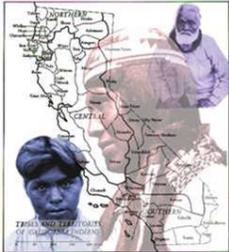


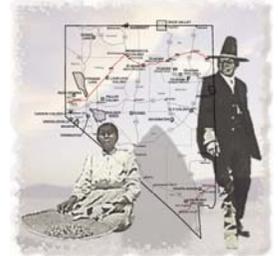
# Tribal Transportation News



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



## Safety On The Road



### Intelligent Transportation System Technology Protects Drivers and Wildlife on the Highways

Reprinted from: StreetWise, Nevada T2 Center 257



**Solar-powered ITS technologies such as sensors and programmable controllers — which detect when animals are near roadways and trigger warning lights — are being tested across the country.**

Use of sensor technologies to track wildlife usage of critter crossings such as highway overpasses and underpasses for animals is being perfected. Years of experience with critter crossings are yielding clues as how to make them more appealing to wildlife.

Critter crossings and other wildlife amenities are being embraced by Nevada and some other state DOTs as they strive to make highways more environmentally friendly. Many of these agencies feel that

*(Continued on page 4)*

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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](mailto: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.

**From the South:**

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



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## Summary of Concurrent Sessions:

- Road Safety - Mock Trial
- Evaluating Training and Technical Assistance
- Bridges – How can LTAP/TTAP help local agencies?
- Advisory Committees – How to grow and best utilize them
- LTAP/TTAP’s New Asset Management Training Program
- Effective Supervision
- Future of Information Resources (what is next for our libraries)
- Growing your Center
- Leadership – will be a lunch plenary session with a concurrent session follow up
- Helping Local Agencies Kick Start their Asset Management Program
- Working with the Media and helping our customers get the word out
- FHWA Safety Guidebooks – Tools for Local Agencies
- Safety – Implementation Tools for Safety Countermeasures:
- Road Safety Audits, Rumble Strips and Safety Edge
- Moving your publicity efforts into the 21st century—What’s best and how to do it.

(Continued from page 1)

state wildlife warning signs are not enough.

### **Threat is real**

As endearing as critter crossings may be, their need is founded on real threats to motorists and wildlife.

Analysis of nationwide highway crashes and fatalities data shows that human fatalities from wildlife-vehicle crashes increased 45 percent from 1994 to 2003. Out of 6.3 million crashes resulting in 2.9 million injuries and 42,884 fatalities, 315,000 crashes (5 percent of the total) involved wildlife and vehicles. These resulted in 10,000 injuries (1 percent of the total) and 200 fatalities (0.5 percent of the total).

And the problem is more than collisions, injuries and deaths. Despite the best efforts of designers, highways can be profoundly detrimental to the local ecology. Highways negatively affect wildlife through habitat fragmentation, on-pavement wildlife mortality, loss of habitat, and displacement of wildlife as they avoid the pavement and associated human activities.

### **Animal detection systems**

Automatic photography of animals using crossings has been used to track usage, although the bright burst of flash may startle or spook the animal. Today the most modern facilities use invisible infrared radiation to paint the animal with energy that can make a photograph.

Video surveillance is proving the efficacy of wildlife underpasses. The process determines passage rates — the proportion of animals approaching and crossing through underpasses — and categorizes their behavior.

Now that Intelligent Transportation System technologies have arrived, researchers are seeing how they may be applied to reducing animal vehicle collisions via active animal detection.

Active animal detection systems use electronic equipment or sensors to detect large animal-vehicle collisions via active animal detection. Once a large animal is detected, warning signs are activated, urging drivers to reduce their vehicle speed, be more alert, or both, much like the speed limit sign that flashes at you when its built-in radar detects you are exceeding the speed limit.

Research demonstrates that drivers learn to trust the warning signal over time, reduce vehicle speed and be more alert.

### **Nevada in forefront**

Nevada took part in a long-term pooled-fund project involving 14 state DOTs that continued through 2008. It investigated and helped develop the most promising roadway-based active animal detection/driver warning systems to mitigate animal-vehicle crashes.

The investigation has resulted in the development and installation of a prototype animal detection and driver warning system along Montana's Highway 191 in Yellowstone National Park.

The electronic system in Yellowstone has had mixed results. Nearly 87 percent of elk crossings recorded through snow tracking could be linked to a crossing event detected by the system. However, medium-sized animals such as coyotes and wolves were rarely detected. Furthermore, blind spots (potentially 11 percent of the total length covered by the sensors) were discovered.

Ultimately, a regional ITS detection system of an animal in or near the roadway could trigger a signal to slow a vehicle down, just as it would for slick road conditions or an accident ahead. The technology is available. It can be modified for animal detection. And that's exactly what will happen. But first, norms need to be established as to how reliable the system is and minimum standards developed so that DOTs can set specifications.

Just because an animal overpass or underpass is available doesn't mean it will be used immediately. Predators may use the crossing even before it's completed, but game animals and small prey may take years to come to trust it in large numbers.



This solar panel wildlife sensor helps to warn drivers of animals on the highway

To gauge use, wildlife biologists count tracks periodically until the number of animals reaches a peak and stabilizes there.

**Effectiveness of critter crossings is dependant on a number of variables, which include:**

**Placement:** Travel distance to the crossing may be especially important for small animals. Generally, animals are capable of learning to use underpasses or overpasses and may transfer that knowledge to succeeding generations, but this is unlikely true for reptiles and amphibians.

**Size:** It is difficult to determine critical size thresholds for passage structures because these thresholds vary from species to species. For some animals, openness — the size of underpasses relative to the width of the roadway - may be more important than absolute size. Tunnel layouts that allow animals to see the opposite end of the passage encourage use.



**Light:** Some animals are hesitant to enter underpasses that lack sufficient ambient light, while at the same time animals that are sensitive to human disturbance — such as mountain lions — avoid areas that are artificially lit. Maintenance of natural light through the use of overpasses, large underpasses or grated underpasses may encourage use.

**Moisture:** Maintenance of wet substrate is important for some amphibian species. Shrews are often more active on rainy nights and also may prefer wet substrates for traveling. Grated or slotted underpasses do provide sufficient moisture for crossings that lack flowing water. Alternatively, innovative storm water systems might be designed for closed-top underpasses that would provide enough water to maintain moist travel conditions without creating flooded or stream like conditions.

**Temperature:** Small underpasses may create temperature disparities (inside vs. outside) that deter use by some amphibians. Larger underpasses or open-top systems that allow for more air flow may work better.

**Noise:** Traffic noise can be a problem for some animals, especially those sensitive to human disturbance. Certain underpass designs (those with expansion joints and those with uncovered medians) can be quite noisy. Overpasses that incorporate tree and shrub buffers along the edges appear to be much quieter than underpasses.

**Substrate:** Some small animals feel more secure using a crossing system if it provides sufficient cover. For example, rows of stumps in an underpass appear to facilitate use by small mammals. Maintaining or replicating stream bed conditions within oversized culverts may facilitate use by salamanders, frogs and aquatic invertebrates.

**Approaches:** Characteristics of the approaches to underpasses or overpasses may affect their use by some animals. Forested animals, such as black bears, prefer well-vegetated approaches. Others, such as mountain goats, prefer approaches that provide good visibility. Vegetation at the entrance of an underpass may deter some animals that are wary of conditions that provide ambush opportunities for predators.

**Fencing:** Fences help guide animals to passage systems and prevent wildlife from circumventing them. Mountain lions moving along stream corridors have been observed to leave stream valleys and cross over highways rather than utilize large culverts. Ungulates commonly seek to avoid underpasses and generally will use them only if other access across the highway is barred. Standard fencing is ineffective for small animals.

## Real DUI Court in the Schools

Joe Myers, Faculty Development Training

If you were fortunate enough to be raised in a family environment that afforded you the opportunity to enjoy your high school days, you still encountered challenges that your parents or caregivers had to let you resolve by yourself. As adolescents, we are told that we have “raging hormones.” When we were teens, most of us had difficulty controlling our emotions and impulsiveness. As we neared the end of our high school years, the responsibility for driving motor vehicles began by getting prepared for a driver’s license amid transition from youth to young adulthood. The inherent tendency of young adults toward risk taking and the new experience of driving a motor vehicle often result in crashes, sometimes ending in great tragedy.

The number one (1) cause of death among teens in this country today is the automobile crash. Over 66,000 teens lost their lives in auto crashes in the ten (10) year period from 1990-1999. Sixty percent (60%) of these crashes involved alcohol; eighty percent (80%) involved alcohol or drugs. You may ask why are our youth just losing control? Are the hormones “raging” more today? Not unlike the majority of their parents and care givers, today’s youth watch a lot of television. The advertisements that surround major sports events and prime time TV portray that young adults are happiest when they are partying with a Budweiser or other brands of beer in hand. Additionally, cars are portrayed as sleek and fast. These TV ads intentionally target teens and underage drinkers. Corporations spend millions of dollars targeting American teens with advertising campaigns that encourage them to drink and drive fast.

