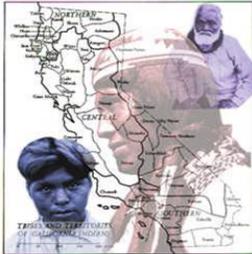


# Tribal Transportation News



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



## Innovative Coordination and Partnership Efforts



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### Creative Coordination and Consultation Practices are Vital to Tribal Transportation

Historically, the purpose of Indian country was to keep Indian communities separate and apart from the emerging American society. This federal policy was promoted dramatically by the Andrew Jackson Administration of the 1830's with the Indian Removal Act of Congress that sought to move (forcibly) all Indians to the west of the Mississippi River. It wasn't until 1975 that federal Indian policy turned to self-determination with the Congress enacting the Self-Determination and Education Assistance Act. Today, Indian Country is separate and apart only on paper. The various governmental entities (federal, state, county and city) interact substantially by law and voluntarily without the prompting of a law. The roads and highways that traverse Indian country transport literally the people of the world. Separate and apart no longer is a functional concept for Indian country. Intergovernmental rules and decisions must be made that promote the best interests of the public, both Indian and non-Indian. This requires innovation in coordination and consultation. Inside this issue we have reprinted an article from the Transportation Research Record, a journal that chronicles six case studies that illustrate innovative efforts to bring tribes into the local and regional transportation planning process.



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**If you would like to submit an article for publication in Tribal Transportation News, please send a text file (PC format) to Lisalinn Williams, TTAP Coordinator/Editor along with a cover email giving us permission to print your article. 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 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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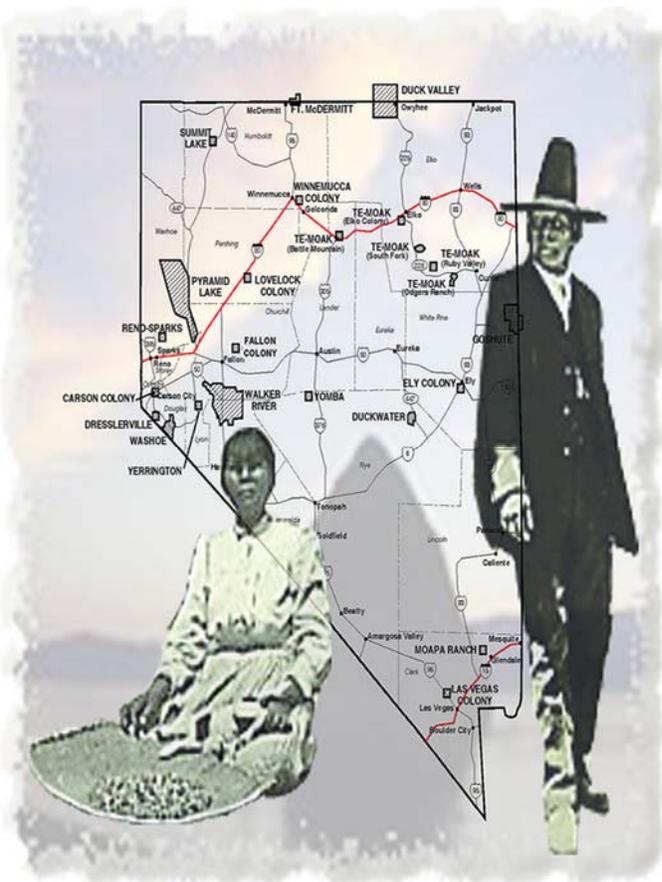
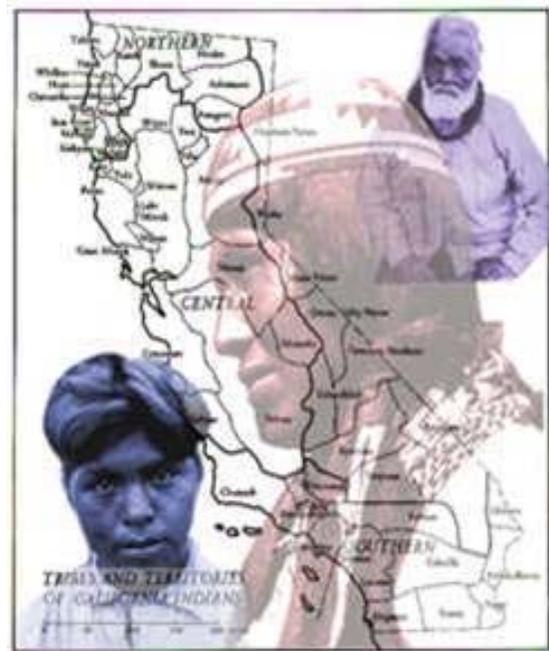
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**Marilyn Majel**  
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California  
Pauma Reservation

# TRIBAL TRANSPORTATION PROFILES

## *Shingle Springs*

### Shingle Springs Rancheria Community Network

SHINGLE SPRINGS- January 18, 2008- The Shingle Springs Rancheria Tribal Council has recently approved a strategy for the public to positively communicate with representatives from the Tribe.

The Shingle Springs Rancheria Community Network will create a bridge of communication between the Shingle Springs Band of Miwok Indians and the community.

The infrastructure for the project will include an informational and communication opportunity through phone, fax, website, email, quarterly publications, site tours, community forums and more. This will ultimately provide a portal by which individuals, charitable organizations, businesses, special interest groups, service clubs, schools and the media can provide insight and interact with the Tribe.

Stephanie Cuellar, tribal council representative, will oversee the community network and work directly with longtime El Dorado County resident, Mike Sproull. Mr. Sproull has been appointed as the community relations representative for the Shingle Springs Band of Miwok Indians and will act as the Tribe's liaison to the community.

One of the first orders of business for the Community Network will be to establish a community advisory committee. The composition of this committee will be community members at large that come from a wide variety of focus areas throughout El Dorado County.

If community members are interested in serving on the community advisory committee please fax a letter of interest with your background to Tribal Liaison at (530) 676-8033. "The Shingle Springs Band of Miwok Indians are dedicated to becoming a leader in community

Chairman service," said Nick Fonseca, Tribal "We are excited about the Community Network and look forward to a relationship with the community that will enhance the lives of individuals and strengthen communities throughout El Dorado County". For more information, visit our website at

[www.ssrcommunitynetwork.org](http://www.ssrcommunitynetwork.org)

#### Contacts:

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# TRIBAL TRANSPORTATION PROFILES

## *New Liaison at CalTrans NALB*

### *Kim*

*Johnston-Dodds* is the new Native American Liaison at the Native American Liaison Branch (NALB) at the California Department of Transportation (Caltrans). Kim grew up in Albuquerque, New Mexico and has lived in various regions of California (from San Diego to Sacramento) for approximately 20 years. She received a Bachelor of Science (B.S.) degree from the University of New Mexico and a Master degree in Public Affairs from the School of



Public and Environmental Affairs, Indiana University. She is currently finishing a master's thesis project in Public History at Sacramento State that focuses on documenting the history of the impact of California state supported militias on California Natives in Northern California from 1850 to 1865. The project uses historical newspapers, California legislative documents, and federal documents in a digital format that will eventually be made available on the CSUS Anthropology Museum website.

