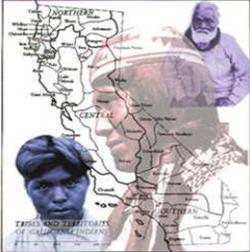


Tribal Transportation News



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



Innovative Coordination and Partnership Efforts



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If you would like to join our TTAP Mailing List and subscribe to our quarterly publication of *Tribal Transportation News*, go to www.nijc.org/ttap.html and click on "join our mailing list". You can also call Lisalinn Williams at (707) 579-5507 x 224.



Office of the Governor
Arnold Schwarzenegger

ENDING THE GRIDLOCK

Gridlock. Whether we're fighting it on one of California's highways or watching it play out during state budget negotiations, gridlock is something Californians know all too well. It frustrates us and slows us down. And it hurts our state. But rather than letting this gridlock continue to paralyze CA, the Governor is taking action to keep us moving. The Governor has made appearances across CA to highlight what's being done to reduce traffic, boost goods movement and improve safety on CA roadways. This included a stop in Los Angeles where the Governor applauded the CA Transportation Commission's approval of \$3.5 billion in Proposition 1B funds and an appearance in San Francisco to officially open the Bay Bridge West Approach. This 3.5 billion investment is part of almost \$20 billion Proposition 1B provides for transportation infrastructure improvements statewide and is a major component of the \$42 billion Strategic Growth Plan championed by the Governor and passed by voters in November 2006. And, the new Bay Bridge West Approach, completed on-budget and seven months ahead of schedule, will not only improve seismic safety, it will also keep traffic moving on one of the busiest bridges in the nation. With infrastructure designed for less than half of California's.....*continued on back cover*

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If you would like to submit an article or photograph for publication in Tribal Transportation News, please send a text file or jpeg to Lisalinn Williams, TTAP Editor along with a cover email giving us permission to print your article or photograph. We appreciate your submissions!

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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 plant garden, California Indian foods, a small Native village, various 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, we welcome you to 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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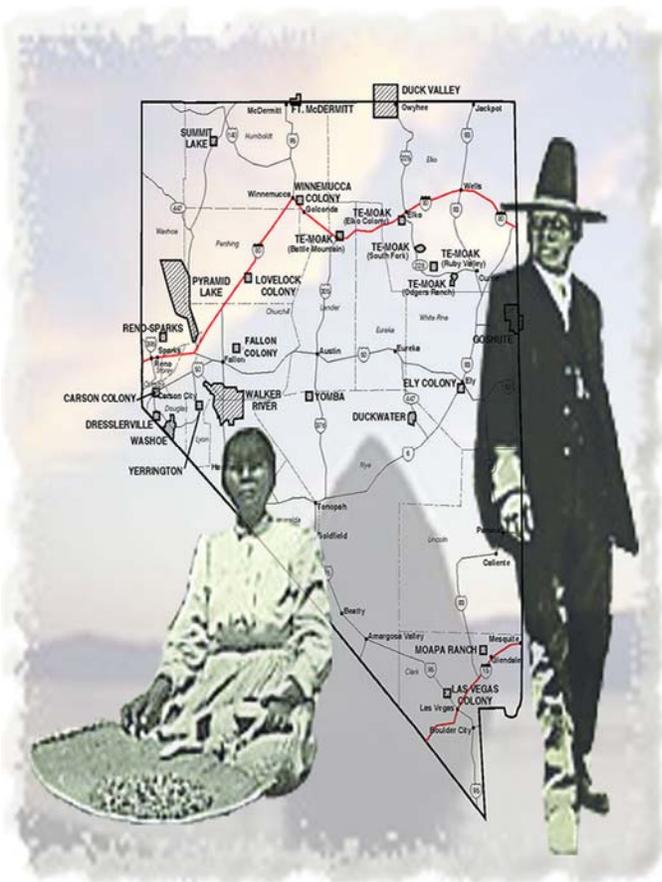
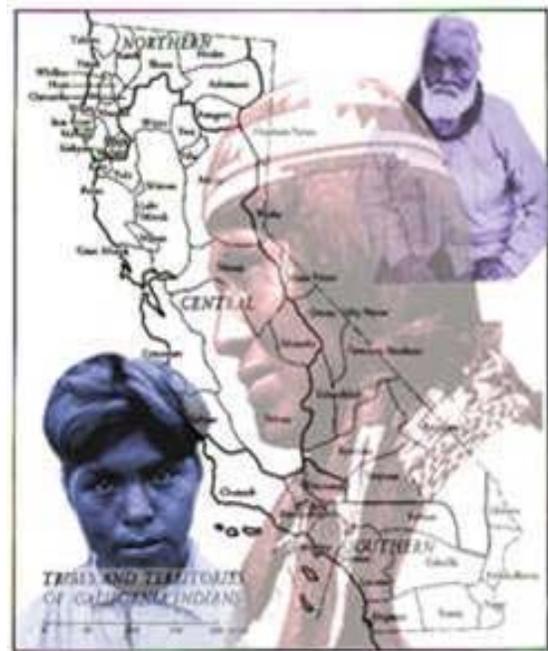
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Casa Director/
Intertribal Council of
California
Pauma Reservation

