Ada Deer Delivers Keynote For 
Native American Speakers' Forum 
Michigan Technological University

By Alice A. Karsama
Pathways Editor

Ada Deer, Former Assistant Secretary of the Bureau of Indian Affairs, visited Houghton, Michigan in November at the request of Carole LaPointe, Coordinator for Native American Outreach at MTU. LaPointe (Keweenaw Bay Indian Community) invited Deer as keynote speaker for the 3rd annual "Native American Speakers' Forum & Traditional Powwow." The event was co-sponsored by the Office of Native American Outreach/Educational Opportunity, by the AISES Student Association, and by the TTAP.

Ms. Deer gave a brief historic outline of events impacting Indians in this country, and provided a list of recommended reading for those wishing to increase their understanding of Indian issues (see list page 4.) A strong advocate of reading and education, Deer encouraged becoming informed, saying every person can do something about problems around them, and in their communities there is not a shortage of problems. "You all have your work cut out for yourselves, so take an issue, and go at it," she said.

Deer issued a special challenge to tribes to revise their own constitutions, citing

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Ada Deer, first woman
Assistant Secretary of the
Bureau of Indian Affairs

Snow and Ice Control?

By Alice A. Karsama
Pathways Editor

Winter definitely arrived in our part of the country - just before Christmas - and with a vengeance, it seems. In just a few days, we had received over 59 inches of fluff, which blew about furiously, and then settled down about waist-deep. That was some time last week... it's been coming down almost steadily, since then.

I'm sure it's about waist-deep. I was out there - up to my waist - by the road, trying to shovel my vehicle out of the windrow left behind by the snowplow driver. If I didn't know the driver, and know that plows really don't do this to us on purpose, I'd have been on the phone. As it was, I was just stuck - with no one to blame - in the middle of a blizzard. There was no doubt; I was now subject to "Snow and Ice Control."

I had gotten hung-up while trying to "bust my way back in" to my freshly-plowed driveway. Well, it was freshly-plowed before I left. An hour later, there were no tracks, the driveway was barely discernable, and the house seemed to have disappeared altogether.

As for the mailbox? God only knows! We haven't seen it since day two of the blizzard, and neither has the mailman or the snowplow driver. A broken broom

Continued on page 6
Greetings . . . From the TTAP

This issue of Pathways contains information related to the new "TEA-21" transportation bill, ITA's Annual Conference; and other activities offered or supported by TTAP; most notably, a visit from Ada Deer. We also announce the new BIA-IRR webpage, and give addresses to other internet resources useful to transportation and community personnel.

TTAP's first training workshop for 1999 has just been scheduled! The HoChunk Nation (Wisconsin) will offer Heavy Equipment Training in January, conducted by TTAP Instructor, John Lovato. We are also pleased to be contracting services with R. Evan Fulton, former TTAP Program Manager. This arrangement enables us to draw upon, and to offer, his considerable expertise and assistance. Thank you, Evan!

On another note: If you've had trouble reaching us, lately, we were:
(a) having Christmas,
(b) stuck in a snowbank, or
(c) moving our offices?
(In my case, all of the above!) Yes, TTAP has moved back into the Civil/Geology Building on the MTU campus -- only this time we're on the third floor. Our mailing address, phone and fax remain the same. For UPS delivery (or visitors) our physical location is:

And, where I am, there is coffee... :)

Adice Karganca.

Alice Karsama, Editor

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Pathways is published quarterly by the Tribal Technical Assistance Program in 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 agency's Minneapolis and Eastern Areas. 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 following address:

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This issue addresses:

- New "TEA-21" transportation bill
- ITA's Annual Conference
- Activities supported by TTAP
- Visit from Ada Deer
- Heavy Equipment Training workshop
- Office move to MTU's Civil/Geology Building
- Contact information

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
- Catawba Indian Tribe
- Cayuga Nation of Indians
- Chitimacha Indian Tribe
- Coos-Hatcha 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
- Hannahville 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
- Passamaquoddy Tribe Indian Township Reservation
- Passamaquoddy Tribe Pleasant Point Reservation
- Penobscot 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
- Sagenaw Chippewa Tribe
- Sault Ste. Marie Tribe
- Seminole Indian Tribe
- Seneca Nation of Indians
- Shakopee Mdewakanton Sioux
- Sokaogon Chippewa Mole 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
- Wampumacq Tribe of Gay Head Aquinnah
- White Earth Reservation Tribal Council
The Intertribal Transportation Association (ITA) met in Las Vegas to review its efforts over the past year and to make plans for the future. A wide range of transportation agencies, officials, and planners representing tribal, state, and federal governments, gathered together with private, non-profit, and educational institutions to both listen and participate.

Conference sessions were designed to attract those seeking information on federal transportation programs and policies, as well as those interested in specific transportation issues. Program sessions included presentations of ITA working committee reports, TEA-21 programs and implications for Indian Country, State-Tribal Relations, transit programs, and a host of other topics.