For seven years prior to working at NALB, Kim was a researcher/policy analyst at the California Research Bureau, a California State Library division that provides specialized research services to the Legislature, Governor, and other elected state officials. In responding to a request by former Senator John L. Burton, Kim provided research that resulted in the report: [\*Early California Laws and Policies Related to California Indians\* \(pdf document\)](#), published in 2002. As a result of research done for the *Early California Laws* report and a 2000 Tribal Library Census, Kim and Susan Hanks, Tribal Library Consultant, began to build a bridge between the State Library and tribal communities. They visited communities to start a dialog with California tribes about the tribes' information needs. From 2002 to 2005, they traveled to 27 counties from Del Norte and Modoc to Imperial and San Diego County to meet with tribal officials, libraries, education centers, and/or cultural centers. Fifty-five public libraries, parks, and museums were also visited to compile information about Native Californians that is available in public venues routinely visited by students, teachers, and the general public.

As a result of their visits, the California Indian Historical Resources Project was developed. The project consists of digital copies of materials related to California Indians from 1846 to the 1870s found in California newspapers, state and federal legislative documents. A searchable database is included with the digitized materials. Copies of the final products of the project will be distributed by the California State Library to California tribes, libraries, education centers and libraries later this year.

Staff of the NALB now consists of Cynthia Gomez, Branch Chief; Kim Johnston-Dodds, Native American Liaison; Carolyn Yee, Native American Liaison; and Chrissa De Rossiers, Student Assistant.

# TRIBAL TRANSPORTATION PROFILES

## Safe Routes to Schools

*A Grant Resource for Tribal Communities*

Not so long ago, a vast majority of children routinely roamed their neighborhoods on foot or bicycle almost as a rite of passage. Today, a new generation of moms and dads chauffeur their kids to nearly all their activities, fearing for their children's safety on streets due to perceived dangers from both crime and traffic. The common sight of children walking and cycling has vanished in many communities. Now only 13% of all trips to and from school are by foot or bicycle.

With fewer kids on foot, there are more cars on the road. Parents driving their children to school make up 20-25 percent of the morning commute. The more traffic increases, the more parents decide it is unsafe for their children to walk, adding even more cars to the morning chaos.

There is a way to break the cycle. A new movement is emerging that is focusing on getting kids back on their feet and their bikes again.



*Photo by Paul Niehoff.*

both parents and their kids to take advantage of the many benefits of getting around on foot or by bike. With new transportation funding available specifically for this purpose, communities all across California are discovering the many benefits of providing "Safe Routes to Schools".

Parent and neighborhood groups, school and local officials, law enforcement officers and traffic engineers are working together to make streets safer for pedestrians and bicyclists along heavily traveled routes to school,

while encouraging

### WHY WE NEED SAFE ROUTES:

#### CHILDREN ARE AT MORE RISK FROM UNSAFE STREETS

- In California, as many as 5,000 child pedestrians are injured each year.
- Pedestrian accidents are the second leading cause of fatal injuries among 5-12 year olds statewide; bicycle crashes are fifth.
- Children and Seniors on foot and bikes are at greatest risk relative to the overall population; children in low-income neighborhoods and communities of color are at even greater risk.

#### CHILDREN ARE LOSING THEIR INDEPENDENCE

- Children are unfamiliar with their neighborhood, isolated from people and the environment.
- Children are not acquiring traffic skills critical to their own safe mobility.
- When restricted by bus or parents' schedules, youngsters who cannot bike or walk miss out on sports and enrichment programs after school.

#### CHILDREN ARE LESS ACTIVE

- 78% of children fall short of the recommended minimum dose of activity: 30-60 minutes a day plus 20 minutes of vigorous exercise.
- 70% of children watch at least one hour of TV each day; 35% watch five hours or more.
- One in five children and one in three teens is overweight or at risk of becoming overweight. These rates reflect a 50-100% increase in just the past 10 years.

# TRIBAL TRANSPORTATION PROFILES

## *California Safe Routes to Schools Initiative*

### Creating Safer Routes to School

In order to encourage more children to walk or bike, parents need to trust that it's both safe and convenient from a variety of perspectives. Parents surveyed by the California Department of Health Services noted the importance of stronger traffic education programs, better enforcement of traffic laws, and projects and programs to help slow down the speed of residential traffic. Indeed, it's exactly this type of comprehensive approach to traffic safety problems that's been shown to be most effective in creating safer streets and promoting increased walking and bicycling for Californians of all ages.



### A Matter of Life & Death: 20 MPH vs. 40 MPH

A driver's speed can mean a world of difference for pedestrians and bicyclists. The fatality rate increases quickly as vehicle speeds exceed 15 miles per hour. Few people realize that at 44 mph, the fatality rate is an alarming 83%.

PEDESTRIAN FATALITIES VS. VEHICLE SPEED		
15 mph	=	4% FATALITY RATE
31 mph	=	37% FATALITY RATE
44 mph	=	83% FATALITY RATE

### Traffic Calming

Engineering approaches with tremendous potential for cost-effective speed reduction are known as "traffic calming". These practices focus on physical design changes to residential streets and intersections that can slow traffic to acceptable speeds and better balance the needs of vehicle flow and traffic safety. The City of Seattle reported a 77-91% reduction in traffic collisions after it implemented a citywide traffic calming program including 700 new residential traffic circles. For more information about traffic calming contact the Local Government Commission, [www.lgc.org/clc](http://www.lgc.org/clc) or (800) 290-8202.

### Learning From the Global Experience

Safe Routes to School programs in Canada and England are guiding the way for California's success. England has been evaluating its programs since 1995, finding that bicycle lanes, traffic calming and raised crossings have cut traffic speeds considerably, making conditions much safer for pedestrians and cyclists.

Promotional events and incentives have tripled bicycle use over two years. Bicycle parking capacity has been doubled. Residential speed zones in England (continued on next page)

# TRIBAL TRANSPORTATION PROFILES

## *California Safe Routes to Schools Initiative*

(20 mph) are associated with reduced child pedestrian casualties by 70% and child bicycling casualties by 28%. Learn more at: [www.sustrans.org.uk](http://www.sustrans.org.uk)

“Walk to School Day” is an international event that communities host in order to highlight the need for safer, accessible and more enjoyable walking routes. Checklists allow parents and children to give their routes a “walkability” score and make specific suggestions for route improvements. In the U.S., Walk to School Day is promoted by the Partnership for a Walkable America, on the web at [www.walktoschool-usa.org](http://www.walktoschool-usa.org).

### California’s Home Grown Success

Engineering, enforcement and education projects are taking place in neighborhoods throughout California. In Los Angeles County, a very aggressive pedestrian safety sting operation issued 7,200 citations in one year alone. The City of Glendale attributes dramatic reductions in the number of pedestrian fatalities to its sting operations. The town of Escalon is redesigning its main streets around its high school to reduce traffic speeds and allow safer passage for pedestrians. Towns in the Sierra Nevada foothills near Sonora are in the process of converting an abandoned railroad bed into a walking and bicycling trail that will connect nearly a dozen of the area’s schools.

