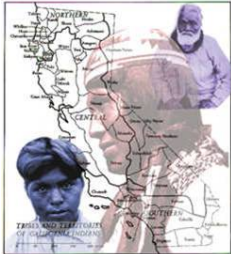


Tribal Transportation News



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

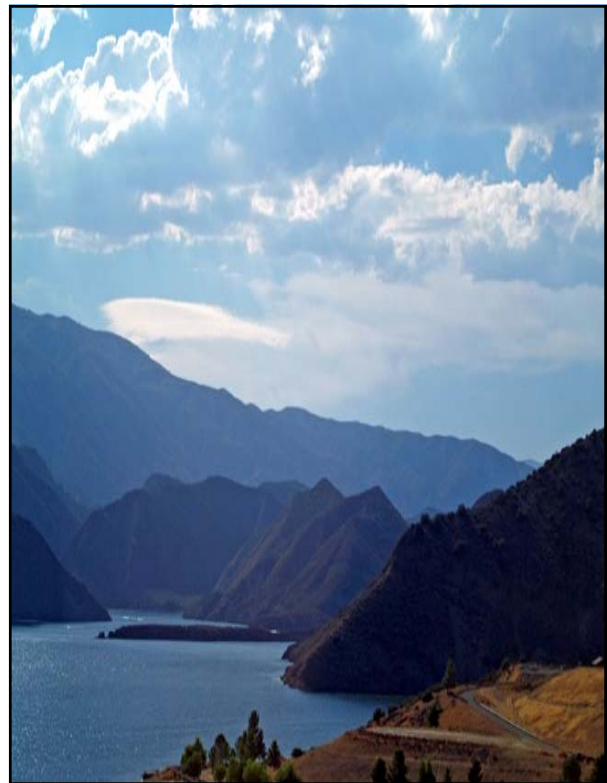


Safety On The Road



The Pyramid at Pyramid Lake, NV

2006 Marek Uliasz



Pyramid Lake, NV

2006 Laurie Crouse

“This issue and others to come will offer the theme of safety on Indian reservation roads in particular and promote safe behavior on all transportation facilities of this country. Whether or not Indians are drivers, passengers or pedestrians, there is a critical need to improve our behavior and skills on the roadways. The statistics reveal that while roadway fatalities are decreasing on a national scale, in Indian country roadway deaths are on the rise. The following article should give Indian communities concern and encourage tribal leaders to engage in strategies to reduce fatalities on Indian reservation roads.”

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

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

DIRECTIONS

From the North:

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

From the South:

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



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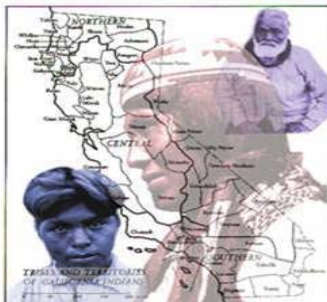
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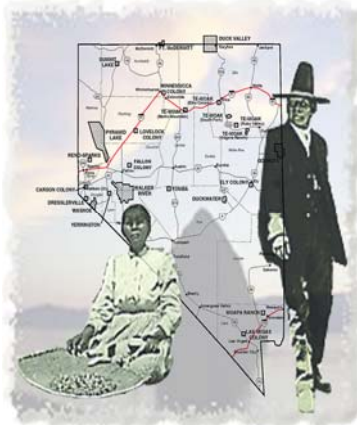


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PREVENTING Fatalities on Indian Reservation Roads (IRR)

Recently, the National Highway Traffic Safety Administration released statistics indicating that traffic deaths on United States highways declined in 2007. It reported that deaths on the highways reached the lowest level in more than a decade. The number of persons who died in traffic accidents in 2007 nationally was 41,059, down by more than 1,600 from 2006. This is certainly welcoming news for the American public who must use the national, regional, and local network of transportation facilities.

Why the decline of fatalities on American roadways? The Secretary of the U.S. Department of Transportation attributes it to safer vehicles, aggressive traffic enforcement and public awareness programs. The inference is that, taken together, these efforts encourage safety on American roadways and help to reduce traffic deaths.