TRIBAL TRANSPORTATION PROFILES

Scientists Contract with CalTrans

Redding eagle egg-watch heats up

Fish and Game specialist says celebrity birds likely incubating

As with any celebrity couple, eyes are on a pair of now famous bald eagles in Redding. And, as people love to ponder about Angelina Jolie, Katie Holmes and other starlets of the world, the question is, “Does Libby have a bun in the oven?”

Make that an egg in the nest. Patriot and Liberty have been seen as recently as Friday flying near, sitting in and working on the nest that they won back two months ago from a plastic cone. State road officials had anchored the cone atop the nest to shoo the eagles away from what will become a bridge construction zone when the Dana to Downtown Project on Highway 44 begins.

But it’s unclear if there’s an egglet on the way in the nest near Turtle Bay, which is about 100 feet from the planned construction zone.

“We don’t know if they are incubating an egg yet or not,” said Tom Balkow, senior environmental planner in the state Department of Transportation’s Redding office.



Since the cone was removed Dec. 21, scientists on contract with Caltrans have been watching the nest and reporting weekly to Balkow. Also keeping a casual eye on the nest are a state Department Fish and Game official who had been part of the cone decision, members of an ad hoc group that formed to fight the cone, as well as a wildlife rescue specialist.

One of them — Daryl Chase, who rehabilitates raptors for Shasta Wildlife Rescue and Rehabilitation — says he thinks the eagles might already have an egg. When eagles are incubating eggs, they take turns sitting on them during the 70 days they take to hatch, he said. And it seems that at least one of the birds is sitting low in the nest each time he has checked in on them, he said.

TRIBAL TRANSPORTATION PROFILES

Scientists Contract with CalTrans

Of course, I haven't been up there to have a look," he said.

The nest is near the top of a tall stand of cottonwoods surrounded by water on three sides, making getting close to it difficult.

While she's not sure whether the eagles — which were named Patriot and Liberty by Record Searchlight readers via an online poll — have an egg, Terri Lhuillier says she thinks she saw them mating. Lhuillier organized the group of eight who met with Caltrans in hopes of having the cone removed. She said she was walking near the nest about two weeks ago when she heard the birds squawking as they stood on a branch near the nest.

She thinks they were mating, but doesn't know if there is an egg in the nest.

"I'm thinking any day now, if not already," she said.

The eagles first built the nest in 2004 and early 2005, but didn't use it that nesting season. In 2006 and last year, they successfully raised eaglets.

The question of whether the eagles have an egg in the nest could be much easier to answer next year, Balkow said. Once nesting season is over in the middle of this summer, Caltrans plans to install a Web camera to monitor the birds.

Although they'd hoped to put a camera up shortly after the cone was removed, the logistics of putting one up and their worries about disturbing the eagles any more this year convinced them to wait until the birds are gone, Balkow said.

Until then, they'll be watched from afar.

Reporter/Author Dylan Darling .

A FULL VOLUME IS AVAILABLE AT WWW.REDDING.COM

Edited to fit this format.

