Oneida Nation/ITA Convene Regional Planning Caucus

The Oneida Nation in Wisconsin recently hosted the Intertribal Transportation Association (ITA) Regional Caucus at the Oneida Casino Resort. ITA is conducting a series of regional caucuses to promote local tribal transportation planning and the ITA agenda for coordinating transportation funding to Native American tribal governments. Attending the day long event were Mr. Wendell George, president of the ITA, and Mr. Edward Hall, Sr., ITA executive director. The caucuses are intended to provide a forum for sharing tribal planning strategies among various tribes, and to inform participants about possible future trends in tribal transportation funding.

Mr. Ken W. Webster, manager of Oneida Community Development, outlined the direction of Oneida tribal planning and introduced the presentations made by the Oneida planning staff. Presentations included discussions on local Oneida transportation and community development planning, innovations on the use of GIS/GPS technologies, and plans for establishing an airline pilot training school, housing developments, and a local sign ordinance that will promote a national identity for the Oneida Nation.

Continued on page 5

National Scenic Byways
Nominations Now Open

This summer, the FHWA began accepting nominations for roads and highways to be designated as National Scenic Byways or as All-American Roads under the National Scenic Byways program. Nominations for scenic byways can be made by Indian tribal governments, as well as by local governments, private groups, and individuals. All nominations must be submitted to the FHWA through each state's State Scenic Byways Agency (SSBA).

Selection Criteria

According to Mr. Eugene Johnson, FHWA National Scenic Byways Program Manager, addressing the National Scenic Byways conference in Rochester, MN, designation of a road corridor as a scenic byway depends on a number of criteria, referred to as intrinsic qualities. These include, but are not limited to:

Continued on page 5
ITA Plans Transportation Survey

The Intertribal Transportation Association (ITA) is applying for a Federal Lands Highways Program grant to conduct a survey for the Indian Reservation Roads (IRR) program. The survey is intended to gather information from Native American Tribal Councils on their understanding of, participation in, and satisfaction with the IRR program. In addition, the survey will request information on the effectiveness of IRR program administration, and will solicit ideas from tribes for improving program operations and administration.

According to Ed Hall, Sr., Executive Director of the ITA, the survey will help determine whether a restructuring of the IRR program is needed. Currently, the BIA administers FHWA funds under the IRR program. Annual funding through 1997 is set at $191 million for all IRR system roads and bridges. Individual tribes receive a portion of this funding for reservation roads based on a relative needs formula established by the BIA. This formula consists of weighted values applied to the cost to improve, vehicle miles traveled, and local tribal population.

Other federal transportation funding available to tribes is generally administered through the individual states whose borders encompass Indian lands. The ITA is promoting greater coordination of federal transportation programs to Indian tribal governments and is working to ensure continued and direct funding of these programs to individual tribes.

If funded, the ITA survey will be completed by next spring and will help direct future IRR program policies. Initially, the ITA will develop and test a questionnaire with a tribe in each of the twelve BIA Areas. Following this, each tribal council in the United States will be asked to complete a survey. The ITA hopes for a good response on the survey from the councils. Hall says the greater the return of completed surveys, the better the tribes will be able to influence IRR program directions.

For more information on the ITA survey, please contact the ITA in Albuquerque at (505) 248-1465.
Tribal planners in Minnesota are acquiring ideas and sharing experiences through a workshop series offered by the Center for Urban and Regional Affairs (CURA) at the University of Minnesota. The Native American Planners’ Workshop is held twice a year; its most recent session in May marked the completion of its third year of activity.

That recent session was attended by ten tribal planners from the Bois Forte Band of Chippewa, the Red Lake Band of Chippewa, the Leech Lake Reservation, the Shakopee Mdewakanton Sioux Community, the Mille Lacs Band of Ojibwe, and a representative of the Minnesota Indian Economic Development Initiative.