Alcohol, drugs, youth and fast cars result in a toxic mixture that often encourages blind risk taking. By the 12<sup>th</sup> grade seventy-three percent (73%) have used alcohol within the past year. Within the last month it is calculated that fifty percent (50%) have used alcohol. Marijuana use among teens has similar statistics. This data describes percentages on the general youth population – this problem involves all youth not just Native Americans. These statistics are on the rise and we have to reverse that. We are losing too many of our youth.

On April 2-3, 2009, the California/Nevada TTAP hosted an important training event in Santa Rosa, California that was conducted by Michael Roosevelt and his team of dedicated professionals from the Center for Families, Children and the Courts of the Administrative Office of the Courts of California. Michael brought with him two dedicated, distinguished Superior Court judges. From San Joaquin County came Judge Richard Vlavianos, who explained his approach and philosophy about DUI education. The presiding judge of the Sonoma County Superior Court, Gary Nadler demonstrated his commitment and concern about educating youth about the dangers of drinking and driving. A prosecutor, Ms. Julia Alloggiamento, and public defender, Ms. Michelle Diedrichs from Santa Clara County explained what they were doing to educate the youth in the schools of Santa Clara County about these issues; these individuals volunteered time from very busy schedules to teach us.

The program was made even more powerful by the work of Michael Roosevelt and his staff of dedicated individuals. The presentations were enlightening and well received.

There was one missing link to the training. There was an audience of fifteen (15) individuals. There was room for at least 4 times that number. Often you’ll hear at conferences and meetings tribal leaders exclaiming that “our young people are our most precious resource”. These leaders need to step down from the podium and show a commitment to their “most precious resource”. They need to roll up their sleeves and do much better.

Wherever and whenever we can, we must spread the word that there is plenty of work for all of us to do to educate our youth about this problem (drinking and driving). Teens, alcohol related collisions, unfastened seatbelts, and occupant distractions result in death and destruction.

**If you want information about the next, DUI Workshop, please go join our mailing list or visit our website:**

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



## Agriculture Secretary Vilsack Applauds Designation of Additional Public Lands

WASHINGTON, March 30, 2009 – Secretary of Agriculture Tom Vilsack today announced the expansion of National Wilderness Preservation and Wild and Scenic Rivers systems on federal land, including the U.S. Forest Service.

"President Obama has signed a sweeping public lands law that dramatically expands wilderness areas and wild and scenic rivers on designated federal lands," said Secretary Vilsack. "This landmark legislation will help to provide for better management of water resources and related climate change issues, while preserving the beauty and uniqueness of our Nation's natural resources for future generations."



The Wild and Scenic River designations on seven National Forests include segments of 18 different rivers spanning 481.87 miles: Fossil Creek in AZ; nine rivers in the Mt. Hood National Forest in OR; Elk River in the Rogue River Siskiyou National Forest (OR); Piru Creek in the Los Padres National Forest (CA); Owens River and Cottonwood Creek in the Inyo National Forest (CA); and four rivers in the San Bernardino National Forest (CA) – including Palm Canyon Creek, the largest fan palm oasis in the U.S.

The legislation also creates 21 new wilderness areas and expands 19 existing wilderness areas on ten National Forests. Included are additions and new wilderness on the Monongahela National Forest (WV) and Jefferson National Forest (VA). This expands wilderness on eastern states by another 76,878 acres.

In the western states, 380,909 acres of additional wilderness has been designated in California. These include new wilderness in the eastern Sierra Nevada, the White Mountains, the Owens River headwaters, the San Gabriel Mountains in Los Angeles County, and the mountain and desert areas of Riverside County. In the Pacific Northwest region an additional 136,240 acres have been designated to protect areas surrounding Mt. Hood and the Copper Salmon headwaters.

### Federal Government Appointments of Native Americans in 2009

Larry Echohawk – Pawnee Nation, Residing in Utah. Appointment: Department of Interior, Assistant Secretary for Indian Affairs.

Jodi Archambault Gillette— Standing Rock Sioux Tribe, North Dakota. Appointment: Office of Intergovernmental Affairs, Deputy Associate Director

Hillary Tompkins—Navajo Nation, New Mexico. Appointment: Department of Interior, Solicitor.

In addition to these appointments it should be noted that President Obama had six Native Americans on his transition team.

# 2009 Traffic Management and Work Zone Safety Conference

Orlando, Florida \* March 10-12

Have you considered attending the Traffic Management & Work Zone Safety Conference? This is an overview of the 2009 conference. The 2010 conference will be held in Cincinnati, OH. February 15-18

## Opening Session: Welcome and Conference Overview

Officials from ARTBA provided an industry update on work zone safety as it relates to significant new federal funding for transportation infrastructure.

## Work Zone Safety: Federal Perspective

Joe Toole, FHWA, discussed the challenges, practices and regulations that affect our industry now and in the future.

## Work Zone Training Grant Program

Morris Oliver, FHWA, provided an overview of the many free and discounted training programs and materials available through this exceptional program.



## NIOSH Blind Spot Research

Runovers and Backovers are the leading cause of death for roadway construction workers, and over half occur when workers are struck by construction vehicles and equipment. Dave Fosbroke, NIOSH, provided information on the latest research, technologies and strategies to reduce many causes of roadway construction worker deaths.

## Education Workshops

### Roadway Safety Training Program – Train - the – Trainer

The Roadway Safety Program has had new modules added on temporary traffic control, detailed night work instructions, and more information on runovers and back-ups just to name a few. Instructions were given on how to use the program and receive a copy of the new addition.

### Utility Work Zones Room

This session provided a series of presentations applicable to short term and utility work zones. Topics covered were: computer programs for traffic control, abbreviated traffic control, and liabilities for not following regulations.

### Work Zone Speed Management

Presenters covered such issues as short term operations, methods of improving motorists compliance, and automated enforcement technologies.

### New Work Zone Standards

This session discussed new standards and regulations. ANSI A 10.47, High Visibility Garments, MUTCD update, and OSHA updates.

### Driver Behavior Around Moving Operations

Recent research in Illinois sheds important insight into how motorists react as they approach and pass moving lane closures as well as some ways that work crews can better protect themselves and the motoring public when working in a moving operation.

### Pedestrians and Non-motorized Traffic in work Zones

Presenters provided the latest on traffic control requirements for this important user group. Special considerations necessary to accommodate those with disabilities were also discussed.

### **Procedures for Performing Rolling Roadblocks**

Rolling road blocks are often used when it is necessary to temporarily close a roadway for a short time. The Florida Highway patrol demonstrated the planning and skill required to perform this critical work zone traffic control.

### **The Basics of Temporary Traffic Control – What Every Contractor Should Know**

Contractors, utilities, roadway owners and others continue to misapply or ignore the rules. This session provided sound, basic information regarding the rules of temporary traffic control.

### **Managing Legal Liabilities in Work Zones**

How well would your company be able to defend against allegations of improper work zone design? Topics discussed: documentation proving compliance with MUTCD and Traffic Control Plan, regular work zone inspections and documentation on all projects, and adequate training of all field supervisors.

### **Work Zone Access and Egress**

An overview was provided regarding, FHWA's rule on Temporary Traffic Control Devices (Subpart K) that was effective December 4, 2008. Part of this rule requires state transportation agencies to develop guidelines to improve work zone access and egress on all Federal – Aid Highway projects.

### **Motion is Money – Improving Worker Productivity Through Safety**

Real case scenarios from road builders were used to analyze the essential functions of typical employees and how they are directly tied to safety, productivity and efficiency.

### **Crash Reduction Strategies in Work Zones**

Experts discussed the severity of the work zone crash problem, the various techniques and strategies that can help reduce crashes (intelligent transportation systems, transportation management plans, monitoring and analysis of work zone performance data), and how one agency examines work zone crashes to improve its operation.

### **Barrier Workshop – Concrete, Steel, or Plastic?**

When can and when should these barriers be used? Which redirect and which delineate traffic? Leading manufacturers of various types of barriers discussed the pros and cons of each type.

### **Improving Pavement Markings in Work Zones**

This session provided insight in to processes and products that can help solve pavement making dilemmas.

### **Solving the Challenge: Access and Egress Case Studies**

Safety and Management officials shared their innovative solutions to the problem of safely moving construction equipment in and out of traffic into the work zones space of a construction zone.

### **Low Cost Safety Solutions**

This workshop shed ideas and products that can improve work zone safety without costing a lot of cash.

### **“Don't Follow – Me”**

Access and Egress examples were given by from two state DOT's about the ways they have tried to improve the safety of both work crews and the motoring public around work zone access and egress points.

### **Closing Session**

Leaders from industry, labor, and government shared there insights into “lessons – learned” during the conference and recommendations to advance safety in the years to come. Information was also given about expanding and improving the services of the National Work Zone Safety Information Clearinghouse.