Tribes Form Transportation Commission

Eight American Indian Tribes in northern California have formed a Tribal Transportation Commission to allow them to participate as stakeholders in transportation issues that affect the North Coast. The Humboldt County Tribal Transportation Commission, a cooperative transportation improvement initiative comprised of federally recognized tribes in northern California, formally adopted the commission's bylaws Thursday during a gathering at the Trinidad Rancheria. U.S. Rep. Mike Thompson, who was on hand to lend his support for the collaborative and cooperative approach to transportation issues. Terry Supahan, a Karuk tribal member and private consultant for the commission, said Thursday that the agreement was a great first step. "We want to make sure that Congressman Thompson, as well as city and county officials, recognize that tribes bring money to transportation issues that affect not only Indian people, but everyone who uses the transportation system," Supahan said. Supahan added that he is looking forward to working with other tribes and other agencies in the region in the future.

TRIBAL TRANSPORTATION PROFILES

Fuel Price Impact

IMPACT OF SOARING FUEL PRICES ON INDIAN COUNTRY

Separate and apart are the words that describe the nature of Indian Country as framed by historical federal Indian policy. For the most part, you will not find Indian reservations anywhere near downtown America. Most of Indian Country is isolated from the metropolitan centers of this nation. Therefore, fuel for transportation is more expensive anyway. Rural prices are more costly than urban prices and reservation prices are even more expensive.

The soaring fuel prices in the summer of 2008 will seriously impact the ability of Indian families to access services that are already difficult to get because Indian Country is so isolated. Purchasing food, getting rides to school, accessing health care, and employment needs all revolve around the ability to be transported to destinations by automobile.

For those of us who live in urban areas, we give no thought to getting in the car and making a short trip to the market or to COSTCO for large food purchases, perhaps to the hardware store or Home Depot for household supplies. However, if you are an hour's drive from these stores and gas is hovering near \$5.00 per gallon, you may not be able to make the trip because the gas for the trip will cost you about fifty dollars. Added to the soaring gas prices are the soaring food prices spiked by the higher costs to transport food supplies to the stores for retail sales to you, the merry-go-round effect.



Because of the soaring fuel prices, schools have to reduce school bus services. Routes are being shortened and a percentage of the buses will have to remain idle because the schools cannot afford to run a full fleet of buses. Transporting children to school may fall upon the parents. Some have cars, other do not have them. If the schools are not within walking distance, some children will not be going to school on a regular basis. School attendance of children of Indian Country is chronically problematic. There are already low attendance records for Indian children for various reasons. The soaring gas prices will only exacerbate the problems of low attendance.

The IHS clinics usually provide transportation for disabled Indian patients and seniors through specific programs. However, the extreme rise in fuel prices will reduce the availability of these services. These resources are determined by the ability of transportation modes to move individuals to health services. Where health services are brought to the homes of the clients (like Meals on Wheels for seniors) the soaring fuel prices will impact the delivery of these services, straining health care.

Employment needs depend upon getting to work destinations, local and afar. If you have to reduce trips for necessities, certainly trips to work will need to be assured. If you can't go to work, you cannot pay for the necessities. In the urban centers, public transportation (transit services) is an alternative to driving your own car from place to place under today's extreme conditions of exorbitant gas prices. In much of Indian country there is no relief because transit services are sparse or unavailable.

There are more than 560 federally recognized tribes in the United States. These range from very small tribes like the rancherias in California to the Navajo Nation which has a land base in three states. Unmet transportation needs are a significant issue for virtually all tribes. Tribal members and residents need transportation for access to health services, education, shopping and employment.

In many cases, jobs may be available nearby for tribal members, but there is no reliable public transportation for

TRIBAL TRANSPORTATION PROFILES

Fuel Price Impact

them to access these jobs. If you don't have a car, you need transit services. In other cases, such as the Navajo Reservation, getting to work may require travel over long distances. If your car is unreliable, you need adequate transit services.

While many tribes have transportation programs, others do not. There are vast differences among the existing tribal transit programs, ranging from operation of a single van provided for the elders (typical of many tribes) to a system like Navajo Transit, which in many ways operates like an intercity bus system. Some programs, like Blackfeet Transit in Montana, have established a single consolidated transportation program that works to meet the transportation needs of all local residents. Others have fragmented systems with separate vehicles and transportation services for different groups. For example, there may be a casino shuttle for visitors, a shuttle for casino employees, vans for participants in different social service programs, and a van for elders.



With different approaches to providing transportation service and different levels of coordination among the local programs, there are wide variations in the effectiveness and efficiency of tribal transit programs.

