky task
- Spearheaded statewide initiatives to improve transportation and infrastructure, including shoring up local highways and airports

structure Committee as we reauthorized the Federal Highway Bill. I understand firsthand what good infrastructure and transportation means to communities and understand it is the local folks who know best their transportation needs. I will bring that same approach to the Department of Transportation.

I'd like to thank my family for the continued love and support they've shown me as I pursued my public-service career. Kathy, my wife, and I have stood side by side for 41-plus years. She has endured my 30 years of public service, and I am grateful for her support, and the support of my four children and seven grandchildren.

Again, thank you, Mr. President-elect, for your trust in me.

I look forward to working, with our friends on Capitol Hill, to advance good transportation legislation. And I plan to engage our governors, mayors, local officials, as we move forward. I'm ready to roll up my sleeves and move forward."

A Hard Road Ahead

New leaders at the Transportation Department will have to address the country's ailing intercity passenger rail network, Amtrak. A recent GAO analysis found a dysfunctional system in which the players -- Amtrak workers, freight railroads, and state and federal governments -- hold divergent views about the purpose of rail service, the federal role and appropriate funding. The GAO found a system in "poor financial shape" and hobbled by a structure "that doesn't effectively target federal funds where they provide the greatest public benefits, such as transportation congestion relief."

The new secretary also will have to quickly craft a proposal for Congress to reauthorize the nation's five-year transportation spending plan, which expires in September. The law gives \$286 billion to transportation projects. Most observers say reauthorizing the same amount will not be enough, considering the country's needs. Last year, for example, the Federal Highway Administration declared 72,000 bridges, or 12 percent nationwide, to be structurally deficient.

During the campaign, Obama proposed creating a national infrastructure bank, an independent bank that would disburse \$60 billion over 10 years and determine the level of federal investment based on factors such as location, project type, regional and national significance, and environmental benefits. The idea is to make more rational decisions about spending, removing

National Work Zone Awareness Week

National Work Zone Awareness Week 2009 will be observed April 6 -10, 2009. The 2009 national media event will take place Tuesday, April 7, 2009, at 11 a.m. EST at a location near the Boundary Channel Humpback Bridge Replacement Project (George Washington Memorial Parkway & I-395).



The Chronic Safety Crisis: DUI's in Indian Country *(Continued from page 1)*

THE PROBLEM

Round Valley provides an illustration of the rural and Indian reservation communities that struggle with the DUI crisis that impacts this nation. Remote, narrow, sometimes steep roadways meander in and around Round Valley. Rural and reservation citizens sometimes mix motor vehicle use with alcohol use, a social habit that has existed for generations. Young adults drive to isolated spots in the country or on the reservation to party where they won't be bothered by the police, parents, or others. They go to favorite places along rivers or in the mountains. The activities of urban centers are hours away: the movies, concerts and other events are extended trips. It's easier to party closer to home using narrow, winding, and often treacherous roads that are dangerous under normal conditions but deadly in bad weather. In the effort to just have fun, driving and alcohol are mixed into a toxic brew of death and injury. This is not just an Indian thing; it is an effort by youth to escape boredom because their community adult leaders have failed to provide information and alternative activities that could prevent the death and destruction related to DUI's.

The Indian stereotype of being unable to physiologically tolerate alcohol is a myth. This myth is the historic imagination of American society at work. In rural America the demographics play a significant role in DUI fatalities. Roadway conditions, isolation and youth are risk factors in this equation.

The headline to the August 9, 2008 edition of the *Ukiah Daily Journal* read "Round Valley Reservation crash kills 2 teens." The article reported that in this one vehicle crash six of the seven occupants were ejected from the vehicle and alcohol was believed to be a "significant contributing factor". The California Highway Patrol (CHP) reported that a Ford Explorer swerved in the roadway and rolled several times, ejecting six of the seven occupants. Jolene Thomson, 19, the driver and Marshall Britton, 19, a passenger were pronounced dead at the scene. The CHP said that nobody was wearing a seatbelt.

This crash occurred on a straight stretch of roadway. No reason was disclosed as to the reason the vehicle swerved. Did an animal dart across the road? Was the driver distracted by a passenger (s) who may have been drinking? Or was the driver a teenager driving under the influence of alcohol or intoxicating substance? Family members stated that the driver of the Ford Explorer did not drink alcohol. Keep in mind that this vehicle was a Ford Explorer, notorious for its tendency to roll and kill people once the driver has over corrected and loses control of the vehicle. The Internet tells many stories about the Ford Explorer. Can this also be considered a "significant contributing factor"?

Mendocino County Sheriff Tom Allman said that teen drinking and driving is not restricted to Covelo. "I don't think it's any more prevalent in Round Valley than other rural area of our county," he said. Rural demographics provide the place but this behavior like other "at risk" driving behaviors is preventable.

For the youth of rural communities and Indian reservations motor vehicle crashes are the leading cause of death. Young drivers are more likely to be at fault for their collisions and the collision factors usually relate to risk taking behaviors such as speeding, reckless driving, driving under the influence and nonuse of seatbelts. For alcohol related fatal and injury collisions, rural communities and Indian reservations have a higher percentage of drinking drivers and passengers in the 15-20 age group. Of course, the data in Indian country is incomplete because of unreported collisions and lack of adequate reporting systems. Although the statistics are incomplete, general assumptions can be made because of the risk factors associated with young Indian drivers. But, with basic prevention programs, we can have a positive impact. What are some preventative measures for this group that should be initiatives by tribal councils?

- The Tribal Council should create a Committee on Youth Driving. It must be a working group of individuals from appropriate tribal government agencies. Membership of the committee must include school teachers, a police representative, a court representative, a state traffic officer and a juvenile probation officer. Others may be included but these are the core members.
- The Tribal Council should convene Teen Advisory Groups made up of middle and high school students to

provide input and advice to a Tribal Council Committee on Youth Driving. The Teen Advisory Group could also provide guidance to school education campaigns on DUI. The Tribal Council needs to take these young people seriously to gain their trust or the effort gets nowhere.

- The Tribal Council should sponsor four teen/parent safe driving forums per year. These events might include speakers (CHP, Judges, and Emergency Responders), information tables, food, and teen activities. This can be a valuable integrated educational event. Students should be encouraged to make pledges not to drink and drive. Other innovative activities for the youth should be discussed.
- The Tribal Council should initiate a community campaign to educate parents and youth about DUI issues. The campaign must include relevant data and safety tips related to DUI, seatbelt use, speeding, reckless driving and navigating rural roads.
- Tribal Councils must work diligently with student leadership to create a special exhibit on youth “driver” safety (as well as passenger and pedestrian safety) that could be presented in the middle and high schools and in the tribal administration building. The exhibit could be a live theater production of traffic safety, a traveling memorial exhibit, a public TV infomercial or a series of articles in local news media. These activities should be the work of students, traffic safety officers and committed adults.

THE DESIGNATED DRIVER CONCEPT

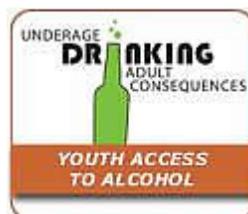
The designated driver concept was developed in Scandinavia in the 1920’s and it wasn’t until the late 1980’s that it was imported to the United States. The media initiated a campaign to advance the concept and it has become highly successful, especially in urban America. Rural and reservation communities have yet to embrace the concept effectively. It is estimated that nearly 50,000 lives have been saved by using designated drivers for major social events: graduations, weddings, New Years Eve and others.

A designated driver is a person who agrees to abstain from alcohol and be responsible for driving others home from social events. However, the idea of a designated driver should not encourage others to drink uncontrollably before they get into the car. Often collisions occur because of drunken passengers.

The designated driver helps friends and family keep their drivers licenses, avoid fines and jail time, and prevent senseless death and injury. Deciding who is the designated driver can be problematic in the younger groups. Usually, the groups are exclusive of one another; therefore, it may be difficult to find a volunteer within for group sometimes. There should be no stigma for abstaining and accepting the designated driver role of the group. The designated driver concept is easy to understand, simple to implement, no costs, and is very effective. In addition to using a designated driver, lives can be saved by taking car keys from intoxicated individuals to prevent them from driving drunk. Be tactful to get the job done successfully.