**Tribal Planners’ Workshops**

Originally created as a way to address planning and policy questions of tribal planners, the workshops have steadily grown in popularity. Typical workshops bring planners from the eleven tribal governments in Minnesota together with CURA staff, faculty from the University’s Humphrey Institute of Public Affairs, guest speakers, and other invited individuals and organizations.

Topics cover a broad range of economic, social, and political issues affecting tribal people. Morning sessions usually consist of a presentation by a guest speaker who addresses a specific topic. Afternoons sessions are devoted to open discussions on various issues with contributions coming from tribal planners, staff and faculty, and guest speakers.

**Coalition Building**

On the morning of May 31, guest speaker, Dr. Shirley Solomon of the Northwest Renewable Resources Center (NRRC), spoke on issue of tribal and county intergovernmental cooperation. Her message explains that when different administrative missions are at odds with one another, finding common ground is necessary in order to generate compromise.

The goal of the NRRC is to establish personal relationships between stakeholders in resource management. Ms. Solomon showed a video entitled “Voices from the Valley: A Skagit Valley Dialogue” that describes how tribal, state and county planners were brought together in a forum to discuss both the issues that divide them, and those issues they hold in common. Creating relationships is essential to dispute resolution. Without personal relationships between parties to a dispute, there is less incentive to compromise and resolve issues. Pre-existing, personal relationships provide a common ground upon which issues can be resolved through cooperation.

The Seattle-based Northwest Renewable Resources Center was founded in 1984 by leaders of industry, Indian tribes and environmental organizations as a non-profit provider of alternative dispute resolution services for natural resource use and management issues. In mid-1990, the NRRC began a three-year Tribes and Counties: Intergovernmental Cooperation Project, aimed at building better working relationships between county and tribal governments in Washington state. Out of this project, the NRRC initiated the Fellowship Circle, a cross-cultural, relationship-building program. Its purpose is to develop a broad network of people in Indian and non-Indian communities who will speak on behalf of tribal/county cooperation.

**Transportation Planning**

The afternoon session examined the issues of cooperation and coordination as these affect transportation planning in tribal communities. The tribal planners compared their experiences and shared their solutions. Tribal planners recognize that both tribal and adjacent non-tribal communities often share similar transportation goals and problems; solutions to questions of tribal transportation planning often can be reached through coordination with non-tribal entities.

Efforts to achieve this coordination are seen as worthwhile, but attempts at this often fail because of unstable pre-existing relationships between the parties. Among the issues that contribute to good relations are respect for one another’s traditions, recognition of different management practices, and an understanding of mutual human needs.

Over the past several years, CURA has worked with Minnesota tribal governments to establish cooperative arrangements with State and local transportation providers to enhance services to rural Minnesota tribes. Most recently, CURA has entered into a project with the Bois Forte Band of Chippewa to produce plans for both transportation and economic development.

For more information on the CURA/Native American Planners’ Workshops, contact Tom Anding or Barbara Lukermann, 330 Humphrey Center, 301 19th Ave. S., Mpls., MN 55455, (612) 625-1551.

For more information on the Northwest Renewable Resources Center, contact Shirley Solomon, 1411 4th Ave., #1510, Seattle, WA 98101-2216, (206) 623-7361.

To borrow the NRRC “Voices of the Valley” videotape, call the TTAP office.

Some sections adapted from NRRC’s “Fellowship Circle,” Series I, June 5 - October 19, 1992.
Historical and Cultural Preservation

NA Graves Protection & Repatriation Act Review Committee Solicits Comments

Source: Nat'l Park Service, Dept. of the Interior

The Native American Graves Protection and Repatriation Act [25 U.S.C. 3007 (c)(5)] requires the Review Committee to recommend specific actions for developing a process for the disposition of culturally unidentifiable Native American human remains. The seven individuals on the committee have given this matter great thought and have developed a draft outlining their position and several options. The draft is intended for wide circulation to elicit comments from Indian tribes, Native Hawaiian organizations, museums, federal agencies, and national scientific and museum organizations. The committee is publishing the draft in the Federal Register for broad public comment.

