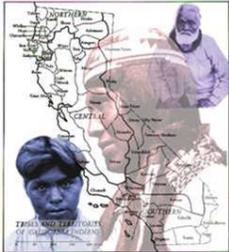


Tribal Transportation News



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



Technology For Transportation



Geospatial Roadway Data: What It Is and Why You Need It

By Eric LaBrie, Vice President/Director of Planning ESM Consulting Engineers, LLC

You've probably heard the saying that "good information is the key to making good decisions," and there are no exceptions when it comes to roadways. What information do you have on your roadways, and just how useful is it in helping you make good decisions?

In this article, we'll introduce you to what the Federal Highway Administration (FHWA) and others are doing to help make your roads safer, and we'll show you how accurate geospatial data can help you be proactive in managing your roads. We'll also discuss other interesting uses for geospatial roadway data and introduce you to the latest advancement in geospatial data collection technology.

First, what is geospatial roadway data? The answer to this question depends on whom you're asking. For instance, if you ask the FHWA, you'll get their list of approximately 203 roadway characteristics known as the MIRE (Model Inventory of Roadway Elements), and if you ask the Washington State DOT (WSDOT), they will point you to their list of 37 roadside features used in the Roadside Feature Identification Program. While the exact list of items that make up "roadway data" can vary greatly, the one thing they have in common is that they are both largely comprised of geospatial data.

Geospatial data is a term that is used to describe the combination of geographical location with a specific object. For instance a fire hydrant is data, but a fire hydrant that's associated with its latitude, longitude and elevation is geospatial data. Taking this idea one step further, the data gets even more useful when you start adding attributes like the model number, date of installation, date of last inspection, type of hose connection, etc.

How can this data be useful or helpful in your daily work? Here is a list of a few different uses for geospatial roadway data that represent a wise investment in the future of your roadways:

- Roadway Safety Analysis
- IRR Verification
- RIFDS Data Collection and Input



- GIS Database Population and Enhancement
- Roadway Asset Inventory and Management

(Continued on page 4)

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

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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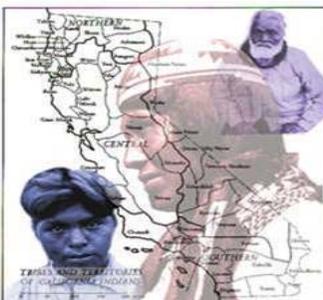
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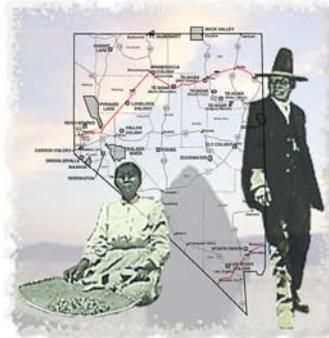
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ROAD SAFETY AUDITS P2P

What is the Road Safety Audit Peer-to-Peer Program (RSA P2P)?

A road safety audit (RSA) proactively examines the safety performance of an existing or future road or intersection. RSAs are conducted by an independent multidisciplinary team and can be used during any phase of project development as well as on any size project. Technical or procedural questions often arise before and during a RSA.

In order to provide assistance to agencies either considering the use of or actually conducting RSAs, FHWA's Office of Safety has established a peer-to-peer (P2P) program. The RSA P2P program is provided at no cost to State, local and Tribal transportation agencies so it's easy to access the support of a knowledgeable peer.

Once the details about the section of roadway that needs to be examined are received, it can then be determined which Peer is best suited to assist. Then that peer makes contact with the Tribe. The Peer can provide guidance in advance of the RSA and even travel to be onsite during the RSA. All at no charge. It's a great program and we would love to see Tribes take advantage of it.

To access support from an RSA Peer, Tribes can contact Heather Rigdon through email to safetyp2p@dot.gov or by phone at (866) P2P-FHWA.

(Continued from page 1)

The following simple example shows how geospatial roadway data can be used for safety purposes. The adjacent spreadsheet includes simple traffic accident data. By mapping this data, you can quickly see a pattern that may have otherwise been missed. This data graphically shows that intersection F has the highest percentage of accidents (18 per 750 ADT), while intersection E has the highest percentage of fatal accidents. From this data, you can intuitively prioritize the improvements to intersection E to reduce the largest percentage of fatal accidents first, and budget a future improvement at intersection F to reduce the highest percentage of total accidents.

We used ESRI's ArcView Geographical Information Systems (GIS) software to produce this map from the table above. GIS allows users to map (or display) a wide array of information to show geographical and spatial relationships. This tool helps you visualize tabular data, which can make it much more useful and intuitive. This is a benefit that many agencies are beginning to embrace.

The FHWA is taking an active role in utilizing this approach to standardize roadway data and safety analysis nationwide and they are due to release their list of roadway elements in the near future. The Model Inventory of Roadway Elements (MIRE) is a comprehensive list of elements that are used in conjunction with the FHWA's Interactive Highway Safety Design Model and Safety Analyst software. These safety analysis tools allow users to make safety assessments of various roadway improvements and ultimately help implement their strategic safety plans. With these tools, you can begin to target and prioritize capital improvement projects to provide specific safety benefits.

Recent studies have shown that the fatality rates on reservation roads are approximately four times higher than non-reservation roads. The FHWA has also estimated that a 1% reduction in the number of fatalities on our highways would save approximately 430 lives and 2.3 billion dollars annually. My point here is that, it's time to start taking advantage of new technologies and the work that the FHWA and others are doing to make our roads safer.

Beyond the safety benefits, every tribe could use geospatial roadway data to update, verify and provide a visual record of their Indian Reservation Road (IRR) inventory. Also, entering data into the Rural Inventory Field Database System (RFIDS) can be a difficult and time-consuming task because the data is in an alpha-numeric, tabular format rather than a visual format. A geospatial inventory of an entire roadway system could make this task and many others much easier, and could provide verifiable backup as well.

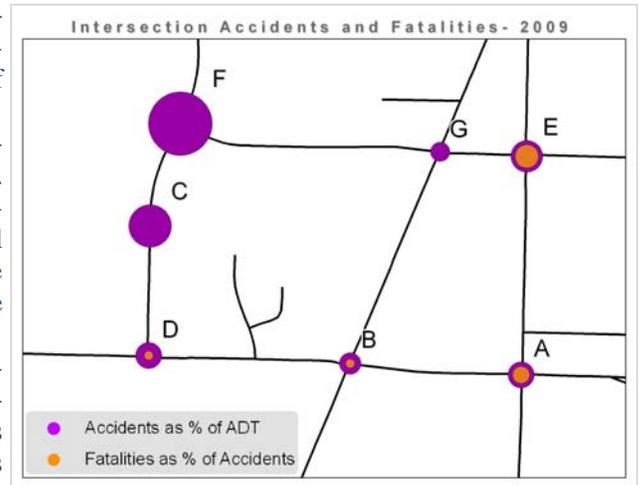
Of course, managing all of this data could be a difficult task, but the Bureau of Indian Affairs (BIA) has an agreement with ESRI, to provide a free copy of their GIS software to Federally Recognized Tribes. They even provide training and basic system data to get you started. (ESRI: <http://www.esri.com>)

Populating a new GIS system with data can be a substantial task; however, it's likely that you can obtain enough data from the BIA and other jurisdictions (i.e. state or county DOT's) to get your system up and running at little or no cost. Once you have a basic system, supplementing it with additional data can be done over time, and with a variety of different methods to match your budgets.

The next logical next step in managing a road system is to implement an asset management program. Roadway systems consist of many different objects, all of which deteriorate over time. If you don't have an inventory of those assets,

Intersection Accidents and Fatalities- 2009:

Inter.	ADT	Left	Right	Through	Fatal	Total	% Fatal
A	21000	43	4	18	10	65	15%
B	12000	19	1	3	1	23	4%
C	500	3	0	1	0	4	0%
D	8000	21	3	2	1	26	4%
E	6500	7	1	9	5	17	29%
F	750	8	8	2	0	18	0%
G	1800	3	0	0	0	3	0%



(i.e., where they are, when they need maintenance, etc.), you'll always be reacting to problems after they occur. Taking a proactive approach to roadway asset management will allow you to budget and plan for improvements with much more certainty.

Since geospatial data is important to managing your road systems, where do you begin the data collection process? How do you inventory your roads, populate your GIS system, and identify your roadway assets without blowing your entire budget for the next year or two? There are many different methods of geospatial data collection available, and each has its own strengths and weaknesses. The following list provides a basic comparison of a number of different data collection techniques:

- **Aerial Mapping:** Fast and moderately priced, but includes limited vertical data and some data is obscured by vegetation.
- **Field Survey:** Very accurate and can include underground data, but is expensive and time consuming.
- **As-Built Drawings:** Less expensive, but time consuming and data is not always available.
- **GPS Inventory:** Faster than traditional survey and can include underground data, but collecting road data can be unsafe and time consuming.
- **Video Logs/Windshield Survey:** Fast and inexpensive, but very inaccurate.
- **Other Agencies:** Fast and inexpensive, but relies on the accuracy of others.
- **earthmine Technology:** Fast, comprehensive, and inexpensive, but only collects data visible from roadways.

