Apply for Phase II

The Absentee Shawnee recently hosted a meeting of the Oklahoma Tribal Transportation Committee. Held on June 11, 1996, the conference drew approximately 24 attendees, including representatives from the BIA, the ITA, and two Tribal LTAP centers (the Central Plains Tribal Transportation Assistance Program and the Tribal Technical Assistance Program.)

Speakers provided information on the tribal LTAP programs, and on their cooperation with the BIA in preparation for potential upcoming tribal contract work under Phase III of the IRR Roads Inventory Update. IRR roads are defined as those roads which approach or cross over reservation land.

Training/Subcontracting Options

The tribal LTAPs have been asked to conduct workshops for tribes that will contract with the BIA for Phase III of the National Road Inventory Update project. There is still some question regarding the

Continued on page 6

Spring Flooding in Baraga County, MI, story at right.

Floods Cause Road Damage

This has been a record year for flooding resulting from spring run-off and from unusually heavy rainfalls. By the first of May, records indicated that 325 inches of snow had fallen almost continuously over the Upper Peninsula of Michigan during the nine-month winter season of 1996.

Although flooding usually occurs in 20 year, 50 year, and 100 year cycles, some communities in Wisconsin are claiming to have experienced their 100 year flood this year—and every year for the past four years running!

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Transportation Technology Transfer Center
Michigan Technological University
TTAP Regional Tribes

- Aroostook Band of Micmac Indians
- Bad River Band of Lake Superior Chippewa Indians
- Bay Mills Indian Community
- Bois Forte (Nett Lake) Reservation Tribal Council
- Catetewa Indian Tribe
- Cayuga Nation of Indians
- Chilimachi Indian Tribe
- Coushatta Indian Tribe
- Eastern Band of Cherokee Indians
- Fond du Lac Reservation Tribal Council
- Forest County Potawatomi Community
- Grand Portage Reservation Tribal Council
- Grand Traverse Band
- Hannehville Indian Community
- Ho-Chunk Nation
- Houlton Band of Maliseet Indians
- Jena Band of Choctaw Indians
- Keweenaw Bay Band of Lake Superior Chippewa
- Lac Courte Oreilles 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
- Mashantucket Pequot Indian Tribe
- Menominee Indian Tribe
- Miccosukee Indian Tribe
- Mille Lacs Reservation Tribal Council
- Minnesota Chippewa Tribe
- Mississippi Band of Choctaw Indians
- Mohegan Tribe of Indians
- Narragansett Indian Tribe
- Nottawaseppi Band of Huron Potawatomi
- Oneida Nation of Indians
- Oneida Tribe of Indians
- Onondaga Nation of Indians
- Passamaquaddy Tribe Indian Township Reservation
- Passamaquaddy Tribe Pleasant Point Reservation
- Pennsobbt Nation of Indians
- Poarch Band of Creek Indians
- Potawatomi 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
- Seneca Indian Tribe
- Seneca Nation of Indians
- Shakopee Morningshadow Sioux
- Sokaogon Chippewa Mohe Lake Indian Community
- Stockbridge/Munsee Community
- St. Croix Chippewa Indians
- St. Regis Mohawk Tribe
- Tonawanda Band of Seneca Indians
- Tunica-Biloxi Indians of Louisiana
- Tuscarora Nation of Indians
- Upper Sioux Community
- Wampanoag Tribe of Gay Head Aquinnah
- White Earth Reservation Tribal Council

Pathways

Vol. 4, No. 2

To Welcome Two Newly-Established Tribal LTAPs!

The staff of the Tribal Technical Assistance Program extends a warm welcome to the two new LTAP centers recently established to serve those tribes located in the region of California and Nevada, and that area encompassing Nebraska, Kansas, Oklahoma, and Texas.

This brings to six the number of LTAP centers specifically established by the FHWA and BIA to provide technical assistance, training and information to federally recognized tribes in the United States (See complete listing, page 11).

The Central Plains Tribal Transportation Assistance Program is based at the Center for International Trade Development at Oklahoma State University. Directed by Joseph Paden, it will serve those tribes located in Nebraska, Kansas, Oklahoma and Texas.

The Tribal LTAP Center will operate out of D-Q University in Davis, California, offering technology transfer and training to tribes located in California and Nevada. Dr. Francis V. Becenti has been named Interim Director for this California-based center.