DATES: Comments should be received by September 30, 1995 in order for them to receive full consideration. No electronic mail will be accepted. For additional information, please contact Dr. C. Timothy McKeown at (202) 343-4101.

ADDRESS FOR COMMENTS:
Anyone interested in commenting on the committee’s draft recommendations should send written comments to:
The NAGPRA Review Committee c/o Archeological Assistance Division National Park Service Box 57127, Suite 210 Washington, DC 20013-7127

Contact the TTAP to fax or mail you a complete copy of the draft.

Smithsonian CENTER FOR MUSEUM STUDIES Workshop Series 1995 - 1996

Skills training and professional development opportunities specially designed to meet the information and resource needs of small, emerging, culturally specific and rural museums.

Oct. 30 - Nov. 3, 1995: Introduction to Interpretation in Museums
Learn methods for using storytelling, dramatizations, historical reenactments, living history and other performing arts to educate and entertain your visitors.
Application Deadline: Sept. 15, 1995

Jan 22 - 26, 1996: Introduction to Museum Management
Develop a strategic plan and implementation process that responds to the realities of small community museums of the 1990s.
Application Deadline: Nov. 24, 1995

Apr. 15 - 19, 1996: Introduction to Creating Museum Exhibitions
Discover the elements of creating and mounting exhibitions that appeal to diverse audiences and support your museum’s mission.
Application Deadline: Feb. 16, 1996

Sept. 16 - 20, 1996: Introduction to Caring for Museum Collections
Explore practical techniques for documenting and caring for an object, from its arrival at the loading dock to its placement in an exhibition or storage space.
Application Deadline: July 19, 1996

For further information and application materials, contact the Center for Museum Studies, MRC 427, Smithsonian Institution, Washington, DC 20560 e-mail -OMPEM016@SIVM.SI.EDU; fax (202) 357-3346

Source: Center for Museum Studies

Makah Nation’s Historic Preservation Project Depicts National Treasure on Videotape

As the result of an historic discovery, the Makah Indian Nation now has one of the finest tribal museums in the country, and tourism has become their primary industry. Their museum houses over 55,000 artifacts excavated from the buried remains of a 15th century village named Ozette, discovered by the Makah in 1970 at the northwest tip of Washington State. With the help of WSU anthropologist, Richard Daugherty, and a crew of archeologists and student volunteers, the Makah unearthed, identified and preserved these ancient treasures.

Tribal Elders applied their knowledge of oral tradition to interpret and identify many objects which completely mystified other experts. Not only did the find reveal intricate details of a sophisticated ancestral community but, more importantly, it revitalized cultural bonds in the community while the newly discovered artifacts supplied the physical proof needed to preserve their heritage.

This discovery became a cultural treasure to the entire community. In order to care for it, the Makah built the museum which now greets visitors to their area, and houses the tribe’s Cultural and Research Center. The museum provides education in oral history, language research and preservation, and the ancient carving and basketry methods once used by their ancestors.

A.K.

You can borrow this 1-hour historical preservation videotape, “A Gift From the Past,” by calling or writing the TTAP office. It comes with a copy of the National Historic Preservation Act (as amended through 1992 by P.L. 102-575.) The publication is yours to keep.
Tribal governments interested in seeking designation of roads on or around reservations should obtain copies of the following publications:

- "Preparation of Corridor Management Plans: A Scenic Byways Guidebook"
- "Community Guide to Corridor Management Planning"

Obtain these publications, or a list of federal and state Scenic Byways Contacts by calling the TTAP office at (906) 487-3475.

**Onieda/ITA Caucus, continued from page 1**

**Oneida Development Strategy:**

The Oneida Nation is making use of the latest computerized technologies to revise and develop the Oneida Nation Master Plan. Dr. Ron Baba, Interim Director of Oneida Planning, detailed the Oneida planning strategy. This strategy, he said, is based on the priority of protecting the local natural environment. Within this framework, the Oneida Nation is reorganizing land use and zoning controls to better coordinate its housing and public buildings program, and manage land drainage and urban forestry projects. A part of the master plan includes improving transportation services to the Oneida people. Two elements of this effort are improved pedestrian pathways to reduce pedestrian use of roadways and expansion of the Oneida Transit system.

