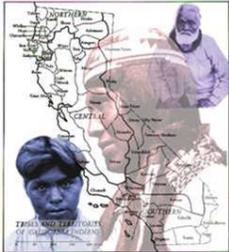


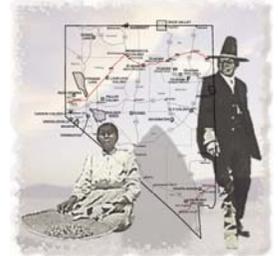
Tribal Transportation News



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Safety On The Road



A Serious Message On Driver Distractions

By Joe Myers, NIJC Executive Director

Often, America's driving public, young and old and in between, fail to appreciate the dangers of driver distractions that statistics tell us account for 80 percent of car crashes in the United States, including those crashes reported from Indian country. Although important studies have examined and analyzed this critical issue of highway safety, the driving public only receives sound bites that do not effectively change driver and occupant behavior. The researchers assemble their studies in graphics and tables with narratives that sometimes become too technical to serve as useable information for the driving public. Technical language does not characterize the problem in a manner that solicits behavioral change.

Probing the dynamics of driver distractions can be overwhelming. The young driver needs to receive a message that will change behavior and perspective concerning distractions. This article seeks to deliver a message about one particular group of drivers who are a major part of the driver distraction problem: drivers who are teens and young adults. **Studies have concluded that the leading cause of death among teens and young adults is the vehicle crash.** These crashes account for nearly one-third of the

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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.org, along with a cover email giving us permission to print your article. We appreciate your submissions!

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

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.

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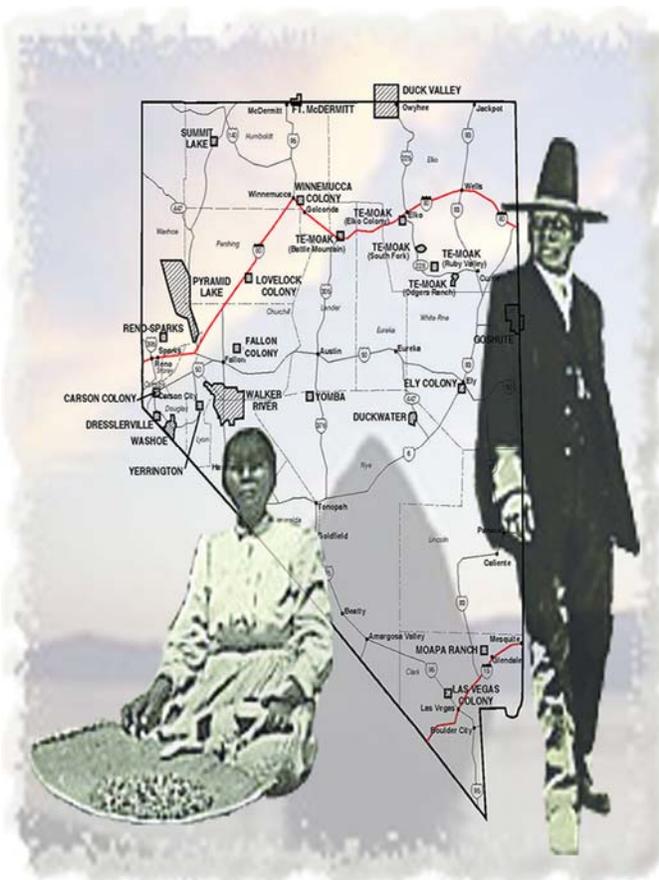
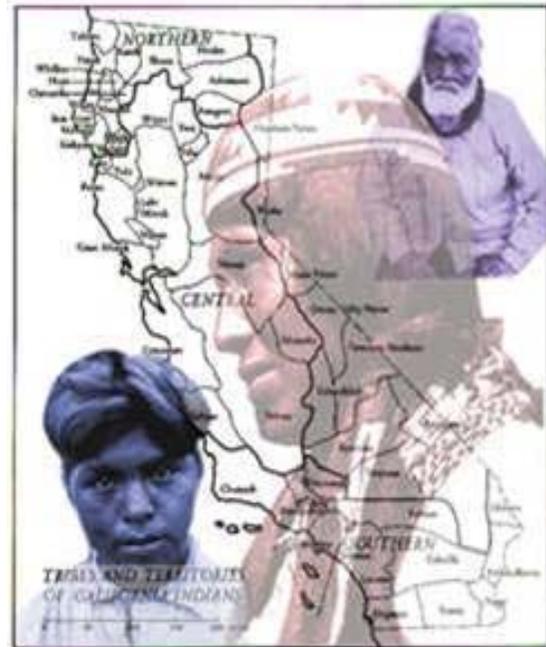
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(A Serious Message on Driver Distractions. Continued from page 1)

deaths of youths between 15-20 years of age. Many of these crashes happen when young occupants are in the car with a young driver. Two out of three teens are killed as passengers in vehicles driven by other young persons.

The statistics show that teenage occupants of moving vehicles driven by young drivers engage in reckless behavior especially when the group is in a partying mood. Loud music, occupant use of alcohol or drugs, and loud conversations in the vehicle add up to driver distractions that are less likely to occur if the driver was an older adult. Risk taking and impulsive behavior are the responses of youths to the matters before them.

If you are a parent or caregiver of a teen driver, you have a responsibility to inform your teen of the dangers of driver distractions, especially those distractions caused by their friends traveling with them in the vehicle. The message must be clear and delivered with respect and authority. If the message is not received in a manner that invites compliance and understanding, the message will not save lives. We want to save lives. Young passengers can be deadly distractions for young drivers.

The driving experience must be controlled by the driver of the vehicle. This is not always an easy task when the young driver is being tested by his/her peers. Parents and caregivers must understand and appreciate these young driver dynamics. If the parent or caregiver is uninformed, they cannot deliver the life saving message.

Occupant distraction can unfold in different ways: anger, demands of the driver or other occupants, intoxication of occupant(s), loud singing and loud conversation. The driver may even have to pull off the road to gain control before proceeding any further. These occupant distractions can be deadly.

Over the years, the cell phone has become a part of the vehicle equipment option. Many drivers carry and use hand held cell phones while they drive even if it may be against the law. It has become common place even though the dangers of using the cell phone while driving takes lives on the highway.

Before Mother's Against Drunk Driving (MADD), driving under the influence of alcohol was not such a big deal to the American public. Thirty years ago, America would take to the road on weekends with a case of cold beer on the back seat. In those days, a couple of drunk driving convictions would certify that you were a "real man".

But today, we all know the deadly consequences of drunk driving. No longer is there any debate about drinking and driving. The laws and the punishment have become strict and as a result, the roadways are safer.

Unpublished federal research has concluded that drivers who were talking on cell phones were **four times** more likely to crash as those drivers who got behind the wheel with a blood-alcohol level of .08. These researchers concluded that the available evidence suggested that a hands-free device did little to reduce this driving hazard/distraction. They attributed 240,000 crashes and 955 fatalities to this hazard/distraction in 2002.

Several large-scale, naturalistic driving studies (using sophisticated cameras and instrumentation in participants' personal vehicles) conducted by the Virginia Tech Transportation Institute (VTTI), provide a clear picture of driver distraction and cell phone use under real-world driving conditions. Combined, these studies continuously observed drivers for more than 6 million miles of driving.

"Given recent catastrophic crash events and disturbing trends, there is an alarming amount of misinformation and confusion regarding cell phone and texting use while behind the wheel of a vehicle. The findings from research at VTTI can help begin to clear up these misconceptions as it is based on real-world driving data. We conduct transportation safety research in an effort to equip the public with information that can save lives," says Dr. Tom Dingus, director of the Virginia Tech Transportation Institute.

In VTTI's studies that included light vehicle drivers and truck drivers, manual manipulation of phones such as dialing and texting of the cell phone lead to a substantial increase in the risk of being involved in a safety-critical event (e.g., crash or near crash). **Text messaging on cell phone was associated with the highest risk of all cell phone related tasks.**

(Continued on page 9)

HOUSE REAUTHORIZATION BILL UNVEILED



The bipartisan leaders of the House Transportation & Infrastructure (T&I) Committee today released a blueprint of their proposed \$450 billion six-year reauthorization of the federal surface transportation program. The 90-plus page outline is authored by Committee Chairman James Oberstar (D-Minn.), Ranking Republican John Mica (R-Fla.), Highways and Transit Subcommittee Chairman Peter DeFazio (D-Ore.) and Subcommittee Ranking Republican John Duncan (R-Tenn.).

The bill would allocate \$337.4 billion for the federal highway program, \$99.8 billion to public transportation, and \$12.6 billion for safety-related programs. In addition to these core investments, the measure would also provide \$50 billion for high-speed passenger rail initiatives (from outside the Highway Trust Fund). Highway improvements would constitute 75 percent of the bill, while transit investment would make up 22 percent. By comparison, the breakdown of overall spending under the 2005 reauthorization bill was 79 percent for highways and 18 percent for transit. The T&I Committee's proposal would be a 48 percent increase in highway investment and a 90 percent increase in transit investment from the last bill.

The blueprint does not include a financing mechanism. Committee leaders consistently point to pending action in the House Ways & Means Committee where those details will be developed. The outline also does not address individual programmatic funding levels, or the distribution of funds among states. The blueprint, however, does provide substantial information about the program structure and policy goals of the proposed "Surface Transportation Authorization Act." The measure proposes to:

- Consolidate the existing Interstate Maintenance, National Highway System (NHS), and Highway Bridge Programs into a new "Critical Asset Investment" Program. New capacity would not be eligible under this program and performance standards would be imposed to ensure highways and bridges on the NHS are in a state of good repair.
- Establish a "Metropolitan Mobility and Access" Program to reduce congestion and improve mobility. Funds would be distributed based on population and travel time delay and would be eligible for highway and transit capacity improvements.
- Combine the existing Projects of National and Regional Significance and the trade corridors and border infrastructure programs into a new discretionary "Projects of National Significance" Program to target large, high cost transportation projects. The program would make funds available for highway, transit and freight rail projects.
- Create a "National Infrastructure Bank" to provide credit assistance, loan guarantees and lines of credit to finance infrastructure projects. The infrastructure bank would support large-scale capital projects from the bill's Metropolitan Mobility, Projects of National Significance, and high speed rail initiatives.
- Initiate a new "Freight Improvement" Program to make goods movement more efficient and reliable. Funds would be distributed to all states by formula.
- Reform the existing transportation planning process to focus on reducing greenhouse gas emissions and promote land use planning and livability. Unlike the House climate change bill, the T&I proposal does not give the Environmental Protection Agency authority over transportation plans.
- Establish an "Office of Livability" in the Federal Highway Administration (FHWA) to: "provide[s] leadership to expand surface transportation options; advance sustainable modes of transportation including transit, walking, and bicycling; enhance integrated planning to support the creation of livable communities; and serve as a clearinghouse of information and statistics related to livability and sustainability."
- Call for an "Office of Expedited Project Delivery" (OEPD) in both FHWA and the Federal Transit Administration (FTA) to remove obstacles delaying highway and transit projects. OEPD would focus on coordinating all of the agencies involved in the project delivery process. The bill would eliminate duplications in the environmental review and transportation planning processes. The plan also calls for timetables for the issuance of Records of Decision after the review process is complete. Finally, the five-state delegation pilot program for environmental reviews would continue and be opened to all states that wish to participate and that can meet the necessary requirements.