For more information and to view workshop presentations go to:  
[http://www.workzonesafety.org/news\\_events/wz\\_conferences/2009](http://www.workzonesafety.org/news_events/wz_conferences/2009)

## TEN ESSENTIALS OF A GOOD ROAD

Here are 10 basic tips to help maintain and keep your roads in good condition

### 1. KEEP WATER AWAY FROM THE ROAD.

Drainage cannot be overemphasized in road construction and maintenance. Water affects the entire serviceability of a road. Too much water in the base material weakens the road. Water allowed to remain on top of a gravel or black topped road weakens the surface and, combined with traffic, causes potholes and cracking. If improperly channeled, water causes soil erosion and a breakdown of pavement edges. Whether it is mud in the spring or frost heaves in the winter, the presence of water in roads is nothing but trouble.

A good surface drainage system is the best way to lessen water damage on a road. Proper surface drainage prevents water from infiltrating the pavement surface and removes water from the driving lanes in a constant thin sheet to the side ditches, which carries the water away from the roadway. A surface drainage system has four main components: road crown, shoulders, ditches, and culverts.

- The road crown, or superelevation of the road surface, drains water off the road surface.
- Shoulders are an extension of the road surface and allow for the continued flow of water to the ditches.
- Ditches are used to carry water away from the roadway. They need to be kept clean and protected from erosion. Water left in the ditch can sometimes leak back into the base. Water collected and carried in the ditch has to be directed away from the roadway at frequent intervals, sometimes using culvert pipe.

- Culverts usually channel water from one side of the road to the other, helping to control the flow of water and slowing it down to reduce erosion.

Road managers are guided by the principles that water runs downhill, that water needs outlets at the bottom of all grades, and that puddles mean problems.

### 2. BUILD ON A FIRM FOUNDATION.

A highway wears out from the top, but it falls apart from the bottom. This is another way of saying that the road base determines the service-life of a road. The base supports everything above it, including traffic.

Without adequate support, the road will deteriorate rapidly. A good road requires a suitable foundation composed of stable material. A road material is stable if it has negligible soil settlement with a change in moisture content and does not deform excessively under repeated loads whether the material is wet or dry.

### 3. USE THE BEST SOILS AVAILABLE.

The supply of natural, good quality soils and aggregates is beginning to disappear. Blended or crushed gravel is a more expensive alternative. The quality of soils used by a road manager often depends on local availability and budget. In deciding what is available, consider the long-term consequences of using lower quality material. Using inferior base material may require excessive maintenance during the road's life and, perhaps, expensive rehabilitation. The adage

"pay me now or pay me later" applies to road building.

### 4. COMPACT SOILS WELL.

The more dense the material is, the stronger it is. When soil is improperly compacted, future traffic loads or changes in moisture content can cause settling and failure of the roadway.

Compaction is achieved by pressing soil particles together, which expels some of the air from the mass, making the material more dense. Well-graded soils having a fairly even distribution of particle sizes will compact more easily than poorly graded soils that have mostly one particle size. Crushed or angular particles will compact to a more stable condition than rounded particles of similar size. A certain amount of moisture is necessary for good compaction.

### 5. DESIGN FOR WINTER MAINTENANCE.

In areas that receive substantial snowfalls, roads that are designed for winter maintenance should be adequate for the rest of the year. Consider the following: if the traveled way is wide enough to allow a snowplow and a school bus to meet, it should be wide enough for the rest of the year.

If ditches and roadside areas are wide enough to store snow, chances are they will accommodate spring thaws and heavy water flows.

Grades should be a minimum of 1% for drainage purposes and should not be greater than 10% if at all possible. If the road is steeper, it is difficult for heavy equipment to maneuver, especially in the wintertime.

Sight distance should be considered in designing a road. For safety's sake, a driver should be able to see 75 to

100 ft. up the road for every 10 mile per hour driving speed.

## 6. BUILD FOR TRAFFIC LOADS AND TRAFFIC VOLUMES.

Thin ice on a pond may support a young skater, but it will crack and break apart under the weight of an automobile. Similarly, a road built to serve residential traffic will break down when it starts carrying a number of large trucks. Road managers know that roads, like bridges, should be designed with the expected traffic type and volume in mind.

A rule of thumb is to design a road to accommodate the largest vehicles that will use the road under normal operation. If in doubt, design the road for the largest piece of equipment that maintains it in all kinds of weather.

Road managers can get information and guidance from their State transportation agencies about the type and thickness of pavement mixes to apply to a gravel road. Generally speaking, a low volume road with some truck traffic may provide good services with a "chip seal" or "sand seal." As traffic volumes and weights increase, cold-mix asphalt and hot-mix asphalt pavement may be better alternatives.

## 7. PAVE ONLY ROADS THAT ARE READY.

Some agencies make the mistake of paving over a road that is not properly prepared in their haste to get rid of another dusty gravel road. The result may be a complete waste of money. Paving will not cure the other problems that the gravel road may have. It still must be built of well compacted layers of free draining soil, be able to carry expected traffic loads, and be

able to drain well. The cost of rebuilding a mistake is much higher than not making the mistake and doing it right the first time.

## 8. BUILD FROM THE BOTTOM UP.

A road that has a poor base and poor drainage cannot be adequately improved with a top dressing of gravel or new pavement. It may be necessary, in some cases, to dig out the old road, put in new materials, and build up the road in layers.

Before doing anything to correct a road surface problem, road managers should take into consideration what is causing the problem underneath. Improper drainage, insufficient depth of base, or poor quality gravel may be the culprit. These should be corrected before spending money on the surface.

## 9. PROTECT YOUR INVESTMENT.

Roads and bridges need regular maintenance to keep them from deteriorating. The increased weight and frequency of traffic on roads, combined with adverse weather conditions, means an increased rate of road and street deterioration. Regular road and bridge maintenance preserves our road investment and prevents costly major rehabilitation later on.

Maintenance activities includes:

- Roadway surfaces: blading and shaping, patching, resurfacing; dust control; snow and ice removal.
- Drainage: cleaning and repairing culverts and ditches.
- Roadside: cutting bushes,

trees, and grass; repair and prevention of roadside erosion.

- Bridges: clearing channels; repair of rails, decks, and structure; cleaning and painting.
- Traffic services: sign maintenance; cutting vegetation to maintain visibility.
- Special projects: restoration or improvements; emergency work such as removing slides, repairing washouts, and repairing retaining walls.

## 10. KEEP GOOD RECORDS.

Road managers know their roads like the back of their hands. Most of them are walking history books when it comes to the roads they manage every day. This knowledge is of little use, however, when the road manager is ill, moves, or retires.

Good record keeping makes roadwork much easier for everybody. It is easier to formulate budgets and to show the citizens a plan for roadwork. Recording which type of work was done on roads or bridges, when, and what materials were used can help a lot in making decisions later on.

Agencies can start by doing an inventory of all roads and bridges, listing length, width, surface types, culverts, problem areas, and other items. Placing these items on a map helps. Next comes listing and prioritizing needed improvements, putting a price tag on them, and taking care of a few problems each year.



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## BE PREPARED!

Excerpted from an article by Frederick J. Cowie, Ph.D. Fredcowie.com fredcowie@aol.com 406-431-3531

Here are ten strategies that, when implemented by adult leaders, can lead to responsible and appropriate, efficient and effective, local hazmat preparedness. Let's be prepared!

1) Local response to hazmat incidents by fire fighters, EMTs, law enforcement, public health and public works personnel, private industry and volunteer organizations, and public schools, *inter alia*, should be driven by OSHA's 29 CFR 1910.120 as well as EPA regulations. OSHA and EPA mandate response levels, medical monitoring, PPE, etc. These are for our protection, so we can make our communities safer. We will make sure our responders abide by them.

2) Hazmat teams are very, very expensive. Just figure a gazillion dollars a year, given the number of highly trained personnel required by federal regulations and the prodigious amount of equipment and supplies necessary. Then figure in annual training, maintenance, equipment and supplies replacement, etc., and you will realize that few rural communities have the tax base, the response community, and the recurring need to have their own, in place, standing hazmat team. Local hazard/risk and response capability assessments should convince community leaders that need is just not there.

3) Emergency responders, fire departments, hazmat teams, and local responders do not do incident site cleanup and disposal. The "responsible party" is. Federally-regulated contractors and haulers and disposal sites do cleanup, storage, and disposal, responders don't. Responders' jobs are in incident public safety. Local regulators are there to insure proper cleanup, and community and environmental protection. Plans should be in place to ensure that response and remediation efforts are coordinated by local agencies.

4) There are two basic types of hazmat incidents, facility site and transportation. Transportation includes air, rail, truck, barge and pipeline. For response purposes, a facility might be truck stop, manufacturing company, auto repair and painting business, hardware, home improvement or "we got everything" store, etc. USDOT regulates materials, products, when they are in container and in route. EPA and OSHA (and maybe other federal, tribal, state and local agencies) are involved if it comes



out of its containers. Local fire and building codes come in when things are stored locally. Local responders and regulators should know their respective regulations and coordinate with one another, via local planning and training.