**Funding, Sovereignty, and the ITA:**

Like other tribal governments, the Oneida Nation is working to address issues that include the need to generate funding for its programs and to coordinate planning both within the tribal community and with local and regional non-Indian planning organizations. Typically, funding programs established through federal trust obligations have provided some of the necessary resources for tribal development programs. Increasingly, tribes are gaining access to these funds through P.L. 93-638 Indian Self-Determination and Education Assistance contracts. More recently, the growth of Indian gaming has led to a perception that tribes are generating their own funding resources, that these resources are adequate for tribal program development, and that these should be used for development programs. Adrian Gershom, a planner for the Oneida Nation, points out that the Oneida Nation should not have to rely on gaming funds to pay for federal trust programs. Rather, the Oneida Nation prefers to participate in federal and state funding programs, as non-Indian governments do, while building their economic infrastructure to fund programs beyond those of trust obligations. Gershom and other planners at the Caucus point out that expectations that tribes fund federal trust programs with gaming proceeds both infringes on their sovereign rights to self-determination and devalues the strength of treaty rights and federal obligations to tribes.

Currently, much of the federal funding for transportation programs is administered through the states. On most Indian reservation, road funding is split between state and federal funds. Funding for tribal and BIA roads is administered through the Bureau of Indian Affairs, Indian Reservation Roads (IRR) program, whereas state and county roads on reservations are funded by the state. The IRR program funds roads and bridges, and contains limited funding for planning; no funds for transit or other transportation related programs are available, except through state programs. Should the federal government move to a system of block grant funding, there is concern that all funding for tribal transportation, including the IRR system, will be administered through the states.

To address this possibility, the Intertribal Transportation Association (ITA) is working to maintain dedicated road funding for tribal road programs, and to expand the scope of this funding to include other transportation concerns, such as enhancement programs and transit. ITA Executive Director, Mr. Ed Hall, Sr., believes that Native American tribes need to establish a unified lobbying effort and develop their own transportation codes in order to exercise tribal sovereignty. Hall hopes that by conducting this series of regional caucuses, the ITA can increase tribal awareness of transportation planning needs, and generate interest in a coordinated tribal efforts to lobby for direct transportation funding to tribal governments.

For more information about the ITA, contact Ed Hall at 2401 12th Street, NW, Albuquerque, NM 87104; Telephone: (505) 248-1465.
Hannahville Construction Company
Seeking Self-Sufficiency Through Training

Hannahville Construction Company, a Hannahville Indian Community tribal enterprise, hosted a Truck Driver Safety Workshop on August 7th in Wilson, Michigan. The workshop was conducted by Don Willcutt of the Michigan Truck Safety Commission, in cooperation with the TTAP, in a rather novel atmosphere.

Inside MTSC’s air-conditioned semi trailer classroom, Mr. Willcutt combined videos, demonstration and open discussion to deliver training on topics selected by the company. The session was punctuated by a lively exchange of personal experiences. To augment training, MTSC handed out CDL Manuals and the 1995 Federal Motor Carrier Safety Regulations. The TTAP donated CDL training videos and booklets to assist in test preparation, and threw in some road construction signs for good measure. (Contact the TTAP for these materials.)

MTSC’s Semi Trailer Classroom

Training Purpose
Hannahville Construction’s main purpose in holding the workshop, according to Construction Manager John Lovato, is to get his crew “prequalified for state work.” Lacking similar training, they had missed out on past opportunities. With certified commercial drivers, Mr. Lovato believes the company will “be able to bid for state and federal jobs; and become more self-sufficient.” He thinks his crew did benefit from the workshop, “and they certainly seemed to enjoy it.”