There has been a growing recognition of the transportation needs among American Indians and Alaska Natives. This is shown by the addition of a new supplemental funding program specifically for tribes as part of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

There are varying degrees of working relationships between tribal governments and their corresponding state departments of transportation. Some tribal transit programs have good working relationships with the transit staff at the department of transportation. These DOTs seek to work with the tribal program and foster a good working relationship. Unfortunately a good working relationship is not always the case. Some states have a poor relationship. These differences directly affect the ability of the tribal transit program to obtain funding, to obtain expertise from other transit programs, and to improve their services. Some tribal transit programs have cooperative relationships with local governments and provide coordinated or consolidated services to meet the needs of anyone within their service area. This is the approach that has been taken in communities like Sitka and Bethel, Alaska where cooperative agreements have allowed tribal and local government resources to be pooled and used to leverage funding from various grant programs.



AAA Foundation for Traffic Safety

Tribal transit programs have different capabilities and levels of expertise. This affects the ability of some programs to conduct extensive service planning. Other programs have individuals with high levels of expertise and use some of the most sophisticated transportation and transit planning tools available. Some programs struggle day to day just to operate while others are able to evaluate their operations and make changes to improve both their effectiveness and their efficiency. Added to existing tribal transit problems, the soaring fuel costs elevate the hardships of the separate and apart nature of Indian Country to an alarming level!

TRIBAL TRANSPORTATION PROFILES

Right of Way Negotiations for Indian Lands

HOW TO: Negotiate a Right of Way

Negotiating a right of way

Before power line companies negotiate with an individual landowner or tribe for a right of way, they prepare. They educate themselves on the status and value of the rights they seek. They learn about laws and regulatory requirements that apply. They know how much they are willing to pay and how much they think the other side will demand. Individuals and tribes **MUST** do the same.

Beware! Before the acquiring party submits their proposal for a right of way, they have conducted extensive research. One of the key tools in finding out about the tribe or individual landowners is communication with the Bureau of Indian Affairs, the tribal administration and all other landowners involved. Landowners should carefully consider what other entities may have already shared with the acquiring party before negotiations begin.



Gathering data is critical. Landowners and tribes must be fully prepared before they begin negotiations. Once negotiations begin, every communication (written or oral) with those who seek a right of way becomes part of the negotiation process. This information should be carefully recorded. Landowners and tribes should also undertake a comprehensive assessment of all existing rights of way on the current and historical use of the land and the current value of the land, and compile the results. Armed with comprehensive information about existing rights of way before negotiations, the tribe or individual landowner will know with certainty whether companies are in trespass or if adequate compensation to use the land was previously given.

Tribal Government Preparation

Tribal governments should:

- Compile a list of all right of way documents on file with the BIA. These documents should be reviewed by the tribal attorney for compliance and completeness. A thorough understanding of existing rights can be helpful for a tribe asserting regulatory authority over utilities. Visit the state department of transportation and obtain all right of way records for reservation roads. This will identify if piggybacking is allowed. (In the case of power lines, they might be piggybacked onto BIA rights of way for roads and highways without BIA approval.)
- Conduct a visual survey of the site where the right of way is being sought. It is important to conduct an on-the-ground survey to document the actual location of every right of way. Include photographs of poles and lines, determine the age of existing facilities, fix GPS locations, and match the photos with available aerial photos on file.
- Develop a customer survey, and survey everyone served by the utility. Unknown problems with utility service will reveal themselves through customer surveys. These surveys will give negotiators an understanding of what customers want in terms of service. If customer needs are understood, negotiation

TRIBAL TRANSPORTATION PROFILES

Right of Way Negotiations for Indian Lands

for improved services can be a condition of the right of way.

Individual landowners should:

- Compile a list of all right of way documentation related to their lands.
- Obtain copies of current rates and agreements the utility has negotiated on this right of way with the tribe and other trust land owners.
- Be aware of the availability of third party condemnation for individual Indian-owned land.
- Gather information and data on the acquiring party: Who are they? What do they want? How far will they be willing to go for the right of way?
- Share all information collected with other undivided interest holders of the land. Create a journal of every communication, writing down to whom they spoke, the subject of the discussion, and when the discussion took place. When possible, they should include a third party in the discussions.