We look forward to working with all of you from our new fellow-programs!
Corner Perpetuation Evidence Proves Cost-Effective

By Christie Quaderer, TTAP Student Assistant

Maintaining a good record system of corner monumentation will prove cost effective for both short and long term time periods. Easy access to a corner record system is important for planning and analyzing the potential costs of survey work needed for proposed development projects, and for surveys needed for prevention and appraisal of timber trespass damages. Survey costs soar when there is a scarcity of monumentation evidence, both in the field and on record.

Retracement Surveys

Boundary surveys of an Indian reservation normally incorporate the recovery of boundary evidence, otherwise known as "retracing" the original survey. A retracement survey is carried out this way because land transactions of the United States Public Domain were made in reference to monuments set during the original surveys which were executed in the 19th Century. How and when a reservation was surveyed depends on the treaty the reservation was created from, and whether it was subjected to the allotment system.

Today, allotment reservations are usually checkerboard land bases and were originally surveyed according to the U.S. Rectangular Survey System. Lands not included in the tribal land base make up a variety of federal, state and private ownerships. Land holdings abutting any Indian reservation, and all lands within an allotted Indian reservation, maintain a chain of title referring to and dependent upon the monuments set during the original surveys. Each individual interest must be protected when locating the boundaries of those interests.

Original Methods Employed

The original surveyors used wooden stakes carved from durable woods to stake out corners for surveying and subdividing townships and one mile sections. The majority of the corners were placed half a mile apart. Surveyors also made accessories to the corner monuments. Trees and stones with identifying marks were used, as well as sand pits and mounds. The surveyors utilized what was available and, in most cases, bearing trees were used. These trees were identified with blazes which were recorded along with the species, size and measurements in relation to the corner monuments. Line trees along a section line were also blazed and recorded. Today, much of this evidence has deteriorated to the point of being unrecoverable.

Subsequent Evidence

Where there is subsequent survey work, there may exist "local" or second-generation corner monuments. These corner monuments were set by surveyors who conducted retracement surveys in the past, and remonumented and recorded the perpetuation of the decaying original evidence. If these corners are to bear the same legal weight as an original monument, they must have a complete, reliable written history that goes back to the original monument. In many cases, there is also subsequent corner evidence in danger of deteriorating beyond the point of recovery, if this is not already the case.

Written History Crucial

Written record is key for the recovery of evidence in the field. Destruction or misplacement of survey records will cause the evidence to become practically impossible to recover, will make it legally inferior and, worst of all, could cause a survey to be made in vain.

After extensive record research and an exhaustive, unsuccessful field search, a corner is declared lost and must be resurveyed to the best approximation of its original corner location. This is accomplished by surveying to existing corners and mathematically calculating the corner's location according to original record distances. In some cases, a surveyor may have to survey many extra miles to reach multiple existing corners, in order to survey in a lost corner. This is why retracement surveys can become very costly.

It is important to keep in mind that perpetuation in the field, and on legitimate record, go hand-in-hand. A legitimate record would consist of testimony taken and/or given by a Registered Land Surveyor. When a surveyor dies, only that testimony recorded in the appropriate county office will be considered admissible in a court of law.

State-to-State Variance

After the U.S. Public Land System was enacted and surveyed on the ground, responsibility to subsequently perpetuate and record monuments was left to the states. Not all states have taken on this responsibility. Other states have recognized the significance of maintaining a written record worthy of admissibility in a court of law. Those states have passed legislation making it mandatory for surveyors to file a survey with the local County Recorder.

Some county governments are fortunate enough to possess foresight and go one step further by hiring a surveyor to specifically maintain a good record system by going into the field to perpetuate deteriorating corner monumentation. In those areas, survey costs are kept to a minimum.

This is the first in a series of articles by Christie Quaderer concerning boundary surveying on or near reservation lands. For further information in this regard, contact Christie Quaderer through the TTAP office at (906) 487-3475.
Scenic Byways
More to some routes than eye appeal

Say this for Minnesota’s entries into the national Scenic Byways program: The nine routes chosen for such designation beginning in October are indisputably scenic. From the Hiawatha Apple Blossom Drive outside La Crescent to the Minnesota River Valley Scenic Byway to Minneapolis’ Grand Rounds parkway system, beautiful vistas do abound.