There is no one-size-fits-all solution to geospatial data collection because each method has its inherent strengths and weaknesses. This usually leads to the use of multiple methods over time to meet different needs.

WSDOT recently began a roadside inventory of approximately 7,700 miles of highway. After an initial three-year effort, the program has collected geospatial roadway data on over 2,200 miles of highways, including almost 345,000 individual features. WSDOT is using field crews with GPS survey equipment to collect this data. We know that most reservations don't have over 7,000 miles of roads, but this example shows that it's possible to undertake geospatial data collection on a very large scale. Implementing data collection on a much smaller scale should be easier and much faster, especially if you use the right technology and learn from the experiences of others.

One of the new technologies available was developed by a company called earthmine, inc. It's a fast, inexpensive and simple way to collect and display geospatial data on a large scale. This system can collect and process over 100 miles of roadway data per day. The data is intuitive because it looks similar to Google's Street View program and is customized to meet the needs of the individual user.

If this technology was used on the WSDOT project noted above, it could have resulted in an approximate 70% savings in both time and budget. Now that's significant! To be fair, the data set would have only included above-ground and visible objects (which make up approximately 90% of the data) and would not have included culvert locations and sizes, or storm vaults. However, this data is comprehensive enough to provide roadway safety analysis, IRR verification, RIFDS data collection, GIS database population, roadway asset inventory and more.

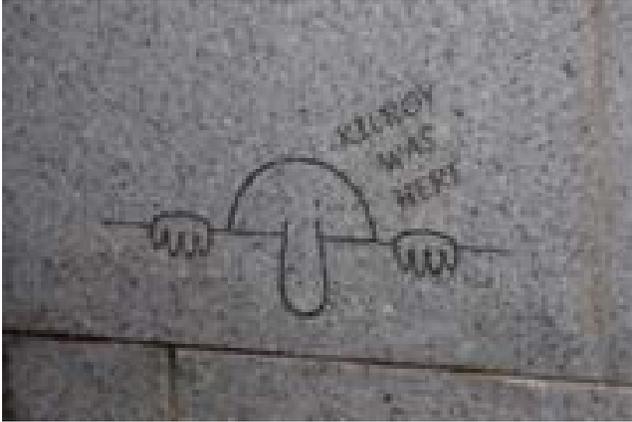
The root technology behind earthmine's data collection system was originally developed by NASA's Jet Propulsion Laboratory and deployed on the Mars Rover. This base technology was used to map the surface of Mars has been adapted by earthmine and ESM Consulting Engineers to inventory and map large-scale road corridors.

This system uses wide-angle optics and high-resolution panoramic photographs, coupled with GPS sensors to generate globally-positioned, 3-dimensional data for almost every visible object within a road corridor. The resulting data is intuitive to use and can be accessed from an office computer or mobile device. The street-level images also allow you to pan and zoom around and extract true 3-dimensional data for almost every pixel in every image. That's an average of over 24 million individual coordinates in every photograph.

To view brief videos showing how the technology works and to see applications for visualizing, mapping and measuring, go to www.earthmine.com and select the links for Solutions and/or Applications. Also, feel free to contact me (Eric LaBrie) directly at atmneric.labrie@esmcivil.com.



Who The Heck Was KILROY?



In 1946, the American Transit Association, through its radio program, “Speak to America,” sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed umber chalk, so the rivets wouldn’t be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy’s boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn’t lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn’t time to paint them.

As a result, Kilroy’s inspection “trademark” was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war’s end, Kilroy” had been here, there, and everywhere on the long haul to Berlin and Tokyo.

To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had “been there first.” As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always “already been” wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch De Triumphe, and even scrawled in the dust on the moon.)

And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GI’s there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. The first person inside was Stalin, who emerged and asked his aide (in Russian), “Who is Kilroy?”

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So Now You Know!

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, Economic Recovery Pothole
Go to: <http://www.recovery.ca.gov/>

Assembly Bill No. 439

Assembly Member Miller, introduced 2/24/09.

Status: 4/27/09 Committee on Transportation and Housing.

Under existing law, the Department of Transportation may issue permits authorizing encroachments, as defined, on highways. Existing law requires the department to either approve or deny an application for an encroachment permit within 60 days of receiving a completed application.

This bill would establish different procedures for applications for encroachment permits for major highway projects that cost \$3,000,000 or more and

for minor highway projects that cost less than \$3,000,000, and would instead require applications for minor encroachment permits to be approved or denied within a 30-day period.

Assembly Bill No. 508

Assembly Member Torlakson, introduced 2/24/09.

Status: 5/28/09 Appropriations Committee second hearing set.

Existing law, the Brady-Jared Teen Driver Safety Act of 1997, allows for the issuance of a driver's license to a person at least 16 years of age but under 18 years of age pursuant to the provisional licensing program.

This bill would require the Department of Motor Vehicles to collect an additional fee of \$10 for each provisional license application. The bill would create in the State Treasury the Young Driver Education and Safety Fund and would further require the additional fee to be deposited into that fund to, upon appropriation by the Legislature, support the Young Driver Education and Safety Fund Advisory Group and to fund automobile driver's education and training in the public schools, including providing grants to local educational agencies to provide driver education and training programs in the public schools, under the direction of the Superintendent of Public Instruction in consultation with the Director of Motor Vehicles.

Assembly Bill No. 522

Assembly Member Blumenfield, introduced 2/25/09.

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

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

Assembly Bill No. 672

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

Status: 10/11/09 Referred to Committee on Appropriations. Chaptered by Secretary of State.

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

Assembly Bill No. 726

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

Status: 7/7/09 Referred to Senate Committee on Transportation and Housing.

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

RECENT TRANSPORTATION LEGISLATION

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

Assembly Bill No. 798

Assembly Member Nava, introduced 2/26/09.

Status: 10/11/09 Referred to Senate Committee on Appropriations. Chaptered by Secretary of State.

Authority: toll facilities.

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

Assembly Bill No. 959

Assembly Member Garrick, introduced 2/26/09.

Status: 7/2/09 Referred to Committee on Transportation.

Existing law authorizes the Department of Motor Vehicles, for good cause, to issue an instruction permit to a physically and mentally qualified person who is at least 15 years and 6 months of age and who has, among other qualifications, successfully completed an approved course in automobile driver education. Existing law requires a person, prior to the issuance of an instruction permit, to have complied with one of 3 alternative programs of driver education and training. This bill would reduce the number of programs to 2 and would revise the requirements of those programs. The bill would also require that the instruction

permit not be issued until that person is enrolled in an approved driver training course and completes the first 2 hours of behind-the-wheel instruction. The instruction permit would not be valid until the permit is signed by the instructor.

Assembly Bill No. 1300

Assembly Member Fletcher, introduced 2/27/09.

Status: 7/06/09, Referred to Senate Committee on Natural Resources and Water.

Existing law creates the Department of Forestry and Fire Protection within the Natural Resources Agency, and the department is responsible for fire protection, fire prevention, maintenance, and enhancement of the state's forest, range, and brushland resources, contract fire protection, associated emergency services, and assistance in civil disasters and other non-fire emergencies.

This bill would authorize the department to develop and implement a fuels reduction program that provides competitive grants or other financial incentives to communities located in the wildland-urban interface or very high fire hazard severity zones to conduct fuels reduction efforts that minimize the risk or decrease the intensity of a wildfire in or around a community. Cities, counties, districts, and nonprofit organizations would be authorized to receive the grants.

Assembly Bill No. 1389

Assembly Member Blumenfield, introduced 2/27/09.

Status: 3/02/09 Read first time.

This bill would make a non-substantive change to existing law governing the authorization, selection, construction and improvements to the state highway system.

Assembly Bill No. 1464

Assembly Member Smyth, introduced 2/27/09.

Status: 10/11/09 Senate Committee on Appropriations. Chaptered by Secretary of State.

Routes of State or Regional Significance Act. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. This bill would enact the California Bicycle Routes of National, State, or Regional Significance Act, which would authorize the department to establish a process for identifying and promoting bicycle routes of national, state, or regional significance, as specified. The bill would authorize the department to form an advisory committee to help implement the process for identifying and promoting these bicycle routes. The bill would authorize the department to establish a process for organizations, including, but not limited to, local bicycle organizations, private entities, or local or state governmental entities, to nominate a route for inclusion in the system of bicycle routes of national, state, or regional significance. The bill would authorize the department to install bicycle route signs identifying these bicycle routes, as specified. The bill would provide that applicants or nominating entities may pay the cost for bicycle route signs, as determined by the department.

Senate Bill 358

Senator Ducheny, introduced 2/25/09.

Status: 5/28/09 Appropriations Committee hearing set.

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

RECENT TRANSPORTATION LEGISLATION

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 certain state, federal, or local government moneys, other public or private moneys, and tribal government contributions.

Senate Bill 485

Senator Wright, introduced 2/26/09. Status: 7/14/09 Read second time and amended to Committee Transportation and Housing.

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

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

Senate Bill No. 607

Senator Ducheny, introduced 2/27/09.

Status: 8/6/09 Chaptered by Secretary of State.

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

Senate Bill No.716

Senator Wolk, introduced 2/27/09. Status: 10/11/09 Read second time and amended to Committee on Appropriations. Chaptered by Secretary of State.