5) Local jurisdictions need to do, at least, these local assessments:

- a) Hazard/Risk analysis
- b) Response capabilities
  - i) Personnel
  - ii) Equipment and supplies
  - iii) Training
- c) Plans:
  - i) Jurisdictional interagency, inter-jurisdictional and all hazard plans
  - ii) Second and third tier response plans (regional and state/federal)
  - iii) Recovery and disposal plans

6) Due to increased incidence of highly complex and violent incidents, local communities must have contracts or memoranda of understanding/agreement in place to ensure the timely arrival of, at least, the following highly specialized teams:

- a) Hostage rescue
- b) S.W.A.T.
- c) Biological incident
- d) Clandestine drug lab
- e) Bomb and IED
- f) Radiological incident
- g) Hazardous materials incident
- h) Major fire

7) Local agencies, organizations, businesses need to be players in planning and training for local incidents. The following generic list of players is not all inclusive:

- a) Law: Tribal, PDs, SOs, State Patrol, Fish and Game, Corrections, etc.

(Continued from page 12)

- b) Fire: Tribal, VFDs, Rural/wildland, State Lands, BLM, USFS, etc.
- c) EMS: Tribal, VFDs, private, etc.
- d) Health:
  - i) Medical, home health, etc.
  - ii) Environmental, sanitarians, etc.
- e) Public Works
  - i) Water/Sewer, power, etc.
  - ii) Tribal, County Roads, City Streets, State Highways, DOT
- f) Schools, all
- g) Care facilities: children, adult, DD, health/hospital/clinics, etc.
- h) Hazmat facilities
- i) Volunteer organizations
- j) Churches
- k) Business
- l) Other important local entities

8) Jurisdiction (who can do what where and when) must be worked out, far in advance of any incident, between federal, state, tribe, city, county, school districts, private industries, railroads, etc. We all must regularly schedule “who’s on first” meetings. Unfortunately, these meetings may involve lawyers. Sorry about that!

9) Local training must start with “awareness” based on the USDOT ERG and must be taught using hazard classes, for all hazards, whether terrorist, domestic, commercial, or industrial. Local analogs to national priorities are the way to deal with hazards, for far too much local, volunteer time and energy is wasted on high-hazard/no or low risk federally-mandated terrorist threats. If responders don’t care, because training is not appropriate, our communities needlessly become less prepared. Some training is just simply counterproductive in rural areas.

10) All incidents must be managed. Regulations require ICS to manage incidents. Wildland fires are all run using ICS. And DHS had mandated the NIMS version of ICS in order for response agencies to receive their grant support. So no matter how you look at it, ICS is a must. No options here. But please don’t let your responders suffer “death by PowerPoint ®” or “death by NIMS.”

## **Tribes Expand Bus Service**

*Excerpt from Confederated Umatilla Journal, July 2008*

**Mission** – The Confederated Tribes’ Public Transportation Program is now offering free bus service between La Grande and Pendleton with stops on the Umatilla Indian Reservation, and in Pilot Rock, Weston, and Athena.

Tribal Planner Jim Beard said it is estimated that there are more than 300 employees and residents living in these outlying areas that can benefit from transit services. The expansion has been in the works for several years and was approved by the CTUIR Board of Trustees in October 2007.

“But the timing of putting the rubber on the road is fortuitous considering the recent increases in the cost of Fuel,” said Beard, “The expansions to the outlying cities are designed to accommodate commuters, but also provide multiple opportunities for visits to the Tribes’ institutional and commercial properties.”

The service, which eventually could connect Hermiston, Walla Walla and Tri-Cities, has so far been divided into three lines with separate schedules.

The “Cayuse Commuter” bus will pick up riders in the Cayuse, Thornhollow, Weston, Athena and Adams communities. The bus will stop at the Post Office in each town. In areas that do not have a Post Office, the bus will stop at the main group of mailboxes in that area.

Working with Community Connections in La Grande, the “La Grande Arrow” will offer bus service three times a day between La Grande and Mission. Connections to other destinations within the Mission community and Pendleton area will be available by transfers to the Mission Metro Bus.

The “Pilot Rocket” bus will provide service between Mission and Pilot rock and, like the other, will have service three times a day- in the morning, at noon and late in the afternoon.

At this time, the buses will run Monday through Friday with no service on major holidays.

The schedules were designed to accommodate employees that work on the Umatilla Indian Reservation, including Tribal government, Wildhorse Resort, and Cayuse Technologies.

Because of the variation in work hours at different work places the schedule could not accommodate everyone, Beard said.

The new routes are being funded by the Federal Transit Administration Tribal Transportation Program. The CTUIR intends to operate this service a minimum of two years to determine if there is enough ridership to make routes permanent.

# California's Strategic Highway Safety Plan

By Ken Kochevar, Safety Engineer, FHWA and Randy Warden, Safety Specialist, FHWA

## A National Overview

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires each state to develop and implement a Strategic Highway Safety Plan (SHSP). The SHSP must provide a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

A SHSP should strategically establish statewide goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. This comprehensive approach addresses safety problems on all public roads through both behavioral and infrastructure-related strategies and countermeasures.

## California's SHSP: Development and Implementation

Approximately 4,000 lives are lost every year on California's roadways and nearly 54% of those fatalities occur on local roadways.

California has a large and complex road transportation system with 347,000 lane miles of roadways serving more than 36 million residents. The range of safety issues facing California's road users reflects not only the size of the state but also the diversity of its population and geography.

California's SHSP was developed and approved in 2006. The California Department of Transportation (Caltrans) partnered in this effort with the California Office of Traffic Safety, the California Highway Patrol, and the California State Association of Counties to lead a 13-member steering committee in providing guidance to 16 Challenge Area teams. The multidisciplinary teams are com-

prised of experts from the "Four Es" of safety (Engineering, Enforcement, Education and Emergency Medical Services), and are led by co-leaders who serve as champions for the SHSP and help guide the work of the Challenge Areas. The teams were initially tasked with developing SHSP goals and strategies to address the state's most pressing transportation safety issues

In May of 2008 Caltrans hosted Safety Summits in Northern and Southern California to introduce the 152 SHSP actions the teams developed and to discuss implementation. Workshop participants included representatives of state, city, and county agencies, private sector businesses, grass-roots organizations, and other key safety partners. In addition to the announcement of the action items, the Summits were designed to involve Safety Stakeholders from local agencies and other organizations in implementation and encourage them to join the current group of more than 300 safety stakeholders.

## What are the 16 Challenge Areas?

Sixteen Challenge Areas are used to focus attention and resources on the major roadway safety issues facing California. The goal is that agencies will implement the actions in each Challenge Area to effectively reduce highway fatalities and serious injuries on all public roads.

### 1. Reduce Impaired Driving Related Fatalities

Among all traffic safety issues, alcohol-impaired driving has perhaps the highest profile, and combating it has been vigorously pursued with aggressive campaigns in both the public and pri-

vate sectors. Impaired driving continues to be a persistent traffic safety problem in California.

Major Focus: Increasing educational efforts, legislative actions, and enforcement.

### 2. Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions

One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head-on with an oncoming vehicle. Severe crashes of this sort occur primarily on rural conventional roads and freeways with narrow medians.

Major Focus: Identifying where the problems are and implementing programs or engineering solutions to reduce the frequency and severity of these crashes.

### 3. Ensure Drivers are Licensed and Competent

California research shows that drivers with a suspended license are almost four times as likely to cause a fatal crash as the average driver, and unlicensed drivers are about five times as likely to cause a fatal crash. In addition, some people continue to drive even though their cognitive and motor skills have declined to levels that make them unfit to operate a motor vehicle.

Major Focus: Increasing driver competency, enforcement and public awareness; improving educational efforts.

### 4. Increase Use of Safety Belts and Child Safety Seats

California law requires all vehicle occupants to wear a safety belt. Car seats, when correctly installed and used, are extremely effective in saving children's lives. However, federal safety programs estimate that 85% of all car seats

in use are improperly installed.

Major Focus: Educational campaigns, enforcement and public outreach campaigns.

### **5. Improve Driver Decisions about Rights of Way and Turning**

California's roadway users suffer from collisions resulting from poor driver decisions and data attributes improper passing, turning, lane change, right-of-way, or "other improper driving" as the primary collision factor in 23% of all fatal injury collisions from 2002 to 2004.

Major Focus: Improving driver decisions by identifying and remedying problem areas and updating educational, operational, and planning information.

### **6. Reduce Young Driver Fatalities**

Newly licensed young drivers with less than one year of driving experience have the highest crash rate of any driver group. As a result, motor vehicle crashes are the leading cause of death for young drivers.

Major Focus: Improving current educational programs, enforcement, and licensing practices.

### **7. Improve Intersection and Interchange Safety for Roadway Users**

In California, almost one in every 4 fatal crashes occurs at or near an intersection and the two most prominent crash scenarios at intersections involve left turns and vehicles that are struck from the rear.