CONCLUSION

Since the invention of the motor vehicle, driver behavior has been plagued by DUI’s, passenger drinking of alcoholic beverages, and pedestrians walking under the influence alongside the roadways. Until the establishment of Mothers Against Drunk Driving (MADD), American society tolerated the mixture of motor vehicle and alcohol use. In fact in the 50’s and 60’s you were not a “real man” unless you had a couple of drunk driving beefs under your belt. MADD changed that because it showed this country the true nature of DUI’s, **a weapon of death**. Today, DUI convictions carry stricter punishment and traffic enforcement is much more intense. But is this society addressing the problem effectively? Unfortunately, the answer has been “no” until now. We can change that by adopting .



Seven Public Works Project Management Best Practices

By Michael Ellegood, P.E. Senior Consultant, PSMJ Resources, Inc. Newton, Ma

Now, more than ever, there is a need for stronger project management protocols in public works departments. As of the end of Q3 2008, tax revenues are down across the nation in virtually every state and local community. Some states have raided infrastructure trust funds just to provide operating funds. Construction costs have skyrocketed as fuel costs and material costs continue to escalate. Meanwhile, our US infrastructure continues to age and deteriorate and there is real documented needs for repair or replacement.



The near collapse of the US investment banking industry exacerbates the problem by making less investment funds available for private funding of infrastructure.

While the cry: “Do more with less” has resounded through the decades, this time it is real. Until someone comes up with a “non-raidable” trust fund, or some other creative means of funding public infrastructure, we will have to do more with less; particularly funding new construction.

Although public works agencies have been in the construction business since before we were a nation, historically we have not done a good job of “doing more with less”. Truth be told, we have not done a good job as stewards of the public trust. No less a respected organization than AASHTO recently conducted a study of over 26,000 transportation projects in 22 states delivered over a five year period and learned that over 83% of the larger projects (>\$5mil) exceeded their bid price, 30% of these exceeded over 10% of their bid! Bear in mind that these are state departments of transportation experienced in project delivery with an internal organization focused on project delivery and with an annual Transportation Improvement Program (TIP) in the multi-millions of dollars. How much more difficult is it for a smaller public works agency that has to use the energy and experience of its senior people to

deal with the challenges of a less sophisticated operational system and ever-present political concerns?

In order to maintain the confidence of the communities that our public works agencies serve, we need to routinely do two things:

1. Maintain construction cost growth as <5%.
2. Deliver >85% of our annual Capital Improvement Program.

We need to do those two things day after day, year in and year out. Only then can we go to our public and ask for additional funding while maintaining their confidence in us to deliver on our promises. In a fairly sophisticated public works agency with which I worked in the Southwest, construction cost growth routinely exceeded 13% until it devised and deployed a program to manage and control construction cost growth. After implementing this program, the agency reduced cost growth to less than 5%. It wasn't easy, but it was necessary – more so now than ever before.

According to the AASHTO study, the preponderance of cost growth was blamed on “construction surprises”. The study goes on to assert that underground conditions, inability to obtain permits (environmental), inability to get right of way and inability to get utilities relocated were the primary causes. In a municipal public works environment political concerns and political and public acceptance are additional causes. How many of these “causes” are really surprises? We know that virtually every project needs some form of permitting; most need right of way and many have utilities that need to be moved. Building a public project and spending public funds always entails involving the public. Why, then, are these surprises? Just like in design, there is a process with a timeline to accomplish each of these tasks. Integrate them into the project delivery process just as you would with design and manage these activities accordingly. With respect to underground conditions, the savvy project manager or public owner will not shortchange the underground investigation, even if he

thinks he knows what the investigation is likely to uncover. There are several steps that a well-run agency needs to do, these can be considered “best practices”:

1. Build a culture of project management within the organization.

This is more than lip service and more than simply “hoping” to do better (hope is not a strategy). This means instilling within the organizational culture a fundamental precept that projects will be delivered to the public on time and within 5% of the low bid. While not difficult, such a cultural change means that senior management will conduct periodic reviews of project status including not only design status but the status of utility relocation, public acceptance, right of way and permits. Such a cultural change means that project managers will be trained in project management skills and protocols and that program and senior managers will follow up to support and guide the project manager throughout the project delivery process.

2. Integrate planning, design and construction oversight into a seamless project delivery process.

While the three phases of project delivery have different purposes and the skills to deliver each phase are different, there must be integration of the phases for a project to be successful. This is particularly true between the design and construction phases. What is designed must be constructible - particularly by the low bidder. This means regular oversight of the design process by knowledgeable construction managers – preferably the construction manager who will be on-sight during the construction phase. Phase integration means having a formal transfer process as the project moves through the phases. While the plan assembly (PS&E) is a widely recognized transition document between design and construction, the Project Charter should be widely adopted to transition between the planning and design process.

3. Develop and utilize a formal “Release for Construction Process”.

A single individual, senior in the management chain should have the sole authority and responsibility to release a project for bid. This individual should interview both the design project manager and the construction manager and review a checklist prior to signing off on the plan assembly releasing is for construction. This release should include verification that quality checks have been made, that utilities are out of the way, that permits have been obtained, and that the right-of-way has been acquired. It should also contain an acknowledgement that the public has accepted the project and that it may proceed. Finally, it should include a statement that the plans have been reviewed for constructability and, where appropriate, maintainability by a knowledgeable individual.

4. Manage Right-of-way acquisition, utility relocation and environmental permitting as you would design. If you ask any of the individuals responsible for the above activities, more than likely they will explain that they get involved in the project too late in the game and then are expected to move mountains to get the permits or approvals. In your organization, flowchart the steps that must be taken to obtain these permits or that right of way. Consider how long it takes. Right-of-way acquisition by a public agency is a highly structured process with statutorily mandated time lines. In many cases, by statute, acquisition cannot be significantly compressed. So respect the rules and integrate those persons responsible for gaining permits, right-of-way, and approvals into the project delivery process. Make them part of the project delivery team and respect their protocols and processes. Above all, start the processes early enough in the delivery cycle so they can get what you need when you need it.

5. Establish a “shadow” project management accounting system that is an effective tool for the project manager.

Every public agency has an accounting system that is based on a federal model, fiscal year and governmental chart-of-accounts. These accounting systems were developed in response to audit findings over the years. Unfortunately, they do not

work well as a tracking and control tool for a project manager. Thus, in too many cases, project managers are forced to rely on out-dated or stale accounting reports that do not address project specific charges. The end result is that too often a public sector project manager simply does not have good, timely and accurate financial information on which to base project decisions. Contrast this with our colleagues in the private sector. Private consultants business is based on project delivery on time and within their agreed upon budget. Going over budget will guarantee the financial failure of the project and over time, the firm itself. Thus, a good project financial management system is vital to a private firm. We, in the public sector, need to adopt a system that allows the project manager to track project costs and schedule (including rightof-way, permitting costs, utility costs, public acceptance costs, design costs and in-house oversight). This system needs to be compatible with the public accounting system although it will gather different data and be used for project management not public accountability.

6. Never rely on software to manage your projects. Too many public agencies when faced with the inability to deliver projects on time launch a quest for the “ideal” project management software. Software is nothing more than a tool for a project manager to use. It is not a substitute for a culture focused on project delivery or for project management training, nor will it assist in getting the all important permits. Consider software as the 9/16ths wrench in the tool box. Whether the wrench is made by *Snap-On*, *Craftsman* or is a cheap knockoff, it will do the same thing. First, develop the culture then get the simplest software that your project managers can use, one they can apply to their project in minutes and get real-time results on which they can make informed judgments and, finally, report the status of all project to senior management.

7. Respect the project managers. In the private sector consulting world, the most respected position is that of project manager. In most consulting cultures, management exists to assist the project manager - acting as a check and balance, providing oversight (sometimes more than the individual project manager might like), distributing resources and acting as a mentor. Most members of senior management came up through the ranks of project manager and have faced the issues that project managers face. This same culture of respect needs to be fundamental to us in the public sector.

With all this as background, what is the public works agency director to do? First of all, take a look at your project delivery record of the past few years. What is your construction cost growth? What percent of the annual CIP was actually delivered in the intended year? If the results are not acceptable to you, take a look at what caused the problems. Is it caused by the typical inability to obtain permits, move utilities and obtain Right-of-way? Are your customers making changes late in the process and causing redo? Are you having problems with design quality? Are your consultants or design team delivering projects late? What about the underground conditions - are you having problems with soil conditions or hidden utilities that you did not find during the design process? Once you have identified the source of the problem you are well on your way to fixing it. Meanwhile, start institutionalizing some of the seven protocols outlined above.

