This edition of the Pathways newsletter was delayed while the Michigan TTTC searched for a TTAP manager. I was hired and began working here in early May.

I was pleased with the opportunity to manage the TTAP and to continue my work in tribal transportation begun six years ago. I bring to this job both practical expectations and definite preferences. Some of these you may notice in the coming months as changes appear in the Pathways newsletter. Primarily, these changes will be in the kinds of articles published. I will work towards a content that emphasizes the planning aspect of transportation technology transfer. This approach reflects a demand I perceive from tribal leaders to promote the administrative and infrastructure aspects of transportation development.

The TTAP office will continue to be an open and receptive forum for training and ideas. The Pathways newsletter will continue as a source of information, and a place to exchange news, case studies, and innovations. In addition to this, Pathways will emphasize the concerns of our readers. With your contributions, Pathways can become a method of communicating among tribal transportation planners, a means to quickly bring new planners into the circle of planning activities, and a way to share information in the fast-changing world of tribal transportation. I encourage you to keep in touch with the TTAP by mail, phone, fax, and e-mail.

Having said all this, I should introduce myself. I am Dr. R. Evan Fulton. I have a Ph.D. in anthropology from the University of Minnesota. Over the past several years, I have worked with tribal governments on a number of planning and development issues. As a graduate student, I became involved in a project called "Assessing Transportation Needs on Indian Reservations." The project began in Minnesota with a short survey of personal transportation needs and demographics. Through cooperative contracts

Continued on page 5

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638 Contracts
Offer Wide Range of Options to Eastern Band of Cherokee

Recent amendments to P.L.93-638 have broadened the scope of contracting between tribes and the BIA. Tribal organizations are daily joining the growing list of 638 contractors. These contracts serve to provide internal tribal control over trust-mandated operations on tribal reservations. In many cases, contracts to tribes are left to individual programs. In other cases, contracted activities are coordinated through tribal organizations. One such organization that coordinates 638 contracts is found at the Eastern Band of Cherokee. Here, the Cherokee Boy's Club is active in employment, education and services for the Cherokee community.

The Cherokee Boy's Club was originally established in 1932, and became a non-profit, self-supporting tribal enterprise. The club is not as exclusive as its name suggests. Membership is open to all past and present, male and female, students of Cherokee Schools. By overseeing a range of departments, the Cherokee Boy's Club consolidates the work of negotiating contracts.

For example, the Bus and Truck Department provides all school bus service for Cherokee Central Schools. Western North Carolina also benefits from a...
ITA/TRB Convene Summit

The Intertribal Transportation Association (ITA) and the Transportation Research Board Subcommittee on American Indian Transportation Issues co-convened the American Indian Transportation and Land Use Summit in Albuquerque, New Mexico, April 23-27.

Tribal leaders, planners, state and federal representatives, and transportation researchers met to share case studies on such topics as:

- planning and land use
- recreational travel and tourism
- economic development, and
- transit and health care.

Planning and policy aspects of the conference reflected the growing trend in Indian Country towards comprehensive transportation planning, developing sovereignty through P.L. 93-638 contracts, and increasing participation in policy making at all levels of transportation administration.

Tribal governments share many similar goals and barriers around transportation planning. Case study presentations provided basic information on a wide range of issues. Three issues drew particular attention:

1) The White House Conference on Travel and Tourism has allotted space for only 40 delegates to represent Native American tribes out of a total of 1900 delegates.

2) Changes in P.L. 93-638 have broadened the scope of self-determination contracts.

3) Tribal access to computerized "Internet" communications is spreading and growing in popularity.

Conference attendees contributed position papers, resolutions, and solutions to be included in the Conference Proceedings. Pathways will highlight details as more information becomes available. For more information, contact Paulette Hanson or Bill Morlan at (202) 434-4768.