Today, automobiles and larger motor vehicles are equipped with safety devices that can prevent injury and death in some accidents. The most notable safety device is the seatbelt. There is clear evidence that the proper use of seatbelts has saved lives on the highways. If everyone buckled up, many more lives could be saved in roadway accidents, but it has taken years to get the public to comply with seatbelt laws, even though being cited for a violation carries penalties. Drivers and passengers enlist a host of excuses for not using seatbelts, "I forgot. It's too tight. It hurts my neck. I just can't get used to it." The one liner's go on and



(Continued on page 4)

on. The bottom line is that seatbelts work. However, the maximum effect of seatbelt safety can only be achieved by a change in driver and passenger behavior. Unfortunately, it usually takes personal tragedies before people get serious about using seatbelts. A family member(s) dies in an auto accident and he/she may have survived had he/she been wearing a seatbelt. We wear our seatbelts for awhile after the accident, but eventually we resume our old bad habit of not wearing our seatbelts. Behavioral change must be permanent to effectively prevent fatalities on the roadways.



Another safety device that saves lives is the safety seat for children. Because the voluntary use of these devices (parental or caregiver compliance) was minimal, traffic laws had to be enacted to force compliance. Unfortunately, some parents fail to properly install the safety seat which then dilutes the purpose of the safety device. If installed improperly, the seat cannot do its job and the safety of the child is compromised. Again, the key to effective use is a change in behavior, from a parent merely going through the motions when installing it, to understanding the safety value of safety seats for children. The lives of children are at risk when the seats are not properly installed.

Automobiles today are equipped with front and side airbags that deploy upon impact. This device does not require any training for the driver or occupant of the vehicle. However, the device has been reluctantly installed in new vehicles by manufacturers over the years claiming prohibitive costs. After legislative arm twisting, airbags have become common place in new vehicles today.

Some vehicles are equipped with alarm devices that may prevent auto theft and protect drivers and occupants from criminal activities like carjacking. Additionally, an optional alarm device can also notify a communications center that a vehicle has been involved in a collision and assistance can be dispatched. Although these safety devices are optional today, in the foreseeable future they should be required equipment on all motor vehicles.

There is a new driver behavioral problem that is being addressed. Distracted driving contributes to thousands of injuries and deaths each year. Individuals who drive while talking on a cell phone are four times more likely to be involved in a crash than drivers who aren't using cell phones. In California it is now against the law to drive while talking on a cell phone that is not "hands free". To take or make that call, just pull off the road or into a parking lot. Newer automobiles come equipped with "hands free" Bluetooth capability that connects to any cell phone that also comes with Bluetooth capability. Additionally, many stores carry a wide variety "hands free" cell phone adapters that can be used in automobiles.

Safer vehicles are of no consequence if we don't match them with well trained, educated drivers and occupants. The driving public must be informed not only about new safety devices on vehicles, but also how they work and the intended benefit of using them correctly. These safety issues should be taught in driver education programs in high schools. However, with cut backs in education spending, driver education is low on the list

(Continued on page 5)

of priorities.

In many state jurisdictions aggressive traffic enforcement has become a public expectation. Airplane and radar speed enforcement have become common (and the technology has become more reliable). Enforcement cameras are being used at high density intersections. Additionally, unannounced check points are used more frequently to inspect vehicle equipment for violations of the traffic code and to screen drivers who may be under the influence of intoxicants. These aggressive tactics are catching violators but are they changing driver and occupant behavior? The statistical analysis and conclusions give no indication of significant improvement.

Let us take the Secretary's claim that safer vehicles, aggressive traffic enforcement and public awareness programs and apply those ideas to Indian country. First of all, can Indian country claim a reduction in traffic fatalities on its roadways? Although the national traffic fatality statistics for autos and larger vehicles indicate a reduction in highway deaths, a similar conclusion cannot be made for Indian country, especially in California and Nevada. The national statistics reflect data that is derived from informational resources that are regularly maintained and analyzed by states – not tribal governments. Transportation data collection and analysis in Indian country are not forthcoming because of a lack of funding and a lack of data collection infrastructure.

However, in recent years statistics have been collected and analyzed in the area of health needs in Indian country. It is here where we may begin to make the case that driver and occupant safety is at great risk in Indian country. A recent CDC (Centers for Disease Control) study revealed that 11.7 percent of deaths among American Indians and Alaska Natives between 2001 and 2005 were alcohol related. This is the first national study that measures Native American deaths attributed to alcohol.