With foresight, good planning and a little bit of luck your project delivery will be just fine. In which case, it is time for celebration. Announce your victory, let the public know that their public works agency is doing just fine thank you and will continue to deliver projects needed for the community on time and on budget. Good luck!

11th Annual Tribal Transportation Conference

By Karla Sisco, Oklahoma TTAP

Tribal transportation officials from across the nation, plus several state, federal and private sector partners convened November 10-13, 2008 for the 11th Annual Tribal Transportation Conference at the Renaissance Hotel and Convention Center in Oklahoma City. The event kicked off with a pre-conference reception at the hotel on Monday evening followed by a full slate of local and nationally recognized speakers at the plenary sessions on Tuesday.

The morning plenary session began with a tribal welcome by Wallace Coffey, chairman of the Comanche Nation of Oklahoma. Coffey discussed the unity of the tribes and the unique status of the many tribes forced to move to Oklahoma. Gary Ridley, director of the Oklahoma Department of Transportation, offered a perspective on the contributions of tribal transportation to Oklahoma and the relationship of tribes to the state. Neal McCaleb, former member of the Oklahoma House of Representative and former Assistant Secretary of Indian Affairs, spoke on the past, present, and future of the Indian Reservation Roads (IRR) Program and the need to grow the program to keep up with current trends and economic conditions.



Tim Penney, Tribal Transportation Program Coordinator, FHWA, and Jeff Paniati, Executive Director, FHWA, wound up the morning's slate of speakers with Penney's presentation on FHWA tribal initiatives and Paniati's overview of FHWA's involvement and partnership in the IRR.

The afternoon plenary featured Jay Adams, director and tribal liaison, ODOT, with comments on tribal and state cooperation in Oklahoma. Nicole Goldsmith, executive director of National RTAP, discussed coordinating interactions between FTA, RTAP state partners, and the

National RTAP program board. Finally, Leroy Gishi, chief of the Bureau of Indian Affairs, shared input on the status of the IRR inventory and Question 10. The day's events were capped off with an equipment rodeo at the Oklahoma State Fairgrounds.



Wednesday and Thursday were devoted to breakout sessions on topics such as transit planning, scenic byways, and IRR programs. "The IRR Planning Game and Tourney" session gave participants an opportunity to compete as they attempted to construct a transportation project within a tribal community. Matt Morris of the Delaware Nation of Oklahoma captured the winning title in this session.

"Right of Way Issues in Transportation," led by Joe Myers, Kelly Myers, of the California/Nevada TTAP and William Johnson, President of the National Indian Justice Center was the best-attended session with more than 52 participants.

Highlights of the conference were the awards banquet with entertainment by *Edgar Cruz* and the blues concert by *Red Dawn* at "The Biting Sow" in Bricktown. Approximately 350 people attended this year's NTTC Conference.

High Noon at Black Mesa

By Elsa Johnson

Two days before Christmas, officials from the U.S. Office of Surface Mining (OSM) have granted a permit to Peabody Coal Company to expand their mining operations on Navajo and Hopi lands, despite opposition from local communities and problems with the permitting process including lack of adequate time for public comment on a significant revision to the permit, insufficient environmental review, and instability in the Hopi government preventing their legitimate participation in the process. OSM's "Record of Decision" (ROD) is the final stage of the permitting process for the proposed "Black Mesa Project," which would grant Peabody Coal Company a life-of-mine permit for the "Black Mesa Complex" in northern Arizona.

Black Mesa Water Coalition, a Navajo and Hopi citizens organization working on indigenous sovereignty and environmental protection, has vowed to stop Peabody from causing further harm to Black Mesa. "We are looking into our options for how to stop this process from moving forward, including legal action. The permitting process was flawed and clearly rushed through before President Bush leaves office," said Enei Begaye, Co-Director of Black Mesa Water Coalition.

Wahleah Johns, Co-Director of Black Mesa Water Coalition said, "This decision will uproot the sacred connection that we have to land, water, and all living things on Black Mesa. Black Mesa is a female mountain, sacred to the Navajo people, and has been brutally scarred from over 30 years of coal mining activity and the resulting loss of 60 percent of our only source of drinking water. Our ancestors fought hard to retain our homelands, but even now in 2008 we are up against the same battle to protect our homelands. The abuse to mother earth needs to stop." This announcement is consistent with the Bush Administration's history of releasing controversial decisions on Friday evenings and before holidays. Samantha Honani, a Hopi Tewa tribal member, said, "This is the worst kind of Christmas present. The Hopi Tewa people will not be in holiday bliss this Christmas but in deep thought and contemplation of where we are as a tribe and people without a Tribal Leader given this devastating Record of Decision." Two weeks ago, a delegation of 40 Navajo and Hopi tribal members, including Hopi Tribal Chairman Ben Nuvamsa, met with the U.S. Office of Surface Mining (OSM) at their Denver headquarters in hopes of delaying OSM's decision. For three hours the Navajo and Hopi representatives met with OSM officials and presented documents and petitions ratified by their communities that urge OSM to suspend their decision. Their unified statement read, "Although we represent two different tribes, we come today united to protect our shared land and water. Water is the life source to both our peoples, and Peabody has failed to understand this connection. If the Office of Surface Mining grants a permit to Peabody, our way of life and spiritual balance will be severely disrupted and altered. Currently, we are already suffering the damage this industry has caused over the past 30 years. We believe OSM has been negligent in fulfilling the NEPA process, and if OSM issues a "Record of Decision" that would be a breach of the Federal Trust Responsibility. United we ask the Office of Surface Mining to stop the "Record of Decision" process."

This decision comes in the midst of Hopi political turmoil. Chairman Nuvamsa came to represent the Hopi and Tewa people in the battle to protect the water and lands from further coal mining in Black Mesa, AZ. "Due to lack of representation on the Hopi Tribal Council, the Village of Tewa was never afforded the opportunity to participate in any discussion of the Draft EIS as it applies to Hopi people and land," stated Chairman Nuvamsa.

(Continued on page 28)

RECENT TRANSPORTATION LEGISLATION

This information is provided expressly for educational purposes. The CA/NV TTAP hopes to inform and education 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.

STATE LEGISLATION

CALIFORNIA

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

ASSEMBLY BILL No. 64
Introduced by Assembly Members Krekorian, Bass, and Blakeslee December 9, 2008
STATUS: Read the first time, Dec. 16, 2008.

An act to amend Section 25500 of, and to repeal Chapter 4.3 (commencing with Section 25330) of Division 15 of, the Public Resources Code, and to amend Section 454.5 of, to amend and repeal Section 387 of, to add Section 399.23 to, to add Chapter 4.5 (commencing with Section 950) to Part 1 of Division 1 of, and to repeal Article 16 (commencing with Section 399.11) of Chapter 2.3 of Part 1 of Division 1 of, the Public Utilities Code, relating to energy, and making an appropriation therefore.

Existing law prescribes procedures for the designation of a transmission corridor zone, including publication of the request for designation and request for

comments, coordination with federal agencies and California Native American tribes, informational hearings, and requirements for a proposed decision.

This bill would repeal these provisions of law, and would give to the Renewables Infrastructure Authority the authority to designate transmission corridor zones.

When considering whether to designate a site for an electric transmission line and facilities appurtenant thereto or transmission corridor zones pursuant to this section, the authority shall confer with cities and counties, federal agencies, and California Native American tribes to identify appropriate areas within their jurisdictions that may be suitable for designation. The authority shall, to the extent feasible, coordinate efforts to identify long-term transmission needs of the state with the land use plans of cities, counties, federal agencies, and California Native American tribes. The authority shall not propose any facility within the jurisdiction of a California Native American tribe without the approval of the California Native American tribe.

ASSEMBLY BILL No. 105
Introduced by Assembly Member Evans January 9, 2009
STATUS: May be heard in committee February 12.

SENATE BILL No. 47
Introduced by Senator Ducheny January 9, 2009
STATUS: Read first time, January 12, 2009

Acts making appropriations for the support of the government of the State of California and for several public purposes in accordance with the provisions of Section 12 of Article IV of the Constitution of the State of California, and declaring

the urgency thereof, to take effect immediately.