Vol. 3, No. 1

Pathways

Pathways is published quarterly by Michigan's Transportation Technology Transfer Center at Michigan Technological University. The Tribal Technical Assistance Program is part of a nationwide effort financed by the Federal Highway Administration and supported by the Bureau of Indian Affairs. It intends to relate the latest technology and information on tribal roads and bridges, tourism and recreation, and related economic development to tribal transportation and planning personnel. TTAP's regional tribes are in the BIA's Minneapolis and Eastern Area Agencies. Contact the TTAP office for a free Pathways subscription or to obtain permission to reprint any articles. Articles and suggestions may be submitted to the TTAP staff at the following address:

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Administrative Secretary/Editor
Alice Poultu Kansama

TTAP logo/concept by Sally R. Brunke,
Lac du Flambeau Band of Lake Superior Chippewa

Much of this Pathways issue was originally written and/or produced by Helene Hiner. The TTAP staff acknowledges her contributions.

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Transportation Technology Transfer Center

The Transportation Technology Transfer Center includes the Tribal Technical Assistance Program, the Local Technical Assistance Program, and the Infrastructure Renewal Program. The TTAP and LTAP provide basic technology transfer while the IRP conducts research stimulated from the needs and requests of these programs. The primary emphasis of the TTAP is to provide a two-way exchange of information related to roads and bridges.

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TTAP Regional Tribes

Amocoak Band of Menominee Indians
Bed River Band of Lake Superior Chippewa Indians
Bay Mills Indian Community
Bois Fort (West Lake) Reservation Tribal Council
Catalina Indian Tribe
Creigny Nation of Indians
Chitimacha Indian Tribe
Coushatta Indian Tribe
Eastern Band of Cherokee Indians
Foret du Lac Reservation Tribal Council
Forest County Potawatomi Community
Grand Portage Reservation Tribal Council
Grand Traverse Band
Hannishville Indian Community
He-Chunk Nation
Huron Band of Mississipi Indians
Jame Band of Cheyenne Indians
Keewewin Bay Band of Lake Superior Chippewa
Lake County Oneida Band
Lac du Flambeau Band
Lac Vieux Desert Band of Lake Superior Chippewa
Leech Lake Reservation Tribal Council
Little River Band of Ottawa Indians
Little Traverse Band of Odawa Indians
Lower Sioux Indian Community
Mishicot Band of Potawatomi Indians
Menominee Indian Tribe
Moosejaw Indian Tribe
Mille Lacs Reservation Tribal Council
Minnesota Chippewa Tribe
Mississippi Band of Choctaw Indians
Mishkeegog Tribe of Indians
Namakan Crow Community
Nenajpajidai Nation of Indians
Onoeda Tribe of Indians
Onondaga Nation of Indians
Pasaganaqua Tribe of Indian Township Reservation
Passamaquoddy Tribe Pleasant Point Reservation
Penobscot Nation of Indians
Poorch Band of Creek Indians
Polkawatimn Indian Nation
Prairie Island Indian Community
Red Cliff Band of Lake Superior Chippewa Indians
Red Lake Band Chippewa Indians
Sac and Fox Nation
Saginaw Chippewa Tribe
Sault Ste. Marie Tribe
Seminole Indian Tribe
Seneca Nation of Indians
Shakopee Mdewakanton Sioux
Sokaogon Chippewa Male Lake Indian Community
Stockbridge/Munsee Community
St. Croix Chippewa Indians
St. Regis Mohawk Tribe
Tamaroa Band of Seneca Indians
Tuscarora Nation of Indians
Upper Sioux Community
Wampanoag Tribe of Gay Head Aquinnah
White Earth Reservation Tribal Council

Jan - June, 1995
St. Regis Mohawk Air Force Base Development Proposal

Plattsburgh Air Force Base in upstate New York will close by the end of 1995 due to military downsizing by the federal government. The closure will result in an estimated loss to the local economy of $168.7 million. To help recoup this loss, the St. Regis Mohawk Tribe (SRMT) will pursue a program of diversified economic development on the base. Tribal leaders will work to save jobs, create new jobs, and address the needs of the Tribal and the Plattsburgh communities.