Major Focus: Identifying where the problems are, applying safety actions, and implementing programs or engineering solutions to reduce the frequency and severity of these types of crashes.

### **8. Make Walking and Street Crossing Safer**

The rate for pedestrian fatalities is 50% higher in California than the national average. California averaged 731 fatalities per year over the last 10 years, of which half were either children or youths under the age of 20 or senior citizens age 65 or older.

Major Focus: Expanding existing programs, better identification of problem areas, and improving maintenance and planning efforts.

### **9. Improve Safety for Older Roadway Users**

Traffic collisions continue to be a major cause of serious injury to California seniors. People aged 65 and older are more likely to receive fatal injuries when compared with people from any other age group, due to their increased physical frailty.

Major Focus: Enhancing training for transportation officials, encouraging public transit as an alternative, educational campaigns, and statewide standards.

### **10. Reduce Speeding and Aggressive Driving**

Aggressive driving including speeding, following too closely, changing lanes frequently without signaling, flashing lights, and gesturing at other drivers threatens motorists, bicyclists, and pedestrians. Because aggressive driving often reflects the attitude of a driver violating traffic laws, it can be difficult to measure precisely.

Major Focus: Defining what constitutes "aggressive driving," media campaigns, and enforcement.

### **11. Improve Commercial Vehicle Safety**

California data shows that an average of 11% of total fatalities between 2002 and 2004 resulted from collisions with trucks and

buses. Data points to poor driver performance (including driver fatigue) and an inadequate level of truck awareness on the part of other roadway users as major contributing factors to commercial vehicle crashes.

Major Focus: Increasing training, educational standards, enforcement, and high crash location analysis.

### **12. Improve Motorcycle Safety**

California motorcycle rider fatalities have been on the rise since 1998, reaching 368 in 2003. Despite the fact that fewer than 3% of registered passenger vehicles nationwide are motorcycles, they account for nearly 9% of all passenger vehicle occupant fatalities.

Major Focus: Identifying high crash locations, improving driver education, media campaigns, and enhancing enforcement.

### **13. Improve Bicycling Safety**

In 2004, California bicyclist fatalities were 23% above the national rate. California's temperate climate and culture of outdoor activities are conducive to bicycling as a sports or leisure activity.

Major Focus: Developing a bicycle safety improvement program, increasing driver awareness, establishing better planning practices, and improving educational campaigns.

### **14. Enhance Work Zone Safety**

On average, 98 work zone fatalities occurred each year in California between 1995 and 2004. Highway work zones create a major safety concern for roadway users and workers alike.

Major Focus: Better training programs, enhancing standards, improving monitoring programs, better data collection, and the use

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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. 7

Introduced by Assembly Member Evans

Status: Amended 2/14/09. Third reading 4/13/09

An act relating to the Budget Act of 2008. An act to amend the Government Code, the Public Utilities Code, and to amend Revenue and Taxation Code, relating to transportation.

**This bill**, for the 2009–10 to 2012–

13 fiscal years, would suspend the State Transit Assistance program as an eligible recipient of Public Transportation Account funds, and would provide that certain revenues in the account shall be available only for other specified transportation planning and mass transportation programs. The bill would also revise the authorized uses of Public Transportation Account funds to include regional center transportation and home-to-school transportation.

**This bill**, for the 2009–10 to 2012–13 fiscal years, would provide for the transfer of all of those gasoline sales tax revenues commonly known as the “spillover” to the Mass Transportation Fund and eliminate any transfer of those “spillover” revenues to the Public Transportation Account. Because this change would amend a provision contained in Proposition 116, it would require a 2/3 vote of both houses of the Legislature for passage.

**This bill**, for the 2009–10 to 2012–13 fiscal years, would suspend the allocations under these provisions to the State Transit Assistance program. The bill would instead provide for allocation of these funds to the other mass transportation programs authorized for funding from the Public Transportation Account. After fiscal year 2012–13, these funds would be available to these programs and the State Transit Assistance program as specified.

**This bill** would revise the provisions governing the Transportation Debt Service Fund to authorize the Director of Finance, with moneys transferred to that fund pursuant to an annual Budget Act or other statute from the State Highway Account in the State Transportation Fund, to reimburse the General Fund any amount necessary to offset the cost of debt service made in any fiscal

year for transportation-related general obligation bond expenditures consistent with Article XIX of the California Constitution.

**This bill** would provide that the portion of the above-described compact assets, (tribal gaming compact contracts) that are timely deposited or are due for deposit in a specified fund between July 1, 2008, and June 30, 2010, shall not be available for the purpose described above. The bill would require the Director of Finance to determine the portion of those compact assets attributable to each fiscal year. The bill would allow the Director of Finance to direct the Controller, by separate order applicable to the assets for each fiscal year, to transfer the compact assets attributable to that fiscal year to the General Fund. This bill would make other related changes.

#### Assembly Concurrent Resolution No. 32

Introduced by Assembly Member Miller

Status: Amended Mar 11, 2009 in Committee 3/23/09

ACR 32, as introduced, Miller.

Native American tribal rights.

This measure would reaffirm state recognition of the sovereign status of federally recognized Indian tribes as separate and independent political communities within the United States, encourage all state agencies, when engaging in activities or developing policies affecting Native American tribal rights or trust resources, to do so in a knowledgeable, sensitive manner that is respectful of tribal sovereignty, and encourage all state agencies to continue to reevaluate and improve the implementation of laws affecting Native American tribal rights.

#### Assembly Bill No. 64

Introduced by Assembly Members

# RECENT TRANSPORTATION LEGISLATION

Krekorian, Bass, and Blakeslee December 9, 2008  
STATUS: Amended 3/24/09 and referred to committee 4/2/09.

An act to amend the Public Resources Code, and the Public Utilities Code, relating to energy, and making an appropriation therefore.

Existing law prescribes procedures for the designation of a transmission corridor zone, including publication of the request for designation and request for comments, coordination with federal agencies and California Native American tribes, informational hearings, and requirements for a proposed decision. This bill would repeal these provisions of law, and would give to the Renewables Infrastructure Authority the authority to designate transmission corridor zones.

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

## **Assembly Bill No. 105**

Introduced by Assembly Member Evans  
January 9, 2009  
Status: To Budget 2/26/09

An act making appropriations for the support of the government of the State of California and for several public

purposes in accordance with the provisions of Section 12 of Article IV of the Constitution of the State of California, and declaring the urgency thereof, to take effect immediately

## **Assembly Bill No. 133**

Introduced by Assembly member Smyth, 1/20/99.  
Status: In committee 3/23/09

Subdivisions: major thoroughfares.

The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The fees collected are deposited in a planned bridge or major thoroughfare fund. If the benefit area of a bridge fund is one in which more than one bridge is required to be constructed, a fund may be established that covers all of the bridge projects in that benefit area. For the unincorporated area of San Diego County only, "construction" is defined to include design, acquisition of rights-of-way, actual construction, and reasonable administrative expenses, as specified. This bill would authorize a local agency to establish a fund for a benefit area that covers all of the bridge and major thoroughfare projects in that benefit area when that benefit area is one in which more than one bridge or major thoroughfare is required to be constructed. The definition of "construction" would be expanded to include the unincorporated area of Los Angeles County for purposes of design, acquisition of rights-of-way, actual construction, and reasonable administrative expenses, as specified.

## **Assembly Bill No. 266**

Introduced by Assembly Member Carter, 2/11/09  
Status: In committee 3/4/09

Transportation needs assessment. Existing law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. Existing law requires the commission to submit, by December 15 of each year, an annual report to the Legislature summarizing the commission's prior-year decisions in allocating transportation capital funds and identifying timely and relevant transportation issues facing the state. This bill would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2011.

## **Assembly Bill No. 561**

Introduced by Assembly Member Carter 2/25/09  
Status: In committee 4/1/09

Highway workers: assault and battery. Existing law establishes the offenses of assault and battery against a highway worker engaged in the performance of his or her duties, where "highway worker" is defined as an employee or contractor of the Department of Transportation engaged in specified activi-

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ties related to state highways. This bill would expand the definition of highway worker for that offense to include employees of a city, county, or city and county, and to include additional specified activities related to local roads or streets. By expanding the scope of an existing offense, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state.

Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.

## **Assembly Bill No. 619**

Introduced by Assembly Member Blumenfield, 2/25/09  
Status: In committee 3/25/09

Transportation projects: federal funds: delays. Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law provides for allocation of federal transportation funds made available to the state. This bill would require the department to notify the Legislature within 30 days of making a determination that a project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.

## **Senate Bill No. 47**

Introduced by Senator Ducheny

January 9, 2009

Status: Read first time, January 12, 2009

Acts making appropriations for the support of the government of the State of California and for several public purposes in accordance with the provisions of Section 12 of Article IV of the Constitution of the State of California, and declaring the urgency thereof, to take effect immediately.