But if Minnesota’s byways seem to satisfy congressional intent for the program, eyebrows are being raised over some of the routes being designated by other states. That’s especially so regarding Nevada’s selection of the Las Vegas Strip, which an article in the June issue of Governing magazine describes as “arguably the most commercial, ostentatious and artificially illuminated stretch of road imaginable.”

Quite so. Yet name another piece of American roadway that is more eye-catching or that more spectacularly exemplifies a particular aspect of American life. Fault not the Nevadans for taking a broad view of what the word “scenic” means. The Strip if truly something that must be seen to be believed.

Besides, “scenic” is just one of the characteristics allowed under the rules governing the byways program. Also qualifying are routes notable for their historic, recreational, cultural, archeological or natural qualities.

Thus West Virginia is including a Coal Heritage Trail, the highlight (or lowlight) of which will be an opportunity for travelers to descend into a dark and decidedly “unscenic” old coal mine. Pennsylvania will offer a similarly beauty-challenged visit to an abandoned steel mill, complete with left-behind piles of unused coal and blast-furnace clinkers.

This is, in other words, a tourism-promotion scheme - in the best sense of the term. Through the federal Scenic Byways designation, states are given the opportunity to advertise to the rest of the country their lesser-known and less-visited attractions.

Some might argue that the Minneapolis parkway system already has more local traffic than it can handle and doesn’t need a flock of out-of-state tourists edging their way in as well. Nor may the Las Vegas Strip need additional promotion - particularly in a low-key form that can only get lost in the razzle-dazzle clutter of the place.

Take altogether, though, the Scenic Byways program is a pleasing idea. If there happens to be more to the designation than meets the eye, it’s because some of what’s there will also rise up to meet and engage the mind.

With permission: Minneapolis Star-Tribune

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**National Scenic Byways Clearinghouse**

**What is the National Scenic Byways Program?**

**What can scenic byway designation do for my community?**

**Who can I contact at the State level for help?**

These are just a few of the inquiries we’re used to receiving at the National Scenic Byways Clearinghouse. The Clearinghouse is a public/private partnership of the American Automobile Association (AAA) and the Federal Highway Administration (FHWA), created to serve as a central source of information on scenic byway programs and issues. The Clearinghouse will distribute Federal Highway Administration scenic byway materials as well as scenic byway information from the American Automobile Association, Federal Agencies, State and local governments, and other scenic byway organizations. Clearinghouse specialists will research information requests within the reference center collection or refer inquiries to other experts when appropriate. Information is available on the following scenic byway issues:

- Contacts
- Interpretation
- Research
- Corridor management planning
- Preservation
- Safety
- Design issues
- Programs
- Tourism information

We look forward to working with you on any of your scenic byways inquiries. The Clearinghouse can be reached at:

**National Scenic Byways Clearinghouse**
1440 New York Ave, NW
Suite 202
Washington, DC 20005

**Toll-free:** 1-800-4BYWAYS
**Phone:** 202/628-7718
**Fax:** 202/783-4788
**E-mail:** clrhouse@byways.org
Floods, continued from pg 1:

the Red Cliff Band of Chippewa have all applied for emergency flood aid funds through the BIA's Ashland office. BIA agent, Mike Berlin is currently working on obtaining funding for the five tribes from a variety of sources. Says Berlin, "We had already gotten an extra $25,000 last year in snow removal dollars for Bad River."

Flood Destruction

Two roads washed out at the Stockbridge/Munsee Community during excessive rainfall last week. At the St. Croix Reservation, water rushing over riverbanks submerged roadways, causing their closure until the waters subsided and damages could be assessed.

During a previous flood cycle in 1982, two culvert pipes at the Bad River Band Reservation, measuring eight and twelve feet in diameter, were destroyed when they washed out of the roadway and were carried downstream by the floodwaters.

According to Berlin, "the BIA has already entered into a contract to build a 25-foot bridge over those locations washed out at the Bad River Reservation."