(Continued on page 6)

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- Restructure the existing Highway Safety Improvement Program to focus on reducing fatalities and injuries. The current highway-rail crossing and high risk rural roads set-asides are eliminated to allow states to use funds where the safety need is the greatest.
- Impose penalties on the 21 states that do not have a primary seat belt law and the 41 states that do not require installation of ignition interlock devices for first-time alcohol-related driving offenses. The outline does not explain what the penalties would be, but in the past withholding highway funds from states has been used as a tool to influence states to adopt certain congressional priorities.
- Remove the existing prioritization of Congestion Mitigation and Air Quality program funds for diesel retrofit projects.
- Streamlines the New Start/Small Start process for transit capital projects by eliminating a number of programmatic steps and requirements. Among other things, the bill would prohibit the use of FTA's current Cost Effectiveness Index.
- Restricts tolls on the interstate except under narrowly defined circumstances. The bill would establish a series of public protections for toll projects and require transparency in the development of public-private partnerships.
- Emphasize the use of performance standards, accountability and oversight in virtually every program to assure national objectives are being achieved.

In summary, the House T&I Committee proposal would significantly increase federal surface transportation investment and alter the priorities of the existing program structure. There are aspects of the Committee's proposal that are extremely favorable to the transportation construction industry, while other provisions could be problematic. ARTBA will continue to push for enactment of a timely reauthorization bill and today's Committee action is a welcome counter to Secretary LaHood's effort to put the surface transportation programs on hold for 18 months

Senate Panel Approves 18-Month Transportation Authorization, Rejects Shorter Alternative



The Senate Environment and Public Works Committee approved an 18-month extension of current surface transportation policy July 15, brushing back an attempt to reduce the bill's length to 12 months.

Committee Chairman Barbara Boxer (D-Calif.) said after the meeting that she would like a floor vote "as soon as possible." The Surface Transportation Extension Act, which was approved on an 18-1 vote, runs through March 2011 and would authorize about \$41 billion in fiscal 2010 and \$20.5 billion for the first half of fiscal 2011, maintaining the current fiscal year's spending pace, excluding the stimulus package.

The bill authorizes only highway and bridge spending and must be joined with extensions from the Senate Commerce Committee, which has jurisdiction over safety and freight provisions, and the Banking Committee, which controls public transportation legislation.

The measure does not include any of the project analysis improvements or "livable communities" initiatives sought by the White House, as lawmakers balked at including any changes to current law in a short-term extension.

Despite the lack of reforms sought by the administration, Transportation Secretary Ray LaHood praised the bill. "This is the right length of time and I commend [Boxer] for putting us on the right path to addressing a more comprehensive transportation measure," LaHood said in a statement.

Highway Trust Fund Shortfall.

The approved bill does not address the \$20 billion needed to maintain the Highway Trust Fund's solvency through the 18-month period.

Senate Finance Committee Chairman Max Baucus (D-Mont.) is expected to introduce legislation in the coming days to provide that \$20 billion, according to a Senate aide.

The fund, which collects federal motor fuel, heavy truck, and truck tire taxes to fund road, bridge, and transit

(Continued from page 6)

projects, is facing a shortfall that could slow state reimbursements in August. When the fund faced a potential shortfall in September 2008, Senate Finance backed an \$8.017 billion transfer of general taxpayer funds into the Highway Trust Fund (2423 Transportation Watch, 9/16/08).

This time around, however, the administration backed a general fund transfer but stipulated that it be paid for over a ten-year period, offering only one specific suggestion.

“A revenue that repays the general fund contemporaneously (i.e., over the two year period) is not feasible given the economic situation and the pressing needs of the transportation system. Instead, the administration would support a range of options, including international tax enforcement proposals the President included in his budget,” DOT said in a memo on the proposal.

Panel Rejects 12-Month Substitute

The committee voted down several amendments, including one from Sen. George Voinovich (R-Ohio) to reduce the extension to 12 months. Voinovich argued that a shorter-term extension would keep pressure on Congress to consider a full six-year transportation measure and would lock in the fiscal 2009 spending levels, which lawmakers almost unanimously agree is not enough spending, for a shorter time period.

Boxer pointed out that, with \$30 billion of stimulus money expected to be spent during the upcoming 18 months, transportation spending over the extension’s life will actually reach 150 percent of current levels.

EPW ranking member James Inhofe (R-Okla.) also opposed the amendment, saying he would have liked a shorter timeframe but would not renege on his promise to LaHood to support the 18-month timeframe. Inhofe also disputed that shorter extensions could keep pressure on Congress.

“The reality is that shorter extensions do not exert pressure on Congress,” he said in his prepared opening statement. During debate on the last transportation bill, “shorter extensions did not speed up the process; they only created uncertainty and uneven funding for state departments of transportation,” Inhofe said.

Voinovich’s amendment was defeated on an 8-11 vote that was far from a party-line affair. Inhofe and fellow Republican Sen. John Barrasso (Wyo.) both voted against it, while Democratic Sens. Max Baucus (Mont.), Amy Klobuchar (Minn.), and Arlen Specter (Pa.) voted for it. Voinovich later was the sole “no” vote on the underlying bill.

The committee also rejected, on a 5-14 vote, an amendment from Sen. Kit Bond (R-Mo.) that sought to eliminate an \$8.543 billion rescission of unobligated funds slated to occur Sept. 30, the final day of current transportation law. That rescission was written into the 2005 measure (Pub. L. No. 109-59) in an effort to keep down the overall cost. Boxer said she would work with Bond and others to address the issue when the bill reaches the Senate floor.

House Still Pushing Six-Year Bill

On the House side of the Capitol, lawmakers are pushing for a \$500 billion, six-year authorization and corraling opposition to any short-term extensions.

Transportation and Infrastructure Committee ranking member John Mica (R-Fla.) issued a statement calling the EPW bill “a prelude to a national disaster” because it would offer little funding certainty, hurting states’ ability to plan long-term projects.

Transportation Committee Chairman James Oberstar (D-Minn.) has called the proposed extension “terribly detrimental” and “irresponsible” While he has publicly opposed any extension beyond the Sept. 30 expiration of current law, an EPW aide has indicated Oberstar may be working behind the scenes on a six-month extension.

Skibine Announces Indian Affairs Recovery Act Regional Allocations

Reprinted with permission from the Michigan TTAP

Funds for Job Creation, Construction and Infrastructure Improvements, and Workforce Development Projects to Empower Tribal Communities Nationwide

WASHINGTON, D.C. - Interior Deputy Assistant Secretary for Policy and Economic Development - Indian Affairs George T. Skibine today announced funding totals for the 12 Indian Affairs regions for projects targeting federally recognized tribes under the American Recovery and Reinvestment Act of 2009. Overall, the Interior Department will invest \$500 million of the \$3 billion it has received through President Obama's economic recovery plan in tribal communities across the nation.

"These and similar projects will help us fulfill the goals President Obama and Secretary Salazar have established to empower American Indian and Alaska Native communities, create jobs, and build our nation's new energy future," Skibine said.

The following are Recovery Act funding allocations by Indian Affairs region:

- Alaska Region - \$6.4 million
- Eastern Region - \$10.4 million
- Eastern Oklahoma Region - \$1.2 million
- Great Plains Region - \$98.2 million
- Midwest Region - \$36.6 million
- Navajo Region - \$163.8 million
- Northwest Region - \$18.3 million
- Pacific Region - \$5.1 million
- Rocky Mountain Region - \$20 million
- Southern Plains Region - \$5.8 million
- Southwest Region - \$24.3 million
- Western Region - \$66.9 million

An additional \$18.04 million has been allocated for guaranteed loans, workforce training programs, and facilities improvement, repair and maintenance projects directly administered by Indian Affairs Central Office personnel:

- Office of Facilities, Environmental, and Cultural Resources (OFECR) - \$3.8 million
- Office of Indian Energy and Economic Development (IEED) - \$14.2 million

"These investments will bring lasting improvements to Indian Country by stimulating job creation through the repair and rebuilding of fraying reservation infrastructure, utilizing green design and renewable energy for new and existing homes and schools, correcting health and safety deficiencies in tribal detention facilities, training youth and unskilled workers for lifetime employment, and expanding economic opportunity through loans to Indian businesses," Skibine said.

Of the \$500 million Interior has received for Indian Affairs Recovery Act projects, \$25 million is for administrative costs associated with the contracting, awarding, tracking, monitoring, reporting, and oversight of fund expenditures. It will be placed in a separate account from project funding to maintain transparency and control of such costs. Projects were selected in a rigorous merit-based process based on the longstanding priorities of the agency, as will all projects included in the Department's Recovery Act funding.

Secretary Salazar has pledged unprecedented levels of transparency and accountability in the implementation of the Department of the Interior's economic recovery projects. The public will be able to follow the progress of each project on www.recovery.gov and on www.interior.gov/recovery. Secretary Salazar has appointed a Senior Advisor for Economic Recovery, Chris Henderson, and an Interior Economic Recovery Task Force. Henderson and the Task Force will work closely with the Department of the Interior's Inspector General to ensure that the recovery program is meeting the high standards for accountability, responsibility, and transparency that President Obama has set.