Both of these Bills include provisions for the distribution of funds to California Indian Tribes from the California Gambling Control Commission, payable from the Indian Gaming Revenue Sharing Trust Fund.

SENATE BILL No. 5
Introduced by Senator Maldonado December 1, 2008
STATUS: To Committee on Public Safety on January 29, 2009

An act to amend Section 830.6 of the Penal Code, and to amend Section 3 of the Monterey Peninsula Airport District Act (Chapter 52 of the Statutes of 1941), relating to law enforcement.

Whenever any person designated by a Native American tribe recognized by the United States Secretary of the Interior is deputized or appointed by the county sheriff as a reserve or auxiliary sheriff or a reserve deputy sheriff, and is assigned to the prevention and detection of crime and the general enforcement of the laws of this state by the county sheriff, the person is a peace officer, if the person qualifies as set forth in paragraph (1) of subdivision (a) of Section 832.6. The authority of a peace officer pursuant to this subdivision includes the full powers and duties of a peace officer as provided by Section 830.1.

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

Assembly Bill 18
(ON BEHALF OF THE LEGISLATIVE COMMITTEE FOR THE REVIEW AND OVERSIGHT OF THE TAHOE REGIONAL PLANNING AGENCY AND THE MARLETTE LAKE WATER SYSTEM)
PREFILED DECEMBER 5, 2008

STATUS: Referred to Committee

RECENT TRANSPORTATION LEGISLATION

on Ways and Means

An Act to Authorize the issuance of bonds for environmental improvement projects for Lake Tahoe. (BDR S-375).

WHEREAS, The Lake Tahoe Basin exhibits unique environmental and ecological conditions that are irreplaceable; and

WHEREAS, This State has a compelling interest in preserving, protecting, restoring and enhancing the natural environment of the Lake Tahoe Basin; and

WHEREAS, The preservation, protection, restoration and enhancement of the natural environment of the Lake Tahoe Basin is a matter of such significance that it must be carried out on a continual basis; and

WHEREAS, In October 1997, Governor Bob Miller, on behalf of the State of Nevada, signed a Memorandum of Agreement between the Federal Interagency Partnership on the Lake Tahoe

Ecosystem, the States of Nevada and California, the Washoe Tribe of Nevada and California, the Tahoe Regional Planning Agency and interested local governments, in which the parties affirmed their commitment to the Tahoe Regional Planning Compact, to the sound management and protection of the resources within the Lake Tahoe Basin and the support of a healthy, sustainable economy and to achieve environmental thresholds for Lake Tahoe, and agreed to cooperate to carry out, including, without limitation, providing financial support for, the Environmental Improvement Program; and WHEREAS, The costs of carrying out the Environmental Improvement Program have been apportioned among the Federal Govern-

ment, the States of Nevada and California and the local governments and private property owners within both states; and

WHEREAS, The cost of a continued investment in carrying out the Environmental Improvement Program for the State of Nevada and its political subdivisions is \$100,000,000 for the next 10-year period; now, therefore,

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Money to carry out the Environmental Improvement Program for the Lake Tahoe Basin established pursuant to section 1 of chapter 514, Statutes of Nevada 1999, at page 2627, must be provided by the issuance by the State Board of Finance of general obligation bonds of the State of Nevada in a total face amount of not more than \$4,420,000 pursuant to NRS 349.150 to 349.364, inclusive.

FEDERAL LEGISLATION

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

(Currently, no pending legislation other than the Economic Stimulus Plan proposed by NCAI, see below.)

A. RESERVATION ROADS AND TRANSPORTATION INFRASTRUCTURE

Request: \$310 Million - Indian Reservation Roads Program – New roads and transportation infrastructure projects. (DOI/ DOT)
\$258 Million - BIA Road and

Transportation Infrastructure maintenance Projects (DOT)
Jobs: \$21,500 jobs
Tribal Governments and the Native American communities they support should be included as eligible recipients for transportation new construction and maintenance. Inclusion would create a large number of immediate jobs, contracting opportunities, and related procurement. Funding would also help to save lives by improving road safety among a population with the highest transportation accident rates.

According to BIA officials, tribal communities have an unmet immediate need of well over \$258 million in maintenance funding for roads and bridges and \$310 million in unmet new roads and bridges projects. These projects will immediately create over 11,000 jobs and will inject a much-needed stimulus into the Native American.

For more information go to:
National Congress of American Indians.

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



TRANSPORTATION EVENTS CALENDAR

Please visit the National Indian Justice Center web site to view more upcoming transportation events.

Go to: www.nijc.org/ttap_events.html

JANUARY 2009

FHWA-NHI-380085

Guardrail Installation Training

Proper installation of barrier systems (guardrails) is paramount to the safety of our roads.

1 Day CEU 0.6 \$220/person

Registration go to:

www.nhi.fhwa.dot.gov (*Enroll in a session –link*)

FHWA Office of Safety Safety Compass

Safety Compass is a publication of the FHWA Office of Safety, and it is an excellent place for you to share what you and your State and local partners are doing to improve safety. Submissions for the March 2009 Issue DEADLINE is February 16

For more information go to:

<http://safety.fhwa.dot.gov/newsletter/safetycompass/index.htm>

FEBRUARY 2009



February 1-5

ATSSA 39th Annual Convention

McEnergy Convention Center
San Jose, CA

For more information go to:

<http://www.atssa.com/cs/atssa-2009-traffic-expo>

February 4-5

BIA—Road Information Field Data System

National Indian Justice Center
Santa Rosa, CA

For more information go to:

www.nijc.org/ttap_events.html

February 10, NOON

NCAI's State of Indian Nations Address

NMAI, Washington, D.C.

RSVP to ahale@ncai.org

February 23-24

OSHA 10-Hour Construction Safety Course

Richmond, CA

For more information go to:

www.techtransfer.berkeley.edu/

MARCH 2009

March 2-3

OSHA 10-Hour Construction Safety Course

Fresno, CA

For more information go to:

www.techtransfer.berkeley.edu/

March 5-6

Transportation Megaconference IV

Sheraton New Orleans
New Orleans, LA

For more information go to:

<http://www.abanet.org/tips/market/09TransMegaCon.pdf>

March 5-6

OSHA 10-Hour Construction Safety Course

Los Angeles, CA

For more information go to:

www.techtransfer.berkeley.edu/

March 10-12

National Traffic Management and Work Zone Safety Conference

Orlando, FL

For more information go to:

www.workzonesafety.org

March 12-13

Safety and Traffic Control Plans for Work Zones to Include Flagging Certification

National Indian Justice Center
Santa Rosa, CA

For more information go to:

www.nijc.org/ttap_events.html

March 22-25

ITE 2009 Technical Conference

Phoenix Convention Center
Phoenix, AZ

For more information go to:

<http://www.cornetser.com/ite/>

APRIL 2009

April 2-3

Real DUI Court in Schools: Faculty Development

National Indian Justice Center
Santa Rosa, CA

For more information go to:

www.nijc.org/ttap_events.html

April 5-8

2009 GIS for Transportation-Preliminary Program

Oklahoma City, OK

For more information go to:

<http://www.gis-t.org>

April 14-15

Safety and Traffic Control Plans for Work Zones to Include Flagging Certification

Arcada, CA

For more information go to:

www.nijc.org/ttap_events.html

April 19-23

National Association of County Engineers (NACE) 2009

Hotel Pere Marquette
Peoria, IL

For more information go to:

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY



CALIFORNIA

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

California Department of Transportation Division of Transportation Planning, Native American Liaison Branch

1120 N Street
Sacramento, CA 95814
(916) 653-3175

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

The Federal Highway Administration created the Local Technical Assistance Program (LTAP) in 1982 to provide local agencies with information and training programs to address the maintenance of local roadways and bridges.



**California Local Technical
Assistance Program (LTAP)**
California Technology Transfer Program
University of California Berkeley
RFS 1301 S 46th St., Bldg 155
Richmond, CA 94804
(510) 665-3608

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

MTC RELEASES THE DRAFT TRANSPORTATION 2035 PLAN: CHANGE IN MOTION

After nearly two years of dialogue and technical analysis, MTC on December 19, 2008 released the *Draft Transportation 2035 Plan: Change in Motion* for public review and comment. The draft document is the Bay Area's transportation blueprint for investing \$226 billion in projected revenue expected to flow to the region over the next 25 years. You are invited to comment on this document and its attempt to influence, cause or initiate a whole range of "changes in motion."