Intermodal System

Heading the list of development strategies proposed by the tribe is an intermodal transportation plan. Advocates see the potential for an important domestic and international cargo facility. The specialized facilities at the base support this type of development; features of primary interest include equipment for handling and storing chemicals and liquids, bulk cargoes and heavy machinery.

Research by the tribe has indicated a severe overload of cargo at many regional airports in the northeast corridor and eastern Canada. The base is in a favorable location to absorb this overload. A nearby rail spur and Interstate Highway 87 are being examined as potential intermodal links. Locally, several industries could benefit from a local intermodal transportation facility. In addition, national and international courier services have expressed interest in establishing operations at the base. Another potential intermodal development includes a proposal to relocate and upgrade the Clinton County air passenger service facilities at the base.

Tourism Component

There is a proposal under consideration for a new resort that caters to enthusiasts of both summer and winter sports. Historical lakefront housing and existing recreational facilities are available for this project. Other regional sports facilities support the plan. Officials of the Adirondack Park are considering a possible expansion of their trail system to accommodate the resort. The base also lies on historical Mohawk lands that, under the SRMT proposal, will avoid the impact of this development.

Other potential developments include:
- A four-year, post secondary aviation school
- Aviation-related light fabricating
- Electronics manufacturing
- Law enforcement training
- A Mohawk Culture Historical Site

Current Status

According to Joseph Gray, Public Relations Director for the St. Regis Mohawks, the Eastern Area and Central Office of the BIA were notified of the tribe’s interest in acquiring the base in April of 1994. The BIA has passed the SRMT proposal on to the Department of Defense (DOD), which is currently weighing alternative proposals for the base.

Ultimately, the DOD decides which is the best proposal for reuse of the base. Gray says, “This proposal is sound; it relies on private dollars and preserves an important historical site on the base. The turn-around time for approval should be fairly quick from the BIA. After that, it is up to the DOD.” Base closure is set for September, 1995.

According to Gray, “The initial proposal was put together by David Sherwood of the SRMT Council and tribal staff members on a shoestring budget of a few thousand dollars in about seven months of intense comprehensive preparation. A lot of thought went into it,” he continued, “and it could easily be used as a boilerplate by other tribes considering similar projects.”

If you would like more information regarding the St. Regis Mohawk Tribe’s proposed development, please contact Joseph Gray at (518) 358-2272.

Tourism Training Assists Red Cliff Band in Acquiring $20,000 Tourism Funding

The rural tourism development package, available from the TTAP library, has made a good impression on Mr. Larry Balber of the Red Cliff Band of Lake Superior Chippewa. This package includes a video tape with a manual on tourism training. It offers case studies on developing tourism in rural communities and includes training in administration, marketing practices, organizing services, and securing funds.

Mr. Balber is enthusiastic about the tourism package. “I have not found a better tourism resource,” he says. “These materials helped with program design and in forming partnerships with existing tourism groups to apply for funding; it was the reason we were able to receive $20,000 in funding.” Mr. Balber says that the case studies in the tourism package provide valuable insights into the directions that others are going with tourism, and will improve the tribe’s promotional activities.

We thank the Red Cliff Band for letting us know this package was useful. We’re hoping others find it useful, too.

If you are interested in tourism-related issues, you may call our office at (906) 487-3475 and borrow the rural tourism development package (MISC-093) which includes the video (#189) “Rural Development Tourism Case Studies.”
Two innovative programs, offered through the Touch the Earth Foundation, provide a Native American approach to what is more commonly known as ecotourism. This tourism model enhances economic growth and is promoting traditional practices to provide a sustainable program that is both educational and recreational.