DOI

<http://recovery.doi.gov/press/2009/05/skibine-announces-indian-affairs-recovery-act-regional-allocations/>

Several recent high visibility trucking and transit crashes have been directly linked to texting from a cell phone. VTTI’s research showed that text messaging, which had the highest risk of over 20 times worse than driving while not using a phone, also had the longest duration of eyes off road time (4.6 seconds over a 6-second interval). This equates to a driver traveling the length of a football field at 55pmg without looking at the roadway. Talking/listening to a cell phone allowed drivers to maintain eyes on the road and were not associated with an increased safety risk to nearly the same degree.

| CELL PHONE TASK | Risk of Crash or Near Crash event |
|--|--|
| Light Vehicle/Cars | |
| Dialing Cell Phone | 2.8 times as high as non-distracted driving |
| Talking/Listening to Cell Phone | 1.3 times as high as non-distracted driving |
| Reaching for object (i.e. electronic device and other) | 1.4 times as high as non-distracted driving |
| Heavy Vehicles/Trucks | |
| Dialing Cell phone | 5.9 times as high as non-distracted driving |
| Talking/Listening to Cell Phone | 1.0 times as high as non-distracted driving |
| Use/Reach for electronic device | 6.7 times as high as non-distracted driving |
| Text messaging | 23.2 times as high as non-distracted driving |

VTTI’s Recommendations (based on findings from research studies)

- Driving is a visual task and non-driving activities that draw the driver’s eyes away from the roadway, such as texting and dialing, should always be avoided.
- Texting should be banned in moving vehicles for all drivers. As shown in the table, this cell phone task has the potential to create a true crash epidemic if texting-type tasks continue to grow in popularity and the generation of frequent text message senders reaches driving age in large numbers.
- “Headset” cell phone use is not substantially safer than “hand-held” use because the primary risk is associated with both tasks is answering, dialing, and other tasks that require your eyes to be off the road. In contrast, “true hands-free” phone use, such as voice activated systems, are less risky if they are designed well enough so the driver does not have to take their eyes off the road often or for long periods.
- All cell phone use should be banned for newly licensed teen drivers. Our research has shown that teens tend to engage in cell phone tasks much more frequently and in much more risky situations than adults. Thus, our studies indicate that teens are four times more likely to get into a related crash or near crash event than their adult counterparts.

Our youth need a chance to live. Talk to them about distractions. These hazards/distractions can be their friends who are occupants in the vehicles they are driving. These hazards/distractions can also be their cell phones. Help them to understand that using the cell phone while driving, especially texting, is a double threat. Distractions are deadly but crashes can be prevented.

What Happens When Tribes Are Not Consulted Before The Start Of A Project

Yakamas Say Development is Damaging Sacred Cultural Sites

Source: <http://www.yakima-herald.com/stories/2009/05/16/ya>

Frustration emerged on the face of Yakama elder Johnson Meninick as he walked along a dirt access road in the Windy Flats wind farm project just south of town. The road, intended to make way for another series of wind turbines in the 88-turbine project, follows a ridge overlooking the Columbia River Gorge and is flanked by dozens of rock cairns -- historical footprints of his ancestors -- and colorful wildflowers and rare medicinal plants.

Developers say they are using caution not to disturb any of the ancient rock piles that commonly mark traditional hunting and food gathering grounds and graves. But their efforts may not be enough. In another area, a similar road was built over a cultural site. Such sites contain artifacts, remains or significant historical impressions linking present to past. According to Allyson Brooks, the state Department of Archaeology and Historic Preservation director in Olympia, the road was constructed without a required permit and the area wasn't surveyed. Now, her agency is investigating.

"Fines could be imposed if someone was negligent," she said. "A damage assessment will figure it out." Developers say they followed the law and ran into an unknown site. But no money can erase the damage to a site that should have remained untouched, said Meninick, who is also manager of the Yakama Nation Cultural Resource Department.

The Positive Results Of Consulting With Tribes Before A Project Begins

Roadside Vegetation Management— Memorandum Of Understanding

The state of Minnesota through its Department of Transportation and the Fond du Lac Band of Lake Superior Chippewa do hereby commit to work cooperatively together to manage the vegetation within the rights of way of state, U.S. and interstate roads located within the boundaries of the Fond du Lac Reservation, thus honoring FDL's control of the use of herbicides within their Reservation.

Subject: Vegetation management along Minnesota Department of Transportation (hereinafter "Mn/DOT") roads through the Fond du Lac Band of Lake Superior Chippewa Reservation (hereinafter "FDL").

Problem: Mn/DOT uses a combination of mechanical, biological and chemical techniques to control weeds and maintain vegetation on state, U.S. and interstate road rights of way throughout the state of Minnesota. FDL has expressed concern over the use of herbicides on the rights of way within its Reservation boundaries and the loss of culturally significant plants and plant habitat. Mn/DOT has responded to this concern by not applying herbicides within the Reservation boundary. New populations of invasive weeds have been found within the Reservation boundary on Mn/DOT rights of way. For Mn/DOT, the most efficient and cost-effective treatment of these small populations is herbicide treatment. Another issue with the rights of way is the encroachment of woody plants into the clear zone of the road and limiting drivers' reaction time to wildlife crossing the road. To keep woody plants from encroaching on the road, mowing must be performed several times during the growing season. This is less effective than one herbicide application, which lasts two to three years.

Scope: The areas of concern are state Highway 210 from reference post 203.329 to 215.674, U.S. Highway 2 from reference post 231.744 to 239.034 and Interstate 35 from reference post 235.479 to 236.722.

Purpose of the MOU: This MOU is not a legal contract. Its purpose is to define goals and agreements between Mn/DOT and FDL in regards to control of vegetation along Highways 2, 210 and I-35 within Reservation boundaries.

Goals and Objectives:

FDL Goals

- Preserve heritage opportunities for gathering and harvesting culturally significant plants on and adjacent to Mn/DOT's rights of way.
- Limit the spread of invasive plants within Reservation boundaries through use of Early Detection Rapid Response.
- Monitor land within Reservation boundary for potentially invasive species.
- Protect culturally significant plants and resources.
- Limit amount of herbicide used within Reservation boundaries.
- Restrict use of soil sterilants and restricted use herbicides.

THE INTERACTIVE HIGHWAY SAFETY DESIGN MODEL

The Interactive Highway Safety Design Model (IHSDM) is a suite of software analysis tools for evaluating the safety and operational effects of geometric design decisions on two-lane rural highways.

IHSDM checks existing or proposed two-lane rural highway designs against relevant design policy values and provides estimates of a design's expected safety and operational performance. IHSDM results support decision-making in the highway design process and help project planners, designers, and reviewers justify and defend geometric design decisions.

A product of the Federal Highway Administration's Safety Research and Development Program, intended software users include highway project managers, designers, and traffic and safety reviewers in state and local highway agencies and engineering consulting firms.

IHSDM'S EVALUATION CAPABILITIES

IHSDM can check designs against relevant design policy values, estimate the crash frequency expected for a specified geometric design, and estimate other safety and operational performance measures (for example, 85th percentile speed and percent time spent following) that help diagnose factors that contribute to expected safety performance.

IHSDM currently includes six evaluation modules:

The Crash Prediction Module estimates the frequency and severity of crashes on a highway based on its geometric design and traffic characteristics. This module supports efforts to identify improvement projects on existing roadways, compare the relative safety performance of design alternatives,

and assess the safety cost effectiveness of design decisions.

The Policy Review Module checks highway-segment design elements for compliance with relevant geometric design policies. It can be applied at several stages in the highway design process. For improvement projects on existing roadways, it can provide an initial assessment of how the existing geometric design compares to current design guidelines. For all projects, it can facilitate quality assurance checks through detailed design and design review.

The Design Consistency Module helps diagnose safety concerns at horizontal curves by providing estimates of the magnitude of potential speed inconsistencies. Design consistency evaluations provide valuable information for diagnosing potential safety issues on existing highways. These evaluations also provide quality assurance checks of both preliminary and final alignment designs.

The Intersection Review Module has diagnostic review capabilities. The diagnostic review is an expert system that systematically evaluates the existing or proposed intersection geometric design to identify potential safety concerns and suggest possible treatments to address those concerns. The Intersection Review Module can provide useful input to project scoping, preliminary engineering, and design review.

The Traffic Analysis Module uses the TWOPAS traffic simulation module to estimate traffic quality of service measures for an existing or proposed design under current or projected future traffic flows. This module is particularly useful during project scoping and

preliminary engineering to evaluate the operational performance of alternatives to two-lane cross-sections, including passing lanes, climbing lanes, and short four-lane sections.

The Driver/Vehicle Module simulates driving behavior and vehicle dynamics on a two-lane highway, providing predicted time histories of speed and other response variables, along with statistical measures of safety related performance metrics, via a simulation of single driver/vehicle combination.

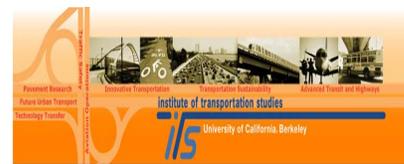
HOW TO ACQUIRE FREE IHSDM SOFTWARE

A free download of the current release of IHSDM software is available at www.ihsdm.org.

The website summarizes the capabilities and applications of the HSDM evaluation modules. It also provides a library of the research reports documenting their development. Information and resources are also available at www.tfhr.gov/safety/ihsdm/ihsdm.htm.

IHSDM TRAINING

The National Highway Institute (NHI) provides a two-day IHSDM training course (FHWA-NHI-380071). More information about the course is available at www.nhi.fhwa.dot.gov.



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RECENT TRANSPORTATION LEGISLATION

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

STATE LEGISLATION



CALIFORNIA

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

State Implementation of the American Recovery and Reinvestment Act of 2009

California economic Recovery Port-hole

Go to: <http://www.recovery.ca.gov/>

Assembly Bill No. 522

Assembly Member Blumenfield, introduced 2/25/09

Status: 3/12/09 Referred to Committee on Transportation.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (the Fund) in the State Treasury and requires the proceeds of bonds deposited in the fund to be used for specified mobility,

safety, and air quality improvements. This bill would require the California Transportation Commission to ensure that bond funds previously committed to a project from the Fund remain available to the sponsoring agency of the project for another qualifying project, if funds from any federal economic recovery legislation enacted in 2009 are used to fund the project, as specified.

Assembly Bill No. 672

Assembly Members Bass and Eng, introduced 2/25/09

Status: 7/08/09 Referred to Committee on Appropriations.

Letter of no prejudice.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes. Existing law designates the state agency responsible for programming bond funds under the act as the administrative agency for those purposes. This bill would authorize a regional or local agency that is a lead agency for a project or project component for which bond funding has been programmed, or otherwise approved by the administrative agency or is otherwise targeted to be available, as specified, to apply to the administrative agency for a letter of no prejudice that would make the regional or local agency eligible to be subsequently reimbursed from bond funds for expenditures of funds under its control for the project or project component, under certain conditions, as specified.