View All Documents on Line

http://www.mtc.ca.gov/planning/2035_plan/index.htm

Written comments on the Draft EIR must be received by 4 p.m. on **Monday, February 2, 2009**, at 101 Eighth St., Oakland, CA 94607, Attn: Ashley Nguyen, Planning Section; faxed to MTC, Attn: Ashley Nguyen, at 510.817.5848; or sent via e-mail to anguyen@mtc.ca.gov.



NEVADA

The Nevada Department of Transportation is responsible for the planning, construction, operation and maintenance of the 5,400 miles of highway and over 1,000 bridges which make up the state highway system.

Nevada Department of Transportation

1263 South Stewart Street
Carson City, NV 89712
(775) 888-1433

<http://www.nevadadot.com>

Nevada Local Technical Assistance Program (LTAP)

Nevada Transportation Technology Transfer Center
Nevada T2 Center/257
University of Nevada
Reno, NV 89557
(775) 784-1433

<http://www.t2.unr.edu/>

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL



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.

Federal Highway Administration

United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
<http://www.fhwa.dot.gov/index.html>

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.

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 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.



Office of Federal Lands Highway

Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-9494
<http://www.fhwa.dot.gov/flh/index.htm>

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.

Federal Transit Administration

1200 New Jersey Avenue, SE
4th & 5th Floors East Building
Washington, DC 20590
<http://www.fta.dot.gov/>



TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FTA Region 9 Offices

Federal Transit Administration
201 Mission Street Suite 1650
San Francisco, CA 94105
(415) 744-3133
http://www.fta.dot.gov/regions/regional_offices_909.html

Bureau Of Indian Affairs

There are millions of acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives. There are 561 federal recognized tribal governments in the United States. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure and economic development are all part of the agency's responsibility. In addition, the Bureau of Indian Affairs provides education services to approximately 48,000 Indian students.



Bureau of Indian Affairs

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

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

National Local Technical Assistance Program (NLTAPA) is a not-for-profit organization representing and serving the

[58 LTAP and TTAP Member-Centers](#)

in the United States and Puerto Rico. All staff of Member-Centers are entitled to Association services and opportunities to serve .

<http://www.Ltapt2.org>

BTEP Centers Contact Information

The Border Technology Exchange Program (BTEP) was created in 1994 by the FHWA Office of International Programs (OIP) to provide opportunities for technology and information exchange that facilitates the safe, efficient and secure movement of people and goods between the U.S. Border States and their counterparts in Mexico.

From Sonora:

M.I. Fidel Garcia Hernandez
Campus Universitario, Edificio 12 A
Planta Baja, Rosales y Blvd. Luis Encinas
Hermosillo, Sonora, México. C.P. 83000
Tel. 01662 2592183
mail: fidel@dicym.uson.mx

From Chihuahua:

Dr. Manuel Portillo Gallo
Circuit No.1 Nuevo Campus Universitario
C.P. 31125 Chihuahua, Chihuahua, México
Tel. 614 4429507 ext. 2524
mail: MPORTILL@UACH.MX

From Coahuila:

M.I. Sergio Quintanilla Valdez
Facultad de Ingeniería U A de C
Camporeddondo C.P. 25000
Saltillo, Coahuila, México
Tel. 01844 4143300
mail: ctttcoah@mail.uadec.mx

From Nuevo Leon:

M.C. David Gilberto Saldaña Martinez
Instituto de Ingeniería Civil
Av. Fidel Velazquez s/n esq. Universidad, Cd.
Universitaria
San Nicolas de los Garza, N.L. México. C.P. 66450
Tel. 0181 81359010
mail: saldanadave@yahoo.com

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

California Department of Transportation
(Caltrans) Native American Liaison Branch
<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

California Department of Transportation: Division of Mass Transportation
<http://www.dot.ca.gov/hq/MassTrans/>

California Bay Delta Authority
http://calwater.ca.gov/calfed/stakeholders/stakeholders_tribal.html

California Environmental Protection Agency
<http://www.calepa.ca.gov/>

NEVADA

Nevada Department of Transportation (N DOT)
Local Governmental Liaison
<http://www.nevadadot.com/>

Southern Nevada Regional Transportation Commission
<http://www.rtcsonthernnevada.com/rtc/>

FEDERAL

US DOT Federal Highway Administration (FHWA)
<http://www.fhwa.dot.gov/>

US DOT Federal Transit Administration (FTA)
<http://www.fta.dot.gov/>

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

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

FTA Region 9 Offices
http://www.fta.dot.gov/regions/regional_offices_909.html



ENVIRONMENTAL

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

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

US DOI National Park Service American Indian Liaison Office
<http://www.nps.gov/history/ailo/ailohome.htm>

US DOT FHWA Roadside Revegetation
The Art and Science of Revegetation
www.nativerrevegetation.org

US DOT/FHWA Federal Lands Highway
Best Management Practices for Chemical Treatment
Systems for Construction Stormwater and Dewatering.
Publication No. FHWA-WFL/TD-09-001
The FLH has a core mission to deploy new, underused,
emerging and innovative transportation technologies.
These publications are a result of technology deployment
activities performed under the sponsorship of
FLH's Coordinated Technology Implementation Program.

For more information go to:
amit.armstrong@fhwa.dot.gov or 360-619-7668

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.

TRIBAL TRANSPORTATION RESOURCES

ORGANIZATIONS (con't)

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

Institute Of Transportation Studies
University of California Berkeley
NewsBITS
<http://www.its.berkeley.edu/>

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://epa.gov/climatechange/wycd/stateandlocalgov/state.html>

US DOT

NHTSA
CAFE standards EIS following *Center for Biological Diversity v. NHTSA*
<http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.43ac99aefa80569eea57529cdba046a0>,
or, www.regulations.gov in Docket NTSA-2008-0060, entries 2008-0060-0605

FHWA

Bonner Bridge Home Page
<http://www.ncot.gov/projects/bonnerbridgerepairs/>

Columbia River Crossing Home Page
<http://www.columbiarivercrossing.org/Default.aspx>

Columbia River Crossing Project Library
<http://www.columbiarivercrossing.org/library/Default.aspx>

Intercounty Connector Home Page
<http://www.iccproject.com/>
or, Record of Decision, Vol.2, Record of Responses to Public Comments

[http://www.iccproject.com/PDFs/Record of Responses.pdf](http://www.iccproject.com/PDFs/Record%20of%20Responses.pdf)

Economic Recovery
For more information go to:
<http://www.fhwa.dot.gov/economicrecovery/>

SAFETY RESOURCES

Tribal Road Safety Audits: CASE STUDIES
Sponsored by FHWA (Office of Safety and Office of Federal Lands)
Road Safety Audits (RSAs) are an effective tool for proactively improving the future safety performance of a road project during the planning and design sates, and for identifying safety issues in existing transportation facilities.
For additional information and resources on RSA's go to:
<http://safety.fhwa.dot.gov/rsa/>

Arizona Department of Transportation
By Esther Corbett & Robert Mickelson at the Intertribal Council of Arizona, Inc.
592 Building Tribal Traffic Safety Capacity
http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592.pdf
And,
592 Tribal Traffic Safety Funding Guide
http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592s.pdf

Insurance Institute Highway Loss
Fatality Analysis Reporting System (FARS)
From the US DOT.
http://www.iihs.org/research/fatality_facts_2007/default.html

National Institute for Occupational Safety and Health (NIOSH)
Construction Equipment Visibility
<http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/default.html>.