In 1987, a similar washout occurred in the village of L'Anse, Michigan, a village located within the boundaries of the Keweenaw Bay Indian Reservation. This incident also involved two culverts under the roadway, and resulted in the undermining of the roadbed and an estimated $3 million in damages. The incident represented a "continuing problem with a culvert too small to handle all the water sent to it from areas upstream of L'Anse," according to the village newspaper.

Coordinated Efforts

To address the current problem of culvert deterioration at the L'Anse site, a coordinated effort is now underway between Village Manager Roy Kemppainen, Mike LaFernier of Keweenaw Bay Tribal Construction, Jim Vivian on behalf of the TTAP, and Dave Donahue and Mike Berlin of the BIA, to assess the need for either a culvert replacement or bridge project in that location.

The L'Anse situation is in the research stages and, according to Berlin, will require an "extensive process, including an analysis by a bridge expert, and topographical and watershed computations," before a course of action can be determined and the proper funding sought. A soil conservation study has already been done.

BIA Offers Assistance

Tribes can contact their BIA area office for assistance. "The BIA can apply for the same funds as counties and townships, through the District Offices of the State Highway Departments," says Berlin. Commonly called flood funds, "these moneys are available for emergency maintenance repairs, and allow for reimbursement of just over 80% of costs after repairs are done.

"But, there are different ways of skinning a cat," Berlin explains. "If you want to get on a fast track, build housing. Then the BIA can build access roads. The BIA has an agreement with the housing authority (HUD) and the public health service (IHS), called the Triagency Agreement. By coordinated planning involving all three agencies, it can all come together very quickly. "The housing can be constructed with HUD funds, the public utilities with funds from IHS, and the access roads with highway trust funds. Just call us with your needs," he says, "and we'll figure out a way to do it."

HBRP and FLHP Funding

This year, the BIA contacted the TTAP office to assist in their work on the Highway Bridge Rehabilitation and Replacement Program. Our program then contacted approximately 26 tribes in the eastern area to find out whether the tribes had the need for bridge rehabilitation funds. This effort was undertaken during February and March of 1996.

In one case, the Tunica Biloxi Tribe of Louisiana had made use of federal highway funds for bridge replacement under the HBRP.

Each year, not less than 1% of the amount apportioned to each state which has an Indian Reservation within its boundaries shall be expended for projects to replace, rehabilitate, paint, or apply calcium magnesium acetate to highway bridges located on Indian Reservation Roads.

In addition, tribes can apply for Federal Lands Highway Program Discretionary Funds to improve roadways and bridges on the IRR system. A road approaching or crossing Indian Trust Land or providing access to a recognized tribal community can be considered part of the Indian Reservation Road System. Such roads would be eligible for Federal Lands Highway funding, irrespective of county or township, even where the obligation to maintain the road may rest with the county. There is approximately $50 million in Federal Lands Highway Program funding available for fiscal year 1997.
extent of the training the tribal programs will offer. The bureau has asked the Tribal LTAPs to train only on the contents of the scope of work, but not on the specific technologies required to complete the work (for further reference, see the Spring 1996 edition of Pathways newsletter, available through the TTAP office.)

This means that if a tribe contracts for the work, but does not have the expertise to complete the work, the tribe will need to either gain additional training, or subcontract the work to other vendors. Although tribes cannot contract for only select portions of Phase III - it's all or nothing - they would be able to subcontract out to any extent desired.

One strategy for subcontracting was suggested: Tribes in any given area might consider pooling their expertise and resources, regionally, to conduct the prescribed scope of work. Also, given the number of vendors available to do this work, it is conceivable that the tribes could negotiate contracts with vendors that would provide for tribal employment and training on this project.

**ITA Workshops**

To that end, the ITA is prepared to offer workshops at its annual meeting that would inform tribes on the kinds of questions they might want to ask vendors proposing to subcontract this work. In addition, ITA hopes to have vendors present at the annual meeting in Las Vegas on December 1 - 3, 1996, who would be available to answer questions and provide information to the tribes on Phase III of the IRR Inventory Update.

**BIA Encourages Response**

Currently, all tribes should have in their possession a letter from the BIA inquiring whether they want to contract for the Phase III work. The BIA has recommended that tribes give a “Yes” response, meaning they would like to contract for the work, since they can always decline later. An affirmative response indicating the desire to contract Phase III work should be directed to each tribe’s BIA Area Contracting Officer, preferably in writing. This, at least, leaves the option open for the tribe to contract the work.