**Cultural and Economic Goals**

Dedicated to protecting and preserving Native American cultural and ecological traditions, the Touch the Earth Programs have two primary goals. The first is to establish Cultural Exchange “businesses” which provide training, employment, and opportunities to promote self-sufficiency, while educating non-Native Americans about indigenous nature-based value systems. The second goal is to finance Traditional Elder/Youth Programs with revenue generated from the Cultural Exchange Programs.

Both programs respond to critical problems surrounding loss of traditional cultural and ecological values, lack of income opportunities, increasing environmental degradation, and lack of encouragement for Native American youth to learn traditional knowledge and leadership skills.

**Cultural Exchange Programs**

Located in north central Montana and home to the Assiniboine, Gros Ventre, and Cree tribes, Fort Belknap Indian Nation has been the pilot project site for the Cultural Exchange Program since 1993. Visitors spend six days and five nights in a traditional tepee encampment nestled in the foothills of the Little Rocky Mountains. Traditional Elders and guides lead wilderness treks, and teach wildlife lore, tracking, medicinal uses for indigenous plants and herbs, and nature-based ecological values. Evenings around the campfire include storytelling, history lessons, and discussions about contemporary challenges for Native peoples. In addition, community artists, craftspeople, musicians, and dancers share knowledge and skills through hands-on activities.

Accommodations are attuned to a traditional outdoor setting, although “modern” facilities such as field showers, outhouses and a cook tent have been added.

**Traditional Elder/Youth Programs and Other Community Benefits**

Exchanges with youth from other areas are a significant component of this program. Traditional Elder/Youth Programs are designed to strengthen traditional values and beliefs, foster youth leadership, and enhance environmental awareness.

The Traditional Elder/Youth Programs include many of the same activities that occur during the Cultural Exchange Programs, but also stress languages, traditional ceremonies, survival skills, and building self-esteem through examination and discussion of serious social and environmental challenges.

**Participant Reaction**

During the past two seasons, Touch the Earth - Fort Belknap has hosted over 50 visitors from across the U.S. and Europe, and 185 local youth. Reactions have been positive. Says Nona Longknife Main, Camp Coordinator, “…One teaching of the camp is the connection between the people and the Earth. This connection belongs to all colors; this teaching should and will be maintained through camps like Touch the Earth - Fort Belknap.”

For additional information, please contact Brenda Martin at (970) 484-9434 or 1015-M S. TAFT Hill Road, Suite 424, Fort Collins, CO 80521.

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The Cherokee Boy's Club oversees a variety of operations established through PL 93-638 contracts. Gravel delivery and road and bridge construction are among the many activities successfully maintained by the Eastern Band of Cherokee under 638 contracts.

(See article, pp 1, 5)
The new TTAP Manager, continued from page 1

with the Fond du Lac Band of Chippewa and the Bois Forte Band of Chippewa, we produced statistical reports detailing conditions of reservation transportation, with special attention paid to health and safety concerns.

The project grew to involve tribal governments from five western and midwestern states. Out of this involvement, the Ute Mountain Ute Tribe at Towoac, Colorado produced a five-year transportation improvement plan, and the Northern Ute Tribe at Fort Duscheine, Utah established a radio-equipped, transit van demonstration project. In addition, the project taught me a great deal about the extent and variety of tribal transportation issues. The Three Affiliated Tribes of Fort Berthold, North Dakota provided information on road maintenance and bridge replacement; and the Shoshone and Arapahoe Nations of the Wind River Reservation in Wyoming taught me about the Shoshone & Arapahoe Nations Transportation Authority (SANTA).

My work on transportation issues has continued since then, leading friends and colleagues to ask me what interest an anthropologist would have in the topic. Frankly, it's a bit of a stretch. A simple answer is that transportation means different things to different people, and how transportation works differs from place to place; what things mean and how things work is of interest to anthropologists. Transportation is an integral component of any society. How it works and the form it takes has implications for the rest of the society. Transferring new transportation systems, technologies and programs from one group to another means more than simply building a road or buying a bus. It is the act of balancing new ways of doing things while preserving and promoting personal and social traditions. My interest in transportation encompasses not just the technology or the programs, but how we can work to make these fit with the circumstances into which they enter.