Existing law requires the California Transportation Commission to establish the funding shares for applicants for funds from the State-Local Partnership Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Fund of 2006.

This bill would require the commission, prior to the commencement of each funding cycle, to calculate the amount of bond funds designated to be

deposited in the account that have not been appropriated and would require the commission to establish projected targets for the allocation distribution of those funds for purposes of planning projects for which letters of no prejudice may be issued, as specified.

Assembly Bill No. 726

Assembly Members Nielsen and Arambula, introduced 2/26/09

Status: 6/16/09 Referred to Senate Committee on Transportation and Housing.

Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program (STIP) process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects.

This bill would state that local road rehabilitation projects are eligible for these funds.

Assembly Bill No. 798

Assembly Member Nava, introduced 2/26/09

Status: 7/08/09 Referred to Senate Committee on Appropriations.

Authority: toll facilities.

(1) Existing law generally provides for programming and allocation of transportation capital improvement funds pursuant to the STIP process administered by the California Transportation Commission. Existing law authorizes the development of toll road projects under certain conditions. Existing law authorizes the commission and the Department of Transportation to operate and manage the Transportation Finance Bank to make loans for transportation projects. Existing law creates the Cali-

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ifornia Infrastructure and Economic Development Bank to assist in the financing of various public infrastructure projects. Existing law authorizes the state to issue tax-exempt revenue anticipation notes backed by federal transportation appropriations.

This bill would create the California Transportation Financing Authority with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. The bill would set forth the requirements for a project sponsor to obtain bond funding from the authority, would allow the authority to approve the imposition and collection of tolls on a proposed project under certain conditions, and would require the authority to report to the California Transportation Commission annually beginning June 30, 2011.

(2) Existing law, until January 1, 2012, authorizes a regional transportation agency, in cooperation with the department, to apply to the commission to develop and operate high-occupancy toll lanes, with not more than 4 facilities to be approved under these provisions. Following public hearings by the commission, the commission is required to forward an eligible application and public comments to the Legislature for approval or rejection of the project, with approval to be achieved by the enactment of a statute.

This bill, with respect to these 4 projects, would delete the requirement for the commission to forward the applications to the Legislature for approval or rejection.

Assembly Bill No. 1389

Assembly Member Blumenfield, introduced 2/27/09.

Status: 3/02/09 Read first time.

This bill would make a nonsubstantive change to existing law governing the

authorization, selection, construction and improvements to the state highway system.

Assembly Bill No. 1464

Assembly member Smyth, introduced 2/27/09.

Status: 7/15/09 Read second time in Senate Committee on Appropriations.

Routes of State or Regional Significance Act.

Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted.

This bill would enact the California Bicycle Routes of State or Regional Significance Act, which would authorize the department, through its statewide bicycle planning process, to establish a process for identifying and promoting bicycle routes of state *national, state, or regional* significance, as specified. The bill would authorize the department to form an advisory committee to help implement the process for identifying and promoting these bicycle routes. The bill would authorize the department to establish a process for *organizations, including, but not limited to*, local bicycle organizations, private entities, or local government *or state governmental* entities to nominate a route for inclusion in the system of bicycle routes of *national, state, or regional* significance. The bill would authorize the department to install bicycle route signs identifying these bicycle routes, as specified. The bill would require *provide that* applicants or nominating entities to *may* pay the cost for bicycle route signs, *as determined by the department*.

Senate Bill 485

Senator Wright, introduced 2/26/09.

Status: 7/14/09 Read second time and amended to Committee on Appropriations.

Protection Program Emergency Funding Act.

Existing law provides that the Department of Transportation has full possession and control of all state highways and requires the department to prepare a State Highway Operation and Protection Program (SHOPP) for the expenditure of transportation funds for major capital improvements necessary to preserve and protect the state highway system.

This bill would enact the SHOPP Emergency Funding Act and state the intent of the Legislature to provide adequate funding to meet the needs of the SHOPP in the 2009–10 fiscal year.

Senate Bill No. 607

Senator Ducheny, introduced 2/27/09

Status: 7/27/09 Enrolled to governor.

Imperial County Transportation Commission

Creation of the commission.

The governing board may include one member representing any federally recognized Native American Tribe in Imperial County as a non-voting member.

Senate Bill No.716

Senator Wolk, introduced 2/27/09.

Status: 7/22/09 Read second time and amended to Committee on Appropriations.

Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs

RECENT TRANSPORTATION LEGISLATION

or no unmet transit needs that are reasonable to meet, and for other specified purposes.

This bill would instead authorize those local transportation funds to be used for local streets and roads in those circumstances and for those other specified purposes in counties with a population under 500,000 as of the 2000 census, and each decennial census thereafter, and in certain other counties. The bill, in those counties where local transportation funds may be allocated to local streets and roads, would also authorize use of those funds for specified farm worker vanpool purposes upon a finding by the transportation planning agency that there are no unmet transit needs or no unmet transit needs that are reasonable.



NEVADA LEGISLATION

The Nevada Legislature meets every two years. The 76th Session is scheduled to begin on February 7, 2011.

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

State Implementation of the American Recovery and Reinvestment Act of 2009

Nevada's Federal Stimulus Funds Website Go to:

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



FEDERAL LEGISLATION

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

House Resolution 140

Sponsor: Rep Gallegly, Elton [CA-24], introduced 1/06/09.

Status: 1/06/09 Referred to Subcommittee on Highways and Transit.

Requires the Secretary of Transportation to withhold specified graduated percentages of a state's apportionment of certain federal-aid highway funds for FY2010 and thereafter if driver licenses or personal identification cards issued by the state do not meet with certain minimum federal standards to be accepted by a federal agency

House Resolution 259

Sponsor: Rep Jackson-Lee, Sheila [TX18], introduced 1/07/09.

Status: 1/07/09 Referred to Subcommittee on Highways and Transit.

Michael Jon Newkirk Transportation Safety Enhancement Act of 2009 - Directs the Secretary of Transportation to withhold a graduated percentage of federal-aid highway funds of states for FY2012 and thereafter that do not enact or enforce a law that requires the annual inspection of registered motor vehicles so that they meet or exceed state motor vehicle standards (including the operability of vehicle seatbelts and speedometers).

House Resolution 1028

Sponsor: Rep Roybal-Allard, Lucille [CA34], introduced 2/12/09.

Status: 2/12/09. Referred to Committee on Energy and Commerce.

Support 21 Act of 2009 - Requires the Secretary of Transportation, acting through the Administrator of the National Highway Traffic Safety Administration, to establish a program under which at least two campaigns in support of enforcement of the minimum legal drinking age will be implemented per year for each of 2010 through 2014 to: (1) educate the public about the public health and safety benefits and basis for age-21 minimum legal drinking age laws;

and (2) build public and parental support for, and cooperation with, enforcement of such laws.

Authorizes the Administrator of the Substance Abuse and Mental Health Services Administration (Administrator) to make supplemental grants to eligible entities to implement strategies to: (1) work with local pediatric health care providers to increase alcohol education, screening, and intervention provided to patients and persons under age 21; (2) give such providers access to the community sectors involved in collaborating on the implementation of comprehensive, community wide programs, strategies, and services to reduce underage alcohol use and abuse; (3) provide science-based alcohol information and education to caregivers of children and young adults through relevant community sectors; and (4) undertake activities to support the national campaigns.

Authorizes the Secretary of Health and Human Services (Secretary), acting through the Administrator, to make grants to professional pediatric medical organizations to increase effective practices to reduce the prevalence of alcohol use among individuals under the age of 21.

Requires the Secretary to establish within the Centers for Disease Control and Prevention (CDC) a focus on underage drinking prevention, including activities for: (1) expanding and disseminating research on strategies for reducing underage drinking; and (2) public health and state-level surveillance of underage drinking.

Requires the National Academy of Sciences to review and report to Congress on research regarding the influence of drinking alcohol on the development of the adolescent brain and the public policy implications.

House Resolution 1333

Sponsor: Rep Grijavla, Raul M.[AZ7], introduced 3/5/09.

Status: 4/27/2009 Referred to Subcommittee on Crime, Terrorism, and Homeland Security.

Amends the federal criminal code to

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extend the exemption from prohibitions on the transportation, shipment, receipt, or importation of explosive materials to federally-recognized Indian tribes or agencies of such tribes.

House Resolution 1571

Sponsor: Rep Taucher, Ellen O [AC10], introduced 3/17/09.

Status: 3/18/09 Referred to Subcommittee on Highways And Transit.

Private Investment in Commuter Vanpooling Act of 2009 - Allows the local matching share provided by a public transportation capital project assistance recipient to include expenditures by a private commuter vanpooling service provider to acquire rolling stock (vans).

Authorizes such a private provider to use vanpool revenues exceeding operating costs to acquire such vans, if there is a binding agreement requiring the vans to be used in the state or local government's service area.

House Resolution 1682

Sponsor: Rep Conaway, K. Michael [TX11], introduced 3/24/09.

Status: 3/25/2009 Referred to Subcommittee on Highways and Transit.

Bridge Life Extension Act of 2009 - Requires a state, as a condition of receiving federal-aid highway funding, to develop and implement a highway bridge management system that meets certain requirements.

Requires a state, in developing and implementing such a system, to: (1) identify corrosion mitigation and prevention methods to preserve its highway bridges; (2) establish a project maintenance program to extend the life of such bridges; (3) ensure that all highway bridge designers, inspectors, and maintenance workers implementing the system are trained and certified in corrosion mitigation and prevention techniques; and (4) research current inspection technologies and techniques for highway bridges.

House Resolution 1895

Sponsor: Rep Bishop, Timothy H. [NY1], introduced 4/02/09.

Status: 4/3/09 Referred to Subcommittee on Highways and Transit.

Safe Teen and Novice Driver Uniform Protection Act of 2009 or the STANDUP Act - Authorizes the Secretary of Transportation to award incentive grants to states with graduated driver licensing laws that include, for novice drivers under age 21, a two-stage licensing process before the grant of an unrestricted driver's license.

Requires such laws, at a minimum, to include: (1) a learner's permit stage that commences at age 16 or older, lasts at least six months, prohibits the use of a cellular phone or other communications device in non-emergency situations, prohibits nighttime driving, and is in effect until commencement of the intermediate stage or when the driver attains age 18 or older; (2) an intermediate stage in effect until the driver attains age 18 or older that commences after expiration of the learner's permit stage, lasts at least six months, prohibits more than one non-familial passenger under age of 21 if there is no licensed driver age 21 or older present in the vehicle, prohibits nighttime driving, and prohibits the use of a cellular phone or other communications device in non-emergency situations; and (3) any other requirement that the Secretary may require.