### Designing for Quality of Life

Safety, access and mobility for pedestrians and bicyclists bring quality of life to neighborhoods. With wider sidewalks, more visible pedestrian crossings, clearly marked bike lanes or separated pathways and trails and slower traffic speeds, children have more independence to roam. Parents are also freed from driving and adults walk more often for their own pleasure. Studies have shown that residents of streets with low level traffic have three times as many friends on the street and two times as many acquaintances as streets with high levels of traffic. Neighborhoods with high levels of pedestrian activity have more “eyes on the street” to protect against crime.

## How Can I Get Started?

Students and parents, teachers, local officials— anyone— can initiate a Safe Routes to School Program. Walk to School events, held annually in early October, can be a starting point. The event brings together a mix of individuals and organizations that have an interest and/or responsibility in providing safer routes to schools: students, school administrators, local officials, public works & traffic department staff, parents and law enforcement.

*Start a Walking School Bus.* Adult supervision of children as they walk and cycle is critical if not essential. According to research conducted by the CA Department of Health Services, innumerable safety fears compel parents to drive their children. A walking version of the carpool, dubbed the Walking School Bus, has been successful in Canada and England. Parents share the responsibility of escorting children to and from school by foot or bike. A guidebook that details how to start the program is available from the U.S. Centers for Disease Control and Prevention: [www.cdc.gov/nccdphp/dnpa/kidswalk.htm](http://www.cdc.gov/nccdphp/dnpa/kidswalk.htm) or by calling 1-888-232-4674.

Join a Walk to School Day. Contact California’s Walk to School Day Headquarters for promotional materials, event ideas, and suggestions for getting the community involved, first with Walk to School Day, and then with additional school or community-based projects. Phone: 1-888-393-0353; Web: [www.cawalktoschool.com](http://www.cawalktoschool.com)

# TRIBAL TRANSPORTATION PROFILES

## *California Safe Routes to Schools Initiative*

A successful Safe Routes to School program will improve the health and safety of pupils by reducing traffic around school facilities and encouraging greater physical activity among students. It has the potential for improving pupils' behavior in school and on the school journey; it provides opportunities for learning, particularly under the theme of citizenship. In addition, a program that reduces school traffic improves relations with the school's neighbors.



City and county governments also recognize the benefits of participating in and implementing a safe routes program. Local jurisdictions will experience reduced traffic congestion, collision and related costs. Slower speeds in neighborhoods will help to improve the quality of life for all residents. More people will be able to walk and bicycle as a result of improved access. And the community's children will experience greater independence as well as learn valuable traffic safety skills.

California now has its own case studies that describe how communities can mobilize for Safe Routes to School success. Eight 2-year projects offer great lessons for other communities. Learn about them on the California Department of Health Services website: [www.dhs.ca.gov/routes2school](http://www.dhs.ca.gov/routes2school).

### Getting Your Project Funded

Multiple funding opportunities exist for Safe Routes to Schools projects in California.

*Education & Enforcement:* Traffic safety grants are awarded annually by the California Office of Traffic Safety. See eligibility and project criteria at [www.ots.ca.gov/grants](http://www.ots.ca.gov/grants).

Communities with innovative childhood safety projects, including Walk to School Day events, may be eligible for grants awarded annually, thanks to the buyers of California Kids license plates. See details at: [www.cccip.org](http://www.cccip.org).

*Engineering:* Local and regional transportation agencies all across California spend more than \$10 billion annually on transportation projects- the vast majority of which is flexible enough to spend on pedestrian and bicycle safety and neighborhood livability projects if public and political support can be generated. Contact your local public officials or public works department and ask about opportunities to obtain "enhancement" (TEA) funding, TDA Article 3 funds, Regional Transportation Improvement Program funds (RTIP or STIP), county transportation sales tax measures, and local Capital Improvement Program (CIP) funds from cities and counties.

Since 2000, "Safe Routes to School" legislation in California provides \$20 million a year for construction projects through the California Department of Transportation (Caltrans). Funding guidelines and an application are available on the web at [www.dot.ca.gov/hq/LocalPrograms](http://www.dot.ca.gov/hq/LocalPrograms). Contact the Local Government Commission or the Surface Transportation Policy Project at the addresses below for further details about other funding opportunities. ■

Excerpted by CDHS permission. Edited to fit this format. This fact sheet produced and funded by the California Department of Health Services, with additional funding provided by a grant from the CA Office of Traffic Safety-March 2002, Updated July 2002.

# TRIBAL TRANSPORTATION PROFILES

## Innovative Coordination Between States, Metropolitan Planning Organizations, and Tribes in Transportation Planning\*

Helena Fu, Robin Mayhew, Linda Bailey, and Lillian Shoup

The Federal Highway Administration (FHWA) sponsored the development of six case studies to highlight innovative consultation practices among tribes, states, and metropolitan planning organizations (MPOs) within the transportation planning process. Consultation with tribal governments in transportation planning and project development can be challenging for many reasons. Federally recognized tribes are sovereign governments with unique concerns and resources. Although the situation is changing, tribes and other government entities have a long history of a lack of trust. Additionally, tribes may be overloaded with information and requests from state and federal agencies. This overload can make it difficult for tribes to identify projects or plans that might interest or affect them.

The various federal and statutory requirements that apply to tribal consultation in the transportation planning process provide the regulatory context for these case studies. FHWA has a government-to-government relationship with Indian tribal governments. Metropolitan and statewide transportation planning processes are required to establish consultation requirements with tribes according to the 23 U.S.C. 134 and 23 U.S.C. 135, respectively.

“Consultation” is legally defined on the basis of the legal process or program which it applies. FHWA and FTA have summarized the different contexts and applications for this term as well as the distinction between consultation and “public involvement”: a public involvement process is required but cannot substitute for legally required consultation.

Generally speaking, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SFETEA-LU) tightens the linkage among transportation plans, programs, and project development processes (Public Law 109-59, 6001, Aug. 10, 2005). For example, a new provision in SFETEA-LU calls for a discussion on environmental mitigation activities in the long-range transportation plan to be developed in consultation with tribes. Although this requirement does not extend Section 106 consultation requirements to transportation plans and programs, it does create another opportunity for all parties to establish an early discussion about potential regional transportation projects and mitigation activities.

---

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Transportation Research Record: Journal of the Transportation Research Board, No. 1997, Transportation Research Board of the National Academies, Washington, DC, 2007, pp. 44-47.\*Excerpted by TRB permission. Edited to fit this format.

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

The case studies presented in this paper emphasize the importance of participation and support of tribes, states, and MPO staff in successful coordination. They focus on coordination activities in Arizona; the area around Bangor, Maine; north-central New Mexico; San Diego, California; South Dakota; and Thurston County, Washington. Tribal Coordination in transportation planning and project development has improved through the combined and innovative efforts of tribes, states, and MPO's.

### **METHOD**

With input from tribes, Federal Lands Highways, FTA and the Bureau of Indian Affairs (BIA), the FHWA Office of Planning suggested particular case studies that span geography and tribe size and highlight a range of practices implemented by tribal and non tribal governments to advance tribal consultation in statewide and metropolitan transportation planning.