Vista Training Programs
Backhoe-Loader Instructor Kit
http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html

TRIBAL TRANSPORTATION RESOURCES

(Continued from page 19)

Architectural and Transportation Barriers Compliance Board –DRAFT
ADA Accessibility Guidelines for Transportation Vehicles

<http://edocket.access.gpo.gov/2008/E8-27477.htm>

Interactive Highway Safety Design Model (IHSDM—2008 Release)
Analysis tools for evaluating safety and operational effects of geometric designs on two-lane rural roads. The software and associated documents are available for free downloading at:
<http://www.ihsdm.org>

FHWA Office of Safety Design
Two informational videos on DVD.
Median Barriers—A Solution to Cross-Median Crashes, and previously released video, *Rumble Strips—A Sound Investment*.
Availability will be in February 2009.
Order from FHWA Report Center –publication number #FHWA-SA-08-007.
report.center@fhwa.dot.gov

U.S. Department of Transportation
Rural Safety Initiative
Rural roads carry less than half of America's traffic yet they account for over half of the nation's vehicular deaths. It is time to put a national focus on a local problem.
For more information on the -
Characteristics of Rural Crashes, go to:
<http://www.dot.gov/affairs/ruralsafety/ruralsafetyinitiativeplan.htm>

Federal Highway Administration
FHWA safety officials, transportation officials and safety experts strongly recommend better use of nine tools that are keys to reducing roadway fatalities each year.
For more information go to:
<http://safety.fhwa.dot.gov/policy/memo071008.htm>

Federal Highway Administration
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/training/>

PUBLICATIONS



Indian Reservation Road Program Comprehensive Inventory Report
January 2008
Available at: Michigan TTAP,
<http://ttap.mtu.edu/IRRPCC/2008/IRRP-comprehensiveinventoryreport-JAN08.pdf>

NCRHP REPORT 615
Evaluation of the Use and Effectiveness of Wildlife Crossings
Available at: <http://www.trbbookstore.org/nr.615.aspx>

Indian Highway Safety Program
Bureau of Indian Affairs Safety Plan 2006
Available at: http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/images/FY05/highwaysafetyplan/BIA_2006HwySP.pdf

Potential Impacts of Climate Change on U.S. Transportation
Transportation Research Board Special Report 290
Available at: www.trb.org

Integrating Climate Change into the Transportation Planning Process
Federal Highway Administration
Final Report 2008
Available at: <http://www.fhwa.dot.gov/hep/climatechange/climatechange.pdf>

NACE News—Monthly Newsletter
National Association of County Engineers
Available at: <http://www.naco.org/NACETemplate.cfm?Section=News&template=/ContentManagement/ContentDisplay.cfm&ContentID=29512>

TRIBAL TRANSPORTATION RESOURCES

Publications (cont'd)

California Tribal Transportation
A Position Paper to Congress
New Authorization Transportation and Public Works—California Indian Tribal Transportation Task Force; December 1, 2008

DRAFT

The purpose of this statewide position paper is to provide:

- A review and recommendations regarding recent transportation policy changes proposed at the national level that will negatively impact California Tribes
- A summary of the historical circumstances of California Native peoples that continue to impact tribal road ownership and transportation issues.

Information about the Indian Reservations Roads Project.

For more information contact: Jacque Hostler
(707)677-0211x2708 or
cherae.roads@gmail.com

VIDEOS



Pathways to Tomorrow
Transportation Education for Tribal Professionals
Report No. FHWA-WFL/TD-70-003
Available at: <http://www.wfl.fhwa.dot.gov/td/>

Tribal School Zone Safety: Video and Toolkit

To obtain a free DVD, Please contact:
[Chimai Ngo](mailto:Chimai.Ngo@dot.gov) 202-366-1231 or,
[Monica Gourdine](mailto:Monica.Gourdine@dot.gov) 202-366-1872

Environmental Justice in Transportation for California Tribes
Video Workbook
Produced by the National Indian Justice Center.
Available at: 707-579-5507 or,
<http://nijc.org/publications.html>

ANNOUNCEMENTS

U.S. Department of Labor/OSHA and the National Indian Justice Center will, pursuant to the grant from OSHA Susan Harwood Grants Program, produce a self-paced, online training course that will help tribal leaders (employers) and tribal transportation personnel (employees) in California and Nevada develop a competency in OSHA and state standards and requirements and be better able to recognize hazards and integrate Work Zone Safety considerations in planning, managing and field operation of roadway/highway construction projects on or near tribal lands.

To participate in the February 2009 pilot test please e-mail your contact information and request to participate in this on line course to nijc@aol.com

Federal Transit Administration Public Transportation on Indian Reservations Program; Tribal Transit Program Awards

AGENCY: Federal Transit Administration, DOT
ACTION: Notice of award.

SUMMARY: The Federal Transit Administration (FTA) announces the selection of projects to be funded under Fiscal Year (FY) 2008 appropriations for the Public Transportation on Indian Reservations Program; Tribal Transit Program (TTP), a program authorized by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Congratulations to :

- **Blue Lake Rancheria, CA—\$120,000**
- **Cher-Ae heights Indian Community of the Trinidad Rancheria, CA—\$25,000**
- **Reservation Transportation Authority , CA—\$400,000**
- **Yurok Tribe, CA—\$255,489**

TRIBAL TRANSPORTATION FUNDING RESOURCES

CALIFORNIA

California Department of Transportation: Transportation Planning Funding Grants

The Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants support closer placement of jobs and housing, efficient movement of goods, community involvement, in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives. The final results of these grants should lead to the adoption, initiation, and programming of transportation improvements that improve mobility, access and economic vitality. For more information on these grants go to: <http://www.dot.ca.gov/hq/tpp/grants.html>

California Department of Transportation: The State-Legislated Safe Routes to School Program

California Safe Routes to School program is contained in the Streets & Highway Code Section 2330-2334. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

California Regional Blueprint Planning Program Grants

The Regional Blueprint Planning Program Grants is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interest, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern.

The regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth.

Eligible Applicants are Metropolitan Planning Organizations (MPOs) and rural Regional Transportation Planning Agencies (RTPAs); planning efforts should be performed jointly with Councils of Governments, Native American Tribal Governments, counties and cities. For more information on this grant go to: <http://calblueprint.dot.ca.gov/>

California Department of Transportation: Division of Mass Transportation Elderly and Disabled Specialized Transit Grant Program (FTA 5310)

This capitol grants funding program serves the transportation needs for elderly persons and persons with disabilities; in areas where public mass transportation services are otherwise unavailable. It allows the procurement of accessible vans and buses; communication equipment, mobility management activities, and computer hardware and software. For more information on this grant go to: <http://www.dot.ca.gov/hq/MassTrans/5310.html>

California Department of Transportation: Division of Mass Transportation Elderly and Disabled Specialized Transit Grant Program (FTA 5310)

This capitol grants funding program serves the transportation needs for elderly persons and persons with disabilities; in areas where public mass transportation services are otherwise unavailable. It allows the procurement of accessible vans and buses; communication equipment, mobility management activities, and computer hardware and software. For more information on this grant go to: <http://www.dot.ca.gov/hq/MassTrans/5310.html>

California Department of Transportation: Division of Mass Transportation Rural Transit and Procurement Grant Program (FTA 5311)

This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. The California State Department of Transportation (Department) Division of Mass Transportation (DMT) is the delegated grantee. For more information on this grant go to: <http://www.dot.ca.gov/hq/MassTrans/5311.html>

California Department of Transportation: Division of Mass Transportation Job Access and Reverse Commute Program Grant (JARC-FTA 5316)

The JARC Grant Programs purpose is to provide transit service to and from jobs and training. The purpose of this grant program is to develop transportation services designed to transport service-welfare recipients and low income individuals to and from jobs and to develop transportation for

TRIBAL TRANSPORTATION FUNDING RESOURCES

residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. JARC projects should improve access to employment and employment-related activities for lower-income workers. Tribes are eligible to apply for this grant. The maximum allowable for administrative costs is ten percent. Beginning in Fiscal Year (FY) 2007, all selected projects must be derived from a local developed, coordinated human-services transportation plan. The matching requirement for capitol projects is 80/20, and for operational projects is 50/50. <http://www.dot.ca.gov/hq/MassTrans/5316.html>

California Department of Transportation: Division of Mass Transportation New Freedom Grant Program (FTA 5317)

The New Freedom Grant Programs purpose is to provide transit service to and from jobs and training. New Freedom Grant projects should assist individuals with disabilities with transportation. The projects must be for new transportation services and public transportation alternatives beyond those required by American with Disabilities Act (ADA) to assist persons with disabilities. Tribes are eligible to apply for this grant. The maximum allowable for administrative costs is ten percent.