**Funding Questions**

A question from the ITA asked what funding is available for the Phase III. This information is still not being made available to the public. The BIA will be writing letters to individual tribes providing information regarding the amount of money available to them to conduct the work. For most tribes in the Eastern and Minneapolis Areas, these amounts are expected to be quite small, since the funds available are dependent upon the extent of road mileage indicated by Phase I conducted previously.

**Other Concerns**

Several elements of concern regarding the Phase III inventory were discussed as needing clarification and elaboration.

First, some tribes are concerned that the initial inventory completed under Phase I is inaccurate and/or incomplete. Many hope that future opportunities will be made available to correct inaccuracies or add additional road mileage inadvertently omitted from the Phase I identification of the IRR system.

Additionally, the Pavement Management Systems aspect of Phase III is directed towards paved roads only, exclusive of gravel or other road types. It was further noted that the assembly of PMS data requires technical hardware and equipment, including computer hardware and softwares, and computer mapping systems which are compatible with the BIA’s system, as developed.

**USET & the ITA**

The United South and Eastern Tribes (USET) is exploring the possibility of contracting this Phase III in conjunction with the Eastern Area Tribes. The ITA and USET may work together on this project. These organizations can be contacted at the following addresses:

United South & Eastern Tribes
711 Stewarts Ferry Pike, Ste 100
Nashville TN 37214
Ph: 615/872-7900
Fax: 615/872-7417

Intertribal Transportation Association
1401 12th Street NW, Ste 211
Indian Pueblo Cultural Center
Albuquerque, NM 87104
Ph: 505/248-1465
Fax: 505/248-1467

**Ultimate Results**

The importance of a complete and accurate Phase III inventory should not be underestimated. The results of this work will determine Indian Reservation Road funding to individual tribes in the future, through its use in the relative needs formula.

Phase III will result in a database for the entire IRR System. The BIA is undertaking this National Road Inventory Update Project in order to meet the Federal Highway Administration requirement that it provide a basis of allocating road funding for the Indian Reservation Road System. Tribes will receive maps and databases detailing their road inventory. This update should provide more equitable funding if the IRR Roads Inventory Project produces an accurate and clearly defined inventory of Indian Reservation Roads.
TERO Programs Can Protect Legal Rights

by Ed Williams
Kalihwisaks

Before an entity can move or continue to move forward it must protect its best interests, including economic opportunities. That is the overall intention of a TERO program, according to John Navarro, Vice President of the Council for Tribal Employment Rights.

Proactive Education

He added that TERO encourages cooperation for the enhancement of all communities involved.

“Our emphasis is not on rigid enforcement,” he said. “It’s proactive - we try to provide education to the community, to the contractors, to state and federal agencies about Indian people, the powers of the tribes, the needs of the tribes and the requirements of the tribes.”

Navarro said providing tribal employment education can be a preventative measure which is more attractive than disputes. “By providing this education we’re able to prevent disputes between us and the other entities. It can become reactive if a charge is filed. The tribe does have the power to process the charge against an employer if it breaks tribal law. The key thing is the proactive nature.”

Qualifications Required

Navarro emphasized that TERO does not absolutely guarantee tribal member employment if the employee is not willing to also be responsible.

“It’s not a free ride to employment,” he said. “It only guarantees if a tribal member is qualified and that means if the person has the skills, education or experience to do the work.”

He said TERO encourages the same work ethics as would any employment agency where personnel is concerned.

“If the tribal member is stable, if he goes to work and he is productive when he gets to work,” Navarro continued, “then that tribal member should be given preference in any opportunity that may happen on the reservation.

“So it’s not a free ride, it does require responsibility on the individual. All the tribe and a TERO can do is protect his rights if he meets the criteria.”

Respect is Basic

He said it all boils down to complying to the law. “We ask that people who come onto reservations comply and respect our laws and that they respect our people,” said Navarro, “including culture and traditions. We will offer the same in return.”

For more information about TERO and the Council for Tribal Employment Rights contact:

John Navarro, Vice President
Center for Tribal Employment Rights
(608) 759-2071 or

Herb Powless
Indian Preference Coordinator
Oneida Nation of Wisconsin
Compliance Division
(414) 496-7897.