Directs the Secretary to withhold a certain percentage of federal-aid highway funds from states that do not comply with the requirements of this Act.

House Resolution 2125

Sponsor: Rep Rahall, Nick J. II [WV3], introduced 4/27/09.

Status: 4/28/09 Referred to Subcommittee on Highways and Transit.

Surface Transportation Safety Act of 2009 - Directs the Secretary of Transportation to modify certain

federal regulations to: (1) allow fire services personnel to wear high visibility apparel meeting certain requirements; and (2) ensure that positive protective measures (including temporary longitudinal traffic barriers) are used to separate workers on highway construction projects from motorized traffic.

Directs the Secretary to approve the use of federal-aid highway funds by a state for patented or proprietary items that further the goals of state strategic highway safety plans.

Directs the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for a minimum level of retro reflectivity that must be maintained for pavement markings, which shall apply to all roads open to public travel.

Revises requirements for the highway safety improvement program to count installation, replacement, and upgrade of highway signs and pavement markings as a highway safety improvement project. Authorizes: (1) states to obligate highway safety improvement program funds apportioned to them for projects to maintain minimum levels of retro reflectivity in highway signs or pavement markings on public roads, whether or not such projects are included in state plans; and (2) a federal share of costs of 100% for such projects.

Directs the Secretary to: (1) carry out a program to improve traffic signs and pavement markings for older drivers and pedestrians in all states; (2) review the safety of all highway-rail grade crossings in the United States and, based on such review, compile a list of the ten highway-rail grade crossings having the greatest need for safety improvements; (3) establish a national database of information on the safety of highway-rail grade crossings in the United States; and (4) allocate \$20 million to each state with a population density of less than 20 persons per square mile for each fiscal year beginning with FY2010 for rural highway safety improvement projects.

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House Resolution 2144

Sponsor: Rep Flake, Jeff [AZ6], introduced 4/28/09.

Status: 4/29/09 Referred to Subcommittee on Highways and Transit.

Highway Fairness and Reform Act of 2009 - Directs the Secretary of Transportation, beginning with FY2011, to carry out a direct federal-aid highway program to permit a state governor or chief executive officer, at least 90 days before the beginning of a fiscal year, to elect to: (1) waive the state's right to receive apportioned or allocated funds under the federal-aid highway program; and (2) receive instead a prorated amount of the taxes appropriated to the Highway Trust Fund (other than from the Mass Transit Account) which are attributable to highway users in the state. Requires a pro rata reduction of such tax-equivalent amount in order to fund contract authority for programs of the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA).

Requires the Secretary to accept a state's election if: (1) the state has an interstate maintenance program; (2) it submits a plan describing the purposes, projects, and uses to which such amounts will be put and the federal-aid highway programmatic requirements the state elects to continue; (3) the state agrees to obligate program amounts exclusively for projects that would be eligible for surface transportation program funding; and (4) it continues to sub allocate surface transportation program funds to urbanized and other areas using certain formulae and rules.

House Resolution 2232

Sponsor: Rep Capuano, Michael E. [MA8], introduced 5/4/09.

Status: 5/5/09 Referred to Subcommittee on Highways and Transit.

Directs the Secretary of Transportation to establish: (1) a national highway tunnel inspection program, in-

cluding standards for the proper safety inspection and evaluation of all highway tunnels; (2) a training and certification program for highway tunnel inspectors; and (3) a national inventory of highway tunnels.

Includes tunnel construction, rehabilitation, and operational improvements (including safety inspection of such tunnels) as eligible projects under the federal surface transportation program.

House Resolution 2497

Sponsor: Rep Nadler, Jerrold [NY8], introduced 5/19/09.

Status: 5/20/09 Referred to Subcommittee on Highways and Transit.

Transportation Job Corps Act of 2009 - Requires the Administrator of the Federal Transit Administration (FTA) to establish: (1) a National Joint Workforce Development Council; and (2) regional workforce development councils and governing boards in each of its 10 regions. Replaces the current discretionary grant and contract programs addressing human resource needs as they apply to public transportation activities.

Directs the Secretary of Transportation, acting through the Administrator, to establish programs for the award of grants to: (1) nonprofit organizations and educational institutions to introduce disconnected youth (ages 16 through 24 who are out of school and unemployed) to careers in the transit industry by providing them with basic skills education and pre-apprenticeship skills; (2) partnerships of transit agencies and unions representing non-managerial employees (partnerships), as well as providers of management and technical programs for managerial employees, to develop education programs improve job skills of transit employees and to provide education and training to assist individuals to enter the transit profession; and (3) the same or similar partnerships to develop special projects to increase education opportunities for disadvantaged transit industry indi-

viduals, including racial and ethnic minorities underrepresented in transit management, by providing student scholarships, pre-entry preparation, and retention activities.

Senate Bill 309

Sponsor: Sen Baucus, Max [MT], introduced 1/22/09.

Status: 1/22/09 Read twice and referred to Committee on Environment and Public Works.

Nationwide Freight and Personal Mobility Act - Specifies a formula for the automatic authorization of additional appropriations for National Highway System (NHS) improvement projects, starting FY2010, if apportionments fall below a certain level.

Revises the federal share of non-Interstate highway projects to make it: (1) 80% for non-NHS projects; and (2) 85% for NHS projects.

Senate Bill 323

Sponsor: Sen Conrad, Kent, [ND], introduced 1/26/09.

Status: 1/26/09 Read twice and referred to Committee on Finance.

Directs the Secretary of the Treasury to transfer funds for: (1) electrification loans and loan guarantees; (2) Indian reservation roads and bridge and highway projects; (3) water projects; (4) utilities programs; (5) community facilities programs; (6) business enterprise grants and microenterprise assistance; (7) telemedicine and distance learning services; (8) public works and economic development; and (9) energy programs.

Amends the Internal Revenue Code; to: (1) allow the issuance, through December 31, 2010, of tax-exempt facility bonds to finance qualified electric transmission facilities; and (2) extend issuance authority for qualified zone academy bonds and permit bond proceeds to be used for construction. the Federal Power Act; to revise the Secretary of Energy's authority to designate national interest electric transmission corridors.

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the Energy Independence and Security Act of 2007; to direct the Secretary of Energy to make loan guarantees for renewable fuel pipelines the Social Security Act; to extend: (1) increased payments for certain ground ambulance services; and (2) assistance for rural providers providing services in low population density areas.

the Medicare Prescription Drug, Improvement, and Modernization Act of 2003, as amended by the Deficit Reduction Act of 2005, to extend the payment increase for certain rural home health services.

the Tax Relief and Health Care Act of 2006, as amended by the Medicare, Medicaid, and SCHIP Extension Act of 2007 and the Medicare Improvements for Patients and Providers Act of 2008, to extend certain hospital reclassification authority.

Directs the Secretary of the Treasury to transfer funds for the: (1) emergency food assistance program; (2) commodity supplemental food program; (3) emergency food program infrastructure grant program; and (4) supplemental nutrition program for women, infants, and children (WIC).

Directs the Secretary of Agriculture to use specified Commodity Credit Corporation (CCC) funds for the Doug Bereuter section 502 single family housing loan guarantee program.

Directs the Secretary of the Treasury to transfer funds for National Health Service Corps programs.

Senate Bill 759

Sponsor: Sen Bingaman, Jeff [NM], introduced 4/01/09.

Status: 4/1/09 Read twice and referred to Committee on Environment and Public Works.

To amend the Transportation Equity Act for the 21st Century to reauthorize a provision relating to additional contract authority for States with Indian reservations. This Act may be cited as the 'Indian School Bus Route Safety Reauthorization Act of 2009'.

Section 1214(d)(5)(A) of the Transportation Equity Act for the 21st Cen-

tury (23 U.S.C. 202 note; 112 Stat. 206; 119 Stat. 1460) is amended by striking '\$1,800,000 for each of fiscal years 2005 through 2009' and inserting '\$2,000,000 for each of fiscal years 2010 through 2015'.

Senate Bill 791

Sponsor: Sen Baucus, Max [MT], introduced 4/02/09.

Status: 4/2/09 Read twice and referred to Committee on Environment and Public Works.

Surface Transportation Safety Act of 2009 - Directs the Secretary of Transportation to modify certain federal regulations to: (1) allow fire services personnel to wear high visibility apparel meeting certain requirements; and (2) ensure that positive protective measures (including temporary longitudinal traffic barriers) are used to separate workers on highway construction projects from motorized traffic.

Directs the Secretary to approve the use of federal-aid highway funds for patented or proprietary items that further the goals of state strategic highway safety plans.

Directs the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for a minimum level of retroreflectivity that must be maintained for pavement markings, which shall apply to all roads open to public travel.

Revises requirements for the highway safety improvement program to count installation, replacement, and upgrade of highway signs and pavement markings as a highway safety improvement project. Authorizes: (1) states to obligate highway safety improvement program funds apportioned to them for projects to maintain minimum levels of retroreflectivity in highway signs or pavement markings on public roads, whether or not such projects are included in state plans; and (2) a federal share of costs of 100% for such projects.

Directs the Secretary to: (1) carry out a program to improve traffic signs and

pavement markings for older drivers and pedestrians in all states; (2) review the safety of all highway-rail grade crossings in the United States and, based on such review, compile a list of the ten highway-rail grade crossings having the greatest need for safety improvements; (3) establish a national database of information on the safety of highway-rail grade crossings in the United States; and (4) allocate \$20 million to each state with a population density of less than 20 persons per square mile for each fiscal year beginning with FY2010 for rural highway safety improvement projects.

Senate Bill 1156

Sponsor: Harkin, Tom [IA], introduced 5/21/09.

Status: Read twice and referred to the Committee on Environment and Public Works.

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Safe Routes to School Program Reauthorization Act.

Section 1101(a) of the SAFETEA-LU (119 Stat. 1155) is amended by striking paragraph (17) and inserting the following:

^(17) SAFE ROUTES TO SCHOOL PROGRAM- For the safe routes to school program under section 1404 of this Act, \$600,000,000 for each of fiscal years 2010 through 2014.