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

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

Senate Bill 734

Senator Lowenthal, introduced 2/27/09. Status: 10/11/09 Appropriations Committee. Chaptered by the Secretary of State.

Existing law provides that every person riding a bicycle upon a highway has all the rights applicable to the driver of a vehicle and is subject to specified provisions in the Vehicle Code, including the rules of the road and specified equipment requirements. Existing law also does not prohibit the operation of bicycles on any shoulder of a highway.

This bill would define a "bicycle path crossing" as either that portion of a roadway included within the prolongation or connection of the boundary lines of a bike path, as defined, at intersections where the intersecting roadways meet at approximately right angles or as any portion of a roadway distinctly indicated for bicycle crossing by lines or other markings on the surface, except as specified. This bill would also permit the operation of bicycles on any sidewalk, on any bicycle path within a highway, or along any crosswalk or bicycle path crossing.



NEVADA LEGISLATION

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

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

State Implementation of the American Recovery and Reinvestment Act of 2009

Nevada's Federal Stimulus Funds Website Go to:

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

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FEDERAL LEGISLATION

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

House Resolution 140

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

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

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

House Resolution 259

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

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

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

House Resolution 687

Sponsor: Rep Foxx, Virginia [NC-5], introduced 1/27/09.

Status: 1/27/09 Referred to Subcom-

mittee on Highway and Transit.

Highway Trust Fund Reform Act of 2009 - Repeals the application of the Davis-Bacon Act (which requires that the locally prevailing wage rate be paid to laborers and mechanics working on federal-aid highway construction projects and public transportation construction projects).

House Resolution 737

Sponsor: Rep Hoekstra, Peter [MI-2], introduced 1/28/09.

Status: 1/29/09 Referred to Subcommittee on Highways and Transit.

State Temporary Economic Priority (STEP) Act - Authorizes states to transfer or consolidate funds made available to them under certain federal transportation, education, and job training programs: (1) beginning with the calendar quarter after the United States experiences economic growth at an annual rate of less than 1% for two consecutive calendar quarters; and (2) continuing until 18 months after it experiences economic growth at an annual rate of 1% or more for two consecutive calendar quarters.

House Resolution 1028

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

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

Support 21 Act of 2009 - Requires the Secretary of Transportation, acting through the Administrator of the National Highway Traffic Safety Administration, to establish a program under which at least two campaigns in support of enforcement of the minimum legal drinking age will be implemented per year for each of 2010 through 2014 to: (1) educate the public about the public health and safety benefits and basis for age-21 minimum legal drinking age laws; and (2) build public and parental support for, and cooperation

with, enforcement of such laws.

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

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

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

House Resolution 1071

Sponsor: Rep Thompson, Glenn [PA-5], introduced 2/13/09.

Status: 2/14/09 Referred to Subcommittee on Highways and Transit.

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 1333

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

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Status: 10/1/09 Read twice and referred to Judiciary Committee.

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

House Resolution 1395

Sponsor: Rep Kline, John [MN-2], introduced 3/9/09.

Status: 4/29/09 Referred to Subcommittee on Health, Employment, Labor, and Pensions.

Tribal Labor Sovereignty Act of 2009 - Amends the National Labor Relations Act to provide that any enterprise or institution owned and operated by an Indian tribe and located on its Indian lands is not considered an employer for purposes of such Act.

House Resolution 1607

Sponsor: Rep Faleomavaega, Eni, F.H [AS], introduced 3/219/09

Status: 3/19/2009 Referred to the House Committee on Natural Resources.

Indian Development Finance Corporation Act - Establishes the Indian Development Finance Corporation to provide development capital for new and existing Indian businesses and to strengthen tribal economies. Authorizes the Corporation to make loans to or purchase, insure, or discount obligations of Indian businesses if they meet specified financial conditions. Directs the Corporation to provide the credit needed by Indian businesses at the lowest reasonable cost. Authorizes the Corporation to guarantee all or any part of the principal and interest of any loan made to an Indian business by a state or federally chartered lending institution, provided the loan was made on terms permissible for Corporation loans. Authorizes the Corporation to pur-

chase all or any part of the ownership interest in an Indian business and to supervise or participate in the management of such business. Establishes the Advisory Council to the Indian Development Finance Corporation to provide advice on the policies and operations of the Corporation. Authorizes the Corporation to issue stock. Allows shares of stock in the Corporation to be issued to and held by Indian Tribes and the United States only. Authorizes the Corporation to issue a limited amount of bonds and notes. Authorizes appropriations for general operating expenses and for the purchase of Corporation stock by the Secretary.

House Resolution 1697

Sponsor: Rep Pallone, Frank, Jr. [NJ-6], introduced 3/24/09.

Status: 3/30/2009 Referred to the Subcommittee on Management, Investigations, and Oversight.

Tribal Government Homeland Security Coordination and Integration Act - Establishes the Office of Tribal Government Homeland Security (Office) within the Department of Homeland Security (DHS). Requires the Secretary of Homeland Security to appoint a Director to head the Office. Prescribes the Secretary's and the Director's duties of coordination, infrastructure and equipment readiness, training, and inclusion of Indian tribes in homeland security preparedness. Requires the Secretary to treat Indian tribes as states, as appropriate, for the purpose of homeland security. Authorizes the Secretary to delegate to Indian tribes primary responsibility for homeland security activities within their respective jurisdictions. Requires the Secretary to integrate the roles of the Bureau of Indian Affairs and Indian Health Services with regard to homeland security. Requires the Secretary to provide assistance to enhance information technology capabilities of tribes and ensure the participation of Indian tribes in the coordination with governments and the

private sector as related to homeland security activities. Makes Indian tribes eligible to apply for, receive, direct, and supervise any homeland security-related federal grant program. Authorizes the Secretary to award grants to Indian tribes for specified homeland security purposes.

House Resolution 1834

Sponsor: Rep Kirkpatrick, Ann [AZ-1], introduced 4/1/09.

Status: 11/20/2009 Received in the Senate and Read twice and referred to the Committee on Small Business and Entrepreneurship.

Native American Business Development Enhancement Act of 2009 - Amends the Small Business Administration (SBA) the Office of Native American Affairs, administered by a new SBA Associate Administrator, to increase Native American entrepreneurship. Authorizes the SBA's Administrator (acting through the Associate Administrator) to: (1) operate a Tribal Business Information Centers program that provides Native American populations with business training and entrepreneurial development assistance; (2) designate entities as centers; (3) contribute agency personnel and resources to the centers; and (4) make grants to the centers. Allows any eligible applicant to apply for an additional grant to assist with outreach, development, and enhancement on Indian lands of small business startups and expansions owned by Indian tribe members, Alaska Natives, and Native Hawaiians. Requires, to be eligible, that the applicant be in a state in which the combined Indian Tribe members, Alaska Natives, and Native Hawaiians make up at least 1% of the state's total population.

House Resolution 1895

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

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

Safe Teen and Novice Driver Uniform Protection Act of 2009 or the

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

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

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

House Resolution 2104

Sponsor: Rep Filner, Bob [CA-51], introduced 4/27/09

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

To require public employees to perform the inspection of State and local surface transportation projects, and related essential public functions, to ensure public safety, the cost-effective use of transportation funding, and timely project delivery.

House Resolution 2125

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

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

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

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

House Resolution 2144

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

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

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

Requires the Secretary to accept a state's election if: (1) the state has an

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

House Resolution 2232

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

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

Directs the Secretary of Transportation to establish: (1) a national highway tunnel inspection program, including standards for the proper safety inspection and evaluation of all highway tunnels; (2) a training and certification program for highway tunnel inspectors; and (3) a national inventory of highway tunnels. Includes tunnel construction, rehabilitation, and operational improvements (including safety inspection of such tunnels) as eligible projects under the federal surface transportation program.

House Resolution 2497

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

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

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

Directs the Secretary of Transporta-

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

House Resolution 2724

Sponsor: Rep Holt, Rush D. [NJ-12], introduced 6/4/09.

Status: 6/5/09 Referred to Subcommittee on Railroads, Pipelines, and Hazardous Materials.

National Transportation Objectives Act of 2009 - Establishes: (1) national transportation objectives to provide a 21st century vision for the national surface transportation system, including to promote energy efficiency and achieve energy security, ensure environmental protection and safety for all transportation users, improve economic competitiveness and transportation system conditions, and provide equal access to transportation in urban, suburban, and rural communities; and (2) national transportation performance targets to meet such objectives, including to reduce per capita vehicle miles traveled by 16% and transportation-generated carbon dioxide levels by 40%, triple walking, biking, and public transportation use, increase freight transportation

provided by railroad and intermodal services by 20%, and improve public safety and lower congestion costs by reducing traffic crashes by 50%.

Directs the Secretary of Transportation to: (1) develop baseline levels and appropriate data collection systems for meeting the national transportation performance targets; and (2) develop and implement a National Surface Transportation Performance Plan.

House Resolution 3094

Sponsor: Rep Edwards, Donna F. [MD-4], introduced 6/26/09.

Status: Referred to Subcommittee on Education and Labor.