Source: Oneida Communications
PO Box 365, Oneida, WI 54155

Indian Sacred Sites
Executive Order Signed

Washington, May 28 (UPI)

Executive Order 13007, entitled "Indian Sacred Sites" was signed by President Clinton on May 24, 1996, according to a White House announcement. The order was designed to protect Native American sacred sites located on federal lands, and to allow access to such sites by Indian religious practitioners.

A spokesman for the National Congress of American Indians said Native Americans had sought such an executive order and have been eager to learn its details.

Call the TTAP at 906/487-3475 to obtain a copy of the Executive Order, "Indian Sacred Sites."

Metric Conversion Resources

The American Association of State Highway and Transportation Officials (AASHTO) Metrication Clearinghouse can provide information on:

- Transportation-related metric issues
- Metric Publications
- Metric Standards
- Metric Conferences
- Metric Contacts

They can inform you of the metrication status in your area, share information, and facilitate the adoption of the metric system. Comments, suggestions and information requests should be directed to:

Anne Menefee
AASHTO
Metrication Clearinghouse
Texas Transportation Institute
707 Texas Avenue South
Suite 106D
College Station, TX 77840
Ph: 409/845-5770
Fax: 409/845-9848

From the NY T2 Center newsletter, Nuggets & Nibbles, Spring 1996
Project: Internet
Linking Ignacio to the World

by Monica Lujan, Southern Ute Drum Staff

Like thousands of people around the world, the Southern Ute and Ignacio Community is mobilizing to join the Information Age.

The reality of communicating instantly with the world is here. You can do research at the Library of Congress; send your congressman e-mail expressing your thoughts on the recent government shutdown; find a listing of the Gathering of Nations along with a biography of Miss Indian World 1995-96; or you can communicate with other Native Americans on Native Net to express your concerns about education, health or just talk about an upcoming pow-wow. You can send a message to just about any place in the world instantly.

"Distance doesn’t mean a thing," said Eddie Box Jr., data systems manager for the Natural Resource Division as he dialed up a web site in the United Kingdom. It took two, only TWO seconds before a computer there answered the call.

The World Wide Web

Today the ease of communicating and retrieving information world-wide is possible through Cyberspace - a massive network of computers connected to each other by microwave links and telephone lines. Anyone who has a personal computer with a modem can subscribe to servers who link the users onto Cyberspace or the Internet, as it is often called.

Grant Money for the Project

A highly competitive grant from the National Telecommunications and Information Administration of the U.S. Department of Commerce is making it possible for the entire Ignacio community to start ‘surfing the net.’

The grant is also supported by Southern Ute Indian Tribe, the Ignacio School District, Fort Lewis College and the Southwest Colorado Access Network.

Security and Self Definition

Organizers are cautiously planning for the tribe’s debut on the Internet. With security issues at the forefront, organizers are working to ensure tribal information is secure. "The possibility of our computers being hacked is definitely there. But, it would take a lot of time for a computer hacker to get into our systems," noted Bob Piccoli of the engineering department also working on the project..."we can build firewalls to prevent that and it would be very difficult for a hacker to get through.”

Box noted that the information that is presented to the Internet about the tribe, called home pages, could be designed to highlight its tourism enterprises. It could also give the tribe an opportunity to tell its own story to the world, he said. “The worldwide exposure can be beneficial for the tribe for very little capital,” Box said. “However, we need to be very careful in how we present it and how we protect it.”

Project Description

The project is to build a community network in Ignacio with Fort Lewis acting as the server-site for the duration of the one-year grant. Funds will be used to purchase computer equipment, provide Internet connections to 30 computers at the Southern Ute Education Center, 10 computers in the tribal administrative offices and 27 computers within the school district. Training the community to utilize the service is also part of the deal.

Source: The Southern Ute Drum, Ignacio, CO
Please help the TTAP to deliver training and assistance more suited to your needs and circumstances by completing this simple survey. Thanks for your help!

1. Does your tribe currently have, or plan to obtain, a satellite dish capable of being steered to specific coordinates in order to pick up transmissions?

2. Does your tribe currently have, or expect to obtain, e-mail capability and/or computer access to the Internet?

3. Does your tribe or organization have a Homepage on the Internet? If so, what is the internet address or URL? If not, would you like assistance in constructing & maintaining a Homepage?