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

## **Senate Bill No. 358**

Introduced by Senator Ducheny, 2/25/09  
Status: In committee 3/25/09

Existing law, the California Small Business Financial Development Corporation Law, authorizes the formation of small business financial development corporations to grant loans or loan guarantees for the purpose of stimulating small business development and imposes certain duties with respect thereto on a director designated by the Secretary of Business, Transportation and Housing. The California Small Business Expansion Fund, which is created under that law and is continuously appropriated, provides funds to be used to pay for defaulted loan guarantees and administrative costs of these corporations. This bill would require the secretary to establish the Native American Business Revolving Loan and Guarantee Program for the purpose of providing nongaming business loans and loan guarantees to qualified Indian tribes, as defined. The bill would create the Native American Business Revolving Loan and

Guarantee Program Account within the California Small Business Expansion Fund, solely for the purpose of receiving state, federal, or local government moneys, other public or private moneys, and tribal government contributions. The bill would continuously appropriate the moneys in the account to the director for the purpose of implementing and administering the program.

## **Senate Bill No. 675**

Introduced by Senator Steinberg 2/27/09  
Status: Amended 4/2/09

This bill would enact the Clean Technology and Renewable Energy Job Training, Career Technical Education, and Dropout Prevention Act of 2010 and would create the Clean Technology and Renewable Energy Job Training, Career Technical Education, and Dropout Prevention Fund (fund) in the State Treasury. The bill would provide that the moneys in the fund would be available, upon appropriation by the Legislature, in the form of competitive grants that would be administered by the State Allocation Board and awarded to qualifying entities for the purposes of the construction of new facilities or the reconfiguration of existing facilities to enhance the educational opportunities for program participants, as defined, to provide them with the skills and knowledge necessary for careers directly related to clean technology, renewable energy, or energy efficiency that may also contribute to California's goal in reducing greenhouse gas emissions. The bill would create the Clean Technology and Renewable Energy Job Training, Career Technical Education, and Dropout Prevention Council comprised of 9 members. The council would be required to issue guidelines to implement the purposes of this act. The bill would authorize the council to issue and renew negotiable bonds, notes, debentures, or other sources of

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security of up to \$5,000,000,000 *an unspecified amount* that would be secured by moneys appropriated by the Legislature in the annual Budget Act from the Public Interest Research, Development, and Demonstration Fund. Proceeds from the sale of the bonds, notes, debentures, or other sources of security would be deposited into the fund. (2) It is the intent of the people of the State of California and the Legislature that federally recognized California Indian tribes should be eligible to apply for and expend funds authorized in this part.



## NEVADA LEGISLATION

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

### State Implementation of the American Recovery and Reinvestment Act of 2009

Nevada's Federal Stimulus Funds Website Go to:

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

### Assembly Bill No. 358

Assemblyman Carpenter

(by request)

March 16, 2009

Status: 02/23/09—Notice of Exemption

Section 1. 1. There is hereby appropriated from the State General Fund to the Department of Transportation the sum of \$500,000 for rural transit operations for the Elderly and Persons With Disabilities Program. 2. The Department of Transportation shall seek matching federal funds available for the money appropriated by subsection 1.

### Senate Bill No. 116

Committee on Energy Infrastructure and Transportation

February 3, 2009

Status: Referred to Committee on Energy, Infrastructure and Transportation. Read First Time 2/25/09

**SUMMARY**—Makes failure to wear a safety belt in a motor vehicle a primary offense. (BDR 43-20).

This bill removes the provision of existing law which prohibits the issuance of a citation for failure to wear a safety belt in a motor vehicle unless the vehicle is stopped or the person is arrested for another offense. (NRS 484.641, 484.6415) By removing that provision, this bill allows the issuance of a citation for such a violation even absent any other conduct.



## FEDERAL LEGISLATION

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

### SAFETEA-LU Amendment

Senate Committee on Indian Affairs (SCIA) recently released draft legislation reauthorizing tribal provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. No. 109-58, § 10211, 119 Stat. 1144 (2005).

As you may recall, the 2005 Act contained a midnight rider that

Oklahoma. Neither the SCIA nor the House Committee on Natural Resources had an opportunity to review the rider or hold hearings on its adoption. The rider dealt a grave blow to the sovereignty of Oklahoma Tribes by: Granting Oklahoma the authority to administer EPA-delegated environmental programs in Indian Country; and, giving Oklahoma a veto over any attempt by an Oklahoma Tribe to obtain "treatment as a state" status to administer federal environmental laws in Indian Country. The 2005 Act rider treated Oklahoma Tribes as second-class Tribes by denying them the same rights to regulate the quality of their air, land, and water that other Indian Tribes enjoy. The National Congress of American Indians (NCAI) officially supports repealing the 2005 Act rider. See NCAI Resolution TUL-05-015. Section 2 of the 2009 reauthorization bill:

(g) ENVIRONMENTAL PROGRAMS.—Section 10211 of the SAFETEA-LU (119 Stat. 1937) is amended—

(1) by striking subsections (a) and (b).

This proposed language would effectively repeal the midnight rider in the 2005 Act, and restore Oklahoma Tribes as effective governmental stewards of their air, land, and water

### Senate Bill 238

Sponsor: Sen. Wyden, Ron (OR) introduced 1/14/09

Status: 1/14/2009 Read twice and referred to the Committee on Finance.

A bill to provide \$50,000,000,000 in new transportation infrastructure funding through bonding to empower States and local governments to complete significant infrastructure projects across all modes of transportation, including roads,

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bridges, rail and transit systems, ports, and inland waterways, and for other purposes. Build America Bonds Act of 2009 - Amends the Internal Revenue Code to allow an income tax credit for any Build America bond issued by the Transportation Finance Corporation as part of an issue, if 100% of the available project proceeds from such issue are to be used for expenditures incurred for one or more qualified projects. Requires proceeds from the sale of bonds issued under this Act to be held in a Build America Bonds Trust Account. Defines "qualified project" as the capital improvements to any transportation infrastructure project (including roads, bridges, rail and transit systems, ports, and inland waterways) proposed by one or more states and approved by the Transportation Finance Corporation.

### Senate Bill 308

Sponsor: Sen. Baucus, Max (MT) introduced 1/22/09.

Status: 1/22/2009 Read twice and referred to the Committee on Environment and Public Works.

A bill to amend title 23, United States Code, Rural Opportunity and Development Act (ROAD Act) - Directs the Secretary of Transportation to establish a rural opportunity and development program to promote opportunity and economic development in rural states through projects for the preservation and improvement of highways.

### House Resolution 491

Sponsor: Rep Welch, Peter [VT] (introduced 1/13/2009)

Related Bills: Senate Bill 198

Status: 1/13/2009 Status: Referred to the House Committee on Transportation and Infrastructure.

Directs the Secretary of Transportation to waive, through FY2009, any requirement that would otherwise

require a state or local government to contribute non-federal funds toward the cost of a covered transportation program or activity authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTETEA-LU) or an amendment made by that Act. Declares, however, that nothing in this Act shall be construed to prohibit a state or local government from contributing non-federal funds toward the cost of a covered transportation program or activity.

### House Resolution 1071

Sponsor: Rep Thompson, Glenn [PA-5] (introduced 2/13/2009)

Status: 2/14/2009 Referred to the Subcommittee on Highways and Transit.

This Act prohibits the imposition and collection of tolls on certain highways constructed using Federal funds. Keeping America's Freeways Free Act - Prohibits, with a specified exception, the imposition or collection of a toll on any portion of a federal highway facility: (1) that is in existence upon enactment of this Act; and (2) on which no toll is imposed or collected under a tolling provision on such enactment.

### House Resolution 1167

Sponsor: Rep Carnahan, Russ [MO-3] introduced 2/25/2009

Status: 2/26/2009 Referred to the Subcommittee on Highways and Transit.

Green Streets Act of 2009 - Directs the Secretary of Transportation to conduct a demonstration program in which the Secretary shall award grants to up to four states to acquire and assess the feasibility on the use of asphalt produced with asphalt binder made from biomass in federal highway construction projects.

### House Resolution 1443

Sponsor: Rep. Matsui, Doris O. (CA-5) introduced 3/11/09

Related Bills: Senate Bill 584

Status: 3/12/2009 Referred to the Subcommittee on Highways and Transit.

Complete Streets Act of 2009 - Requires each state to have in effect within two years a law, or each state department of transportation and metropolitan planning organization (MPO) an explicit policy statement, that requires all federally-funded transportation projects, with certain exceptions, to accommodate the safety and convenience of all users in accordance with certain complete streets principles.

Defines "complete streets principles" as federal, state, local, or regional level transportation laws, policies, or principles which ensure that the safety and convenience of all users of a transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, and individuals with disabilities, are accommodated in all phases of project planning and development.