Making transportation technology transfers work means finding ways to integrate the transferred products into new situations. This process involves finding answers to three broad questions:

1. First, we must ask what a technology is for, from the perspectives of both the transferring group and the recipient group.
2. Second, we must ask how a technology will be put to use in its new circumstances.
3. Third, we need to see where best a transferred product will fit into new social and cultural surroundings.

By answering these questions, technology transfer advocates will better enable their products to bring the intended benefits.

My background as both a researcher and planner will contribute to this if I can work with tribal governments and transportation organizations to ensure that the broader questions of technology transfer find adequate answers. As the TTAP works to train people in transportation technology, I will also work to see that this technology fits the circumstances of the Indian Nations.

In the coming months, I will be contacting tribal representatives in this TTAP region. My goal is to personally meet with officials of each tribe over the next year to talk about tribal transportation needs and objectives. My objective is to establish a role for the TTAP to play in tribal transportation initiatives.

I look forward to this effort, and I hope that in the coming months this TTAP will prove to be a valuable resource to each of you.

Eastern Cherokee 638 Contracts, continued from page 1

charter bus service through this department. In addition, the department contracts for all gravel delivery and roadside mowing with the BIA. The Construction & Facility Department currently has contracts to pave roads and build five BIA bridges; it plans to contract for more bridge replacements in the future. When not busy with BIA work, gravel is hauled for the tribe and for other private contractors. The Club also has a contract to remove garbage from the Great Smoky Mountains National Park and holds contracts with the tribe to haul municipal solid waste to a regional landfill. The Garage Services Department, which maintains club vehicles, also falls under the administration of the Cherokee Boy's Club.

Contracts also benefit the Cherokee tourist trade. During performances of the Cherokee historical drama, "Unto These Hills," the club operates a shuttle bus service, oversees traffic management, and provides parking services for visitors.

Beyond these transportation-related departments, the Club's operations include: the Laundry Department, Administrative Services for the Cherokee Central Schools, the Graphics Department, the Cherokee Center for Family Services, the Food Service Department, and the Administrative Department. Each of these departments have signed contracts with the BIA and local organizations to provide services. Besides overseeing 638 contracting, other benefits derived from the Cherokee Boy's Club include:

- educational opportunities
- vocational and leadership training
- employment for tribal members
- managing the Children's Home
- services to children and families
- recreational activities

If you would like more information on the Cherokee Boy's Club, contact Allan Oocumma at (704) 497-9101.
Computer Networks On-Line For Indian Use

Network Notes and Definitions

The Internet

The Internet is a communication network, accessible from a personal computer, for exchanging information on a huge variety of topics. Transit is one such topic. Through the Internet, you can communicate with transit professionals from around the world and tap into databases and other sources of current information.

To connect to the Internet, you must have a computer and do three things: 1) install a modem; 2) acquire simple communications software; and 3) subscribe to a connection service such as Prodigy, CompuServe, or America On-Line. Subscription charges vary. Your local computer store should have information about these services.

E-mail

E-mail works like an electronic postal system. You can type a message to someone at their e-mail "address" and send it through the modem using one or two key strokes. Messages can be lengthy and documents can be sent with them. Some systems allow you to "talk" interactively by typing messages back and forth on a split screen. A message can be left if the individual is away and is automatically stored until retrieved.

Bulletin Board Systems

Bulletin board systems (BBSs) are sources of information provided by agencies or groups on specific topics. For example, the Community Transportation Association of America (CTAA) bulletin boards list legislative initiatives currently being considered by Congress, among other things. Many BBSs are available through the Internet, but some can be reached directly. Dialing a bulletin board directly costs only the time for the long distance call, and some are toll-free. Information can be browsed or downloaded to your computer and printed out in minutes.