Beginning in Fiscal Year (FY) 2007, all selected projects must be derived from a local developed, coordinated human-services transportation plan. The matching requirement for capitol projects is 80/20, and for operational projects is 50/50. <http://www.dot.ca.gov/hq/MassTrans/5317.html>

California Department of Transportation Transportation Planning Grants FY 2009-2010 New Application and Work Shops; Application Deadline April 1, 2009

Environmental Justice: Context-Sensitive Planning-Community-Based Transportation Planning Partnership Planning (SPR)

Transit Planning (FTA Section 5304)

- Statewide Transit Planning Studies
- Transit Technical Planning Assistance
- Transit Professional Development

The Fiscal Year 2009-2010 Transportation Planning Grant application package and a list of workshops in your area is now available on the California Department of Transportation, Division of Transportation

Planning's website at <http://www.dot.ca.gov/hq/tpp/grants.html>

To request a grant application by mail, please call *Suzanne De Foor* at (916) 653-8697 or email her at Suzanne_De_Foor@dot.ca.gov.

NEVADA

Nevada Department of Transportation: Safe Routes to School Program

For more information regarding the Nevada Safe Routes to School, please visit: http://www.walknevada.com/PDF/SRTS_nv_Application_032007.pdf

Nevada Department of Transportation: 2010-11 Landscape Aesthetics Community Match Program Procedures Manual

The State Transportation Board approves the Landscape and Aesthetics Community Match Program to Help communities add landscape and aesthetic treatments to State Highway (retrofitting) and improve the appearance of Nevada's highways. The program provides for a variety of projects, such as landscaping, scenic beautification, transportation art, and community gateways. The program provides funding for fifty percent of a landscape and aesthetic project, up to a maximum, of \$500,000 from the applicant and \$500,000 from the program. The minimum application accepted for the program is \$100,000, of which \$50,000 comes from the program.

More information on the Landscape and Aesthetic Program may be found at www.nevadadot.com under Public Involvement, Landscape and Aesthetics Master Plan, Related Links, #1

The Western Transportation Institute (WTI) University Transportation Center (UTC) Academic funding opportunities: Deadline to file— March 1, 2009

- Graduate Transportation Award
- Safe Passages Research Experience for Undergraduates (REU)
- Summer Transportation Institute
- Continuing Education Road Ecology On-line Course (Free to the public - OPEN REG.)

For more information go to:
<http://www.wti.montana.edu/Education/Funding.aspx>

TRIBAL TRANSPORTATION FUNDING RESOURCES

FEDERAL

Federal Safe Routes to School Program (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

This federal program has different eligibility and local match requirements than the state-legislated program. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

United We Ride State/Tribal Mobility Management Coordination Grants; Solicitation for Proposals and Technical Assistance/Training Available

Funding in the amount of \$1.5 million is provided by FTA to support grants ranging up to \$300,000 each. These grants are intended to assist States and tribal associations in supporting the development of transportation coordination capabilities and capacity within local or regional human service networks to address the individualized customer transportation needs of persons and families with low income, persons with disabilities, older adults and youth. State or tribal mobility management proposals may include the development of educational programs, training and technical assistance activities, and mobility management coordination pilots for or within such networks. These grants are not intended to fund the capital or operating costs of specific transportation services or transportation brokerage programs.

DATES: Proposals must be submitted February 12, 2009.

For further information contact:
Doug Birnie at PH 202-366-1666 FAX: 202-366-3394; or unitedweride@dot.gov

Federal Highway Administration

National Scenic Byways Program
SAFETEA—LU; P.L. 109-59 authorizes \$43.5

million in FY 2009 for the National Scenic Byways Program, expands eligibility to Indian Tribe scenic byways, allows Indian Tribes to submit applications directly to FHWA division offices, and authorizes FHWA to enter into project or grant agreements directly with Indian Tribes.

This solicitation memorandum, FY 2009 Grant Information, the online application, and other important materials are available at <http://www.bywaysonline.org/grants/>. All applications must be completed online and submitted both electronically and in hard copy. Indian Tribes may submit applications through the State DOTs or directly to the FHWA division offices. All other applications must be submitted to the State DOTs for review and possible submission to the FHWA division offices. Applicants must also submit a SF-424 using Grants.gov in addition to submitting their application on bywaysonline.org.

If you have questions about the FY 2009 solicitation, please contact Cindi Ptak at 202-366-1586 or cindi.ptak@dot.gov or Gary Jensen at 202-366-2048 or gary.jensen@dot.gov.

Applications are due from the State departments of transportation (State DOTs) and Indian Tribes to the Federal Highway Administration (FHWA) division offices by March 13, 2009. The division offices should forward all applications to Headquarters by April 10, 2009, to the address below:

Ms. Cindi Ptak, (HEP-2)
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

3M SIGN GRANT PROGRAM

To help government agencies meet the FHWA Minimum Levels of Retroreflectivity standard 3M Traffic Safety Systems, has launched the 3M Sign Grant Program. The program is designed to significantly reduce road sign replacement costs for state and local agencies to meet the standard. 3M will partner with agencies to improve traffic sign brightness and visibility through top-of-the-line technology, while providing significant cost savings.

For more information go to: http://solutions.3m.com/wps/portal/3M/en_US/3M_Sign/Grant/?WT.mc_id=www.3MSignGrants.com

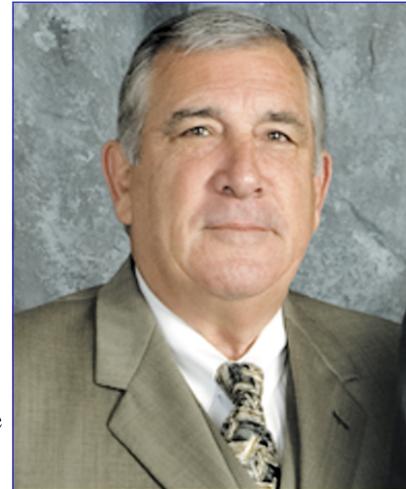
TRIBAL TRANSPORTATION FUNDING RESOURCES

A California Indian Case for Additional IRR Transportation Funds

The transportation system of California includes intermodal transportation that provides access to and from the 107 Indian reservations and Rancheria's in the state. California is the home to the largest population of American Indians in the United States. Historically, the federally recognized tribes in California have received less funding for transportation needs than tribes in other regions of the nation.

These transportation funds which go directly to the tribal governments are not part of the state's federal aid program and have no negative impact on state transportation funding. In fact, it would follow that by increasing these direct federal funds to California's tribes through the national Indian Reservation Roads (IRR) program, it would thereby increase the transportation funding for some roadway needs of California.

The federally recognized tribes of California receive only 1% of direct federal funding from the national Indian Reservation Roads program. The miles of roads for the California tribes on the IRR system is approximately 2% of the national miles counted for Indian country. The majority of the road miles counted on the IRR system for California tribes is comprised of a small portion of state highways and local roadways in the state that are on or near reservations and Rancherias. These road miles counted must remain on the IRR system for California tribes. If for any reason these miles are reduced, there would be an even greater inequity in the transportation funding for the tribes of California.



The IRR program is one of the few funding sources that can be used as a local match for federal-aid projects. The poor conditions of the tribal roads and bridges jeopardize the safety, security, and economic well being of tribal members and the traveling public.

Set forth below are transportation issues and needs that can be resolved, in part by significantly increasing the IRR funding for California tribes:

- **Transportation Planning:** A total of \$150,000 is divided among the 107 tribes in California for transportation planning (some Tribes receive less than \$5 annually).
- **Maintenance:** Approximately \$680,000 of IRR maintenance funds is divided among the 107 Tribes in California; these funds may be reduced by 50% during FY 2008-09.
- **Safety:** Native Americans suffer fatalities at a percentage that exceeds other racial or ethnic group in the United States. While the national average for the number of fatalities decreased on the highways in 2003, the number of fatalities on Indian reservations increased significantly.
- **Transit:** Indian reservations are located in the rural areas of the state, resulting in less transit services available to tribal communities. More transit funding would allow small tribal transit services to connect to existing regional transit systems for access to employment, health care, and other services.
- **Construction:** Tribes in California receive the lowest funding in the nation per capita for road construction.

*If you need further information regarding the above, please contact:
Bo Mazzetti, (760) 749-1092, Acting Chairperson of Rincon Reservation and,
member of Caltrans Native American Advisory Committee.*

TRIBAL TRANSPORTATION FUNDING RESOURCES

INTRODUCTION



The CIWMB offers a variety of grant funding opportunities to assist public and private entities in safely and effectively managing California's waste stream. These grant funds further the CIWMB's core mission to:

- Reduce/reuse/recycle all waste;
- Encourage development of recycled-content products and markets, and;
- Protect public health and safety and foster environmental sustainability.