The case studies were developed through extensive outreach and input from tribal, federal, state, and local representatives. Six regions were examined, including three of the five states that have the greatest tribal population (California, Arizona, and New Mexico). Input solicited from representatives included information about current coordination practices, results and reasons for success, challenges, and opportunities, and lessons learned.

### **CASE STUDY FINDINGS**

#### **Arizona**

Consultation between the Arizona Department of Transportation (ADOT) and tribal governments in transportation planning has been advancing as a result of coordination and information-sharing efforts initiated by ADOT and the Inter Tribal Council of Arizona (ITCA), an association of 19 member tribes. These organizations have been instrumental in building the technical capacity of state transportation planners and tribal members to undertake effective consultations within the transportation planning process.

The ADOT Tribal Strategic Partnering Team (ATSPT) is an ADOT body committed to improving the efficiency and outcomes of tribal consultation in the state internally (through information sharing at department headquarters) and externally (through tribal awareness of the state's consultation practices). ATSPT is currently working on developing a partnership training guide, a statewide tribal consultation policy, and a transportation resource guidebook to assist tribal planners and leadership in identifying additional opportunities for involvement with the state. In 2002 and 2003, ATSPT held a series of three state-tribal transportation forums in each of the northern, southern, and western regions of Arizona to stimulate dialogue among people working on various transportation processes in the state.

(continued on next page)

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

The ITCA Transportation Working Group has been successful in linking diverse with busy tribal transportation planners. Members are kept current on statewide projects and upcoming consultation meetings, and they share information about successful programs and funding opportunities that they have experienced.

Tribal consultation in Arizona has been streamlined in ways that would not have been possible without the ITCA Transportation Working Group and ATSPT. The working relationships developed through these efforts to build technical capacity have yielded tangible results across the state. For example, statewide transportation planning processes now emphasize early and ongoing tribal involvement, as demonstrated by the active involvement of tribal members and planners in the most recent update to the statewide long-range transportation plan.

### **South Dakota (Omitted)**

### **Bangor, Maine (Omitted)**

### **Thurston County, Washington**

As part of a Thurston Regional Planning Council (TRPC) analysis of Thurston County's rural and specialized transportation needs, the Chehalis and Nisqually Tribes joined a local coalition of jurisdictions, social service and transportation providers, and other community stakeholders to explore ways to meet the county's rural transit needs. Tribal representatives were an important part of this coalition that laid the foundation for both tribes to become more actively involved with TRPC. A Chehalis representative was elected vice chair of TRPC in 2004, and a representative of the Nisqually Tribe currently sits on the TRCP Transportation Policy Board.

After the study, TRCP started a transit service project to serve the tribes and other rural communities. As a result of collaboration between the tribes and TRPC, transportation service was successfully funded through roughly equal parts of state rural mobility sources and the FTA Job Access and Reverse Commute Program.

Other signs of a good cooperative relationship also have emerged. For example, in the past, tribal lands were not always shown on regional maps because of their relatively small size; in recent years, the tribes and TRPC have worked to ensure that the reservations are consistently shown on all TRPC-produced mapping products. As a result of increased participation and input from the tribes, the level of data available about the tribes in *The Profile* [which publishes a wide range of data on the county, including population, employment, housing, transportation, and environmental information] has increased substantially. TRPC helped the Nisqually

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

Tribe to examine its non-motorized transportation needs and to ensure that the Washington State Department of Transportation (WSDOT) did not rescind previously allocated grant funding. The Nisqually Pathway was dedicated as part of the regional trail network in 2005, and Nisqually elders honored WSDOT employees for cooperative and consistent work with the tribe.

### **San Diego**

The San Diego case study showcases an innovative tribal transportation group and its work on a corridor plan. The Reservation Transportation Authority (RTA), a consortium of tribes in Southern California, was formed in 1998 by tribal charter. Working through transportation needs. Over time, the group has expanded; as of April 2001, 24 tribal governments had approved resolutions to join RTA.

The California Department of Transportation (Caltrans) has been planning a corridor study for SR-76. The corridor passes through or near the lands of eight tribes in San Diego County. Traffic on this route is increasing, affected in part by economic development on tribal lands. The exact source of increased traffic along the route is unclear, because the non tribal population in the area also has been increasing. Safety is a major concern for the tribes in the corridor, because the route has many sharp curves. The corridor study will examine growth patterns of the tribes and the county, provide an in-depth look at development along the route, and aid in long term planning for the area.

To maximize the participation of the tribes along the corridor, Caltrans brought RTA on board as the prime contractor for the corridor study. This consortium will enable the voices and concerns of the individual tribes to be heard clearly throughout the project. RTA's skill set allow the consortium to provide expert advice and community input to the corridor study. RTA expected to complete the study by February 2007. Consortia like RTA bring together the interests of diverse tribes and help pool resources to improve tribal transportation planning activities and coordination with other agencies. According to an RTA advisor, "The idea that Caltrans must work with tribes is becoming evident as all levels within the agency" (B. Mazzetti, personal communication, Oct 27, 2005).

Though not the focus of this case study, a statewide tribal transportation planning initiative at Caltrans paved the way for some of the work in San Diego County. Caltrans has an active tribal liaison staff that has been working to include tribes in statewide transportation planning. It also has a Native American advisory committee through which tribal leaders can have direct access to the Caltrans director. This committee has increased tribal awareness and participation transportation planning processes across the state.

(continued on next page)

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

North Central Regional Transit District, New Mexico (omitted)

### OVERARCHING THEMES

Three themes emerged from these case studies: the importance of participation and support from tribes, states, and MPO staff; how crucial the availability of funding and resources is; and the emerging importance of safety issues for tribal transportation planning.

#### **Participation and Support**

Tribes, FHWA, FTA, states, and MPOs built trust and increased stakeholder support through personalized meetings and interviews, networking, and consortia development. Other contributors to successes include the involvement and representation in regional transportation planning organizations and MPOs and the involvement of high-level decision makers and champions in the transportation planning process.

#### **Personalized Meetings and Interviews**

Trust is built through effective communication and a history of successful working relationships. Effective communication promotes the needs and traditions of tribes in various ways. For example, in Washington State TRPC conducted one-on-one interviews with the Nisqually Tribe and the Confederated Tribes of the Chehalis Reservation, and a TRPC representative routinely visits tribes to hold face-to-face conversations. In New Mexico, one-on-one outreach to the pueblos was essential to increasing commitment and participation. In California, a formal letter is sent to the tribal chair specifically, followed by one-on-one meetings.

#### **Safety Issues**

Recent research across the country has revealed that Native Americans suffer from roadway crashes at a higher rate than the general population. According to WISQARS, a national database maintained by the Centers for Disease Control, motor vehicle crashes and pedestrian related injury were the leading causes of unintentional injury-related death among Native American adults 20 years and older in 2003. In addition, adult motor vehicle-related death rates for Native Americans were most than twice those of Whites and almost twice those of African-Americans, and adult pedestrian death rates were almost three-and-a-half times those of Whites and twice those of African-Americans. Many tribes, MPOs, and states have become aware of these issues and are working to improve the safety of roads on and near reservations lands.