One of the two leading causes of alcohol related deaths in this study is auto accidents. However, let us not immediately conclude that alcohol related accidents stand alone as the primary cause of death on Indian reservation roads; other behaviors on the roadway have yet to be tracked: seatbelt use, speed, and other causations. Out of the five (5) Indian Health Service regions examined in the study, the Northern Plain's ranked first with the Pacific Coast region coming in second. What is important here to note, is that this CDC study provides evidence that roadway accidents play a significant role in the death rate of Indian country. Since prevention strategies and programs are the best counter activities to death on the roadways, tribal leaders must become committed to developing, promoting and implementing prevention measures through reservation safety programs for Indian reservation roadways. The tribal government officials of Indian country must stand up and take notice of what this study reveals. All traffic accidents that result in a fatality (s) or serious injury, are public safety and public health issues that should be of great concern to tribal communities. Just one unexpected death devastates an entire family and when children and other innocent victims perish in roadway accidents, it is the duty of tribal government officials to take meaningful action. Community awareness is critical but dedicated leadership is essential.



Highway Fund Bailout Sent to White House

The House cleared legislation to replenish the nearly bankrupt Highway Trust Fund by transferring \$8 billion from the general treasury. The vote was 376-29. The Senate passed the bill (HR 6532) by voice vote after amending it to take effect immediately rather than Sept. 30, as originally provided. "There's no better way to spend the dollars than in the infrastructure for the future generations," said Rep. Don Young, R-Alaska, author of the 2005 highway bill (PL 109-59) that authorized more projects than the trust fund could handle.

The House first passed the bill July 23, but it seemed unlikely the Senate would ever take it up. The White House threatened a veto, and efforts in the Senate to include similar language in a Federal Aviation Administration reauthorization bill in the spring failed and held up that measure. An attempt to move a standalone highway fund bill also was blocked earlier by Senate Republicans. In his budget proposal in February, President Bush suggested borrowing \$3.2 billion from the mass transit account instead to cover any trust fund shortfalls. The White House reiterated that suggestion in July when it threatened to veto the current bill, but on Sept. 5, Transportation Secretary Mary E. Peters announced that gas tax revenues were even lower than expected as Americans cut back on driving and shifted to more fuel-efficient cars in the face of rising prices at the pump. She said the trust fund would be depleted by the end of the month and urged Congress to act this week to clear the transfer bill the White House had earlier threatened to veto.

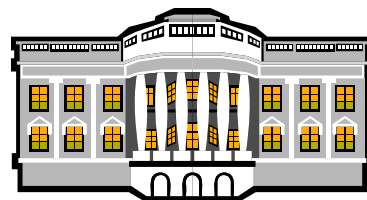
The department also announced that starting Sept. 8, the Federal Highway Administration would begin reimbursing states for money already spent on highway projects only once a week rather than the current twice daily. Republicans opposed to the bill, such as Sens. Judd Gregg of New Hampshire and Jim DeMint of South Carolina, said it was fiscally irresponsible to shift money to highway construction from the general fund, which is running hundreds of billions of dollars in the red already. But with time running out and highway projects about to grind to a halt, many opponents relented, saying it was not the fault of states and construction workers that the trust fund had run out.

"You know, we didn't have to be here today," said Rep. Jeff Flake, R-Ariz. "Part of the reason we're having to steal money from the general fund and fund back the Highway Trust Fund is because we just went hog wild in 2005." Groups such as the National Governors' Association, U.S. Chamber of Commerce and the American Association of State Highway and Transportation Officials, who had warned that the economy would suffer severely if transportation projects were put on hold, had lobbied GOP critics in an effort to get the bill passed quickly. "State departments of transportation are breathing a collective sigh of relief across the country today," said AASHTO Executive Director John Horsley. "The Highway Trust Fund supports transportation projects that keep America working, relieve congestion, and save lives. This was the right thing to do, and the states are grateful."

By Colby Itkowitz, CQ Staff

Source: CQ Today Online News - Round-the-clock coverage of news from Capitol Hill.

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Standing Rock Public Transportation Program Named DTA Innovative Agency of the Year



FORT YATES - Sitting Bull College's public transit program, Standing Rock Public Transportation, has been named the Dakota Transit Association 2007 North Dakota Innovative Agency of the Year. The agency was recognized during the association's fall conference, which was held in Dickinson, ND.

The Innovative Agency of the Year award recognizes a transit project that has overcome a major obstacle, barrier, or stumbling block; initiated a new or improved service; innovated a coordination program; improved or expanded service and/or funding revenue or sources; implemented a new technology or expansion; or conducted an innovative training program or activity; and displays a degree of professionalism above average which is exemplified by excellent public relations, increased ridership and setting an example for others to follow.