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

September 2009

September 13-16
2009 APWA international Public Works Congress and Exposition
Greater Columbus Convention Center
Columbus, OH
For more information go to:
www.apwa.net/congress

September 15
Pavement Management Workshop
Santa Barbara, CA
For more information go to:
Sui Tan 510-817-5844, or
stan@mtc.ca.gov, also,
Margo Yapp 510-215-3620, or
myapp@ncc.reno.nv.us

September 21-23
Federal Highway Administration Road Safety Audit Forum and Workshop
Lake Buena Vista, FL
Registration fee \$75.00. Deadline to register is Sep 4.
For more information go to:
<http://safety.fhwa.dot.gov/rsa/>

September 22-23
Inter-tribal Council of California, Inc. California Tribal Emergency Management/Homeland Security Summit
Rolling Hills Casino
Corning, CA
For more information go to:
<http://dev.itccinc.org/ctemhs.asp>

October 2009

Oct 5-7
Oklahoma TTAP Oklahoma Tribal Transit Summit
Hard Rock Hotel & Casino
Catoosa, OK
For more information go to:
<http://ttap.okstate.edu>

National Congress of American Indians (NCAI)

66th Annual Convention and Trade Show
October 11-16, 2009
Palm Springs, CA



For more information go to:
www.ncai.org/conferences_events.7.0.html

October 13
Nevada T2 Nevada Infrastructure Concrete Conference.

Atlantis Hotel and Casino
Reno, NV
For more information go to:
<http://www.t2.unr.edu/2009event.htm>

October 15
Nevada T2 Nevada Infrastructure Concrete Conference.
Texas Station Hotel and Casino
Las Vegas, NV

For more information go to:
<http://www.t2.unr.edu/2009event.htm>

October 22-26



ASSHTO Annual Conference
Desert Springs JW Marriott Hotel and Convention Center
Palm Desert, CA
For more information go to:
<http://www.transportation.org/meetings/181.aspx>

October 31– November 1
Transportation Research Board First Annual Workshop on Roadway Pavement Preservation
Westin Crown Center,
Kansas City, MO
For more information go to:
<http://www.trb.org/conferences/preservation-asset/#conference>

November 2009

November 2-3
Intelligent Transportation Systems Applying Systems Engineering Principles to ITS Projects in California
San Jose Holiday Inn
San Jose, CA
For more information go to:
<https://registration.techtransfer.berkeley.edu/CourseStatus.awp?~0920TE211102>

November 4-5
Intelligent Transportation Systems Applying Systems Engineering Principles to ITS Projects in California.
Holiday Inn Fresno Airport
Fresno, CA
For more information go to:
<https://registration.techtransfer.berkeley.edu/CourseStatus.awp?~0920TE211104>

December 2009

December 2
Pavement Management Workshop
Bakersfield, CA
For more information go to:
Sui Tan 510-817-5844, or
stan@mtc.ca.gov, also,
Margo Yapp 510-215-3620, or
myapp@ncc.reno.nv.us

December 9-11
2009 National Intertribal Transportation Association (ITA) Conference
Golden Nugget Hotel and Casino
Las Vegas, NV
For more information e-mail:
c_johnhealy_sr@live.com, or,
Tel. 406-353-8469

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/>

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



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>

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

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

CALIFORNIA



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

California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch
1120 N Street
Sacramento, CA 95814
(916) 653-3175
<http://www.dot.ca.gov/hq/tpp/offices/orip/na/index.html>

California Local Technical Assistance Program (LTAP)

California Technology Transfer Program
University of California Berkley
RFS 1301 S 46th St., Bldg 155
Richmond, CA 94804
(510) 665-3608
<http://www.techtransfer.berkeley.edu/>

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 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/>

California Department of Transportation
Caltrans Economic Recovery Website
<http://www.dot.ca.gov/Recovery/>

NEVADA

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

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

Nevada Department of Transportation
NDOT Information Related to the American Recovery and Reinvestment Act
<http://www.nevadadot.com/projects/Stimulus/default.asp>

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>

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

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.nativerevegetation.org

US DOT/FHWA Federal Lands Highway
Best Management Practices for Chemical Treatment Systems for Construction Storm water 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/>

TRIBAL TRANSPORTATION RESOURCES

ORGANIZATIONS (con't)

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.

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/>

Office of Indian Energy and Economic Development

Tribal Energy and Environmental Information Clearinghouse (TEEIC)
The site includes information about energy resource development and associated environmental impacts and mitigation measures; guidance for conducting site-specific environmental assessments and developing monitoring programs; information about applicable federal laws and regulations; and federal and tribal points of contact.
<http://teeic.anl.gov/>

TribalGIS.com

Is a newly established technical forum for (and by) Tribal GIS Professionals across the country. For more information go to:
www.tribalgis.com

LTAPP/TTAP Interchange

An Audio Newsletter
Aims to share news between centers and the LTAPP/TTAP community.
To listen go to the news section at:
<http://ltapt2.org>

California Tribal Transportation Coalition (CTTC)

Formed to ensure that California tribes are not left out of the next Federal Transportation Authorization bill.

For more information go to:

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

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart
<http://www.climatecasechart.com/>

US EPA

State and Local Government Climate Change Actions
<http://epa.gov/climatechange/wycd/stateandlocalgov/state.html>

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

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>

FHWA-National Highway Specifications

Clearinghouse and electronic library. Current specifications, construction manuals and drawings. For more information go to:
www.specs.fhwa.dot.gov

FHWA—Travel Modeling

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

2009 California Climate Adaptation Strategy Discussion Draft

A first-of-its-kind multi-sector strategy to help guide California's efforts in adapting to climate change

TRIBAL TRANSPORTATION RESOURCES

impacts is now available for public comment.
For more information and to view the draft go to:
<http://www.climatechange.ca.gov/adaptation/index.html>

The FHWA has established a web site with information about the Economic Recovery

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

FHWA Implementation Guidance for the ARRA Act.

To view these procedures go to:
http://www.nijc.org/ttap_funding.html

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

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 relapsed 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.doct.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

TRIBAL TRANSPORTATION RESOURCES

For more information go to:

<http://safety.fhwa.dot.gov/wz/training/>

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/>

Cornell Local Roads Program

Work Zone Safety and Flagger Tutorial

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

To view the tutorial go to:

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

Transportation Research Board (TRB)

6th Annual Roadmap to State Highway Safety Laws
Advocates for highway and auto safety have released this report which rates each state and the District of Columbia on their adoption of laws designed to improve roadway safety.

To view the report go to:

<http://www.saferoads.org/files/file/RoadmapReport20090303.pdf>

Global Transport Knowledge Partnership (gTKP)

International Newsletter

For more information go to:

<http://www.gtkp.com/default.asp>

Federal Highway Administration

Safety Circuit Rider Programs–Best Practices Guide

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

Available on-line at:

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

California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:

<http://www.library.ca.gov/sitn/crb/docs/20090504.pdf>

AASHTO–Center for Environmental Excellence

The new web page offers background and an overview of GIS technology and its importance for environmental applications in transportation.

For more information go to:

http://environment.transportation.org/environmental_issues/gis/

The National Work Zone Safety Information Clearinghouse

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

For more information go to:

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

AAA Foundation

2009 Traffic Safety Culture Index

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

To view the index go to:

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

TRANSPORTATION PROGRAMS AND DEVELOPMENT



Federal Highway Administration Resource Center

The Mission to: advance transportation technologies and solutions through training, technical assistance, technology deployment, and partnerships.

For more information go to:

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

FHWA

The FHWA has developed an extensive list of resources that focus specifically on the latest culvert technology. To view this list go to: http://www.nijc.org/ttap_resources.html

FHWA-NHI-134087

TCCC Mix Design Training

Training developed by the Transportation

TRIBAL TRANSPORTATION RESOURCES

(Development & Programs Continued)

Curriculum Coordination Council in partnership with the NHI to review integrated materials and construction practices for concrete pavement. This module discusses mix design and mix proportioning.

1 Hr FEE: Free

For more information and registration on line go to: www.nih.fhwa.dot.gov

FHWA-NHI-134061

Construction Program Management and Inspection

This training is targeted at division field engineers and State agencies, and will provide staff with the background and knowledge they need for managing and overseeing their Federal-Aid construction programs. The training is geared towards the new FHWA generalist employee but is also intended as a refresher for the veteran FHWA engineer.

2 Days FEE: Free

For more information and registration on line go to: www.nih.fhwa.dot.gov

FHWA-NIH-131113

Fundamentals of Life Cycle Cost Analysis

In this course the basic terminology, concepts, and processes involved in Life Cycle Cost Analysis (LCCA) are presented. Deterministic and probabilistic life cycle cost analysis are also presented.

6 Hr. CEU:0.6 FEE: Free

For more information and registration on line go to: www.nih.fhwa.dot.gov

Federal Transit Administration

Rural Transit Assistance Program (RTAP)

Human Recourses Webinar Series:

“How to conduct an Investigation of Misconduct” and “Effectively Managing and Documenting Employees Performance”

For materials and presentation slides available for downloading go to: <http://www.nationalrtap.org/Resources/>

FHWA

Coordinated Federal Lands Highway Technology Implementation Program (CTIP)

Protecting Sensitive Plants During Road Maintenance

Road Maintenance with Threatened, Endangered or Sensitive Plants: Finding Solutions provides an overview of the process the U.S. Department of

Agriculture Forest Service and other Federal agencies—must follow to comply with the laws and policies for road maintenance when threatened endangered or sensitive plants exist or are discovered.

A copy of the publication is available for download at: http://www.fs.fed.us/eng/php/library_card.php?p_num=0677%201807P

Riparian Restoration: Roads Field Guide

This field guide presents information on management strategies and techniques but emphasizes also the importance of monitoring. As a result of its professional experience and site visits to several ecoregions, the National Riparian Roads Team recognizes that monitoring is an essential ingredient to a riparian restoration program. An explanation of monitoring and topics to consider when planning a monitoring program follows the section on laws and regulations.

A copy of this publication is available for download at: http://www.fs.fed.us/eng/php/library_card.php?p_num0577%201801P

FHWA

Pavement Preservation Treatment Construction

Course No. FHWA-NHI-131110

Free Web-based training

Introduces pavement preservation concepts and techniques and provides a solid foundation of knowledge on preservation practices.