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

### **Motor Vehicle Crash Reporting**

The Lower Brule Sioux Tribe recently proposed a study to SDDOT that would examine how motor vehicle crash reporting could be used to make tribal transportation safer. Full crash reporting enables transportation planners to accurately focus transportation improvements on the areas most needed. Funding distribution, from the state and the federal government also is closely linked to the demonstration of traffic hazards at specific sites.

### **Highway Improvements for Safety**

In Thurston County, TRPC has set aside part of its Federal Surface Transportation Program funds for the Rural Community Support Program (RCSP). These funds are available for tribes and small rural communities, which can apply without competing against large jurisdictions that have more grant-writing staff resources. Thurston County recently used RCSP funds awarded to the Nisqually Tribe to pave a segment of reservation road that was in poor conditions, at a considerable cost savings to the tribe. A groundbreaking agreement between the county and the tribe enabled this cooperative venture between governments.

The corridor study for SR-76, which RTA is slated to complete in Southern California, likely will recommend safety improvements to the roadway as well. Several sharp curves on the roadway are a source of concern to the tribes that have adjoining land.

## **LESSONS LEARNED**

One important goal of this study was to elicit lessons learned from around the country. These principles can be used by states, MPOs, and tribes to improve their own planning processes.

### **From State DOTs and MPOs**

- Ensuring commitment and involvement by state leadership is key to effective and comprehensive consultation with tribes. Rather than isolating tribal relations to solely a planning function, Caltrans established the Native American Advisory Committee to take important issues directly to the Caltrans director. This committee has been critical in ensuring that tribal concerns are heard by key decision makers. At annual meetings held with tribes, SDDOT top management participate to respect tribal authority and to ensure that tribal concerns reach top decision makers.

(continued on next page)

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

- Identifying key staff or tribal liaisons as points of contact can result in coordinated agency consultation procedures that respect cultural differences. In Arizona, the transportation tribal liaison is developing a partnership training guide, a statewide tribal consultation policy, and a transportation resource guidebook to help tribal planners and leadership identify additional opportunities for involvement with the state agency.
- Providing information most effectively and eliciting input from tribal communities may require an approach different from that used with other communities. For example, TRPC found that one-on-one interviews were more effective than surveys on transportation services. Although more up-front time is often required, face-to-face meetings generally are more successful in establishing tribes' trust and have paid off in terms of strong working relationships.

### **From Tribal Governments**

- Tribes have been able to articulate their transportation needs and address common transportation issues effectively by working together in regional consortia. Consortia such as RTA (which includes representatives from 24 tribal governments in Southern California) and TICA (which has 19 members from Arizona) have been effective mechanisms for building the technical capacity of tribes for transportation planning by pooling resources, sharing information, and serving as a focal point for communication with nontribal governments. For instance, RTA pools BIA transportation planning funds and has planned, engineered, and overseen the construction of several projects for its member tribes. ITCA established a transportation working group to share information; link diverse and busy tribal transportation planners; and facilitate communication with ADOT, FHWA, and BIA. These groups have been effective in enhancing the capacity of small tribes with limited resources to learn about and participate in transportation planning activities.
- Tribes have benefited from working with local governments through their involvement in regional planning organizations and MPOs. Tribes often are hesitant to participate in an MPO because of concerns that their tribal sovereignty will be diminished. However, several tribes have seen the benefit of MPO involvement without diminished roles as sovereign governments. Such benefits include cost savings (e.g., coordinated purchasing agreements), a role in shaping plans and projects to improve tribal mobility and access, and technical or financial support for planning studies that address tribal areas. For instance, in Maine members of the Penobscot Nation found it valuable to be involved in the policy and technical committees governing the local MPO.

# TRIBAL TRANSPORTATION PROFILES

## *Innovative Coordination*

- In Washington, the Nisqually Tribe and the Confederated Tribes of the Chehalis Reservation participate in TRPC and have been involved in the development of the regional transportation plan (RTP).
- Informal project tours and meetings held on tribal lands have successfully increased non-tribal governments' awareness of tribal transportation needs. In New Mexico, NCRTD conducted planning workshops in each of the organization's member jurisdictions to gather input about the group's organizational structure and the public's transportation concerns. Rotating NCRTD meeting places has exposed the board to the circumstances of different members.

### **Crosscutting Lessons**

- The role of individuals is often critical in building relationships among tribes, states, and other governmental organizations. Personal relationships and the active leadership of individuals often have been critical in establishing effective communication and coordination efforts (e.g., a personal connection between a member of the Penobscot Nation and the FHWA division planner in Maine helped lead to the Penobscot Nation's involvement in BACTS). In many other cases individuals have played key roles in facilitating coordination (e.g., the active work of the ITCA Transportation Working Group coordinator has been critical to that organization's success in working with ADOT).
- Institutional structures to sustain relationships are vital to ensuring the long-term success of state, MPO, and tribal consultation and coordination. Because the turnover of tribal and local transportation leaders and planners is often high, the development of institutional structures is critical to sustain effective working relationships. In New Mexico, NCRTD spent considerable time developing an organizational structure that adequately represents tribal and non-tribal governments in a diverse area. This structure ensures that a tribal member occupies either the chair or the vice-chair on the board of directors at all times. In Thurston County, a Chehalis representative was vice-chair of the regional MPO, and a representative of the Nisqually Tribe sits on the TRPC Transportation Policy Board.
- Project-level successes can create a strong foundation for coordinating long-range transportation planning. Project-level efforts help build trust between tribal and non-tribal governments and can encourage greater tribal involvement in transportation planning. The success in establishing NCRTD was built on tribal involvement in a corridor study that resulted in the development of a park-and-ride system and context-sensitive designs for interchange improvements. On seeing the value of working together and the common goals associated with mobility, safety, and economic development, tribal and non-tribal governments built a strong foundation for working together in the transportation planning process. ■

# TRIBAL TRANSPORTATION PROFILES

## *Sign Retroreflectivity Requirements*

### *Sign Retroreflectivity Requirements Have Been Added to the MUTCD*

One of the Federal Highway Administration's (FHWA) primary missions is to improve safety on the nation's roadways. More than 42,000 people have been killed on American roads during each of the past eight years. While only one-quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours. To address this disparity, the FHWA has adopted new traffic sign retroreflectivity requirements that are included as Revision 2 of the 2003 MUTCD.



To comply with the new requirements, public agencies will have until January 2012 to implement and then continue to use an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the minimum levels specified. Public agencies will have until January 2015 to replace any regulatory, warning, or post-mounted guide (except street name) signs and until January 2018 to replace any street name signs and overhead guide signs that are identified by the assessment or management method as failing to meet the minimum retroreflectivity levels.



Provided that an assessment or management method is being used, an agency would be in compliance with the requirements of the new provisions even if there are some individual signs that do not meet the assessment or management methods described above, agencies are also permitted to develop and use other methods based on engineering studies.

Because of the seven to 10-year compliance period that has been adopted for replacing signs that have insufficient retroreflectivity, highway departments will be able to implement improved sign inspection and management procedures and subsequently replace the signs in a time frame that is consistent with the typical sign replacement cycle. Cost increases from upgrading materials and/or processes might be offset by the long-term savings that result from the longer life of the higher performance sheeting products.