Town Hall Meetings
This year’s conference made special note of the upcoming ITA Town Hall Meetings. Through a contract with the Bureau of Indian Affairs the ITA will host a series of five meetings designed to build consensus on Indian Reservation transportation issues. The meetings will bring together transportation planners and officials, along with public users of the Indian Reservation Roads System to gather facts and information that accurately reflect current and future transportation needs and issues in Indian Country.

Participants in the Town Hall meetings will be assigned to small Breakout Groups in which focused discussion will generate statements of consensus. These statements will be merged into one draft consensus report. The draft consensus report is reviewed in a final plenary session. This session evaluates the Breakout Group statements, and forms consensual recommendations that will be used to influence public policy on reservation transportation.

Following the five Town Hall meetings, an implementation team will be established and assigned responsibility for ensuring that the recommendations of the Town Hall meetings are heard in future policy-making forums.

The first of these Town Hall meetings was held in Albuquerque, NM in November, 1998. Upcoming meetings are strategically located to attract representatives of Indian Country from all twelve BIA Areas. For tribal transportation officials in this TTAP region two meetings will be of particular interest.

First, the January 26-28, 1999 meeting in Tulsa, OK is scheduled to target some of the BIA Eastern Area. Second, the meeting of April 13-15, 1999 is scheduled to target the Minneapolis Area and the Eastern Area.

A schedule for all ITA Town Hall meetings is below. For specific locations, or for more information, contact ITA at 405 / 372-0303.

November 17-19 Albuquerque, NM
January 26-28 Tulsa, OK
March 2-4 Reno, NV
April 13-15 Onieda, WI
June 8-10 Rapid City, SD

Negotiated Rule-making
In the near future, the Federal Register will show notice of the intent to proceed with the Negotiated Rule-making process. This process is designed to provide tribal representation in developing policies and procedure for those federal programs that impact on Indian peoples. Keep watch on the Federal Register for more information on this important event. You can find the Federal Register on the Internet at

http://www.access.gpo.gov

Internet Access and Transportation Listserver
The TTAP would like to learn if there is a desire among regional tribes to gain Internet access for transportation-related functions. The TTAP is willing to explore the possibility of establishing a program to provide tribal transportation planners with computers and Internet access, and set up a transportation listserver.

Continued on page 5
BIA Gives Notice of Intent to Form a Negotiated Rulemaking Committee And Accept Applications for Membership

TTAP recently received this notice, and immediately faxed copies to tribal contacts in our area. If you did not receive a copy, and would like one, call TTAP at 1-888-230-0688. We will send you an unabridged version. For informational purposes, we are publishing excerpts here, although our newsletter will arrive later than the government deadline for comments and applications, which was set for January 16, 1999.

Department of the Interior
Bureau of Indian Affairs
25 CFR Ch I
Notice of Intent to Form a Negotiated Rulemaking Committee and Accept Applications for Membership Under Sec 1115 of the Transportation Equity Act for the 21st Century (TEA-21)

SUMMARY: As required by the Negotiated Rulemaking Act of 1990, 5 USC 561 et seq, the Secretary of the Interior is giving notice of his intent to establish an Indian Reservation Roads Negotiated Rulemaking Committee to negotiate and develop proposed rules establishing an Indian Reservation Roads program funding formula for fiscal year 2000 and subsequent years; and proposed regulations governing the Indian Reservation Roads Program authorized by 23 USC 202(b).

ADDRESSES: Send applications and comments to Mr. LeRoy Gishi, Chief, Division of Transportation, BIA, U.S. Department of the Interior, MS-4058-MIB, 1849 C Street, NW, Washington, DC 20240. Applications and comments received by the BIA will be available for inspection at the above address from 9 a.m. to 3 p.m., Monday through Friday.

FOR FURTHER INFORMATION: Contact Mr. LeRoy Gishi, Chief, Division of Transportation, BIA at the above address, or by telephone at (202) 208-4359, or fax at (202) 208-4696. Additional information may be posted on the IRR web site at www.irr.bia.gov, as it becomes available.

Ada Deer visits MTU, continued from pg. 1:

the Indian Law Resource Center as an excellent source of free legal assistance (ILRC Phone 406/449-2006.)

Deer spoke candidly of her experiences in Washington. "We live in a very sexist, very racist society. Don't let it bother you, just prepare your young to deal with it," she advised. She said one way to start is to turn off the T.V., start reading, and encourage one another to become better informed and better educated. She applauded those who are in school, and encouraged both young and old in the audience to continually advance their learning and understanding so that they can become effective leaders.