Alexander L. Booker Child Protection Construction Site Safety Act - Directs the Secretary of Labor, in order to increase worker safety and protect child trespassers from unforeseen dangers on construction sites, to revise regulations under the Occupational Safety and Health Act of 1970 to require: (1) signs and symbols be prominently displayed to warn adults and children of danger or a hazard at construction sites (even during non-working hours); (2) all equipment left unattended at night near a highway, construction areas, or schools or other areas where children are known to congregate to have sufficiently visible barricades to prevent access to such equipment as well as to require the equipment's parking brakes to be set when not in use and be equipped with devices that set off an alarm when tampered with or broken; and (3) all motorized vehicles to be equipped with safety lock systems, including latches or other devices to prevent accidental starting.

House Resolution 3355

Sponsor: Rep Altimire, Jason, [PA-4], introduced 7/27/09.

Status: Referred to Subcommittee on Highways and Transit.

Older Driver and Pedestrian Safety and Roadway Enhancement Act of 2009 - Directs the Secretary of Transportation to implement a roadway safety en-

hancement program for older drivers and pedestrians to: (1) improve roadway safety infrastructure in states that is consistent with recommendations of the Federal Highway Administration (FHWA) in the "Highway Design Handbook for Older Drivers and Pedestrians"; and (2) achieve significant reductions in roadway fatalities and serious injuries among drivers and pedestrians 65 years old or older on all public roads.

House Resolution 3461

Sponsor: Rep Blumennauer, Earl [OR-3], introduced 7/31/09.

Status: Referred to Subcommittee on Highways and Transit.

Orphan Highway Restoration Act - Defines "orphan highway" to mean a highway that: (1) formerly was a U.S. numbered highway; (2) no longer is a principal route for traffic passing through a state; and (3) because of decreased importance to statewide transportation, has received only routine maintenance but needs significant restoration.

Directs the Secretary of Transportation to: (1) make grants and provide technical assistance to states and local government units to restore orphan highways; and (2) allocate funds to grant recipients for FY2010-FY2015 based on a calculated formula.

House Resolution 3535

Sponsor: Rep McCarthy, Carolyn [NY-4] introduced 9/8/09.

Status: 9/9/09 Referred to Subcommittee on Highways and transit.

Avoiding Life-Endangering and Reckless Texting by Drivers Act of 2009 or the ALERT Drivers Act - Requires the Secretary of Transportation to withhold 25% of a state's apportionment of certain federal-aid highway program funds for the fiscal year if the state has not enacted or is not enforcing a law that: (1) prohibits, except in an emergency, an operator of a motor vehicle from writing,

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sending, or reading a text message using a hand-held mobile telephone (excluding a vehicle-integrated, voice-activated device); and (2) requires, upon conviction of a violation of such prohibition, the imposition of certain minimum penalties

Other bills prohibiting texting while driving include: **House Resolution 3829, and House Resolution 3994**

House Resolution 3645

Sponsor: Rep Kirkpatrick, Ann [AZ-1], introduced 9/24/09.

Status: Referred to Subcommittee on Highways and Transit.

Indian School Bus Route Safety Reauthorization Act of 2009 - Amends the Transportation Equity Act for the 21st Century to authorize appropriations for FY2010-FY2015 for allocations to states for Indian reservation roads.

House Resolution 4021

Sponsor: Rep Blumenauer, Earl [OR-3], introduced 11/5/09.

Status: Referred to Subcommittee on Highways and Transit.

Safe Routes to High Schools Act - Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to include high school students as beneficiaries of the safe routes to school program. (Currently, the program provides funding to states for projects that encourage, and enhance the ability of, primary and secondary school students to walk or bike to school safely.) Requires states to give priority to projects for primary and middle schools and to projects that propose to serve a combination of at least one primary, middle, and high school within the same school district.

Senate Bill 308

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

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

Rural Opportunity and Development

Act or the ROAD Act - Directs the Secretary of Transportation to establish a rural opportunity and development (ROAD) program to promote opportunity and economic development in rural states through projects for the preservation and improvement of highways.

Senate Bill 309

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

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

Nationwide Freight and Personal Mobility Act - Specifies a formula for the automatic authorization of additional appropriations for National Highway System (NHS) improvement projects, starting FY2010, if apportionments fall below a certain level. Revises the federal share of non-Interstate highway projects to make it: (1) 80% for non-NHS projects; and (2) 85% for NHS projects.

Senate Bill 323

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

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

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

Senate Bill 759

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

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

To amend the Transportation Equity Act for the 21st Century to reauthorize

a provision relating to additional contract authority for States with Indian reservations. This Act may be cited as the Indian School Bus Route Safety Reauthorization Act of 2009.

Senate Bill 791

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

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

Surface Transportation Safety Act of 2009 - Directs the Secretary of Transportation to modify certain federal regulations to: (1) allow fire services personnel to wear high visibility apparel meeting certain requirements; and (2) ensure that positive protective measures (including temporary longitudinal traffic barriers) are used to separate workers on highway construction projects from motorized traffic. Directs the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for a minimum level of retro-reflectivity that must be maintained for pavement markings, which shall apply to all roads open to public travel, and other provisions for state DOTs.

Senate Bill 903

Sponsor: Sen Hutchinson, Kay Bailey [TX], introduced 4/28/09.

Status: 4/28/09 Read twice and referred to Committee on Environment and Public Works.

Highway Fairness and Reform Act of 2009 - Directs the Secretary of Transportation, beginning with FY2011, to carry out a direct federal-aid highway program to permit a state governor or chief executive officer, at least 90 days before the beginning of a fiscal year, to elect to: (1) waive the state's right to receive apportioned or allocated funds under the federal-aid highway program; and (2) receive instead a prorated amount of the taxes appropriated to the Highway Trust Fund (other than from the Mass

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Transit Account) which are attributable to highway users in the state. Requires a pro rata reduction of such tax-equivalent amount in order to fund contract authority for programs of the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA).

Senate Bill 1036

Sponsor: Sen Rockefeller, John D. IV [WV], introduced 5/14/09.

Status: Read twice and referred to Committee on Commerce, Science and Transportation.

Federal Surface Transportation Policy and Planning Act of 2009 - Declares it is U.S. policy to develop a national surface transportation system that advances the national interest and defense, interstate and foreign commerce, the efficient and safe interstate mobility of people and goods, and the protection of the environment.

Senate Bill 1078

Sponsor: Sen Johnson, Tim [SD], introduced 5/19/09.

Status: 8/5/09 Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

AmericaView Geospatial Imagery Mapping Program Act - Directs the Secretary of the Interior, acting through the Director of the United States Geological Survey (USGS), to establish and maintain a national remote sensing education, outreach, and research program within USGS (AmericaView program) to advance the availability, timely distribution, and widespread use of geospatial imagery for education, research, assessment, and monitoring purposes in each state.

Requires the Secretary, acting through the USGS data archive, development, maintenance, and product distribution program conducted at the Earth Resources Observation and Science Data Center (AmericaView project), to sup-

port the geospatial imagery mapping research and educational programs of each state by cooperating with states to identify new geospatial imagery mapping needs and infrastructure and to define, consolidate, and maintain the data requirements of the AmericaView project.

Senate Bill 1144

Sponsor: Sen Johnson, Tim [SD], introduced 5/21/09.

Status: Referred to Committee on Banking, Housing, and Urban Affairs.

Rural Transit Improvement and Flexibility Act of 2009 - Revises the apportionment of non-urbanized formula grants for amounts remaining after apportionment for grants to Indian tribes for public transportation on Indian reservations for FY2006-FY2009. Increases from 20% to 25% the amount of remaining funds to be apportioned to a state based on its land area. Decreases correspondingly from 80% to 75% the amount of remaining funds to be apportioned to a state based on population in non-urbanized areas.

Limits to 25% of its apportionment for a formula grant for a capital project for the special needs of elderly individuals and individuals with disabilities the amount a state may use for operating costs of equipment and facilities.

Limits a grant for operating assistance from exceeding 50% of the net operating project costs. Increases such limit to 62.5% of the government share of project costs in the case of a state containing nontaxable Indian lands, individual and tribal, and public domain lands (both reserved and unreserved), national forests, and national parks and monuments.

Requires the Secretary of Transportation to establish a pilot program for the award of grants to states to establish transit centers to improve transit service (buses and other transit vehicles) in urbanized areas with a population of less than 200,000 and in non-urbanized areas.

Senate Bill 1156

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

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

To amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Safe Routes to School Program Reauthorization Act. Section 1101(a) of the SAFETEA-LU (119 Stat. 1155) is amended by striking paragraph (17) and inserting the following: (17) SAFE ROUTES TO SCHOOL PROGRAM- For the safe routes to school program under section 1404 of this Act, \$600,000,000 for each of fiscal years 2010 through 2014.

Senate Bill 1344

Sponsor: Sen Vitter, David [LA], introduced 6/25/09.

Status: 6/25/09 Read the second time and placed on the Legislative Calendar.

Highway Investment Protection Act - Requires the Director of the Office of Management and Budget (OMB) to transfer remaining unobligated stimulus funds under the American Recovery and Reinvestment Act of 2009 to the Highway Trust Fund (HTF) to ensure its solvency through FY2010. Amends the Internal Revenue Code to extend the expenditure authority of the HTF through FY2010.