4. Would you be interested in receiving technical assistance and training to connect to (and use) the Internet or to improve Satellite Downlink capability?

We would like training in the following topic areas:

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TRIBAL TECHNICAL ASSISTANCE PROGRAM
Transportation Technology Transfer Center
Michigan Technological University
1400 Townsend Drive
Houghton, MI 49931-9989

TRAINING NEEDS ASSESSMENT

The Tribal Technical Assistance Program would appreciate your help in improving our program's services. Please take a few minutes to complete the training needs survey on the back of this page, and drop it into the mail. We will pay the return postage.

Thank you!

MAILING LIST UPDATE

_____ Add or _____ Remove this person from your mailing list
_____ Correct title or address of this person
_____ Please send a list of free publications and/or training videos
_____ Please call to discuss a training seminar in our area

NAME_________________________ TITLE_____________________
TRIBE/AGENCY________________________
ADDRESS_________________________ ZIP_________ ext.
PHONE_________________________ FAX____________________ EMAIL____________________


Transportation Technology Transfer Centers for Tribes

for Montana, Wyoming & the Dakotas:
Technology Transfer for Native Americans Center
202 Cobleigh Hall
Montana State University
Bozeman, MT 59717-0390
Telephone .................. (406) 994-6100
Nat’l Toll-Free ............ (800) 541-6671
Fax .......................... (406) 994-6105
email zce7002@trex.oscs.montana.edu
Director: Steve Jenkins
Circuit Rider: Wesley Main
Fort Belknap Community College
Hwy 2, PO Box 159
Harlem, MT 59526
Telephone .............. (406) 353-2607
Fax ....................... (406) 353-2898
Circuit Rider: Debra Davis
Blackfeet Community College
PO Box 819
Browning, MT 59417

for Washington, Oregon, Idaho:
Northwest Tribal Technical Assistance Program
Department of Urban & Regional Planning, MS-50
Eastern Washington University
526 Fifth Street
Cheney, WA 99004-2431
Telephone ............. (509) 359-2288
Fax ..................... (509) 359-4348
email dwinchell@ewu.edu
Director: Mike Marchand
Research Assistant: Francis “Lux” Devereaux

for Colorado, Utah, New Mexico, Arizona:
Technology Transfer & Training Program
for Native Americans
Colorado State University
Engineering Research Center, Room A113
Ft. Collins, CO 80523
Telephone .................. (970) 491-8648
Nat’l Toll-Free .............. (800) 262-7623
Fax ........................ (970) 491-8671
email erctransportation@vines.colostate.edu
Director: Alex Ariniello
Program Coordinator: Ron Hall

for states touching on & east of the Mississippi River:
Tribal Technical Assistance Program
Transportation Technology Transfer Center
Michigan Technological University
1400 Townsend Drive
Houghton, MI 49931-1295
Telephone ................. (906) 487-3164
Fax .......................... (906) 487-3409
email refulton@mtu.edu
Director: Dr. Bernard D. Alkire
Program Manager: Dr. R. Evan Fulton

for Oklahoma, Kansas, Texas, Nebraska:
Central Plains Tribal Transportation Assistance Program
308 Center for International Trade Development
Oklahoma State University
Stillwater, OK 74078-0525
Telephone .................. (405) 744-6049
Fax ........................ (405) 744-7268
Director: Joseph Paden

for California and Nevada:
Tribal LTAP Center
D - Q University
33250 County Road 31
PO Box 409
Davis, CA 95617-0409
Telephone .................. (916) 758-0470
Fax ........................ (916) 758-4891
Interim Director: Dr. Francis V. Becenti
Circuit Rider
Opportunity Available through the TTAP

The Tribal Technical Assistance Program is interested in contracting with Tribal Colleges to provide Circuit Rider Services throughout the eastern U.S.A (covering the BIA's Minneapolis and Eastern areas).

The desired person or persons would possess some background training and interest in transportation, transportation planning, economic development, tourism development, or the administration of related activities.

Please contact our offices to offer suggestions, or to obtain further information.

Phone: 906/487-3475
Fax: 906/487-3409
email: aakarsam@mtu.edu
refulton@mtu.edu