For additional information on this rulemaking and sign retroreflectivity, please visit the FHWA retroreflectivity website at [www.fhwa.dot.gov/retro](http://www.fhwa.dot.gov/retro).

# TRIBAL TRANSPORTATION PROFILES

## *Susanville Indian Rancheria Awarded FTA Transit Grant*



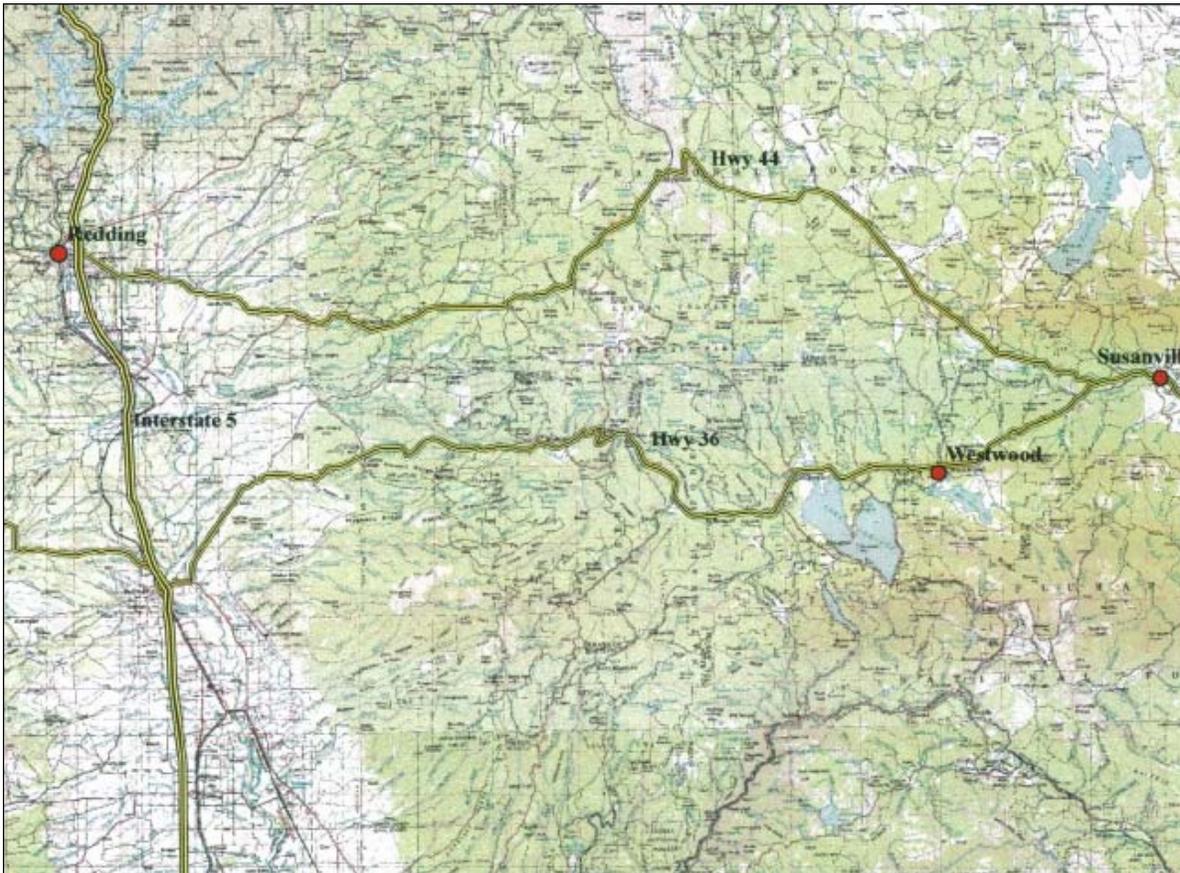
On August 30, 2007 the Susanville Indian Rancheria received notification from the Federal Transit Administration that it had been awarded a Tribal Transit Program grant in the amount of \$99,253.

These funds will be used to develop a fixed-route bus service from Susanville, CA to Red Bluff and Redding, CA. The Susanville Indian Rancheria currently transports patients from the

Lassen Indian Health Center to Redding for medical treatment such as dialysis, etc. and the need for an ADA approved bus was becoming apparent. Due to the geographical location of Susanville and the inclement winter weather, the need for a larger, safer, and more accommodating method of transportation was deemed necessary to serve our patients. With this funding we can purchase a bus, train drivers, and develop a transit system to accommodate the community at large with safe and reliable travel to

the valley basin. We will continue to serve our patients with their transportation needs as well as open up public ridership from the Susanville, Westwood and Chester areas.

Currently, we are working with NAAC of CalTrans to form training opportunities to develop our transportation program and procure our bus. We have applied once again for 2007 funding from the Federal Transit Administration to expand our services and purchase another bus, but notification of funding has yet to be announced.



*Susanville Indian Rancheria Fixed Bus Route.*

# TRIBAL TRANSPORTATION PROFILES

## *Understanding the Complexity of Right of Way Laws for Indian Lands*

Right of way laws, as they relate to Indian lands, can be confusing. As tribes and individuals face either renewing an existing right of way or considering a proposal for a new one, they should know how the laws governing rights of way came to be and to understand the rights of individual landowners and tribes.

First of all, a landowner can be an individual, tribe or group of individuals who share interest in an allotment or parcel of land. When a right of way is given, landowners allow others the right to use or to pass over their land without transferring ownership of the land to the user.

Normally a right of way is sought for a public purpose by tribes, local government, and state or federal government for roads or other public access needs. For example, utility companies seek rights of way for placement of equipment, such as telephone poles and power lines, to provide services to their customers. Starting in 1899, railroad companies were granted easements—or “rights of way”—across Indian lands for their rail lines. Railroad rights of way were the first form of easements to cross Indian lands. Granting and using rights of way are complex matters. Many laws and regulations governing the establishment of rights of way can be tied to century-old laws passed by the United States. Knowing the historical and legislative origins of these influential land-use arrangements is helpful in assessing existing and future rights of way contracts in Indian Country.



### **PLENARY POWERS DOCTRINE**

Prior to 1899, most rights of way over Indian lands were first obtained through agreements made with tribes or individual landowners, and then afterwards ratified by Congress. Negotiating directly with tribes was necessary until the 1870s, the U.S. used the treaty making process to gain consent through treaties before passing laws that affected Indian nations. However, in 1871, an Act of Congress ended treaty making with tribes, ultimately leading to the Supreme Court’s “plenary powers doctrine.” This doctrine allowed Congress to make unilateral decisions affecting Indian nations by congressional act, or statute, rather than having to first gain acceptance of the tribe through a treaty negotiation process. Once freed of constitutional constraints, Congress began to impose laws and regulations for rights

# TRIBAL TRANSPORTATION PROFILES

## *Right of Way Laws for Indian Lands*

of way that proved disastrous for Indian people.