Standing Rock Transportation was nominated for implementing the North South Shuttle, a significantly more direct and expedient route for travelers between the cities of Bismarck and Rapid City that also provides transportation for mid-Dakota residents between cities along the route.

In its development and implementation of the North South Shuttle, Standing Rock Transportation demonstrated innovation by:

- serving a new route that provides transportation access to previously un-served populations;
- improving upon previously existing service by reducing the 31-hour travel time for commercial bus travel between Bismarck and Rapid City by approximately 23 hours, and reducing the cost by about \$50 for passengers between the two cities;
- coordinating and cooperating with three public transit programs in two states and two state government agencies to guarantee successful implementation of the new route; and
- displaying an above-average degree of professionalism in the development, preparation and implementation of its new route through driver and dispatch training; development of a schedule that allows passengers to know when the shuttle will arrive in and depart from a number of small central-Dakota towns, and promotion of the new route that has encouraged ongoing increases in ridership.

Formed in 1985, the Dakota Transit Association is a coalition of public agencies and private organizations that promotes and supports public and special passenger transportation programs, addresses the need for greater communication between transportation providers, and serves as a unified voice at the national level for public transportation agencies within the states of North and South Dakota.

California's Proposed High -Speed Rail

Even in a state known for dreaming big, the idea's a doozy: a train so swift that it could speed from San Diego to San Francisco in a little less than four hours. The idea of building a high-speed rail network in California has been debated, studied, ridiculed, celebrated and studied again for more than a decade.

State voters will decide the issue Nov. 4. Proposition 1A asks voters to approve nearly \$10 billion in bond sales to spur construction of an 800-mile, electric-powered bullet-train system across the state.

The California High-Speed Rail Authority, created in 1996 to shepherd the project, estimates it would cost between \$42 billion and \$45 billion to build it over a 20-year period. If the measure is approved, construction would start as soon as 2011. The plan includes a San Diego-to-Riverside leg, where planners say trains would run parallel to Interstate 15 at about 100 mph. In rural parts of the state, trains would travel as fast as 220 mph.

State officials expect the private sector to bankroll more than a third of the total cost, noting that private firms have played central roles in the construction and operation of high-speed rail networks overseas. The government would oversee the system's development, but a private outfit might be allowed to operate it in return for a guaranteed share of fare revenue, authority officials said.

"The bond money is not the be-all and end-all," said Quentin Kopp, chairman of the authority. "The bond money shows private investors that we're serious." He said federal transportation funds would cover a third of the price tag.

Critics see a boondoggle in the making, saying the cost is grossly underestimated. They say there are too many uncertainties about the route and other issues. "It's not ready for prime time," said Jon Coupal, president of the Howard Jarvis Taxpayers Association. The California Chamber of Commerce yesterday announced it would oppose the measure, arguing that other projects should be given higher priority. James Mills of Coronado, the former state senator who engineered the creation of the San Diego Trolley, said the measure would push the state into an even deeper financial hole.

According to the nonpartisan Legislative Analyst's Office, the state would need to set aside an estimated \$647 million annually to repay the bonds over 30 years. Mills is also skeptical it will attract the level of private funding that Kopp and others envision. "I think it's a scam," Mills said. "It commits the state to \$10 billion and we don't even know if we will get a high-speed rail system for it."

Supporters point out the measure includes financial safeguards, including limits on how much of the bond money can go to planning and administrative expenses. "Believe me, (the measure) protects taxpayers at a level taxpayers have never been protected before," said Kopp, a San Mateo Superior Court judge and former state senator. Kopp and other Proposition 1A backers note the increasing concerns about gas prices and emissions of greenhouse gases, which are linked to global warming. They believe conditions are ripe for a major investment in a new breed of transportation, especially in a state where direct rail connections between some major cities don't exist. "We have a choice: either more highways and airport expansions or alternatives like high-speed rail," said Emily Rusch of CALPIRG, a statewide consumer advocacy group.



Proposed high-speed rail

The decision by state lawmakers to place the measure on the ballot comes more than a decade after they kick-started the idea by creating the rail authority. The authority spent several years conducting an environmental review, including examining possible alignments in San Diego County. Authority officials say the southern leg of the system would run between San Diego and Riverside, with stops in downtown San Diego, University City and Escondido.