Individual negotiations may be complicated by fractionation or multiple owners who have undivided interests in the parcel where the right of way would be located. Another barrier is the inconsistent policies among agency offices of the BIA regarding negotiations between the landowner or interest holder and the acquiring party. Some agencies refuse to allow individual landowners or undivided interest holders to negotiate directly with the acquiring party, insisting BIA officials do the negotiating. The individual Indian landowners should assert themselves in the negotiation process. In those instances where the fractional ownership by an individual is a small interest, the BIA might request that a majority of the owners be in agreement before allowing landowners to participate in the negotiations.

Educate the Other Side

In many instances, the acquiring party for a right of way might not be aware of the unique character of reservation lands. Negotiations can go more smoothly when the tribe is able to successfully explain the concept of “permanent homelands.” When the acquiring party appreciates the permanent homeland concept, they will more likely understand why tribes and individual Indian rights must be protected whenever rights of way are created or renewed. For example, the acquiring party may not always appreciate the significance of burial grounds hundreds of years old until they realize they are negotiating with the descendants. This could be an opportunity to help them understand the significance of the legends and stories handed down through the generations. Educating rather than alienating potential right of way holders could result in improved services, in addition to increased cultural awareness. For instance, utility companies that lack tribal representation on their governing boards generally have little concept of the tribal community’s needs and existing tribal regulatory systems. Outside utility companies might be more willing to submit to a tribal regulatory system once they are educated by the tribal negotiators on the significance of those concerns to the tribe, community and individual tribal members.

Assert Tribal Regulatory Control

Rights of way on tribal trust land and allotted lands are subject to tribal regulatory controls where these policies are in place. Establishment of tribal regulations and policies regarding land rights and uses provides guidance both to the tribe and to those wanting to do business on tribal lands. The tribe might be concerned about protection of sacred sites, burial grounds or other areas of cultural significance. Tribal zoning regulations, for example, might help to encourage certain uses for some tribal lands and discourage undesirable uses for others. Tribes can effectively protect and regulate their lands by enacting and enforcing a tribal regulatory process that may be imposed as a condition for acquiring a right of way.

These strategies and tactics are important to a successful right of way negotiation process. Negotiations approached with knowledge, preparation and optimism, the result is more likely to be a win-win.

STATE LEGISLATION

CALIFORNIA

Assembly Joint Resolution (AJR) 39

This Joint Resolution was introduced by Assembly Member Huffman, Assembly Joint Resolution-Relative to the Winnemem Wintu Tribe. This measure would memorialize the President and Congress of the United States, and the Assistant Secretary for Indian Affairs in the United States Department of the Interior, to reaffirm that the Winnemem Wintu Tribe possesses full federal recognition and all the rights and privileges that arise from that status.

Assembly Bill (AB) 169

This bill was introduced by Assembly Member Levine, an act to add Section 6530.5 to the Government Code, relating to joint powers authorities.

Existing law authorizes 2 or more public agencies, by agreement, to jointly exercise common powers. Existing law defines public agencies for this purpose. This bill would provide that the 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and

subject to specified conditions in the 6-county region of the Southern California Association of Governments.

AB 492

This bill was introduced by Assembly Member Garcia, an act to amend Section 50900.50 of the CA Public Resources Code, relating to the off-Highway Vehicle Trust Fund.

Existing law authorizes the issuance of grants the Off-Highway Vehicle Trust Fund cities, counties, and appropriate districts for the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trail-heads areas, and other facilities for the use of off-highway motor vehicles. This bill would authorize the issuance of those grants from to park units that are not classified as State Vehicular Recreation Areas, but where off-highway recreation vehicle use is permitted.

Senate Bill (SB) 826

Existing law, the California Native American Public Education Grant Program, requires the State Librarian to allocate grants to develop California Native American instructional resources for public schools, and requires

that the instructional resources be submitted to the Curriculum Development and Supplemental Materials Commission and to the State board of Education for public hearings and approvals, as prescribed.

Existing law provides for the establishment and maintenance of 6 subject matter projects by the Regents of the University of California with the approval of the Concurrence Committee.

Existing law provides that these subject matter projects are to create opportunities for researchers, higher education faculty, and elementary and secondary school faculty to work together to identify exemplary teaching practices, examine and develop research on learning, knowledge, and educational materials, and to provide support to teachers to develop and enhance content knowledge and pedagogical skills. Under existing law, these projects become inoperative on June 30, 2007, and are repealed on January 1, 2008.