The implementation of the General Allotment Act of 1887 initiated a series of rights of way statutes. As tribal lands were declared surplus and open to homesteading, these “excess” lands were acquired by settlers. As settlers began to develop these prime lands, they needed utilities. Exercising its new-found plenary powers, Congress enacted a series of laws in the early 20<sup>th</sup> Century that delegated authority to the Secretary of the Interior to grant rights of way without landowner consent. Subsequently, in 1928, the Secretary of the Interior released comprehensive regulations governing rights of way over Indian lands. These regulations covered oil and gas pipelines, electricity transmission lines, railroads, telephone and telegraph lines, roads, drainage and irrigation projects, and other types of rights of way.

The Indian Reorganization Act (IRA) in 1934 ended the allotment process and put into place a number of policies that recognized tribal authority and encouraged tribal control of reservation land and resources. However, even though the IRA did include provisions on compensation and damages for rights of way, requiring tribal or landowner consent was not mentioned in the regulations. These regulations were revised in 1948 and published in 1951 with a tribal consent stipulation.

The revised regulations of 1948 was significant in that a series of statutes to govern all rights of way on Indian lands were enacted. A Senate report claimed these laws were meant to “satisfy the need for simplification and uniformity in the administration of Indian law.” However, these laws were neither simple nor unified. The 1948 laws did not replace the old ones; they added another level of complexity. For instance, they limited the power of the Secretary of the Interior over rights of way to trust or restricted fee lands, but they did not explain how that relates to the original language found in the statutes.

Despite their complexity, the 1948 statutes did have positive outcomes for tribes. The most significant of these statutes requires that tribes organized under the IRA must give consent for rights of way across Indian lands. In addition, the regulations expand the consent requirement to all tribes, not just IRA tribes. The 1948 laws also make clear that landowners must be justly compensated at fair market value for rights of way. However, they also allow most rights of way to be perpetual, unless the granting document says otherwise. This is important to address when granting a right of way. Landowners must insist on a time limit, or it will be perpetual by default.

In 1971, the Bureau of Indian Affairs issued a manual for rights of way on Indian lands. These regulations give landowners opportunities to negotiate new or renewed rights of way. The compensation section requires that not less than fair market value must be paid, unless waived in writing, and the Secretary “shall obtain and advise the landowners of the appraisal information to assist them . . . in negotiations for a right of way or renewal.” The regulations further state that the applicant must pay landowners all damages resulting from surveys or the construction and maintenance of the facilities.

The Energy Policy Act of 2005 contains new provisions that authorize tribes to “grant a right of way over tribal land for a pipeline or an electric transmission or distribution line without approval by the Secretary” in certain circumstances. This is a significant departure from prior law and is designed to encourage tribes to develop their own energy resources.

The complexity of right of way laws and regulations can be daunting. It is important for tribes and individual landowners to be informed and ask questions. Now is the time to protect the land for future generations.

**PERMISSION TO PRINT GRANTED BY INDIAN LAND TENURE FOUNDATION.  
A FULL VOLUME OF *THE MESSAGE RUNNER* IS AVAILABLE FROM ILTF.  
Edited to fit this format.**

## 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/billinfo.html>**

### **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

## MARCH 2008

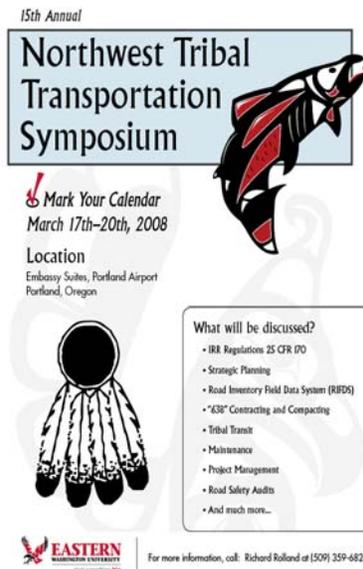
March 3-6, 2008  
**22<sup>nd</sup> Annual RES 2008: Reservation Economic Summit & American Indian Business Trade Fair**  
 Las Vegas Hilton Hotel  
 3000 Paradise Road  
 Las Vegas, NV 89109  
<http://www.ncaied.org/event-res.php>

March 6-7, 2008  
**The California Association for Coordinated Transportation Caltrans Rural Emergency Response & Recovery Conference**  
 Monterey Hyatt Regency  
 1 Old Golf Course Road  
 Monterey, CA 93940  
<http://www.disasterprep.info/Caltrans/Lodging.shtml>

March 10-11, 2008  
**The California Association for Coordinated Transportation Caltrans Rural Emergency Response & Recovery Conference**  
 Sacramento Lions Gate Hotel  
 3410 Westover Street  
 Sacramento, CA 95652  
<http://www.disasterprep.info/Caltrans/Lodging.shtml>



March 17-20, 2008  
**15<sup>th</sup> Annual Northwest Tribal Transportation Symposium**  
 Embassy Suites Portland Airport Hotel  
 7900 NE 82<sup>nd</sup> Ave  
 Portland, OR 97220  
<http://www.ewu.edu/x1036.xml>



March 18-19, 2008  
**CA LTAP Fundamentals of Project Management for Transportation Engineers (PD-05)**  
 (Classroom Training)  
 San Diego, CA; \$295/\$425

March 22, 2008  
**CAR SEAT SAFETY**  
 Santa Rosa Memorial Hosp.  
 1144 Montgomery Drive  
 Santa Rosa, CA 95404  
**Free of Charge,**  
 To register for a class, please call:  
 (707) 525-5300 x 3332

March 25-27, 2008  
**CA LTAP Principles of Geometric Design for California (IDM-01)**  
 (Classroom Training)  
 Fresno, CA



## APRIL 2008

April 2-3, 2008  
**CA LTAP Access Management & Site Design (TE-11)**  
 (Classroom Training)  
 Stockton, CA; \$295/\$425

April 9-10, 2008  
**California Pavement Preservation Conference**  
 Radisson Newport Beach Hotel  
 4545 MacArthur Boulevard  
 Newport Beach, CA 92660  
[www.cp2info.org/conference](http://www.cp2info.org/conference)

April 14-16, 2008  
**NEVADA STREET HIGHWAY CONFERENCE**  
 Reno, NV  
<http://www.rtcwashoe.com/nshc>

# TRANSPORTATION EVENTS CALENDAR

April 15-16, 2008  
**CA LTAP Managing Transportation and Land Use Interactions (PL-08)**  
 (Classroom Training)  
 Richmond, CA  
 \$275/\$395/\$425/\$695

April 19, 2008  
**CAR SEAT SAFETY CLASS**  
 Santa Rosa Memorial Hosp.  
 1144 Montgomery Drive  
 Santa Rosa, CA 95404  
Free of Charge,  
 To register for a class,  
 please call:  
 (707) 525-5300 x 3332

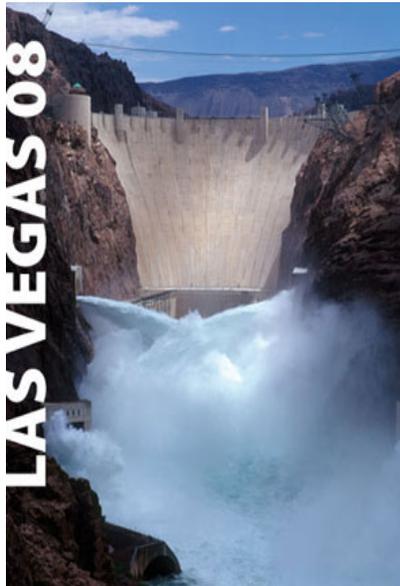
April 23, 2008  
**Native American Advisory Committee Meeting**  
 Caltrans Training Center  
 624 N. East Street  
 Woodland, CA 95773  
 Public welcome; for more  
 info contact Carolyn Yee at  
[Carolyn\\_yee@dot.ca.gov](mailto:Carolyn_yee@dot.ca.gov)