In their line of work, Lovato’s crew drives mostly dump trucks. Although problems covered are common to most truck drivers, Lovato wants “more specific training on dumptrucks, especially longer ones.” To meet client requests, the MTSC is planning a program tailored to construction drivers. “We’re going to call them again,” says Lovato, “probably in the winter, when we aren’t so busy.”

Community Activities
The company engages in a range of construction activities, among them: hauling and laying sod, landscaping, road construction and guardrail installation, laying out drain fields, and installing water and sewer mains. Hannahville Construction recently completed work on the community’s soccer and baseball fields. Says Lovato, “If it has anything to do with dirt, we do it.”

Several past projects were conducted under 638 contracts, an option the company hopes to employ more in the future. One road contract last year was coordinated with the BIA agency office in Ashland, Wisconsin. According to Betty Draz of Hannahville Construction, the process was “somewhat complicated, but working with the Ashland agent was really nice. He was really helpful, and very good to us.” Other 638 contracts resulted in a parking lot, additional housing, and a half-way house called “Three Fires.” Lovato credits the Hannahville Indian Community’s main planning committee: Chairman Ken Meshigaud; Tribal Manager, Pat Groleau; and Tom Miller, Superintendent of Schools.

Michigan Training Access
Training can be scheduled at any time; at no cost. The MTSC is fully funded through state vehicle registration fees and other contributions. In addition to traveling workshops, the MTSC funds a hands-on training institute called the Michigan Center for Decision Driving in Marshall, MI. There, for a moderate fee, drivers can train on a driving range which includes a “skid pad;” practicing their responses under a variety of conditions.

National Training Access
Nationally, the Association of Publicly Funded Truck Driving Schools offers similar training in 41 states. Affiliated with the community college system, these schools are funded through the Higher Education Consortium, and tuition waivers may apply.

For more information on commercial driver training programs, contact the TTAP or call:

Michigan:
MTSC/Lower MI: MTSC/Upper MI:
Don Willcutt Bob Ramels
1-800-682-4682 1-800-469-7364
Michigan Center for Decision Driving
1-800-325-6733

Nationally:
Association of Publicly Funded
Truck Driving Schools
John Hale, Pres. 1-507-454-4871
John Theroux, V.P. 1-616-731-4125
FHWA Proposes Tribal Transportation Assignments

The Federal Highway Administration (FHWA) is currently seeking comments on a proposal to establish the American Indian Intergovernmental Personnel Act (IPA) Program. The FHWA is interested in facilitating improved planning capability and involvement in transportation planning processes by American Indians and their tribal governments.

Assignment Proposal

One way the FHWA perceives to accomplish this is by offering an IPA assignment for one or more American Indian transportation planners with one of a number of transportation-related agencies, including: a State Department of Transportation (SDOT), the Bureau of Indian Affairs Division of Transportation (BIADOT), Federal Transit Administration field offices, or a Local Technical Assistance Program (LTAP) center, among others.

IPA Assignment Description

The IPA assignment would consist of approximately a 4 to 6 month assignment on the transportation planning staff with a Federal, State, MPO or related transportation agency. Tribal planners would participate in a broad range of planning activities, such as planning coordination meetings, and/or developing Transportation Improvement Plans, intermodal transportation studies, and road inventory updates, among other tasks.

Funding and Application process

Funding is proposed to cover direct salary, travel, and per diem expenses. These funds are currently suggested to come from the 2% Indian Reservation Road (IRR) planning funds. Agencies hosting IPA planners will be expected to absorb all administrative and other support expenses related to having the tribal planner on staff.

Applications for IPA assignments would be submitted by the Indian tribal government(s) by resolution or letter to both the FHWA Federal-Aid Division Office in the particular state and their Bureau of Indian Affairs Area Office.