Senate Bill 1938

There are 2 versions of Bill Number S.1938 for the 111th Congress

1. Distracted Driving Prevention Act of 2009 (Introduced in Senate)

[S.1938.IS]

2. Distracted Driving Prevention Act of 2009 (Referred to Different or Additional Senate Committee)

[S.1938.R]

3. [S.1536] Driver texting.

Almost same as H.R. 3535 and 3829 listed above.

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S.1498 An original bill to provide an extension of highway programs authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Sponsor: Sen Boxer Barbara [CA] (introduced 7/22/2009).

Committees: Senate Environment and Public Works.

Status: 7/22/2009 Placed on Senate Legislative Calendar under General Orders. Calendar No. 126.

S.1533 An original bill to provide an extension of public transportation programs authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Sponsor, Sen Dodd, Christopher J. (introduced 7/29/2009).

Committees: Senate Banking, Housing, and Urban Affairs.

Status: 7/29/2009 Placed on Senate Legislative Calendar under General Orders. Calendar No. 132.

Senate Bill 1729

Sponsor: Sen Schumer, Charles E. [OH], introduced 9/23/09.

Status: 9/23/09 Read twice and referred to Committee on Environment and Public Works.

To establish driver education curriculum for teenage drivers and to provide grants to States and tribal governments to carry out driver education training for licensed teenage drivers.



U.S. Transportation Secretary Ray LaHood Kicks-Off Program to Get More Women Working in Transportation

U.S. Transportation Secretary Ray LaHood at Spelman College announced the Pilot Entrepreneurial Training and Technical Assistance Women and Girls Program, created to encourage girls to pursue careers in science, engineering, and technology and help women in the field to achieve their goals. The new program, managed by a partnership between the U.S. Department of Transportation and Spelman College, is part of a broader effort, led by the White House, to ensure that federal programs and policies take into account the distinct needs and concerns of women and girls. The partnership will create an internship and mentoring program to bring more female students into transportation-related careers and help them gain hands-on experience. It will also help small women-owned transportation companies to compete for DOT contracts, and make sure they get the technical and financial assistance they need to succeed. The partnership supports President Obama's mission and work of White House Council on Women and Girls.

Newly Formed Safety Council to Take Safety Commitment to Next Level

Secretary Ray LaHood today convened the first meeting of a newly created U.S. Department of Transportation Safety Council formed to tackle critical transportation safety issues facing the department's 10 operating administrations.

"Now is the time to identify and address the top safety issues that cut across our agencies," said Secretary LaHood. "The Council will take our commitment to

safety, which is our highest priority, to the next level."

Before taking office, Secretary LaHood saw that many important safety initiatives were being pursued in the department's agencies without a formal process for sharing data, best practices and strategies. Secretary LaHood created the Safety Council to serve that broad-based safety leadership role and help break down organizational stovepipes, enabling an even stronger safety culture.

The goals of the Safety Council are to further enhance the safety focus throughout all agencies of the department and improve the impact of the department's safety programs.

The Council, chaired by Transportation Deputy Secretary John Porcari, is comprised of the heads of the Department's 10 agencies: the Federal Aviation Administration, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, the Federal Railroad Administration, the Federal Transit Administration, the Maritime Administration, the National Highway Traffic Safety Administration, the Pipeline and Hazardous Materials Safety Administration, the Research and Innovative Technology Administration and the St. Lawrence Seaway Development Corporation.

Deputy Secretary Porcari said the Council will be action oriented, data driven, emphasize open dialogue about common issues and provide a forum for fresh ideas and new perspectives.

"The Council will enhance the department's safety culture which should then resonate out into industry," said Deputy Secretary Porcari.



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Phone: (707) 579-5507
Fax: (707) 579-9019
E-mail: nijc@aol.com
Web: www.nijc.org

NIJC 2010 Training Schedule

The National Indian Justice Center (NIJC) is pleased to announce the following training sessions for 2010.

Please note that NIJC conducts two separate training sessions at each site.

You can find more information at <http://www.nijc.org/training.html>.

February 1-3, 2010
Las Vegas, NV

Grant Writing & Administration
Rez Violence

April 7-9, 2010
Anaheim, CA

Juvenile Justice & Gang Violence
TTAP: Transportation 101

May 12-14, 2010
Reno, NV

Federal Indian Law 101
Health Crisis in Indian Country

July 15-17, 2010
Anaheim, CA

Eleventh Annual "For All My Relations:
A Conference for Indian Families

September 15-17, 2010
Anaheim, CA

Improving Your Tribal Court
Protecting Sacred Sites & Native Spirituality
(Cases & NAGPRA): The Sanctity of the Ancestors

October 27-29, 2010
Reno, NV

ICWA, ASFA & Title IV-E
Probate Law & Will Drafting

December 8-10, 2010
Anaheim, CA

Rez Violence
"Meth" Crisis

Please note that all dates and training topics are subject to change. Please check our website at <http://www.nijc.org> or call us at (707) 579-5507 to verify dates and topics.

TRANSPORTATION EVENTS CALENDAR

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

January 2010

Department of Interior (DOI) Tribal Consultation Meetings

January 5
Bishop Henry Whipple Federal Bldg.
Ft Snelling, MN

January 7
Embassy Suites Oklahoma City
Will Rogers World Airport
Oklahoma City, OK

January 12
Embassy Suites Phoenix Airport
Phoenix, AZ

January 14
Palm Springs Convention Center
Palm Springs, CA
For more information on these meetings go to:
<http://www.indianaffairs.gov/WhoWeAre/AS-IA/Consultation/index.htm>.

January 10-14
Transportation Research Board (TRB)
89th Annual Meeting
Connecticut Ave. Collections Hotels
Washington, D.C.
For more information go to:
<http://www.trb.org/Main/Home.aspx>

January 11-12
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
1301 N. Green Valley Parkway
Henderson, NV
For more information go to:
<http://www.nv1030.org/main.asp?PID=190>

January 25-26
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
National University
Bakersfield, CA
For more information go to:
<http://www.techtransfer.berkeley.edu/training/>

January 31 Deadline
Preserving Historic Roads
The planning committee is seeking paper abstracts that showcase issues related to historic roads for the September 2010 conference.
For more information go to:
http://www.historicroads.org/DRAFT_PHR_2010_Paper_abstract_submission_guidelines.pdf

February 2010

February 1-3
Grant Writing and Administration
Flamingo Hotel and Casino
Las Vegas, NV
For more information go to:
www.nijc.org/ttap_events.html

February 3-4
ESRI California, Hawaii, Nevada
Regional User Group Conference
Redlands, CA
For more information go to:
www.esri.com/cahinvrug

February 9-10
National Transit Institute
Paratransit Management and Operations Workshop
San Bernardino, CA
For more information or to register go to:
<http://www.ntionline.com/CourseInfo.ASP?CourseNumber=TCR>

February 16-18
World of Asphalt Show and Conference
Duke Energy Convention Center
Cincinnati, OH
For more information go to:
<http://www.worldofasphalt.com/>

February 17-18
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
National University
Stockton, CA
For more information go to:
<http://www.techtransfer.berkeley.edu/training/>

February 23-24
96th Annual Transportation and Safety Conference
University of Illinois Union Bldg.
Urbana-Champaign, IL
For more information go to:
<http://www.theconf.com/>

March 2010

March 2-3
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
Great Basin College,
Elko, NV
For more information go to:
<http://www.nv1030.org/main.asp?PID=190>

March 24-25
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
1301 N. Green Valley Parkway
Henderson, NV
For more information go to:
<http://www.nv1030.org/main.asp?PID=190>

March 31-April 1
OSHA 10-Hour Training for the Roadway Construction Industry (Free)
Great Basin College,
Elko, NV
For more information go to:
<http://www.nv1030.org/main.asp?PID=190>

April 2010

April 7-9
Transportation 101
Garden Grove Hyatt
Anaheim, CA
For more information go to:
www.nijc.org/ttap_events.html

April 12-14
ASHTO—Geospatial Information Systems for Transportation Symposium
Embassy Suites Hotel
Charleston, WVA
For more information go to:
<http://www.gis-t.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/>

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



Rural Transit Assistance Program (RTAP)

The mission is to address the needs of rural, small urban and tribal transit operators across the nation.

Union Station Business Center
Ten G Street NE, Suite 710
Washington, DC 20002
Main: 202-248-5043
Fax: 202-289-6539

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

National Local Technical Assistance Program (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. www.nltapa.org

Bureau Of Indian Affairs

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

Bureau of Indian Affairs

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

Pacific Regional Office

Bureau of Indian Affairs
2800 Cottage Way
Sacramento, CA 95825
(916) 978-6000



Western Regional Office

Bureau of Indian Affairs
400 N. 5th Street, 2 AZ Center, 12th Floor
Phoenix, AZ 85004
(602) 379-6600

CALIFORNIA



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

California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch

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

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

California Local Technical Assistance Program (LTAP)

California Technology Transfer Program
University of California Berkley

RFS 1301 S 46th St., Bldg 155
Richmond, CA 94804
(510) 665-3608

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

NEVADA



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

Nevada Department of Transportation

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

<http://www.nevadadot.com>

Nevada Local Technical Assistance Program (LTAP)

Nevada Transportation Technology Transfer Center
Nevada T2 Center/257

University of Nevada
Reno, NV 89557

(775) 784-1433

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

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

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

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

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

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

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

NEVADA

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

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

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/>

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

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/>

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 Re-vegetation
www.nativerrevegetation.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 e-mail:
amit.armstrong@fhwa.dot.gov or 360-619-7668

ORGANIZATIONS

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

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

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

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

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

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

Institute Of Transportation Studies
University of California Berkeley

TRIBAL TRANSPORTATION RESOURCES

NewsBITS

For more information go to:
<http://www.its.berkeley.edu/>

Office of Indian Energy and Economic Development Tribal Energy and Environmental Information Clearinghouse (TEEIC)

The site includes information about energy resource development and associated environmental impacts and mitigation measures; guidance for conducting site-specific environmental assessments and developing monitoring programs; information about applicable federal laws and regulations; and federal and tribal points of contact.