To take the course visit the NHI Web site at:

www.nhi.fhwa.dot.gov

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

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

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

FHWA—Office of Professional and Corporate Development (OPCD)

For more information download:

<http://www.fhwa.dot.gov/transprocat/catalog.pdf>

TRIBAL TRANSPORTATION RESOURCES

California Department of Transportation (CALTRANS)

Disadvantaged Business Enterprise (DBE)
Race-Neutral/Race-Conscious Program Definition

Race-Neutral

Race-Neutral measures are activities or programs that benefit and assist all small business equally, including DBEs. Such activities include bonding, insurance and technical assistance.

Race-Neutral DBE Program: The two racial and ethnic groups which make up the Race-Neutral DBE category are:

- Hispanic Americans include persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race.
- Subcontinent Asian Americans include persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka.

The DBE Race-Neutral Contract Goal is 6.75 percent.

At this time, Hispanic American and Subcontinent Asian American businesses are not included in the race-conscious portion of our program since the Caltrans' Availability and Disparity Study indicated that there is not significant disparity between the percent of available contractors and sub-contractors from these groups and the percent of contract dollars awarded to these groups. However, utilization of these businesses does count toward meeting the race-neutral portion of our goal and our overall goal.

Race-Conscious

Race-conscious measures, such as the use of individual contract goals, are those measures and programs that focus on specifically assisting DBEs only. These four groups will be referred to as Underutilized Disadvantaged Business Enterprise or UDBEs.

Race-Conscious UDBE Program: The four racial, ethnic and gender groups which make up the Race-Conscious UDBE category are:

- Black Americans (or "African Americans") include persons having origins in any of the black racial groups of Africa.
- Native Americans include persons who are American Indians, Eskimos, Aleuts or Native Hawaiians.

- Asian-Pacific Americans include persons whose origins are from Japan, China, Taiwan, Korea, Burma, Vietnam, Laos, Cambodia, Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, Hong Kong, and other countries and territories in the Pacific.
- Women include women with at least 51 percent business ownership and control of a firm. For the disparity study, firms owned and controlled by minority women were counted as minority-owned firms.

The Caltrans UDBE Contract Goal is 6.75 percent. Caltrans' total overall DBE Program goal is 13.5 percent. Individual Race Conscious projects have a wide range of DBE goals. These individual project goals are established by determining the number of bid items able to be sub-contracted as well as the number of available UDBEs.

Connecting with Caltrans Certification Resources. Disadvantaged Business Enterprise Eligibility Requirements:

<http://www.dot.ca.gov/hq/bep/ucp.htm>

Disadvantaged Business Enterprise Certification Application:

http://www.dot.ca.gov/hq/bep/business_forms.htm

Small Business/Disabled Veteran Business Enterprise Info:

<http://www.eprocure.dgs.ca.gov/default.htm>

Caltrans DBE./UDBE Goals

Answers to Frequently Asked Questions:

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

Need Help? Contact:

California Construction Contracting Program
www.buildcalifornia.org or (866) 810-6346
to locate the program nearest you.

Caltrans District Small Business Liaisons

<http://www.dot.ca.gov/hq/bep/sbdcdsbllist.htm>

to contact the Liaison in your District .

Caltrans DBE Certification Unit – Civil Rights
(916) 324-1700 for the Analyst of the Day 8-5 weekdays
1823 14th Street Sacramento, CA 95814.

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS



Indian Reservation Road Program Comprehensive Inventory Report

January 2008

Available at: Michigan TTAP,

<http://ttap.mtu.edu/IRRPC/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=News1&template=/ContentManagement/ContentDisplay.cfm&ContentID=31476>

Environmental Protection Agency

EPA Document-841-B-08-003

Environmentally Sensitive Maintenance for Dirt and Gravel Roads.

This manual identifies, documents, and encourages the use of environmentally sensitive maintenance of dirt and gravel roads. The document provides insight into using natural systems and innovative technolo-

-gies to reduce erosion, sediment, and dust pollution while more effectively and efficiently maintaining dirt and gravel roads and gives the users a "tool box" full of environmentally sensitive maintenance "tools" and practices.

To obtain a copy go to:

<http://www.epa.gov/owow/nps/sensitive/sensitive.html>

U.S. DOT—FHWA

FHWA—HOP—08-029

Traffic Analysis Toolbox Volume VIII

Work Zone Modeling and Simulation—A Guide for Decision Makers

This document is intended to provide guidance to decision-makers at agencies and jurisdictions considering the role of analytical tools in work zone planning and management.

This document is available free to the public at:

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

Small Urban & Rural Transit Center

Upper Great Plains Transportation Institute

North Dakota State University

Fargo, North Dakota

Assessing Impacts of Rising Fuel Prices on Rural Native Americans

Rural Americans typically need to travel longer distances than their urban counterparts. They also tend to have lower incomes and have few travel options other than personal automobiles. As a result, rural residents spend a greater percentage of their income on motor fuel than urban dwellers.

Many Native American reservations are extremely rural and poverty levels are often among the highest in the country. This study examines the impacts that rising fuel prices have on rural Native American counties and compares these impacts with other county, state, and national averages. The study's findings are then discussed relative to the implications that they have concerning the need for funding for rural transit services.

To view this paper go to:

<http://www.nijc.org/pdfs/TTAP/080901RisingFuelPricesEffectonNativeAmericans.pdf>

Oregon Department of Transportation

Animal-Vehicle Crash Mitigation Using Advanced

Technology Phase II: System Effectiveness and System Acceptance.

The ODOT has released a report that explores the impact of animal-detection warning signals on reducing vehicle speeds or collisions with large animals.

To view this report go to:

http://www.oregon.gov/ODOT/TD/TP_RES/docs/Reports/2009/Animal_Vehicle_Ph2.pdf

TRIBAL TRANSPORTATION RESOURCES

U.S. DOT-FHWA

FHWA-HRT-08-067

Traffic Calming on Main Roads Through Rural Communities

Speed management is a significant challenge for most communities in the United States. This is particularly true for small, rural communities where the main roadway through the town serves a dual role. A more permanent way to reinforce the need to reduce speed is to change the look and feel of the road by installing traffic calming treatments that communicate to drivers that the function of the roadway is changing.

To View this publication go to:

<http://www.tfsrc.gov/safety/pubs/08067/index.htm>

U.S. DOT—FHWA

FHWA-HRT-08-051

Surrogate Safety Assessment Model (SSAM)

A technique combining micro simulation and automated conflict analysis, which analyzes the frequency and character of narrowly averted vehicle-to-vehicle collisions in traffic, to assess the safety of traffic facilities without waiting for a statistically above normal number of crashes and injuries to actually occur.

The SSAM software and user manual (FHWA-HRT-08-050) are free to the public from FHWA.

For more information go to:

<http://www.tfsrc.gov/safety/intersect.htm>

Transportation Research Board—TRB

Preparing Coordinated Transportation Plans: A Guidebook for State Departments of Transportation explores existing coordination planning practices within state departments of transportation (DOT's) that meet Federal Transit Administration (FTA's) requirements.

For more information go to:

http://trb.org/news/blurb_detail.asp?id=10134

National Highway Traffic Safety Administration

Preventing First-Time DWI Offenses.

First-Time DWI Offenders in California, New York, and Florida.

An analysis of past criminality and associated criminal justice interventions.

For more information go to:

<http://www.nhtsa.dot.gov/staticfiles/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811074.pdf>

Transportation Research Board—TRB

Young Impaired Drivers

The Nature of the Problem and Possible Solutions

To view the report go to:

http://www.trb.org/news/blurb_detail.asp?id=10561

Transportation Research Board—TRB

NCHRP Report –627

Traffic Safety Evaluation of Nighttime and Daytime Work Zones.

To view the report go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_627.pdf

U.S. DOT—FHWA

Using Modeling and Simulation Tools for Work Zone Analysis.

Modeling and simulation tools can support efforts to conduct work zone analysis, and the Federal Highway Administration (FHWA) has created some new guides to help agency staff use these tools effectively.

For more information go to:

http://www.ops.fhwa.dot.gov/wz/traffic_analysis/wza_leaflet/wza_leaflet.htm

FHWA LTAP/TTAP Clearinghouse

Guide to Promote Bicycling on Federal Lands

This report provides guidance to Federal land managers on how to promote bicycling.

-AND-

Ground-Based LiDAR: Rock Slope Mapping and Assessment

Report determining whether the ground-based LiDAR (Light Detection and Ranging) technology could assist FHWA with highway rock slope stability.

To obtain copies call Sarah Crane at 202-289-4434, or e-mail scrane@artba.org

Washington State DOT

Tribal Transportation Planning Guide for Washington State.

To view the guide go to:

<http://www.wsdot.wa.gov/NR/rdonlyres/D9668173-F25F-448B-B571-57EB32122036/0/TribalTransportationPlanningGuideforWashington-State.pdf>

Metropolitan Transportation Commission

Transportation 2035 Plan for the San Francisco Bay Area.

TRIBAL TRANSPORTATION RESOURCES

(Publications Continued)

To view the plan go to:

www.mtc.ca.gov/planning/2035_plan

U.S.DOT —FHWA

FHWA-HRT-09-031

Safety Evaluation of Lane and Shoulder Width Combinations on Rural, Two-Lane, Undivided Roads

To view the publication go to:

<http://www.tfrc.gov/safety/pubs/09031/09031.pdf>

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, 202-366-1231

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>

A Road Construction Industry Consortium Training Program Roadway Safety-Roadway Safety

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

To download Version 8.0 go to: http://www.workzonesafety.org/training/courses_programs/rsa_program

FHWA LTAP/TTAP Clearinghouse

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

Roadway Safety + Training Program Version 9

This new version includes multiple languages, interactive modules on temporary traffic control, in depth training on night work expanded information on

Download program from www.workzonesafety.org

To obtain copies of the videos contact Sarah Crane at 202-289-4434, or e-mail scrane@artba.org

NEW ANNOUNCEMENT

Corporation for National and Community Service

New Americorps Planning Project for Tribal Transportation Safety.

The California and Nevada Tribal Transportation Technical Assistance Program (CA/NV TTAP) of the National Indian Justice Center will lay the foundation for a National AmeriCorps program dedicated to improving tribal transportation safety thanks to a recent grant award from the AmeriCorps National Planning Program.

In 2010, our National AmeriCorps program will begin placing AmeriCorps volunteers in California and Nevada tribal communities to work on transportation planning and public safety issues and increase tribal capacity in these areas.

AmeriCorps volunteers will work with specific safety issues and other emerging transportation public safety problems with the goal of improving overall transportation-related public safety in California and Nevada tribal communities. Through AmeriCorps placements in tribal communities, our goal is to increase the amount of technical assistance we can provide to you, our TTAP tribes.