The following summaries provide a brief overview of CIWMB grant programs. This information is subject to change without notice. Additional grant information can be found at www.ciwmb.ca.gov/grants

TIRES

TIRE RECYCLING, CLEANUP, AND ENFORCEMENT GRANTS encourage activities that reduce the disposal of waste tires in landfills. These grants focus on enforcement of proper tire disposal, cleanup of stockpiled tires, market development of recycled tire products, and/or promotion of demonstration projects.

LOCAL GOVERNMENT WASTE TIRE CLEANUP and AMNESTY EVENT GRANTS provide funding on a competitive basis to local public agencies and Qualifying Indian Tribes for the cost of cleanup, abatement, and remediation of waste tires. They also provide funding to local public agencies for public drop-off of waste tires at convenient locations.

TARGETED RUBBERIZED ASPHALT CONCRETE INCENTIVE GRANTS provide funding on a competitive basis to local public agencies and Qualifying Indian Tribes for first-time users on their rubberized asphalt concrete projects.

RUBBERIZED ASPHALT CONCRETE USE GRANTS provide funding on a competitive basis to local public agencies and Qualifying Indian Tribes using rubberized asphalt concrete materials beyond a first-time use.

RUBBERIZED ASPHALT CONCRETE CHIP SEAL GRANTS provide funding on a competitive basis to local public agencies and Qualifying Indian Tribes for rubberized asphalt concrete chip seal projects for road repair and maintenance. Funding is based on a per-square-yard reimbursement rate for use of rubberized asphalt chip seal material. Grants are available for new and ongoing rubberized asphalt concrete chip seal users.

TIRE-DERIVED AGGREGATE CIVIL ENGINEERING PROGRAM GRANTS provide funding on a competitive basis to local public agencies for the use of tire-derived aggregate as a substitute for conventional construction materials in civil engineering projects.

TIRE-DERIVED PRODUCT BUSINESS ASSISTANCE PROGRAM GRANTS provide technical services and/or funding on a competitive basis to private businesses and Qualifying Indian Tribes to increase the production of and demand for tire-derived products. Eligible businesses may apply for assistance to evaluate and improve their business plan and operations, enhance marketing efforts and to test and certify new products. Loans for the purchase of new equipment also are available through the Recycling Market Development Zone Loan Program.

TIRE-DERIVED PRODUCT GRANTS provide funding on a competitive basis to local public agencies, public colleges, public universities, school districts, Qualifying Indian Tribes, park districts, special districts, public recreational facilities, fire and police/sheriff departments, and other entities as directed by the Board for the purchase of tire-derived products. Examples of eligible uses include playground covers, tracks, recreational surfaces, sidewalks, landscape covers, weed abatement mats, tree wells, and mulch made with 100 percent recycled California waste tires.

WASTE TIRE ENFORCEMENT GRANTS provide funding on a noncompetitive basis to solid waste local enforcement agencies and to city and county agencies with regulatory authority for waste tire enforcement activities.

For additional information about the **Tire Grant Programs**, contact the tire recycling program hotline: (916) 341-6441.

TRIBAL TRANSPORTATION FUNDING RESOURCES

HAZARDOUS WASTE MANAGEMENT GRANTS

USED OIL GRANTS are designed to increase used oil collection and used oil filter collection and recycling opportunities, thereby reducing the potential for illegal disposal.

BLOCK GRANTS provide funding to local governments on a noncompetitive per-capita basis for the management of used oil/used oil filter collection and outreach/education programs. Smaller cities in a region are encouraged to pool grant funds to achieve greater economies of scale. CIWMB awards a minimum of \$10 million in block grants each year.

OPPORTUNITY GRANTS provide funding on a competitive basis to local governments for used oil/used oil filter collection and/or equipment/facility modifications to facilitate collection. Grant funding must be used to enhance used oil block grant programs that are already established.

NONPROFIT GRANTS provide funding on a competitive basis to nonprofit organizations (those having a section 501(c)(3), 501(c)(4), 501(c)(6) and 501(c)(10) determination from the Internal Revenue Service) for projects that pilot or expand novel approaches to used oil/used oil filter collection and recycling and outreach/education programs.

RESEARCH, TESTING, AND DEMONSTRATION GRANTS provide funding on a competitive basis to local governments, nonprofit organizations, businesses, and any entity pursuing research, testing, and demonstration projects to develop new used oil/used oil filter collection strategies and technologies or new uses for used oil.

For additional information about the **Used Oil Grant Program**, contact: (916) 341-6457

HOUSEHOLD HAZARDOUS WASTE GRANTS are awarded to local governments responsible for waste management. Grant funds provide assistance to collect and manage household hazardous waste. Funded activities must complement local and regional household hazardous waste management and used oil programs.

COORDINATION GRANTS provide funding on a noncompetitive basis to each county for planning new household hazardous waste collection and outreach strategies, product stewardship initiatives or construction of new household hazardous waste collection facilities.

INFRASTRUCTURE GRANTS provide funding on a competitive basis to local governments for the planning and construction of new household hazardous waste collection facilities, the purchase of household hazardous waste collection equipment, and outreach/education.

OTHER GRANTS

FARM and RANCH CLEANUP GRANTS provide funding on a competitive basis to local public agencies, resource conservation districts, and Federally Recognized Indian Tribes for cleanup illegal solid waste sites on farm or ranch property.

SOLID WASTE DISPOSAL SITE and CODISPOSAL SITE CLEANUP GRANTS provide funding on a competitive basis to local public agencies. These grants can be used to finance a wide range of remediation projects at solid waste disposal sites and illegal disposal sites where a threat exists to public health and safety or the environment. The responsible party must either be unable or unwilling to perform the timely remediation or be unidentified.

LOCAL ENFORCEMENT AGENCY GRANTS provide funding to local enforcement agencies. These noncompetitive grants are based on population and the number of active, permitted solid waste facilities in each local enforcement agency jurisdiction. The grant funds assist local enforcement agencies in the permit and inspection programs of their solid waste facilities. (916) 341-6380

REUSE ASSISTANCE GRANTS provide funding on a competitive basis to local public agencies to develop and implement product reuse programs in their communities. Local public agencies may partner with a California nonprofit or commercial business to obtain a reuse assistance grant.



NATIONAL INDIAN JUSTICE CENTER

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

NIJC SERVICES

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

(Continued from page 11)

Navajo and Hopi citizens were given 45 days to comment on a revised "Black Mesa Project" Draft Environmental Impact Statement (EIS) and were never offered a public commenting period. Requests for commenting period extensions were denied by OSM as well as requests for OSM to come to Navajo and Hopi lands for question and answer meetings.

Two months ago, Arizona Congressman Raúl M. Grijalva wrote to Secretary of the Interior Dirk Kempthorne to suspend further consideration of Peabody's permit. "At present, OSM is rushing to approve a life-of-mine permit, first without making the permit revisions sufficiently available for public review, and then without adequate environmental review...Mining at Black Mesa has caused springs on Hopi lands to dry up and jeopardized the sole source of drinking water for many Hopis and Navajos. The Secretary, as the trustee for Native American tribes, must ensure that mining is done responsibly on tribal lands and that tribes actually want mining to occur. This project does not meet that test."

Black Mesa Navajo and Hopi residents are concerned about how this decision will impact the future of their homelands given the history of Peabody's unwise use of the Navajo Aquifer. "For decades coal and water from our lands have been taken to power Los Angeles and Las Vegas. Yet, we have suffered the loss of our sole source drinking water to accommodate the over consumption of these areas," says Wahleah Johns, Co-Director of Black Mesa Water Coalition.

Black Mesa is the ancestral homelands to thousands of Navajo and Hopi families and is regarded as a sacred mountain to the Navajo people and plays an integral role in the cultural survival for the future generations of both the Navajo and Hopi people.

Elsa Johnson is a member of the Forest Lake Chapter of the Navajo Nation.

CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

(707) 579-5507

Barry Litchfield, x 224

Email: barry@nijc.org

Sabrina Rawson, x 225

Email: sabrinarawson@nijc.org