<http://teeic.anl.gov/>

TribalGIS.com

Is a newly established technical forum for (and by) Tribal GIS Professionals across the country.

For more information go to:
www.tribalgis.com

LTAPP/TTAP Interchange

An Audio Newsletter

Aims to share news between centers and the LTAPP/TTAP community.

To listen go to the news section at:

<http://ltapt2.org>

California Tribal Transportation Coalition (CTTC)

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

For more information go to:
<http://www.californiatribes.org/>

Community Transportation Association of America

Technical Assistance for Rural and Tribal Communities

For more information go to:
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=49&z=36>

National Association of County Engineers

To visit the website go to:

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

ENVIRONMENT AND CLIMATE CHANGE

General Climate Change Information

Arnold & Porter Climate Change Litigation Summary Chart

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

US EPA

State and Local Government Climate Change Actions

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

NHTSA

CAFE standards EIS following *Center for Biological Diversity v. NHTSA*

http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.43ac99aefa80569eea57529cdba046a0_0, or, www.regulations.gov in Docket NTSA-2008-0060, entries 2008-0060-0605

Columbia River Crossing

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

Intercounty Connector

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

or, Record of Decision, Vol.2, Record of Responses to Public Comments

<http://www.iccproject.com/PDFs/Record of Responses.pdf>

FHWA—Travel Modeling

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

2009 California Climate Adaptation Strategy Discussion Draft

A first-of-its-kind multi-sector strategy to help guide California's efforts in adapting to climate change impacts is now available for public comment.

For more information and to view the draft go to:

<http://www.climatechange.ca.gov/adaptation/index.html>

Multicultural Environmental Leadership Development Initiative (MELDI)

University of Michigan

Staff conduct research on environmental workforce dynamics and provides resources to help enhance the leadership and career development opportunities available to students, activists and environmental professionals.

For more information go to:

<http://meldi.snre.umich.edu/>

California Research Bureau

Environment, Growth Management, and Transportation Supplement

For more information and links go to:

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

AASHTO—Center for Environmental Excellence

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

For more information go to:

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

TRIBAL TRANSPORTATION RESOURCES

SAFETY RESOURCES (Con't)

Tribal Road Safety Audits: CASE STUDIES

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

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

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

Arizona Department of Transportation

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

592 Building Tribal Traffic Safety Capacity
http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592.pdf

And,

592 Tribal Traffic Safety Funding Guide
http://www.azdot.gov/TPD/atrc/Publications/project_reports/PDF/AZ592s.pdf

Insurance Institute Highway Loss

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

http://www.iihs.org/research/fatality_facts_2007/default.html

National Institute for Occupational Safety and Health (NIOSH)

Construction Equipment Visibility

<http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/default.html>.

Vista Training Programs

Backhoe-Loader Instructor Kit

http://www.vista-start-smart.com/html/backhoe-loader_instructor_kit.html

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>

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/>

U.S. Department of Transportation

Rural Safety Initiative

Rural roads carry less than half of America's traffic yet they account for over half of the nation's vehicular deaths. It is time to put a national focus on a local problem. For more information on the Characteristics of Rural Crashes, go to:

<http://www.dot.gov/affairs/ruralsafety/ruralsafetyinitiativeplan.htm>

Federal Highway Administration (FHWA)

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>

Safety Circuit Rider Programs-Best Practices Guide

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

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

Basic Course Slides on Retro-reflectivity, go to:

http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/pps_signreqs0708/pps_signreqs0708.pdf

Nighttime Visibility Policy/Guidance

http://safety.fhwa.dot.gov/roadway_dept/night_visib/policy_guide/

Sign Visibility: Training, Technical Guidance, & Research go to:

http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_visib/

Maintenance of Drainage Features for Safety

A guide for local street and highway maintenance personnel To view the guide go to:

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

This is to announce the availability of new one-page (front-and-back) technical summaries of five new intersection safety treatments.

To obtain copies go to:

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

FHWA Office of Safety

Intersection Safety Presentations

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

<http://safety.fhwa.dot.gov/intersection/resources/intsafpst092>

TRIBAL TRANSPORTATION RESOURCES

Cornell Local Roads Program

Work Zone Safety and Flagger Tutorial

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

To view the tutorial go to:

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

Transportation Research Board (TRB)

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

To view the report go to:

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

The National Work Zone Safety Information Clearinghouse

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

Now a new international section in six languages.

For more information go to:

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

AAA Foundation

2009 Traffic Safety Culture Index

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

To view the index go to:

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

MinimumReflectivity.org

Guidance for Improving Roadway Safety:

Understanding Minimum Reflectivity Standards go to:

<http://minimumreflectivity.org/index.asp>

National Highway Traffic Safety Association (NHTSA)

State traffic safety information for the year 2008

To access the data for each state go to:

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>

Federal Transit Administration

Transit Bus Safety

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

To access the website go to:

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

MISCELLANEOUS TRANSPORTATION RESOURCES

U.S. DOT

ARRA Transportation Spending Map

American Recovery and Reinvestment and Act is supporting 9,722 projects with \$30.1 billion of investment.

To view the map go to:

<http://rithqnwws019.rita.dot.gov/dot/index.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

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

FHWA Resource Center

Planning Team

The Planning Technical Service Team at the Federal Highway Administration (FHWA) Resource Center helps support the planning process through the provision of training, technical assistance, technology deployment, and partnerships.

For more information go to:

<http://www.fhwa.dot.gov/resourcecenter/teams/planning/index.cfm>

LTAP/TTAP 2009 Build a Better Mouse Trap

The Build a Better Mousetrap Competition's purpose is to collect and disseminate real world examples of best practices, tips from the field, and assist in the transfer of technology.

For more information go to:

<http://www.ltapt2.org/resources/>

TRANSPORTATION PROGRAMS AND DEVELOPMENT



FHWA Resource Center

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

For more information go to:

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

TRIBAL TRANSPORTATION RESOURCES

PROGRAMS AND DEVELOPMENT (Con't)

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.nhi.fhwa.dot.gov

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

FHWA-NHI-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.nhi.fhwa.dot.gov

FHWA-NHI-131113

Fundamentals of Life Cycle Cost Analysis

Free Web-based Training

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.nhi.fhwa.dot.gov

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

FHWA-NHI-131110

Pavement Preservation Treatment Construction

Free Web-based training

In partnership with Caltrans, the National Center for Pavement Protection, and the Transportation Curriculum Coordination Council. 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

FHWA—NHI—131127

TCCC Concrete Series

Web Based Training - FREE

This course is recommended for the Transportation Curriculum Coordination Council levels II - IV. The TCCC Concrete Series is part of a curriculum from the “Integrated Materials and Construction Practices for Concrete Pavement” manual developed through the National Concrete Pavement Technology Center at Iowa State University.

To register for the course go to:

www.nhi-fhwa-dot.gov

FHWA—Office of Professional and Corporate Development (OPCD)

For more information download:

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

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_num=05771801P

Rural Transit Assistance Program

Scheduling and Dispatching Training Package for Rural Transit Systems

The presentation provides an overview of the training package, guide you through using the CD training materials, and correlate the participant workbook to the CD training program.

To view the presentation go to:

http://209.235.247.27/docs/Oct09_Webinar.ppt

LTAP/TTAP Academy

The goal of the Academy is to provide both new and current LTAP/TTAP staff with a broad overview of the national program and opportunities for continued professional development. For more information go to:

<http://www.ltapt2.org/resources/>

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS



U.S. DOT-FHWA

FHWA-HRT-08-067

Traffic Calming on Main Roads Through Rural Communities
Speed management is a significant challenge for most communities in the United States. This is particularly true for small, rural communities where the main roadway through the town serves a dual role. A more permanent way to reinforce the need to reduce speed is to change the look and feel of the road by installing traffic calming treatments that communicate to drivers that the function of the roadway is changing. To View this publication go to:

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

FHWA-HRT-08-051

Surrogate Safety Assessment Model (SSAM)

A technique combining micro simulation and automated conflict analysis, which analyzes the frequency and character of narrowly averted vehicle-to-vehicle collisions in traffic, to assess the safety of traffic facilities without waiting for a statistically above normal number of crashes and injuries to actually occur. The SSAM software and user manual (FHWA-HRT-08-050) are free to the public from FHWA.

For more information go to:

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

Using Modeling and Simulation Tools for Work Zone Analysis.