We invite the CA/NV TTAP tribes to participate in planning a successful National AmeriCorps program. CA/NV TTAP staff will be contacting you shortly with a survey on your local transportation safety issue areas and your interest and ability to host an AmeriCorps volunteer.

Please contact CA/NV TTAP at 707-579-5507, for more information.

TRIBAL TRANSPORTATION FUNDING RESOURCES

NEW ANNOUNCEMENT

U.S. Department of Labor/OSHA and the National Indian Justice Center have, pursuant to the grant from OSHA Susan Harwood Grants Program, produced 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.

For more information or to enroll go to:

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



CALIFORNIA

NOTE: many of the listed transportation programs are funded through SAFETEA-LU that expires in September. Continued funding is dependant on the extension of SAFETEA-LU or the passage of the Re-authorization Transit Bill.

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 transportations 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

TRIBAL TRANSPORTATION FUNDING RESOURCES

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 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 Integrated Waste Management Board (CIMWB)

offers a variety of grant funding opportunities to assist public and private entities in safely and effectively managing California's waste stream. Additional grant information can be found at www.ciwmb.ca.gov/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.

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.

California Department of Transportation (CALTRANS)

The California Department of Transportation (Caltrans), in consultation with the Governor's Office of Small Business Advocate, have entered into a Memorandum of Understanding (MOU) with the U.S. Small Business Administration (SBA), to offer a technical assistance surety bond guarantee program to promote increased small business participation in Caltrans, State highway and transit projects.

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

NEVADA

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

Nevada Department of Transportation

Transportation Systems Projects Project Submittal Program

A Transportation Improvement Project can increase roadway capacity (additional lanes); increase the safety of the roadway (right/left turn lanes, passing lanes, pull outs); enhance an intersection (signals, stop signs, lighting); upgrade the roadway (realignment, reconstruction, overlay, drainage); or any other project that improves the roadway. Projects such as welcome and gateway community signs are eligible projects. Repair and reconstruction of bridges are also included.

Primary reasons for a project can be safety issues, congestion relief, bridge repair/replacement, new development (both residential and commercial) or maintenance of the roadway.

Applications can be for projects located on or near federal/state highway or non-federal/state highway that has been given a functional clarification.

Federal and State Agencies, Tribal governments, county, city and local governments, local public agencies or private non profits can apply.

Dates: Completed applications are due the first Monday in January (Tuesday if Monday is a holi-

day). Applications received after January will be held until the next Evaluation cycle in January the following year.

For information contact: Sandi Stanio, Program Development. (775) 888-7122 or e-mail: sstanio@dot.state.nv.us

To view the program go to:

http://www.nijc.org/ttap_finding.html

FEDERAL

American Recovery and Reinvestment Act

Implementation Guidance and FHWA ARRA Tracking (February 2009)

The purpose of this guidance is to provide information on funding, project selection, eligible activities, and specific requirements.

\$310M— Indian Reservation Roads Program

\$143M— BIA Construction, Road and Bridge Maintenance

\$17.25M- Tribal Transit Grant Program

For more information regarding these enhanced funds and requirements go to:

<http://www.fhwa.dot.gov/economicrecovery/index.htm>

For information regarding state stimulus plans go to:

<http://www.dot.ca.gov/Recovery/>

<http://www.nevadadot.com/projects/stimulus/>

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

Guidance for Project Proposals Paul S. Sarbanes Transit in Parks Program Fiscal Year 2009

Traffic congestion in and around popular national parks, wildlife refuges, national forests, and other federal lands causes traffic delays and noise and air pollution that substantially detract from the visitor's experience and the

TRIBAL TRANSPORTATION FUNDING RESOURCES

protection of natural resources. To address these problems, Congress established the Paul S. Sarbanes Transit in Parks Program (Transit in Parks Program), formally known as the Alternative Transportation in the Parks and Public Lands (ATPPL) program.

The program funds alternative transportation – that is alternatives to the private automobile such as buses, rail, ferries, trams, non-motorized transportation facilities, transit related intelligent transportation systems, and other transportation that helps visitors access destinations in parks and public lands without harming the environment or their enjoyment of the site.

For more information on this program go to:

www.fta.dot.gov/atppl.

Federal Transit Administration, DOT

Public Transportation on Indian Reservations Program; Tribal Transit Program

SUMMARY: This notice announces the availability of \$15 million in funding provided by the Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP)), a program authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 3013 ©. This notice is a national solicitation for grant applicants to be selected on a competitive basis, and it includes the grant terms and conditions; grant application procedures; and selection criteria for Fiscal Year (FY) 2009 projects. The Federal Transit Administration (FTA) announced the availability of, and competition for, the FY 2009 American Recovery and Reinvestment Act (ARRA) TTP funding in a separate notice published on March 23, 2009.

DATES: Applicants must submit completed applications by June 29, 2009. FTA will announce grant selections in the Federal Register when the competitive selection process is complete.

For more information and to view the notice go to:

<http://edocket.access.gpo.gov/2009/pdf/E9-9773.pdf>

FHWA

Surface Transportation Environment and Planning Cooperative Research Program

STEP is a Federally administered research program authorized in the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users”

(SAFETEA-LU). It improves the understanding of the relationship between surface transportation, environment and planning. STEP implements a national research agenda reflecting national priorities based on input and feedback from partners and stakeholders. STEP funds identify, address and reassess national research priorities for environment, planning and realty, and develop tools to support these areas. STEP research efforts also help achieve national objectives for environmental stewardship and streamlining, congestion reduction, safety and security. Due to obligation limitations and rescissions, approximately \$14 million of the \$16.875 million authorized and is expected to be available in FY 2009.

For more information go to:

<http://www.fhwa.dot.gov/HEP/STEP/index.htm>

FHWA’s STEP Emphasis area contacts go to:

www.fhwa.dot.gov/HEP/STEP/contacts.htm

Emphasis Areas:

Environment and Planning

Climate Change Local Mitigation and Planning

www.environment.fhwa.dot.gov/strmlng/newsletters/sep08nl.asp

Ecological Grant Program

www.environment.fhwa.dot.gov/ecological/eco_index.asp

International Best Management Practices (BMP) Stormwater Database

www.bmpdatabase.org

Safety Effects of Electronic Advertising on Driver Attention and Distraction

www.fhwa.dot.gov/realestate/elecbbbrd/chap3.htm

Interim Report to the U.S. Congress on the Nonmotorized Transportation Pilot Program (NTPP)

www.fhwa.dot.gov/environment/bikeped/ntpp/index.htm

FHWA Traffic Noise Model (TNM)

Department of Energy (DOE)

Office of Energy Efficiency and Renewable Energy

Energy Efficiency and Conservation Block Grants

Over \$3 billion in formula grants are now available to Indian tribes, U.S. states, territories, and local governments under the Energy Efficiency and

TRIBAL TRANSPORTATION FUNDING RESOURCES

Conservation Block Grant (EECBG) Program.
To see a list of Indian tribes eligible for formula grants and allocation amounts. go to:

<http://www.eecbg.energy.gov/TribeAlloc.html>

To obtain a copy of the Funding Opportunity Announcement (FOA), which contains complete information for grantees on the Program and application process, go to :

<https://www.fedconnect.net/FedConnect/>

and search for Reference Number DE-FOA-0000013

\$3 Billion for Energy Efficiency and Conservation Block Grants –Recovery.

U.S. Department of Energy. This program will provide financial assistance to eligible states, cities, counties and Indian Tribes to create and implement strategies to reduce energy use and fossil fuel emissions, and improve efficiency in the building, transportation, and other appropriate sectors. **Applications from Local Governments and Tribes due 6/25/09.** For more info, contact Lisa Kuzniar at:

lkuzni@netl.doe.gov or go to: [http://www.grants.gov/search/search.do?](http://www.grants.gov/search/search.do?mode=VIEW&flag2006=false&oppId=46340)

[mode=VIEW&flag2006=false&oppId=46340.](http://www.grants.gov/search/search.do?mode=VIEW&flag2006=false&oppId=46340)

Refer to Sol# DE-FOA-0000013. (Grants.gov 3/26/09)

Green Jobs Training—Recovery.

U.S. Department of Labor. DOL anticipates \$500 million will be targeted at research, labor exchange, and job training projects that prepare workers for careers in energy efficiency and renewable energy as defined in the Green Jobs Act.

[http://www.grants.gov/search/search.do?](http://www.grants.gov/search/search.do?mode=VIEW&flag2006=false&oppId=46337)

[mode=VIEW&flag2006=false&oppId=46337.](http://www.grants.gov/search/search.do?mode=VIEW&flag2006=false&oppId=46337)

(Grants.gov 3/26/09)

American Reinvestment and Recovery Act of 2009

On February 13, 2009, Congress passed the American Recovery and Reinvestment Act of 2009 ("ARRA" or "Recovery Act"), a \$787 billion recovery package intended to stimulate the U.S. economy out of recession. The ARRA consists of supplemental appropriations for federal spending, as well as tax incentives, state fiscal relief and other provisions. Section 1402 of the ARRA amends the Indian Tribal Governmental Tax Status Act of 1982, 26 U.S.C. §7871 ("Indian Tax Status Act") to permit, for the first time, "Tribal Economic Development Bonds" (TEDBs). For more information on Tribal Economic Development Bonds go to: http://www.nijc.org/ttap_funding.html

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.

The program concludes November 30, 2009

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

solutions.3m.com/wps/portal/3M/en_US/3M_Sign/Grant/?WT.mc_id=www.3MSignGrants.com

U.S. Department of Transportation

Grants for Transportation Investment Generating Economic Recovery (TIGER)

Funding availability for the \$1.5 billion TIGER Discretionary Grant program in the June 17th Federal Register. Under this program, funds will be awarded to State and local governments who submit applications for capital investments in surface transportation infrastructure, including highway or bridge projects, public transportation projects, passenger and freight rail, and port infrastructure investments. Applications for TIGER discretionary grants must be submitted by September 15, 2009, from state and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, MPOs and others.

For more information go to:

<http://edocket.access.gpo.gov/2009/pdf/E9-11542.pdf>





NATIONAL INDIAN JUSTICE CENTER

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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.

November 26, 2009

Native American Heritage Day



CALIFORNIA/NEVADA TTAP

*For more details, please contact CA/NV TTAP Coordinators
(707) 579-5507*

Barry Litchfield, x 224

Email: barry@nijc.org

Maggie McGill, x 225

Email: maggie@nijc.org