This bill would request the Regents of the University of California, acting through the subject matter projects, to carry out these responsibilities with respect to Native American education that are assigned to the State Librarian under existing law

the bill would become operative only if SB 232 is chaptered and becomes operative on or before January 1, 2008.

Senate Joint Resolution (SJR) 4

Senate Joint Resolution relative to salmon fisheries, introduced by Senators Wiggins, Aanestad, and Maldonado (Coauthors: Assembly Members Berg, Blakeslee, Evans, and Wolk). This measure would express support for the effort in the United States Congress to provide assistance to fishing communities, businesses, and individuals to mitigate the economic losses caused by declining Klamath River fall Chinook salmon.

For other California State Legislation visit <http://www.leginfo.ca.gov/>

NEVADA

SB 322

This bill would propose to exempt sales to Indian tribes from sales taxes. The proposed amendment to the Sales and Use tax Act of 1955 would exempt from the sales tax imposed by this Act the sale of tangible personal property to an Indian tribe. If this proposal is adopted, the Legislature has provided that the Local School Support Tax Law and certain analogous taxes on retail sales will be amended to provide the same

exemption.

Under existing law, a state is allowed to impose a sales tax on an Indian tribe for sales occurring off of tribal land. (Mescalero Apache Tribe v. Jones, 411 U.S.145 (1973)) This bill requires that a question be submitted to the voters at the 2008 General Election on whether the Sales and use Tax Act of 1955 should be amended to provide exemption for sales of tangible personal property to Indian tribes. This bill amends the Local School Support Tax Law to provide the same exemption.

These exemptions become effective on January 1, 2009, only if the voters approve the amendment to the Sales and use Tax Act of 1955 at the General Election in 2008. The amendment shall be read as follows: Any Indian tribe, band or other organized group or community which is recognized as eligible for the special programs and services provided by the Federal Government to Indians because of their status as Indians, and any subdivision, subsidiary or business enterprise which is wholly owned by such an Indian tribe, band, nation or other organized group or community.

For other Nevada State Legislation visit <http://www.leg.state.nv.us/>

FEDERAL

House of Representatives (H.R.) 2326

This bill would approve the settlement of the water rights claims of the Shoshone-Paiute Tribes of the Duck Valley Indian Reservation in Nevada, to require the Secretary of the Interior to carry out the settlement, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, The Shoshone-Paiute Tribes of Duck Valley Water Rights Settlement Act - Approves, ratifies, and confirms, the agreement entitled the "Agreement to Establish the Relative Water Rights of the Shoshone-Paiute Tribes of the Duck Valley Indian Reservation and the Upstream Water Users, East Fork Owyhee River," except as specified in this Act.

Directs the Secretary of the Interior to hold tribal water rights in trust. Requires the Tribes to enact a water code to administer such rights. Establishes the Shoshone-Paiute Tribes Water Rights Development Fund and the Shoshone-Paiute Tribes Operation and Maintenance Fund. For federal Legislative Updates please visit the following website: <http://thomas.loc.gov/>

TRANSPORTATION EVENTS CALENDAR

JUNE 2008

22nd Annual Eastern Washington University Summer Tribal Planning Institute



June 16-19 **Introduction to Tribal Planning**— The purpose of this class is to present an overview of tribal planning programs. The class will describe tribal government history and legal foundations of sovereignty for tribal planning, processes of tribal management and planning including the comprehensive plan, management and budget structures, land use controls and key aspects of standard planning tools and their application for appropriate tribal planning.

June 20-21 **Census Data in Tribal Planning**— This weekend class provides an introduction to the tremendous data resources available through the US Census Bureau and related data bases on-line, which includes how to locate and access a wide range of population, social and economic data; basic models of demographic and economic analysis with applications exercises to be completed before, during and after class; and integration of spatial analysis of data using on-line mapping and ARC GIS software.

[June 23-26 Tribal Transportation Planning- This course is an introduction to tribal trans-](#)

portation planning and the importance of transportation for overall tribal development. It includes background information on SAFETEA-LU including new opportunities for tribal participation in Transit Programs and Scenic byways, the structure and operation of the Indian Reservation Roads Program (IRR), the Road Inventory Field Data System (RIFDS), developing Tribal Transportation Plans and Transportation Improvement Programs (TIP's), and a brief review of IRR implantation options including direct service, PL 93-638 contracting and compacting and Agreements with the Federal Highway Administration.