For more information, or to provide comments on the proposed program, contact the TTAP at (906) 487-3475 or:

Mr. Paul Los, FHWA
HFL-10, 400 7th Street, S.W.
Washington, D.C. 20590
Ph: (202) 366-9487
Fax: (202) 366-7909

TTAP Second Quarterly Report, June 1995

This report covers the activities of the Tribal Technical Assistance Program (TTAP) located in the Transportation Technology Transfer Center at Michigan Technological University, Houghton, Michigan. The activities of the program during the second quarter of 1995 under Agreement DTFH61-93-X-00001 are listed below:

Task A: Compile and Maintain a Mailing List
The current mailing list of 1,168 reflects approximately 25 additions this quarter as a result of contacts at conferences, meetings and phone requests, and reflects some record deletions.

Task B: Publish a Quarterly Newsletter
Volume 3, No. 1, Spring 1995 of the Pathways newsletter is at the printer and is anticipated to be mailed by Friday, July 14. Work on Vol. 3, No. 2 is underway.

Task C: Distribute Technology Transfer Materials
Publications are mailed out as requested. Information on pavement management systems, tourism, and road construction facilities management have been requested this past quarter. Video and publication catalogues have been mailed. There have been additional requests for brochures describing the TTAP.

Task D: Provide Information Service
We continue to provide technical advice and referrals regarding transportation planning. Questions regarding TERO, P.L. 93-638, state and federal transportation personnel contracts, and surplus GSA heavy equipment have been addressed by the TTAP.

Task E: Conduct or Arrange Seminars and/or Training Sessions
Plans are underway for a Pavement Management Systems Workshop to be hosted by the Shakopee Mdewakanton Sioux Tribe of Prior Lake, MN this fall. In mid-July, a GPS workshop sponsored by the TTAP will take place at Keshena, WI, hosted by the Menominee Tribe. The TTAP is arranging August workshops on Truck Driver Safety Training for the 10 tribes in Michigan through the Michigan Truck Safety Commission. Dr. Fulton plans a "roadshow" this fall with regional tribes on tribal transportation needs. Dr. Fulton gave short presentations about the TTAP and transportation planning at the April ITA meeting in Albuquerque, attended and made a presentation to the CURA/Tribal Planners' Workshop in May at the University of Minnesota, and similarly to the Oneida ITA Caucus at Oneida, WI in June.

Task F: Evaluate Effectiveness of Program
We continue to request input from tribal sources regarding TTAP operations and training.
**Upcoming Pavement Management Systems Workshop**

The Michigan TTAP, in cooperation with the Shakopee Mdewakanton Sioux Community, is planning a Pavement Management Systems Workshop, tentatively scheduled for Sept. 27, 1995.

This workshop is intended to provide training on visually assessing pavement conditions and placing this information into computerized data management systems, such as GIS. The workshop will consist of both classroom instruction and on-site road inspections at the Shakopee Sioux Community. Additional on-site road inspections will be scheduled with regional tribes on request.

The objective of the workshop is to enable individual tribes to update their road management plans. Certification will be provided to those completing the workshop program.

If you or anyone within your tribal administration is interested in attending this workshop, or scheduling a similar workshop for your own community, please contact the Michigan TTAP at (906) 487-3164.

Further information will be provided to regional tribes via a brochure to be mailed in the near future.

**Training Materials Available by Request**

**Videotapes:**
- Voices of the Valley (Video Loan)
- A Gift From the Past (Video Loan)
- Commercial Drivers License (Free Packet)
  Training Packet
  (3 Video Tapes & 8 Manuals)

**Free Publications:**
- NAGPRA Review Committee Draft Proposal
- Scenic Byways
  - Federal & State Contacts List
  - Scenic Byways Advisory Committee Report
  - Preparing Corridor Management Plans
  - Community Guide to Corridor Management Planning

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

Tribal Technical Assistance Program
Transportation Technology Transfer Center
Michigan Technological University
1400 Townsend Drive
Houghton, MI 49931-1295
(906) 487-3164

Non-Profit Organization
U.S. POSTAGE PAID
Permit No. 11
Houghton Michigan
49931