# TRANSPORTATION EVENTS CALENDAR

<p><b>Please visit the National Indian Justice Center web site to view more upcoming transportation events. Go to: <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></b></p> <p><b>MAY 2009</b></p> <p>May 12-13  <b>Safety and Traffic Control Plans for Work Zone Training</b>  <b>Includes Flagger Certification</b>          Atlantis Casino Resort Spa          Reno, NV          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p>May 19  <b>Emergency Preparedness Training</b>          National Indian Justice Center          Santa Rosa, CA          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p>May 19-20  <b>Fundamentals of Life Cycle Cost Analysis \$ FHWA RealCost LCCA Software Workshop</b>          FEE: \$60-\$75          University of Nevada,          Reno, NV          For more information or to register call:          (775) 784-1433</p> <p>May 20  <b>Tribal Transportation Needs Assessment -FREE: Register by May 11</b>          Caltrans District Office 2          Redding, CA          For more information or to register call:          Kimberly-Johnson Dodds 916-651-6527,          or Cheryl Donahue 909-528-6453</p> <p>May 21  <b>Falling Weight Deflectometer Back Calculation Workshop</b>          FEE: \$40-\$50          University of Nevada          Reno, NV          For more information or to register call:          (775) 784-1433</p> <p>May 26  <b>Work Zone Safety &amp; Traffic Control Workshop</b></p>	<p>FEE: \$40-\$50          University of Nevada          Reno, NV          For more information or to register call: (775) 784-1433</p> <p>May 28-29  <b>OSHA 10-Hour Training, Exclusively for Roadway Construction</b>          National Indian Justice Center          Santa Rosa, CA          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p><b>JUNE 2009</b></p> <p>June 1-2  <b>OSHA 10-Hour Training, Exclusively for Roadway Construction</b>          Cher-Ae Heights Casino Bingo Hall          Trinidad, CA          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p>June 2-3  <b>Safety and Traffic Control Plans for Work Zone Training, Includes Flagger Certification</b>          Rincon Tribal Hall          Valley Center, CA          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p>June 4-5  <b>OSHA 10-Hour Training, exclusively for Roadway Construction</b>          Rincon Tribal Hall,          Valley, Center, CA          For more information go to:  <a href="http://www.nijc.org/ttap_events.html">www.nijc.org/ttap_events.html</a></p> <p>June 10  <b>Integrating Safety Into Tribal Transportation Planning -Webinar-</b>          2:00 PM to 3:30 PM Eastern Time          To register go to: <a href="http://survey01.camsys.com/survey/wsb.dll/9/webinar.htm">Http://survey01.camsys.com/survey/wsb.dll/9/webinar.htm</a>          Web meeting: <a href="http://webmeeting.att.com">http://webmeeting.att.com</a>          Conference audio: (866)205-4243          Access code:5933393          For more information contact:</p>	<p>Chimai Ngo: (202)366-1231,          Chimai.ngo@dot.gov</p> <p>June 13-16  <b>2009 Indigenous Mapping Network Conference</b>          Radisson Hotel and Convention Center,          Green Bay, WI          For more information go to:  <a href="http://indigenoumapping.net/conference-overview/html">http://indigenoumapping.net/conference-overview/html</a></p> <p>June 22  <b>National Rural Summit on Traffic Safety Culture</b>          Big Sky Resort, Yellowstone Conference Center,          Big Sky, MT          For more information go to:  <a href="http://www.meetingsnorthwest.com/index.html">www.meetingsnorthwest.com/index.html</a></p> <p><b>JULY 2009</b></p> <p>July 13-17  <b>ESRI National User Conference</b>          San Diego Convention Center          San Diego, CA          For more information go to:  <a href="http://www.esri.com/events/uc/">http://www.esri.com/events/uc/</a></p> <p><b>AUGUST 2009</b></p> <p style="text-align: center;">-No Events Submitted-</p> <p><b>SEPTEMBER 2009</b></p> <p>September 13-16  <b>APWA International Public Works Congress and Exposition</b>          Greater Columbus Convention Center,          Columbus, OH          For more information go to:  <a href="http://www.apwa.net/meetings/congress/2009/">http://www.apwa.net/meetings/congress/2009/</a></p> <p>September 13-17  <b>The 2009 International Conference on Ecology and Transportation (ICOET)</b>          Duluth Entertainment Convention Center          Duluth, MN          For more information go to:  <a href="http://www.icoet.net/">http://www.icoet.net/</a></p>
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# 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  
4<sup>th</sup> & 5<sup>th</sup> Floors East Building  
Washington, DC 20590

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

### **FTA Region 9 Offices**

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

[http://www.fta.dot.gov/regions/regional\\_offices\\_909.html](http://www.fta.dot.gov/regions/regional_offices_909.html)



### **National Local Technical Assistance Program**

(NLTA) 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 46<sup>th</sup> 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/>

(Continued from page 15)  
of new technology.

### **15. Improve Post Crash Survivability**

No amount of prevention will completely eliminate crashes and injuries from California's roadways. As a consequence, California needs a well-prepared and highly responsive emergency medical response system.

Major Focus: Sharing databases, better communication between agencies, and promoting educational programs.

### **16. Improve Safety Data Collection, Access, and Analysis**

Good information properly used is one of the underpinnings of a sound traffic safety program. Quality data systems are vital tools that allow traffic safety professionals and others to monitor crash injuries and deaths, identify emerging problems, and evaluate safety issues.

Major Focus: Greater access to crash data and providing cross-links between different agency data systems.

## **Implementing SHSP's Solutions**

There are many opportunities to incorporate the strategies and actions of the statewide Strategic Highway Safety Plan (SHSP) into local public works programs to improve safety on local roads.

Examples of actions that cities or counties could take include:

- Monitoring 2- and 3-lane roadways for cross-centerline collision concentrations (SHSP Action 2.4)
- Reviewing existing or potential high-crash intersections and implementing appropriate safety counter measures (SHSP Action 7.1)
- Improving pedestrian striping and including standard safety upgrades in routine maintenance and striping projects (SHSP Action 8.6)
- Establishing more bicycle corridors and creating partnerships in high-collision incident areas (SHSP section 13.1)
- Implementing a systematic approach for the review of traffic control devices in need of replacement, relocation, or upgrade (SHSP Action 5.2) to help improve driver decisions about rights-of-way and turning.
- Implementing elements of the state and federal Safe Routes to School program (SHSP Action 6.8) can contribute to reducing young driver fatalities.
- Improving left-turn options and intersections to meet the needs of older drivers (SHSP Actions 9.2) may improve safety for older roadway users.

These are just some of the strategies and actions in the statewide SHSP. The SHSP was developed around the principles of partnership and multidisciplinary collaboration. By teaming with Caltrans and other state and local safety stakeholders to implement these actions, local agencies have a real opportunity to improve safety on local roads, to reduce crashes, and to save lives.

## **For More Information**

Local agencies are encouraged to review the statewide SHSP Version 2 and Implementation of the SHSP documents to identify areas of interest and potential actions relevant to their jurisdictions. These documents and more information on the implementation of the SHP are available at: [www.dot.gov/SHP](http://www.dot.gov/SHP)

For more information, contact Jesse Bhullar, State Highway Safety Engineer in the Caltrans Division of Traffic Operations, at 916-654-5026 or [jesse\\_bhullar@dot.gov](mailto:jesse_bhullar@dot.gov).

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# 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](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](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](http://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](http://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](http://www.tribalgis.com)

## 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/wyacd/stateandlocalgov/state.html>

## US Department of Transportation

### 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](http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.43ac99aefa80569eea57529cdba046a0_or_www.regulations.gov_in) Docket NTSA-2008-0060, entries 2008-0060-0605

### FHWA

#### Bonner Bridge Home Page

<http://www.ncot.gov/projects/bonnerbridgerepairs/>

#### Columbia River Crossing Home Page

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

#### Columbia River Crossing Project Library

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

#### Intercounty Connector Home Page

<http://www.iccproject.com/>  
or, Record of Decision, Vol.2, Record of Responses to Public Comments  
<http://www.iccproject.com/PDFs/Record of Responses.pdf>

#### 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](http://www.nijc.org/ttap_funding.html)

#### FHWA-National Highway Specifications

Clearinghouse and electronic library. Current specifications, construction manuals and drawings. For more information go to:  
[www.specs.fhwa.dot.gov](http://www.specs.fhwa.dot.gov)

#### FHWA—Travel Modeling

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



# TRIBAL TRANSPORTATION RESOURCES

## SAFETY RESOURCES

### **Tribal Road Safety Audits: CASE STUDIES**

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

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

For additional information and resources on RSA's go to: <http://safety.fhwa.dot.gov/rsa/>

### **Arizona Department of Transportation**

*By Esther Corbett & Robert Mickelson at the Inter-tribal Council of Arizona, Inc.*

592 Building Tribal Traffic Safety Capacity  
[http://www.azdot.gov/TPD/atrc/Publications/  
project\\_reports/PDF/AZ592.pdf](http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592.pdf)

And,

592 Tribal Traffic Safety Funding Guide  
[http://www.azdot.gov/TPD/atrc/Publications/  
project\\_reports/PDF/AZ592s.pdf](http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592s.pdf)

### **Insurance Institute Highway Loss**

*Fatality Analysis Reporting System (FARS)  
From the US DOT.*

[http://www.iihs.org/research/fatality\\_facts\\_2007/  
default.html](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](http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/default.html).