Great Lakes Region

A computer network is being developed by Ojibwe, Mike Dashner and Karen DeLeary, to link Native American groups in the Great Lakes Region and beyond. The network, called GLRAIN - for Great Lakes Regional American Indian Network, will operate out of Ann Arbor, Michigan under a National Science Foundation Grant to the area's Committee on Institutional Cooperation.

Upon completion, "the network will serve as a forum among Great Lakes area tribes and individual tribal members." As one communications on-ramp to the "information superhighway" of the Internet, the service provides a worldwide, low-cost system of information exchange. According to a recent article in Indian Country Today, the project's main goals are:

- Development of an Internet infrastructure for area tribes
- Provision of training and technical assistance for each community
- Promotion of information sharing
- Facility policy development

The GLRAIN project is housed and supported by CICNet, a regional network provider created by a consortium of major universities in the Midwest, and based at the University of Michigan. For information, contact:

CICNet, 2901 Hubbard Drive - Karen DeLeary, email "kdleary@cic.net" Ann Arbor, MI 48105 Ph: (313) 998-8085
Ph: (313) 988-8129 - Mike Dashner, email "mdashner@cic.net"

Adapted from "Network will link American Indian communities in Great Lakes region," Indian Country Today, V14, #47, 3/9/95.

Databases

Electronic databases are another type of Internet service. These differ from bulletin boards by containing more information and being less interactive. A database search is an efficient first step in researching a topic. Connections to many databases are made through a connection service called DIALOG. You can reach DIALOG by typing XXXDIALOG. COM, where XXX is the network path to Internet. If you want to use a database administered by DIALOG, you must have a DIALOG user number and password to log-on to the system. The user is charged a fee for the actual connect time. For more information about this service, call (800) 3-DIALOG.

Adapted from "The Brave (And Frightening) New World of Internet" by Gerri Robinett/Alicia Caton, Kansas Trans Reporter, Jan 1995, pp 11-12.

SHRP Described

The Strategic Highway Research Program (SHRP) is a $150,000,000 product-driven research program financed under the Federal-aid highway program. SHRP was developed in a partnership with state departments of transportation, the American Association of State Highway and Transportation Officials (AASHTO), the Transportation Research Board (TRB), and the Federal Highway Administration (FHWA). SHRP researches asphalt, concrete structures, highway operations, and long-term pavement performance.

The purpose of FHWA's SHRP Products Implementation Program is to encourage and facilitate the application of those research findings that will improve the safety and performance of our highway systems.

See SHRP Products, page 8
Electronic Bulletin Boards:

Native-L - This BBS posts informational articles on native issues and events. For those with current e-mail service, send the following message to <listserv@TAMVM1.TAMU.EDU> “subscribe native-l” (leaving out the quotation marks, and using the lower-case letter L rather than the numeral 1 in the message.) For those without e-mail, contact the TTAP for more information at (906) 487-3164.

TAP-IN - This bulletin board includes information on literature searches prepared by the Transportation Research Board, current topics, legislation and regulations affecting the rural transit industry, and new funding opportunities for providers. No user fee; but long distance phone charges apply. Access by dialing (202) 628-2537, or get information at (800) 527-8279.

Project ACTION - This is a new bulletin board in 1995 with user dial-in through a toll-free line. For more information call 1-800-659-NIAT.

PC-TRANS - This 24-hour bulletin board offers shareware, freeware, public domain software without documentation, a professional magazine, and message communication with PC-TRANS technical staff. Dial (913) 864-5058 or call (913) 864-5655 with questions.

INFOTAP - The Institute of Transportation Studies Systems Unit at U-Cal, Berkeley, has over 500 files available for downloading, general interest utility programs and announcements. To connect from your computer, dial (510) 642-7088.

ITE - Institute of Transportation Engineers (ITE) on-line files contain legislative updates, notices, vacancy announcements, publication catalogs, a message system, and more. This BBS can be reached toll-free from the contiguous 48 states by dialing (800) 982-4683 from your computer.