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

For more information go to:

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

FHWA-HRT-09-031

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

To view the publication go to:

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

FHWA-SA-09-020

Low Cost Safety Enhancements for Stop-controlled and Signalized Intersections

To view the publication go to:

<http://safety.fhwa.dot.gov/intersection/resources/fhwas09020/>

Public Roads Magazine

Reading *Public Roads* is the easiest way to keep up-to-date on developments in federal highway policies, programs, and research and technology.

To view the link go to:

<http://www.tfsrc.gov/pubrds/index.htm>

FHWA-SA-09-023

The Safety Edge

Roadway departures account for 53 percent of fatal crashes. Pavement edges may have been a contributing factor in as many as 18 percent of rural run-off-road crashes on paved roadways with unpaved shoulders. This type of crash was four times more likely to include a fatality than rural crashes overall on similar roads.

To download this publication go to:

http://safety.fhwa.dot.gov/roadway_dept/pavement/fhwas09023/

FHWA-SA-02-007

Report on the National Agenda for Intersection Safety
Improving intersection safety is a priority for the numerous highway safety organizations. This goal is often a major one for officials involved with legislation, planning, policy, program, design, enforcement, emergency services and education.

To view the report go to:

<http://safety.fhwa.dot.gov/intersection/resources/nafist0070>

Intersection Safety Needs Identification Report

Documents the investigation of the current accuracy, relevance and implementation of the strategies contained in the National Agenda for Intersection Safety.

To view the report go to:

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

Pavement Management Primer

Pavements represent the largest capital investment in any modern highway system. Maintaining and operating pavements on a large highway system typically involves complex decisions about how and when to resurface or apply other treatments to keep the highway performing and operating costs at a reasonable level. To download the primer go to:

<http://www.fhwa.dot.gov/infrastructure/asstmgmt/pmprimer.pdf>

MUTCD 2009 Edition

On December 16, 2009 a final rule adopting the 2009 Edition of the MUTCD was published in the Federal Register. States must adopt the 2009 National MUTCD as their legal State standard for traffic control devices within two years. The Federal Register notice, which provides detailed

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Con't)

discussion of the FHWA's decisions on major changes from the 2003 edition, can be viewed at <http://edocket.access.gpo.gov/2009/pdf/E9-28322.pdf> (PDF, 716KB). To view the 2009 MUTCD and other related information, go to: http://mutcd.fhwa.dot.gov/kno_2009.htm

Public Roads Nov/Dec 2009

The Role of TTAPs in Tribal Transportation
By John Sullivan IV and Clark Martin

To view the article go to:

<http://www.tfhrc.gov/pubrds/09novdec/03.htm>

Transit Cooperative Research Program

TCRP RRD 90

A Guide to Planning Resources on Transportation and Hazards

This report highlights a framework for thinking about the stages of a disaster, and identifies some of the most current and innovative hazard-related research.

To download this publication go to:

http://www.tcrponline.org/bin/publications.pl?mode=abstract&cat_id=23&pub_id=1503

TCRP RRD 93

Rural Transit Achievements: Assessing the Outcomes of Increased Funding for Rural Passenger Service Under SAFETEA-LU

This document explores data and information in the changes in rural and intercity bus transportation that have resulted from the increases in funding made available through SAFETEA-LU.

To download these publications go to:

http://www.tcrponline.org/bin/publications.pl?mode=abstract&cat_id=23&pub_id=1504

TCRP LRD 29

First Amendment Implications for Transit Facilities: Speech, Advertising, and Loitering

Transit agencies face numerous challenges in providing passengers with a safe and efficient means of travel while respecting the freedom of expression protected by the First Amendment. This digest supplements LRD No. 10, summarizing and analyzing the status of this important area of the law in light of court decisions and other developments that have arisen in subsequent years.

To download this publication go to:

<http://www.tcrponline.org/bin/publications.pl?mode=abstract&>

TCRP R 131

A Guidebook for the Evaluation of Project Delivery Methods

This report examines various project delivery methods for major transit capital projects. The report also explores the impacts, advantages, and disadvantages of including operations and maintenance as a component of a contract for a project delivery method.

To download this publication go to:

http://www.tcrponline.org/bin/publications.pl?mode=abstract&cat_id=23&pub_id=1493

Transportation Research Board—TRB

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

For more information go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_331.pdf

Young Impaired Drivers

The Nature of the Problem and Possible Solutions

To view the report go to:

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

NCHRP Report –627

Traffic Safety Evaluation of Nighttime and Daytime Work Zones.

To view the report go to:

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

Guidance for the Design and Application of Shoulder and Centerline Rumble Strips

To view this publication go to:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_641.pdf

Fatal Crashes Involving Young Drivers

Explores the trend in the number of crashes involving a 15-20 year old driver and the characteristics of those crashes in 2007.

To view the report go to:

<http://www.nrd.nhtsa.dot.gov/Pubs/811218.pdf>

Influence of Roadway Surface Discontinuities on Safety
Designed to help highway engineers evaluate roadway maintenance guidelines and priorities.

The report addresses safety issues related to roadway roughness, holes, and bumps; the positive effects of road surface discontinuities; pavement edges; friction variations; water accumulations; surface contaminants; and small and large vehicles.

To view the report go to:

<http://onlinepubs.trb.org/onlinepubs/circulars/ec134.pdf>

TRIBAL TRANSPORTATION RESOURCES

Information Systems, Geographic Information Systems, and Advanced Computing 2009

Journal of the Transportation Research Board.No.2105 includes 17 papers that explore passive transit surveys.

For more information go to:

http://trb.org/Main/Blurbs/nformation_Systems_Geographic_Information_Systems_162392.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+++10-20-2009&utm_content=Customer&utm_term=

Alternative Transportation Programs: A Countermeasure for Reducing Impaired Driving

To View this report go to:

http://www.trb.org/Main/Blurbs/Alternative_Transportation_Programs_A_Countermeasu_162622.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+++12-01-2009&utm_content=Web&utm_term=

Community Transportation Association (CTAA)

Tribal Transit

Accessing Federal Transit Funding To Develop Your Transit System

To view this web article go to:

http://www.ctaa.org/webmodules/webarticles/articlefiles/Ag12Tribal_Transit_Funding.pdf

eSafetyAware

Promoting Advanced Vehicle Safety Technologies

eSafety involves crash avoidance technologies that protect car occupants by informing, advising and alerting the driver about dangerous situations and by assisting him/her to avoid the accident.

To download the publication go to:

http://www.esafetychallenge.eu/download/challenge/esafety_background_paper.pdf

BIA—DOT

IRR Program, Inventory and Funding Formula Update

Tribal transportation at a crossroad: Tribal leaders forum on the current state of tribal transportation.

To view the presentation go to:

http://www.nijc.org/pdfs/TTAP/BIADOT_Transportation_Presentation_OCT11_09.pdf

Minnesota LTAP and DOT

To Pave Or Not To Pave

Making informed decisions about when to upgrade a gravel road.

To View the publication go to:

<http://www.mnltap.umn.edu/Publications/FactSheets/documents/ToPaveorNot/2006PavingGuide.pdf>

Metropolitan Transportation Commission

Transportation 2035 Plan: San Francisco Bay Area.

To view the plan go to:

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

Minnesota DOT

Minnesota Chip Seal Handbook

The primary purpose of this handbook is to provide a solid background in seal coat materials, equipment, design and construction for the field inspector.

To view the publication go to:

<http://www.lrrb.org/PDF/199907.pdf>

National Conference of State Legislatures

Government to Government

Models of Cooperation Between States and Tribes

To View the publication go to:

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

Minnesota Department of Transportation

MN/RC 2009-27

Use of Fly Ash for Reconstruction of Bituminous Roads

The purpose of this study was to develop a practical method to design local roadways using stabilized recycled pavement material (RPM) or stabilized road surface gravel (SRSG) as the base layer and Class C fly ash as the stabilizing agent. The design method was developed in the context of the “gravel equivalency” (GE) design methodology employed for local roads in Minnesota.

To view the report go to:

http://trb.org/Highways1/Blurbs/Use_of_Fly_Ash_for_Reconstruction_of_Bituminous_Ro_162443.aspx

California State Library

California Research Bureau

Recent public policy studies.

Transportation Section—three studies.

To view the studies go to:

<http://www.library.ca.gov/sitn/crb/docs/20090623.pdf>

Washington State DOT

Tribal Transportation Planning Guide for Washington State.

To view the guide go to:

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

National Highway Traffic Safety Administration

Preventing First-Time DWI Offenses.

First-Time DWI Offenders in California, New York, and Florida. An analysis of past criminality and associated criminal justice interventions.

For more information go to:

TRIBAL TRANSPORTATION RESOURCES

PUBLICATIONS (Con't)

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

Oregon Department of Transportation

Animal-Vehicle Crash Mitigation Using Advanced Technology Phase II: System Effectiveness and System Acceptance. The ODOT has released a report that explores the impact of animal-detection warning signals on reducing vehicle speeds or collisions with large animals.