They plan to consult with the San Diego Association of Governments (SANDAG) on the project. Most of the local route would run along I-15. Backers say that the high-speed trains would not run on the same tracks as freight trains, and that the line would be built in existing rights of way wherever possible.

Richard Tolmach, president of the Sacramento-based California Rail Foundation, said he believes the state authority is promising more than it can deliver. He said there are no guarantees, for example, that it would be able to acquire the land it needs along I-15. "There are too many unknowns," he said.

SANDAG Executive Director Gary Gallegos disagrees. He said the I-15 route would pose an engineering challenge, but the rail might run on an elevated track above the freeway. "I think it has every possibility of working," he said. SANDAG is talking with the authority about possibly adding a stop at the U.S.-Mexico border and at Lindbergh Field. Airport officials said it would fit well with plans to develop a transit hub on the northeast side of the airfield.

If voters approve the measure, environmental studies and public hearings would be conducted across the state. Environmental concerns have been raised over the train's route in the San Francisco Bay Area.

Meanwhile, Union Pacific officials are balking at plans to share their railroad right-of-way with the high-speed train, citing safety and operational concerns.

Most of the Proposition 1A bond money would be spent on the San Francisco-Los Angeles-Anaheim part of the system. The San Diego-Riverside leg is expected to cost between \$7 billion and \$8 billion. "San Diego is very much a significant part of this project," Kopp said.

Backers estimate the high-speed system would carry between 70 million and 116 million passengers a year. Critics believe that figure is overly optimistic.

A Field Poll in July found that fewer than one in four California voters were aware of the fall measure. Of those who knew about the proposition, 56 percent favored it.

At Issue: Proposition 1A

A measure on the Nov. 4 ballot asks voters to approve a \$10 billion bond issue to help fund a high-speed rail system in the state.

Pro: Backers say the network will move passengers efficiently across California, reduce highway congestion and cut pollution.

Con: Opponents question the need for the 800-mile system. They are skeptical that the state will get a good return on the investment.

*By Steve Schmidt
UNION-TRIBUNE STAFF WRITER
September 9, 2008*



RECENT TRANSPORTATION LEGISLATION

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

STATE LEGISLATION

CALIFORNIA

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

Assembly Bill (A.B.) 1265

Tribal gaming: compact ratification; grants: California Department of Transportation. Existing law creates in the State Treasury the Indian Gaming Special Distribution Fund for the receipt and deposit of moneys received by the state from certain Indian tribes pursuant to the terms of gaming compacts entered into with the state, and authorizes moneys in those funds to be used for certain purposes, including grants to local jurisdictions impacted by tribal gaming. Existing law establishes in each county in which Indian gaming is conducted an Indian Gaming Local Community Benefit Committee and authorizes each of these committees to select grants to local jurisdictions, to be used for specified purposes, from funds made available to the county from the Indian Gaming Special Distribution Fund. This bill would, in addition, allow an Indian Gaming Local Community Benefit Committee to select grants to the California Department of Transportation for the

purposes authorized by these provisions.

A.B. 2060

Vehicles: fee exemption: tribal fire-fighting equipment. Existing law exempts certain fire-fighting and rescue vehicles and ambulances owned by a public fire department or a voluntary fire department, as prescribed, from certain vehicle fees. This bill would extend those fee exemptions to these vehicles and ambulances that are owned by federally recognized Indian tribes that have entered into a mutual aid agreement with a state, county, city, or other governmental municipality for fire protection and emergency response.

Senate Bill (S.B.) 1413

Emergency services: federally recognized Indian tribes. Existing law, the California Emergency Services Act, provides for a master mutual Aid Agreement between the state and its departments and agencies and its political subdivisions to implement the state's emergency operations. Under existing law, a fire protection district is authorized to enter into a mutual aid agreement with a federally recognized Indian tribe. This bill would express the Legislature's intent to authorize the state to enter into a mutual aid agreement with a federally recognized Indian tribe for the purpose of providing emergency services during a state of emergency proclaimed by the Governor.

S.B. 1672

Energy: Renewable Energy, Climate Change, Career Technical Education, and Clean Technology Job Creation Bond Act of 2010. Existing law provides various funding sources for energy efficiency projects and related purposes. This bill, subject to voter approval at the 2010, ____ election, would enact the Renewable Energy, Cli-

mate Change, Career Technical Education, and Clean Technology Job Creation Bond Act of 2010 to authorize the issuance and sale of \$2,250,000,000 in state general obligation bonds for specified purposes. Section (b)(2) states that "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 division."