McTrans - This 24-hour BBS provides product listings and announcements of McTrans software and services, free downloading of many programs and on-line ordering for others, uploading of programs for review, technical assistance data, and a message system. To connect from your computer, dial (617) 494-2108.

Federal Transit Administration - Access this electronic bulletin board at 1-800-337-3942. For more information, call Donna Avallone (202) 366-9037.

Transit Safety and Security - This computer bulletin board can be accessed at 1-800-231-2061 or, for more information, call S&S operator (617) 494-2108.

Transportation Databases:

TRIS - This database provides research information on subjects such as legislation, regulations, planning, operations, marketing, energy, and environment. Information is provided by the U.S. DOT and the Transportation Research Board. TRIS is reached through DIALOG, which charges for this connection at $0.50/minute, $0.35 per record/full format on-line or off-line print, or $10/month for DIALOG Alert updates (U.S. rates).

NTIS - This database, provided by the National Technical Information Service (NTIS) and the U.S. Department of Commerce, provides results from government-sponsored research and development, sources of engineering information, and analyses by federal agencies, their contractors and grantees. Unclassified public domain information is available from 1964 to present. Access is available through DIALOG at $1.00/minute, $0.80/abstract for full format on-line or off-line print, or $15/biweekly for DIALOG Alert updates.

GPS Workshop via Satellite

The Iowa Transportation Center is taking remote sensing to the limit. In cooperation with the Federal Highway Administration, they will be offering a technical workshop on Global Positioning Systems (GPS) via satellite. The purpose of this workshop is to provide a foundation in how GPS came into being, its abilities and limitations, and the current state of the art. The workshop is designed to make the terms and capabilities of GPS understandable to non-technical users. The Michigan TTAP is arranging for this workshop, and tribal members are invited to attend at no cost.

The workshop is planned for two one-day sessions. The first is scheduled for Wednesday, July 12, 1995. This session consists of two parts:

Part 1 will cover the history of GPS, its component parts, and how it works.

Part 2 will cover application and equipment considerations.

The second session of the workshop is scheduled for Wednesday, July 19, 1995, and also is divided into two parts:

Part 1 will evaluate GPS receiver equipment precision and the applications for different receivers.

Part 2 will look at the current and future breadth of GPS applications, and its benefits to the public.

Tribal planners, representatives, and members who are interested in this GPS workshop can contact the TTAP for more information.
Training Materials Available by Request

Pavement Surface Evaluation and Rating Manual

The PASER (Pavement Surface Evaluation and Rating) system will be used for the BIA inventory this spring. Tribes involved in inventory work for the BIA will find the PASER manuals a useful resource. Manuals for gravel, asphalt, and concrete roads are available.

Commercial Drivers License (CDL) Training Video Tapes

Commercial Driver's License (CDL) training is available through a set of three tapes and eight booklets produced by the Michigan Truck Safety Commission. Information covers a broad range of topics. A limited number of training packets are available through the TTAP video loan program.

SHRP Products

A limited number of a variety of SHRP products are available for loan, on a first-come, first-served basis. Some of these include:

- STOP/SLOW Paddles
- Intruder Alarm
- All-Terrain Sign and Stand
- Snow Fencing (100' roll)
- Opposing Traffic Lane Dividers

Call the TTAP to obtain a complete list of SHRP products for loan and list of free publications available by request.

Build Your Path to the Future (Video)

This new video training package is designed to increase Native American participation in the road construction industry. Produced by the Wisconsin DOT, it comes with a free Resource Directory to link Wisconsin agencies and organizations with potential employees.

The video is geared towards those seeking careers in the road construction industry. Commentary from both current construction employees and from contractors and placement personnel provides a realistic view of benefits and difficulties common to a variety of road construction careers.

In an effort to increase employment and support of Native American business and economic development, the training package seeks to create awareness of opportunities and resources available to all concerned.

Call the TTAP to request these materials at (906) 487-3475.

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