June 23-27 8th National Tribal Conference on Environmental Management

For more information, go to: www.ntcem8.org



JULY 2008

July 10-12 Ninth Annual For All My Relations Conference: A Conference for Indian Families

Anaheim, CA
For the past 8 years, this annual conference has provided workshops for tribal community members, leaders and those concerned about improving the health and well being of tribal youth and Adults. Workshops will include a range of topics including transportation safety issues. For more information, go to www.nijc.org.



July 14-17
LTAP/TTAP Conference— The National Local Technical Assistance Program Region 8 invites you to the 2008 National LTAP/TTAP Conference at the Beaver Run Resort in Breckenridge, Colorado. Region 8 includes Colorado, Montana, North Dakota, South Dakota, and Wyoming. We aim to provide that western hospitality along with an outstanding program filled with training modules you specifically requested, an opportunity to exchange ideas with experienced LTAP'ers, and gather together in the breathtaking Rocky Mount-

TRANSPORTATION EVENTS CALENDAR

tains. For further information or On-line registration, please go to: <http://ltap.colorado.edu/conferences/national/>.



July 28-31 **Transportation Research Board 2008 Joint Summer Meeting**

Denver, CO
For more information contact:
Martin Palmer pal-mema@wsdot.wa.gov;
Susan Law
susan.law@fhwa.dot.gov or
Brian Yanchik
brian.yanchik@fhwa.dot.gov

AUGUST 2008

August 17-20
2008 Anaheim Annual Meeting & Exhibit
Anaheim, CA
www.ite.org/annualmeeting

August 24-28
Council for Tribal Employment Rights– 2008 National TERO Convention
Tulalip, WA
For more information, call
(253) 661-2155

SEPTEMBER 2008

September 3-5
National Rural ITS Conference
Anchorage, AK
North to the Future– Alaska 2008 Experience all that Alaska has to offer while networking with transportation professionals from across the US when you join us for the 2008 National Rural ITS Conference. “North to the Future” is the theme for the event. Professional tours, mini-training sessions, and in-depth information exchange opportunities make this a can’t miss event. So plan your trip north and we’ll see you there!
For more information, go to:
www.nritsconference.org



September 5-10
Anchorage, AK
AASHTO 2008 Transportation Civil Rights Conference
For more information, go to:
www.dot.state.ak.us/cvlrts/aashto.shtml



September 17-19
Portland, OR
11th National Conference on Transportation Planning Small and Medium-Sized Communities “Tools of the Trade”
For more information, go to:
www.trbtoosofthetrade.org

September 19-24
Phoenix, AZ
65th Annual convention of the National Congress of American Indians.
For more information, go to:
www.ncai.org

September 22-25
Pendleton, OR
ATNI 55th Annual Conference
For more information, go to:
www.atntribes.org/calendar.htm



September 29-Oct 1st
Coeur d’Alene, ID
10th Annual American Indian Tourism Conference
American Indian Alaska Native Tourism Association (AIANTA) is holding their annual conference September 29 thru October 1, 2008 on the Coeur d’Alene homeland in Idaho. For more information, go to:
www.aianta.org

TRIBAL TRANSPORTATION PARTNERS DIRECTORY



CALIFORNIA

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

California Department of Transportation

Division of Transportation Planning, Native American Liaison Branch
1120 N Street

Sacramento, CA 95814
(916) 653-3175

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

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

California Local Technical Assistance Program (LTAP)

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

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

NEVADA

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

Nevada Department of Transportation

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

<http://www.nevadadot.com>

Nevada Local Technical Assistance Program (LTAP)

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

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

TRIBAL TRANSPORTATION PARTNERS DIRECTORY

FEDERAL

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

Federal Highway Administration

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

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

Central Federal Lands Highway Division

Federal Highway Administration
12300 West Dakota Ave.
Lakewood, CO 80228
(720) 963-3500
<http://www.cflhd.gov/index.cfm>

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

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

Office of Federal Lands Highway

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

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

Federal Transit Administration

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

TRIBAL TRANSPORTATION RESOURCES

FTA Region 9 Offices

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

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

Bureau of Indian Affairs

There are million acres of land held in trust by the United States for American Indians, Indian tribes, and Alaska Natives. There are 561 federally 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.