Senate Concurrent Resolution (S.C.R.) 15

Nomlaki Highway.

This measure would designate a specified portion of State Highway Route 5 in Tehama County as the Nomlaki Highway. The measure would also request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.

NEVADA LEGISLATION

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

Assembly Bill (A.B.) 5

An Act relating to state financial administration; authorizing allocation of the proceeds of certain general obligation bonds to the Department of Transportation for the construction, reconstruction, improvement and maintenance of highways; and providing other matters properly relating thereto.

Assembly Concurrent Resolution (A.C.R.) 2

Expressing the reductions in expenditures approved by the Nevada Legislature during the 24th Special Session.

FEDERAL LEGISLATION

RECENT TRANSPORTATION LEGISLATION

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

Senate Bill (S.) 2823 Transportation Empowerment Act

SEC. 3. CONTINUATION OF FUNDING FOR CORE HIGHWAY PROGRAMS including FEDERAL LANDS HIGHWAYS PROGRAM-Indian Reservation Roads – For Indian reservation roads under section 204 of that title, \$470,000,000 for fiscal year 2010, \$510,000,000 for fiscal year 2011, \$550,000,000 for fiscal year 2012, \$590,000,000 for fiscal year 2013, and \$630,000,000 for fiscal year 2014.

House Resolution (H.R.) 3999

AN ACT To amend title 23, United States Code, to improve the safety of Federal-aid highway bridges, to strengthen bridge inspection standards and processes, to increase investment in the reconstruction of structurally deficient bridges on the National Highway System, and for other purposes. Section (2)(e)(3) is titled INVENTORY OF INDIAN RESERVATION AND PARK BRIDGES.—As part of the activities carried out under paragraph (1), the Secretary, in consultation with the Secretary of the Interior, shall— “(A) inventory all those highway bridges on Indian reservation roads and park roads which are bridges over waterways, other topographical barriers, other highways, and railroads; “(B) identify each bridge inventoried under subparagraph (A) that is structurally deficient or functionally obsolete; “(C) assign a risk-based priority for replacement or rehabilitation of each such bridge after consideration of safety, serviceability, and essentiality for public use and public safety, including the potential impacts to emergency evacuation routes and to regional and national freight and passenger mobility if the service ability of the

bridge is restricted or diminished; and “(D) determine the cost of replacing each such bridge with a comparable facility or of rehabilitating such bridge.”. Section. 11. is entitled FLOOD RISKS TO BRIDGES and requires a study to be performed as follows: (a) STUDY.—The Secretary of Transportation, in consultation with the States, shall conduct a study of the risks posed by floods to bridges on Federal-aid highways, bridges on other public roads, bridges on Indian reservations, and park bridges that are located in a 500-year floodplain.

H.R. 2764 ENR

This Act is known as the Consolidated Appropriations Act of 2008 and provides for consolidation of numerous appropriations. Below are some of the sections pertaining to tribal transportation and/or California and Nevada Tribes:

Section 208. (a) Notwithstanding any other provision of law, of amounts made available under section 2507 of the Farm Security and Rural Investment Act of 2002 (43 U.S.C. 2211 note; Public Law 107–171), the Secretary of the Interior— (1) acting through the Commissioner of Reclamation, shall use— (A) subject to subsection (b), \$3,000,000 for activities necessary to convey to the State of Nevada the land known as the “Carson Lake and Pasture”, as authorized by section 206(e) of the Truckee-Carson-Pyramid Lake Water Rights Settlement Act (Public Law 101–618: 104 Stat. 3311); (B) \$10,000,000 for the removal of the Numana Dam and other obsolete irrigation structures located on the Pyramid Lake Paiute Reservation for the benefit of the Pyramid Lake Paiute Tribe because of their status as Indians; SEC. 208. (a) Notwithstanding any other provision of law, of amounts made available under section 2507 of the Farm Security and Rural Investment