### **Vista Training Programs**

Backhoe-Loader Instructor Kit

[http://www.vista-start-smart.com/html/backhoe-  
loader\\_instructor\\_kit.html](http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html)

### **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.dot.gov](mailto:report.center@fhwa.dot.gov)

### **U.S. Department of Transportation**

Rural Safety Initiative

*Rural roads carry less than half of America's traffic yet they account for over half of the nation's vehicular deaths. It is time to put a national focus on a local problem.*

For more information on the -

Characteristics of Rural Crashes, go to:

[http://www.dot.gov/affairs/ruralsafety/  
ruralsafetyinitiativeplan.htm](http://www.dot.gov/affairs/ruralsafety/ruralsafetyinitiativeplan.htm)

### **Federal Highway Administration**

FHWA safety officials, transportation officials and safety experts strongly recommend better use of nine tools that are keys to reducing roadway fatalities each year.

For more information go to:

<http://safety.fhwa.dot.gov/policy/memo071008.htm>

### **Federal Highway Administration**

Work Zone Law Enforcement

Safe and Effective Use of Law Enforcement in Work Zones

For more information go to:

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

### **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](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

# TRIBAL TRANSPORTATION RESOURCES

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>

## **TRANSPORTATION PROGRAMS AND DEVELOPMENT**

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](http://www.nijc.org/ttap_resources.html)

### **FHWA-NHI-134087**

#### **TCCC Mix Design Training**

Training developed by the Transportation 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](http://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](http://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](http://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](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](http://www.fs.fed.us/eng/php/library_card.php?p_num0577%201801P)

### **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**

### **Pavement Preservation Treatment Construction**

Course No. FHWA-NHI-131110

Free Web-based training

# TRIBAL TRANSPORTATION RESOURCES

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](http://www.nhi.fhwa.dot.gov)

## PUBLICATIONS



Indian Reservation Road Program Comprehensive Inventory Report

January 2008

Available at: Michigan TTAP,

<http://ttap.mtu.edu/IRRPCC/2008/IRRP-comprehensiveinventoryreport-JAN08.pdf>

NCRHP REPORT 615

Evaluation of the Use and Effectiveness of Wildlife Crossings

Available at: <http://www.trbbookstore.org/nr.615.aspx>

Indian Highway Safety Program

Bureau of Indian Affairs Safety Plan 2006

Available at: [http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/images/FY05/highwaysafetyplan/BIA\\_2006HwySP.pdf](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](http://www.trb.org)

Integrating Climate Change into the Transportation Planning Process

Federal Highway Administration

Final Report 2008

Available at: <http://www.fhwa.dot.gov/hep/climatechange/climatechange.pdf>

NACE News—Monthly Newsletter

National Association of County Engineers

Available at: <http://www.naco.org/NACETemplate.cfm?Section=News&template=/ContentManagement/ContentDisplay.cfm&ContentID=29512>

U.S. 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 technologies 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>

# TRIBAL TRANSPORTATION RESOURCES

## Publications (cont'd)

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

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.tfhrc.gov/safety/pubs/08067/index.htm>

## 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\\_rsa\\_program](http://www.workzonesafety.org/training/courses_rsa_program)

## 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.**

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

For more information got to:

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



## CALIFORNIA

### **California Department of Transportation: Transportation Planning Funding Grants**

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

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

### **California Regional Blueprint Planning Program Grants**

The Regional Blueprint Planning Program Grants is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interest, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. The regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth. Eligible Applicants are Metropolitan Planning Organizations (MPOs) and rural Regional Transportation Planning Agencies (RTPAs); planning efforts should be performed jointly with Councils of Governments, Native American Tribal Governments, counties and cities. For more information on this grant go to: <http://calblueprint.dot.ca.gov/>

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

This capitol grants funding program serves the transportation needs for elderly persons and persons with disabilities; in areas where public mass 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>

The CIWMB 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](http://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 non-competitive 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.

## **NEVADA**

### **Nevada Department of Transportation: Safe Routes to School Program**

For more information regarding the Nevada Safe Routes to School, please visit: [http://www.walknevada.com/PDF/SRTS\\_nv\\_Application\\_032007.pdf](http://www.walknevada.com/PDF/SRTS_nv_Application_032007.pdf)

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

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

More information on the Landscape and Aesthetic Program may be found at [www.nevadadot.com](http://www.nevadadot.com)

# TRIBAL TRANSPORTATION FUNDING RESOURCES

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 locate on or near federal/state highway or non-federal/state highway that has been given a functional clarification.

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

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

For information contact: Sandi Stanio, Program Development. (775) 888-7122 or e-mail:

[sstanio@dot.state.nv.us](mailto:sstanio@dot.state.nv.us)

To view the program go to:

[http://www.nijc.org/ttap\\_finding.html](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 got 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 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](http://www.fta.dot.gov/atppl).

### Federal Transit Administration, DOT

#### Public Transportation on Indian Reservations Program; Tribal Transit Program

# TRIBAL TRANSPORTATION FUNDING RESOURCES

**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 reality, 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](http://www.fhwa.dot.gov/HEP/STEP/contacts.htm)

Emphasis Areas:

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Environment and Planning  
Climate Change Local Mitigation and Planning  
[www.environment.fhwa.dot.gov/strmlng/newsletters/sep08nl.asp](http://www.environment.fhwa.dot.gov/strmlng/newsletters/sep08nl.asp)

Ecological Grant Program  
[www.environment.fhwa.dot.gov/ecological/eco\\_index.asp](http://www.environment.fhwa.dot.gov/ecological/eco_index.asp)

International Best Management Practices (BMP)  
Stormwater Database  
[www.bmpdatabase.org](http://www.bmpdatabase.org)

Safety Effects of Electronic Advertising on Driver Attention and Distraction  
[www.fhwa.dot.gov/realestate/elecbbird/chap3.htm](http://www.fhwa.dot.gov/realestate/elecbbird/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](http://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 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 :

# TRIBAL TRANSPORTATION FUNDING RESOURCES

[lkuzni@netl.doe.gov](mailto:lkuzni@netl.doe.gov) or go to: <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?mode=VIEW&flag2006=false&oppId=46337>. (Grants.gov 3/26/09)

## **Rural Energy Audits and Renewable Energy Development—Recovery.**

**U.S. Department of Agriculture.** The U.S. Department of Agriculture requests proposals for the Rural Business Enterprise Grant Program. USDA seeks proposals from eligible entities to provide energy audits and renewable energy development assistance for agricultural producers and rural small businesses. Individual awards NTE \$100K.

Responses due 6/9/09. For more info go to: <http://www.rurdev.usda.gov/rbs/>.

Refer to Sol#RDBCP-09-RBEG-ARRA (Grants.gov 3/27/09)

## **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](http://www.nijc.org/ttap_funding.html)

## **Department of Agriculture, Rural Utilities Service**

Rural development community connect grant program

\$13,406,000 funding is available for grants.

The Community Connect program serves rural communities where broadband service is least likely to be available, but where it can make a tremendous difference in the quality of life for citizens. The projects funded by these grants will help rural residents tap into the enormous potential of the internet.

**DATES:** Paper copies postmarked no later than June 19, and electronic copies received no later than June 19.

For more information go to: <http://www.usda.gov/rus/telecom/commconnect.com>

## **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://solutions.3m.com/wps/portal/3M/en\\_US/3M\\_Sign/Grant/?WT.mc\\_id=www.3MSignGrants.com](http://solutions.3m.com/wps/portal/3M/en_US/3M_Sign/Grant/?WT.mc_id=www.3MSignGrants.com)

## **Greenways.**

**The Conservation Fund in partnership with Eastman Kodak and the National Geographic Society.**

In general, grants can be used for all appropriate expenses needed to complete, expand, or improve a greenway project, including planning, technical assistance, legal, and other costs. Responses due 6/30/09. For more info, go to:

[http://foundationcenter.org/pnd/rfp/rfp\\_item.jhtml?id=247900024](http://foundationcenter.org/pnd/rfp/rfp_item.jhtml?id=247900024). (RFP Bulletin 4/3/09)

Agency contact for formula grants to Indian Tribes

Molly Lunn: 202-287-1649:

Marion.lunn@ee-doe.gov





**NATIONAL INDIAN JUSTICE CENTER**

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

**NIJC SERVICES**

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

***Save the date!***

Join us for the 10th Annual

**FOR ALL MY RELATIONS**

Conference for Indian Families  
Special Workshops for Youth

- Transportation Safety

Hyatt Regency  
Garden Grove, California  
July 9-11, 2009

***CALIFORNIA/NEVADA TTAP***

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

*Barry Litchfield, x 224*

*Email: [barry@nijc.org](mailto:barry@nijc.org)*

*Sabrina Rawson, x 225*

*Email: [sabrinarawson@nijc.org](mailto:sabrinarawson@nijc.org)*