April 23-24, 2008  
**CA LTAP Traffic Calming Strategies that Work (PL-04)**  
 (Classroom Training)  
 Walnut Creek, CA  
 \$295/\$425



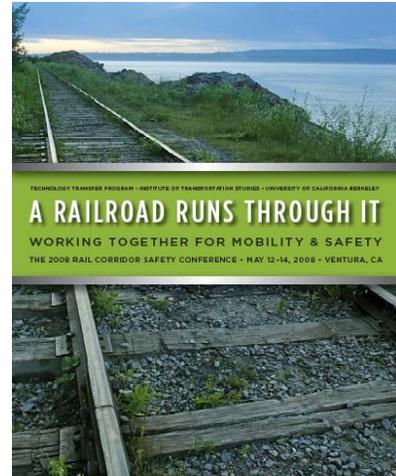
## MAY 2008

April 27-May 1, 2008  
**American Planning Association 100th National Planning Conference**  
 Paris and Bally's Hotels  
 Las Vegas, NV 89109  
<http://www.planning.org/nationalconference/>  
 May 1 & 7, 2008



**The State of CA will unveil it's Strategic Hwy Safety Implementation Plan (SHSIP)**  
 May 1: Anaheim, CA  
 (Marriott Hotel)  
 May 7: Sacramento, CA  
 (Hyatt Regency)  
<http://www.dot.ca.gov/SHSP>

May 5-9, 2008  
**CA LTAP Fundamentals of Traffic Engineering (TE-01)**  
 (Classroom Training)  
 Anaheim, CA; \$595/\$895



May 12-14, 2008  
**Rail Corridor Safety Conference**  
 Marriott Ventura Beach Hotel  
 2055 East Harbor Boulevard  
 Ventura, CA 93001  
<http://www.techtransfer.Berkeley.edu/railroad/>

May 20-21, 2008  
**CA LTAP Fundamentals of Inspection Practice (PD-01)** (Classroom Training)  
 Costa Mesa, CA

May 24, 2008  
**CAR SEAT SAFETY CLASS**  
 Santa Rosa Memorial Hosp.  
 1144 Montgomery Drive  
 Santa Rosa, CA 95404  
Free of Charge,  
 To register for a class,  
 please call:  
 (707) 525-5300 x 3332

May 28-30, 2008  
**CA LTAP NEPA & Transportation Decision Making (NHI-05)** (Classroom Training)  
 Richmond, CA \$425/695

# 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 46<sup>th</sup> St., Bldg 155  
Richmond, CA 94804  
(510) 665-3608  
<http://www.techtransfer.berkeley.edu/>

## NEVADA

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

### **Nevada Department of Transportation**

1263 South Stewart Street  
Carson City, NV 89712  
(775) 888-1433  
<http://www.nevadadot.com>

### **Nevada Local Technical Assistance Program (LTAP)**

Nevada Transportation Technology Transfer Center  
Nevada T2 Center/257  
University of Nevada  
Reno, NV 89557  
(775) 784-1433  
<http://www.t2.unr.edu/>

# TRIBAL TRANSPORTATION PARTNERS DIRECTORY

## **FEDERAL**

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

### **Federal Highway Administration**

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

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

### **Central Federal Lands Highway Division**

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

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

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

### **Office of Federal Lands Highway**

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

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

### **Federal Transit Administration**

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

# 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)

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

## **Bureau of Indian Affairs**

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

## **Pacific Regional Office**

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

## **Western Regional Office**

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

## **BTEP Centers Contact Information:**

The Border Technology Exchange Program (BTEP) was created in 1994 by the FHWA Office of International Programs (OIP) to provide opportunities for technology and information

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

From Sonora:

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

From Chihuahua:

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

From Coahuila:

M.I. Sergio Quintanilla Valdez  
Facultad de Ingeniería U A de C  
Camporeddondo C.P. 25000  
Saltillo, Coahuila, México  
Tel. 01844 4143300  
mail: [ctttcoah@mail.uadec.mx](mailto: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](mailto:saldanadave@yahoo.com)

# TRIBAL TRANSPORTATION RESOURCES

## STATE AGENCIES

### CALIFORNIA

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

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

California Bay Delta Authority  
[http://calwater.ca.gov/calfed/stakeholders/stakeholders\\_tribal.html](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](http://www.fta.dot.gov/regions/regional_offices_909.html)

## ENVIRONMENTAL

US Environmental Protection Agency Re-  
gion 9  
<http://www.epa.gov/region09/indian/index.html>

US EPA American Indian Environmental  
Office  
<http://www.epa.gov/indian/>

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

## ORGANIZATIONS

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

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

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

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

# 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>

## NEVADA

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

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

## 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>

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

The Regional Blueprint Planning Program Grants is intended to better inform regional and local decision-making, through proactive 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

# TRIBAL TRANSPORTATION FUNDING RESOURCES

performed jointly with Councils of Governments, Native American Tribal Governments, counties and cities. For more information on this grant go to: <http://calblueprint.dot.ca.gov/>

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

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

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

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

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

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

The JARC Grant Programs purpose is to provide transit service to and from jobs and training. The purpose of this grant program is to develop transportation services designed to transport service

welfare recipients and low income individuals to and from jobs and to develop transportation for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. JARC projects should improve access to employment and employment-related activities for lower-income workers.

Tribes are eligible to apply for this grant. The maximum allowable for administrative costs is ten percent. Beginning in Fiscal Year (FY) 2007, all selected projects must be derived from a local developed, coordinated human-services transportation plan. The matching requirement for capitol projects is 80/20, and for operational projects is 50/50. <http://www.dot.ca.gov/hq/MassTrans/5316.html>

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

The New Freedom Grant Programs purpose is to provide transit service to and from jobs and training. New Freedom Grant projects should assist individuals with disabilities with transportation. The projects must be for new transportation services and public transportation alternatives beyond those required by American with Disabilities Act (ADA) to assist persons with disabilities. Tribes are eligible to apply for this grant. The maximum allowable for administrative costs is ten percent. Beginning in Fiscal Year (FY) 2007, all selected projects must be derived from a local developed, coordinated human-services transportation plan. The matching requirement for capitol projects is 80/20, and for operational projects is 50/50. <http://www.dot.ca.gov/hq/MassTrans/5317.html>



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

#### **NIJC SERVICES**

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

## ***CALIFORNIA/NEVADA TTAP***



*For more details, please contact CA/NV TTAP Coordinators  
(707) 579-5507  
Lisalinn Williams, x 224  
Email: [lisawilliams@nijc.org](mailto:lisawilliams@nijc.org)  
Sabrina Rawson, x 225  
Email: [sabrinarawson@nijc.org](mailto:sabrinarawson@nijc.org)*