To view this report go to:

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

TRANSPORTATION NEWSLETTERS

Global Transport Knowledge Partnership (gTKP)

International Newsletter

For more information go to:

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

NACE News—Monthly Newsletter

National Association of County Engineers

To View the newsletter go to:

<http://www.naco.org/NACETemplate.cfm?Section=News1&template=/ContentManagement/ContentDisplay.cfm&ContentID=31476>

Community Transportation Association of America

Tappy Grams is an electronic newsletter that describes new and timely publications on transportation-related information.

To view the newsletter go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1729&z=76>

Nevada Department of Transportation

Nevada Research and Technology Review

Quarterly Newsletter

To view the newsletter go to:

http://www.nevadadot.com/reports_pubs/Research_Pubs/ResearchNewsletter.asp

FHWA

Safety Compass Quarterly Newsletter

Highway Safety Solutions for Saving Lives

To view current and past issues go to:

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

Office of Safety

Road Safety Audits (RSA) Newsletter

An outreach resource to provide you with the most current information on RSAs. Our regular features will include an

overview of State RSA programs, current resources to assist you in performing RSAs, and a compilation of RSA-related news stories.

To view the newsletter go to:

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

Office of Safety

Road Safety Audit (RSA) Newsletter

The Road Safety Audit (RSA) Newsletter is an outreach resource to provide you with the most current information on RSAs.

To view or subscribe to the newsletter go to:

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

Resource Center

Centered on Service Newsletter

Success stories from the RC Technical Service Teams to bring you lessons learned, state-of-the-art technologies, and improved processes.

To view the newsletters go to:

<http://www.fhwa.dot.gov/resourcecenter/success/cos.cfm>

Community Transportation Association of America

FAST MAIL Monthly Newsletter. The latest news and updates from the Community Transportation industry .

To view the newsletter go to:

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1009&z=37>

U.S. Environmental Protection Agency

District 9, San Francisco, CA

Tribal Programs Newsletter

To view the tribal web site and newsletter go to:

<http://www.epa.gov/region09/tribal/index.html>

VIDEOS



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 9.0 go to: [http://](http://www.workzonesafety.org/training/courses_programs/rsa_program/overview)

www.workzonesafety.org/training/courses_programs/rsa_program/overview

Tribal School Zone Safety: Video and Toolkit

To obtain a free DVD, Please contact:

Chimai Ngo, 202-366-1231

TRIBAL TRANSPORTATION RESOURCES

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>

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 LTAP/TTAP Clearinghouse

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

-AND-

Roadway Safety + Training Program Version 9

Is a standard method of providing worker awareness training for road workers. The RSP+ download includes interactive Macromedia modules, Trainee Booklets, Toolbox Pamphlets, printable screen guides, and an Instructor Manual. Most are provided in 3 languages.

Download program from www.workzonesafety.org

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

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

FHWA Office of Safety

2009 Road Safety Audit (RSA) Video
FHWA has created a new video on Road Safety Audits (RSAs). The new RSA video focuses on the benefits of using a multidisciplinary approach to improve safety. For more information or to view the video go to: <http://safety.fhwa.dot.gov/rsa/video2009/>

Ordering Information

Printed copies of our in-house publications are available on a first-come, first served basis. Priority is given to Tribal Transportation Personnel. PDF versions of most of our publications are available on our website:

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

All our videos, publications and CD-ROMs in our lending library are loaned for a four-week period. Two titles may be borrowed at a time.

To order or borrow materials, please e-mail or fax a request to:
barry@nijc.org or, nijc@aol.com Fax no. 707-579-9019

To view past issues of publications, videos and Development programs, please visit our website library at: http://nijc.org/datasheets/ttap/TTAP_ResourceList.asp

NEW ANNOUNCEMENT

Corporation for National and Community Service New Americorps Planning Project for Tribal Transportation Safety.

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

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

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

We invite the CA/NV TTAP tribes to participate in planning a successful National AmeriCorps program. CA/NV TTAP staff will be contacting you shortly with a survey on your local transportation safety issue areas and your interest and ability to host an AmeriCorps volunteer. Please contact CA/NV TTAP at 707-579-5507, for more information.

TRIBAL TRANSPORTATION FUNDING RESOURCES



CALIFORNIA

NOTE: many of the listed transportation programs are dependant on the extension of SAFETEA-LU or the passage of the Re-authorization Transit Bill.

California Department of Transportation: Transportation Planning Funding Grants

The Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants support closer placement of jobs and housing, efficient movement of goods, community involvement, in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives. The final results of these grants should lead to the adoption, initiation, and programming of transportation improvements that improve mobility, access and economic vitality.

For more information on these grants go to: <http://www.dot.ca.gov/hq/tpp/grants.html>

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

California Safe Routes to School program is contained in the Streets & Highway Code Section 2330-2334.

For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

California 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 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 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>

TRIBAL TRANSPORTATION FUNDING RESOURCES

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

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

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

California Department of Transportation (CALTRANS)

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

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

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

California DOT (Caltrans) Planning Grants

Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects.

Tuesday, December 1, 2009 - - Grant Application Release

Monday, March 1, 2010, 5:00 PM - - Federal: Statewide or Urban Transit Planning, Rural/Small Transit Planning, Transit Planning Student Internship Planning Grant Applications Due. Thursday, April 1, 2010, 5:00 PM - - Environmental Justice & Community Based Transportation Planning Grant Applications Due.

Friday, July 2, 2010 - - Target Awards Date

For more information go to:

http://www.dot.ca.gov/hq/tpp/offices/ocp/ej_cbtptoolbox.html

California Integrated Waste Management Board (CIMWB)

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

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.

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.

TRIBAL TRANSPORTATION FUNDING RESOURCES

NEVADA (Con't)

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:

stanio@dot.state.nv.us

To view the program go to:

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

FEDERAL

American Recovery and Reinvestment Act

Implementation Guidance and FHWA ARRA Tracking (February 2009)

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

\$310M— Indian Reservation Roads Program

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

\$17.25M- Tribal Transit Grant Program

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

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

For information regarding state stimulus plans go to:

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

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

Federal Safe Routes to School Program (SRTS)

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

This federal program has different eligibility and local match requirements than the state-legislated program.

For more information on this program go to: [http://](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm)

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.

FHWA

Surface Transportation Environment and Planning Cooperative Research Program

The STEP is the primary source of funds for FHWA to conduct research and develop tools and technologies to advance the state of the practice regarding national surface transportation and environmental decision-making. In FY 2010, FHWA expects to seek partnerships that can leverage limited research funding in STEP with other stakeholders and partners in order to increase the total amount of resources available to meet the nation's surface transportation research needs.

In FY 2010, STEP is likely to address national research priorities that include:

- (1) Conducting research to develop climate change mitigation and adaptation strategies;
- (2) Improving state of the practice regarding livability and the impact of transportation on the environment;
- (3) Developing and/or supporting accurate models and tools for evaluating transportation measures and developing indicators of economic, social, and environmental performance of transportation systems;
- (4) Developing and deploying research to address congestion reduction efforts;
- (5) Developing transportation safety planning strategies for surface transportation systems and improvements;
- (6) Improving planning, operation, and management of surface transportation systems and rights of way;
- (7) Enhancing knowledge of strategies to improve transportation in rural areas and small communities;
- (8) Strengthening and advancing State/local and tribal capabilities regarding surface transportation and the environment;

TRIBAL TRANSPORTATION FUNDING RESOURCES

- (9) Improving transportation decision-making and coordination across borders;
- (10) Conducting research to promote environmental streamlining/stewardship;
- (11) Disseminating research results and advances in state of the practice through peer exchanges, workshops, conferences, etc;
- (12) Meeting additional priorities as determined by the Secretary; and
- (13) Refining the scope and research emphases through active outreach and in consultation with stakeholders.

The number of stakeholders with an interest in environment and planning research is enormous and diverse, including these three tiers:

Tier 1 - Federal Agencies and Tribes: There are at least a score of Federal agencies with strong interest in transportation planning and environmental programs including: the Departments of Commerce, Defense, Homeland Security, Agriculture, Energy, Interior (DOI) and Housing and Urban Development, the Environmental Protection Agency (EPA), and the Centers for Disease Control and Prevention (CDC).

Within each of these agencies, there are many discrete organizations/programs with an interest - e.g., National Park Service, U.S. Fish and Wildlife Service and Bureau of Land Management within the DOI. Within the US Department of Transportation (USDOT), FHWA partners with the Federal Transit Administration (FTA) on virtually all planning and environmental work, including research. The FHWA also coordinates with the Federal Railroad, Aviation, Research and Innovative Technology, National Highway Traffic Safety and Maritime Administrations, and with the Office of the Secretary of Transportation on Global Climate Change as well as other issues. There are over 500 federally recognized Native American Tribes, which have a major interest in research affecting their planning and environmental needs.

U.S. Department of Agriculture

USDA Rural Development Grants

The mission is to increase economic opportunity and improve the quality of life for rural residents. Rural Development fosters growth in homeownership, finances business development, and supports the creation of critical community and technology infrastructure. Further information on rural programs is available at a local USDA Rural Development web site:

<http://www.rurdev.usda.gov/rbs/busp/bprogs.htm>

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

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)

U.S. Department of Transportation

Grants for Transportation Investment Generating Economic Recovery (TIGER)

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

For more information go to:

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





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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.

NATIONAL WORK ZONE AWARENESS WEEK

April 19-23



CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

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