Act of 2002 (43 U.S.C. 2211 note; Public Law 107–171), the Secretary of the Interior— (1) acting through the Commissioner of Reclamation, shall use— (A) subject to subsection (b), \$3,000,000 for activities necessary to convey to the State of Nevada the land known as the “Carson Lake and Pasture”, as authorized by section 206(e) of the Truckee-Carson-Pyramid Lake Water Rights Settlement Act (Public Law 101–618: 104 Stat. 3311); (B) \$10,000,000 for the removal of the Numana Dam and other obsolete irrigation structures located on the Pyramid Lake Paiute Reservation for the benefit of the Pyramid Lake Paiute Tribe because of their status as Indians;

. . . (2) shall allocate \$9,000,000 to a nonprofit conservation organization, acting in consultation with the Truckee Meadows Water Authority, for— (A) the acquisition of land surrounding Independence Lake; and (B) protection of the native fishery and water quality of Independence Lake; (3) shall allocate \$1,000,000 to the Summit Lake Paiute Tribe to plan and complete restoration efforts at the Summit Lake in Northern Washoe County, Nevada, for the benefit of the Tribe because of their status as Indians.



TRANSPORTATION EVENTS CALENDAR



NTTC 2008
NATIONAL TRIBAL
TRANSPORTATION
CONFERENCE
OKLAHOMA CITY,
OKLAHOMA

**11TH ANNUAL
NATIONAL TRIBAL
TRANSPORTATION
CONFERENCE**

NOVEMBER 10-13, 2008

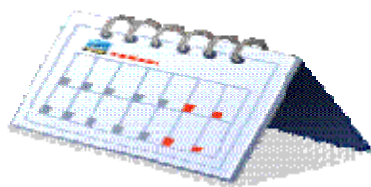
RENAISSANCE CONVENTION CENTER HOTEL
10 N. BROADWAY AVENUE
OKLAHOMA CITY, OKLAHOMA



TRANSPORTATION EVENTS CALENDAR

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

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



OCTOBER 2008

October 14—17
APWA Fall 2008 Conference.

Walla Walla, WA

For more information, go to:
www.apwa-wa.org



October 19—22
18th Annual Conference on Rural Public and Intercity Transportation.

Omaha, NE

For more information go to:
www.trb.org



October 19—24
65th Annual Convention of the National Congress of Indians.

Phoenix, AZ

For more information go to:
www.ncai.org

October 20—21
Roads Inventory Field Database Training

Atlantis Casino Resort

Reno, NV

For more information go to:
www.nijc.org/ttap_events.html

October 23—26
NIEA 39th Annual Convention.

Seattle, WA

For more information go to:
www.niea.org/events/overview.php

October 30
Encroachment Permit Training

Woodland Training Center
Woodland, CA

For more information go to:
www.nijc.org/ttap_events.html

October 27—30
2008 Tribal/State Transportation Conference.

Leavenworth, WA

For more information go to:
www.wsdot.wa.gov/tribal



October 3—Nov 1
AISES 30th National Conference and Career Fair.

Anaheim, CA

For more information go to:
www.aises.org/events/nationalconferences/2008nationalconference

NOVEMBER 2008

November 13—14
2008 Road Dust management Practices and Future Needs Conference.

San Antonio, TX

For more information go to:
www.meetingsnorth.com/dustconference

November 21
Technical Advisory Committee Meeting

Hyatt Regency Orange Co
Garden Grove, CA

For more information go to:
www.nijc.org/ttap_events.html

DECEMBER 2008

Dec 12
APWA Area Meeting West
Woodinville, WA

For more information go to:
www.apwa-wa.org

TRIBAL TRANSPORTATION PARTNERS DIRECTORY



CALIFORNIA

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

California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch
1120 N Street
Sacramento, CA 95814
(916) 653-3175

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

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

California Local Technical Assistance Program (LTAP)

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

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

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/>

FEDERAL

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

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

in the United States and Puerto Rico

All staff of Member-Centers are entitled to Association services and opportunities to serve .

<http://www.Ltapt2.org>

TRIBAL TRANSPORTATION PARTNERS DIRECTORY



FEDERAL

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

Federal Highway Administration

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

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

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

Central Federal Lands Highway Division

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

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

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



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

Office of Federal Lands Highway

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

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

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

Federal Transit Administration

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

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



TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FTA Region 9 Offices

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

[http://www.fta.dot.gov/regions/
regional_offices_909.html](http://www.fta.dot.gov/regions/regional_offices_909.html)

million 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



BTEP Centers Contact Information:

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

From Sonora:

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

From Chihuahua:

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

From Coahuila:

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

From Nuevo Leon:

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

TRIBAL TRANSPORTATION RESOURCES

STATE AGENCIES

CALIFORNIA

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

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

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

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

NEVADA

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

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

FEDERAL

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

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

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

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

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

ENVIRONMENTAL

US Environmental Protection Agency Re-
gion 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>

ORGANIZATIONS

California Indian Basketweavers Association
<http://www.ciba.org/>

California Indian Manpower Consortium,
Inc.
<http://www.cimcinc.org/>

California Indian Museum & Culture Center
<http://www.cimcc.org/>

National Indian Justice Center
<http://www.nijc.org/>

Center for Excellence in Rural Safety
*Launched a new interactive Web tool called
Safe Road Maps. It was developed by CERS
researcher Tom Horan and his team at
Claremont University. Visit the CERS home
page for links to the releases and to Safe
Road Maps: www.ruralsafety.umn.edu.*



TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS

Indian Reservation Road Program Comprehensive Inventory Report

January 2008

Available at: Michigan TTAP,
<http://ttap.mtu.edu/IRRPCC/2008/IRRP-comprehensiveinventory-report-JAN08.pdf>

Indian Highway Safety Program Bureau of Indian Affairs Safety Plan 2006

Available at: http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAweb/images/FY05/highwaysafetyplan/BIA_2006HwySP.pdf

Potential Impacts of Climate Change on U.S. Transportation **Transportation Research Board Special Report 290**

Available at: www.trb.org

Integrating Climate Change into the Transportation Planning Process

Federal Highway Administration

Final Report 2008

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

NCRHP REPORT 615

Evaluation of the Use and Effectiveness of Wildlife Crossings

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

NHTSA –Put the Brakes on Fatalities Day (October 10) Outreach Material

Materials are free

Stickers, Posters, & CD –ROM

To order call: Agnes

Warfield, or Troy

Lumpkin

301-386-2194



VIDEOS

Pathways to Tomorrow

Transportation Education for Tribal Professionals

Report No. FHWA-WFL/TD-70-003

Available at: <http://www.wfl.fhwa.dot.gov/td/>



Tribal School Zone Safety: Video and Toolkit

To obtain a free DVD, Please contact:

[Chimai Ngo](mailto:Chimai.Ngo@hqs.dhs.gov) 202-366-1231 or,

[Monica Gourdine](mailto:Monica.Gourdine@hqs.dhs.gov) 202-366-1872

Environmental Justice in Transportation for California Tribes

Video Workbook

Produced by the National Indian Justice Center.

Available at: 707-579-5507 or,

<http://nijc.indian.com>

ANNOUNCEMENT

New Tribal Transportation Funding

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.

TRIBAL TRANSPORTATION FUNDING RESOURCES

CALIFORNIA

California Department of Transportation: Transportation Planning Funding Grants

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

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

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

The California Department of Homeland Security: Fire Prevention and Safety Grant Program

The Department of Homeland Security has created a Fire Prevention and Safety Grant Program. The purpose of the Fire Prevention and Safety Grants is to fund fire prevention activities and to research and develop improvements to firefighter safety. Fire prevention grants are designed to reach high-risk target groups and mitigate incidences of deaths and injuries caused by fire and related hazards.

<http://www07.grants.gov/search/search.do?mode=VIEW&oppId=39958>

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 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>



TRIBAL TRANSPORTATION FUNDING RESOURCES

(Continued from page 19)

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

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

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

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

NEVADA

Nevada Department of Transportation: Safe Routes to School Program

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

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

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

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

FEDERAL

Federal Safe Routes to School Program (SRTS)

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

A California Indian Case for Additional IRR Transportation Funds

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

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

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

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

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

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

INTRODUCTION



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

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

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

TIRES

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

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

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

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

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

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

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

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

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

HAZARDOUS WASTE MANAGEMENT GRANTS

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

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

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

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

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

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

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

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

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

OTHER GRANTS

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

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

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

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



NATIONAL INDIAN JUSTICE CENTER

5250 Aero Drive

Santa Rosa, CA 95403

Phone: (707) 579-5507

Fax: (707) 579-9019

Email: nijc@aol.com

Http://www.nijc.org

NIJC SERVICES

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



Stone Mother, Pyramid Lake, NV

2006 Marek Uliasz

CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

(707) 579-5507

Barry Litchfield, x 224

Email: Barry@nijc.org

Sabrina Rawson, x 225

Email: sabrinarawson@nijc.org