Head Office

Bureau of Indian Affairs

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

Pacific Regional Office

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

Western Regional Office

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

BTEP Centers Contact Information:

The Border Technology Exchange Program (BTEP) was created in 1994 by the FHWA Office of International Programs (OIP) to

provide opportunities for technology and information exchange that facilitates the safe, efficient and secure movement of people and goods between the U.S. Border States and their counterparts in Mexico.

From Sonora:

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

From Chihuahua:

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

From Coahuila:

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Camporeddondo C.P. 25000
Saltillo, Coahuila, México
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mail: ctttcoah@mail.uadec.mx

From Nuevo Leon:

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

TRIBAL TRANSPORTATION RESOURCES

CALIFORNIA

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

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

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

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

NEVADA

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

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

FEDERAL

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

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

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

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

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

ENVIRONMENTAL

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

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

ORGANIZATIONS

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

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

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

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

TRIBAL TRANSPORTATION FUNDING RESOURCES

CALIFORNIA

California Department of Transportation: Transportation Planning Funding Grants

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

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

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

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

The Department of Homeland Security has created a Fire Prevention and Safety Grant Program. The purpose of the Fire Prevention and Safety Grants is to fund fire prevention activities and to research and develop improvements to firefighter safety. Fire prevention grants are designed to reach high-risk target groups and mitigate incidences of deaths and injuries caused by fire and related hazards. <http://www07.grants.gov/search/search.do?mode=VIEW&oppId=39958>

California Regional Blueprint Planning Program Grants

The Regional Blueprint Planning Program Grants is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interest, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. The regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth.

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

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

This capitol grants funding program serves the transportation needs for elderly persons and persons with disabilities; in areas where public mass transportations services are otherwise unavailable.

It allows the procurement of accessible vans and buses; communication equipment, mobility management activities, and computer hardware and software. For more information on this grant go to: <http://www.dot.ca.gov/hq/MassTrans/5310.html>

TRIBAL TRANSPORTATION FUNDING RESOURCES

California Department of Transportation: Division of Mass Transportation Rural Trans- sit 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. For more information, go to:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

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

The New Freedom Grant Programs purpose is to provide transit service to and from jobs and training. New Freedom Grant projects should assist individuals with disabilities with transportation. The projects must be for new transportation services and public transportation alternatives beyond those required by American with Disabilities Act (ADA) to assist persons with disabilities. Tribes are eligible to apply for this grant. The maximum allowable for administrative costs is ten percent. Beginning in Fiscal Year (FY) 2007, all selected projects must be derived from a local developed, coordinated human-services transportation plan. The matching requirement for capitol projects is 80/20, and for operational projects is 50/50.

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

NEVADA

Nevada Department of Transportation: Safe Routes to School Program

For more information regarding the Nevada Safe Routes to School, please visit:

http://www.walknevada.com/PDF/SRTS_nv_Application_032007.pdf

FEDERAL

Federal Safe Routes to School Program (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>



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

NIJC SERVICES

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

(continued from front cover)

current population and another 23 million people expected by 2050, these infrastructure investments have never been more important to the future of our state. Ending gridlock is also important when it comes to California's budget. This past April, in budget reform discussions with local officials in Modesto, Eureka and Salinas, the Governor made it clear that if we continue to take the same short-sighted approach to our budget problems year after year, we will continue to see the same devastating result: gridlock.

This stalemate has been a constant during Sacramento's summer months, as lawmakers argue over how to balance a budget that's the product of a fundamentally flawed system. As the constitutional deadline comes and goes, payments from the state are frozen, child care facilities, clinics and nursing homes have to dip into their reserves and face closure, important local infrastructure projects are delayed or cancelled and public safety is jeopardized.

The Governor wants to end this gridlock once and for all. That is shy to address the current situation he has put all ideas on the table, opened his office to any legislators who want to talk and called for budget negotiations to begin now, rather than later. Most importantly, the Governor has introduced a budget reform plan to address the structural problems driving this gridlock.

The Governor believes that if we are going to meet the needs of a growing population, we need to start planning for the future and stop approaching our structural problems in a piecemeal fashion, crisis by crisis, traffic jam by traffic jam, budget by budget.

CALIFORNIA/NEVADA TTAP

For more details, please contact CA/NV TTAP Coordinators

(707) 579-5507

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