Ada Deer's publicity release defined her hope or vision of the BIA as becoming "a progressive federal/tribal partnership, to fulfill long-term promises and address long-overdue injustices." Her position on policy questions? "The heart of Indian policy must be strong, effective tribal sovereignty. The role of the federal government should be to support and to implement tribally-inspired solutions to tribally-defined problems. The days of Federal paternalism are over."

Ultimately, Deer said she would like to see "peace, equality, and justice for all of us."

Recommended Reading

From Ada Deer

A Peoples' History of the U.S., by Dr. Zen
American Indian Holocaust, by Dr. Russ Thornton
Ishi, Last of His Tribe, by Theodora Kroeber
Bury My Heart at Wounded Knee, by Dee Brown
Indians of the Americas, by John Collier
Menominee Drums, by N. Peroff
Freedom with Reservation, by D. Shames
Indian Givers, by Jack Weatherford
Native Roots, by Jack Weatherford

IRR Transportation Planning Procedures and Guidelines

The development process for this document began in February 1996. After several drafts and meetings with tribes, the document formerly called the Transportation Planning Policy and Procedures, will soon be finalized. This document is required under Title 23, Section 204(a), which states "(they) shall develop appropriate transportation planning procedures and safety, bridge, and pavement management systems for roads funded under the Federal Lands Highway Program."

Now entitled Transportation Planning Procedures and Guidelines, this document represents a combined effort to define the transportation planning function under the IRR program. It offers guidance on the processes and activities of transportation planning and procedural requirements of Title 23 and P.L. 93-638. It addresses previously unclear policies related to funding issues and eligible activities. It also defines the roles and responsibilities of whether the transportation planning function is performed by the BIA or by Indian tribal governments under self-governance compacts or self-determination contracts.

The areas covered include: funding, coordination with other agencies, public involvement, planning activities, long-range planning, and the transportation improvement program. TEA-21 calls for this document to be developed by rule. Written regulation portions will be posted in the Federal Register.

Contact the TTAP for a photocopy of this document.

Reprinted from the Colorado Tribal Technical Assistance Program
Web Page: http://www.colostate.edu/Orgs/TTAP/

You can find the Federal Register on the Internet at:
http://www.access.gpo.gov
ITA Annual Conference, continued from pg. 3:

A listserver is an Internet feature, which allows a group of people to communicate among themselves using Internet electronic mail (email). A transportation listserver will make it possible for transportation planners to email questions and requests for information to a large group of planners, program officials, and policy-makers. By spreading requests for information among a large group, participants are more likely to reach people who can provide the needed information.

Listservers require the participation of a number of users who will regularly send, read, and then respond to email messages. The benefits of participation include the ability to regularly and quickly correspond with other transportation planners and officials. Planners can readily obtain information that might otherwise take weeks by regular mail (snailmail). In addition, Internet access would allow planners to explore the World Wide Web (WWW) using browser programs (such as Netscape or Microsoft Explorer.) Here, they can find an ever-increasing source of transportation information.

If you would like more information about the transportation listserver or the World Wide Web, please contact the TTAP at 1-888-230-0688.

At Right and Above:
Some scenes from the 1998 ITA Convention

Strategic Plan/Advisory Committee

The TTAP is preparing a Strategic Plan to help guide this program in the future. We will be sending a draft of this plan to each of our regional tribes, and asking for comments and suggestions. If you do not receive one, and wish to, please let us know.

We are also seeking volunteers willing to participate on our Technical Advisory Committee. Members of the TAC will receive periodic updates on program efforts, and will be asked to advise this program on future questions of program development. We anticipate most committee business to be conducted by mail and telephone.

Where possible, we will schedule a meeting of this group in conjunction with future ITA Annual meetings and/or USET meetings (United Southern and Eastern Tribes.) Time commitment to this effort should not exceed an average of twenty minutes per month.

If you would like to be a member of our TAC and are willing to respond to our requests for comments and suggestions, please write or call the TTAP, and indicate your willingness to serve on this committee. Any interested individual will be placed on the TAC mailing list.
Calcium Chloride as Salt Alternative for Ice Control

Attending a local T2 seminar on the use of calcium chloride to fight ice on winter roads encouraged Bill Packard, road foreman for the Town of Union, Maine to initiate his own trial run of the substance on his roads. His experience prompted the following letter (quoted in part) to the Maine Local Roads Center:

"After attending a Maine Local Roads seminar, I developed an interest in calcium chloride application for ice control but, being new on the job and with a limited budget, I was reluctant to invest a lot of the Town's money in equipment.

"I went to a local RV dealer and purchased a pump for about $60. I also purchased a plastic barrel to mount on a truck, and one to mix flake calcium with water. Each cost $15.

"A local fabricator made a bracket for the truck to mount the barrel and pump, and two nozzles were purchased from H.P. Fairfield, Inc. I also purchased a stainless and plastic submersible pump to pump the calcium out of the mixing barrel. At $70 for the pump, the total invested was about $200.

"After a couple of false starts, we felt we had the bugs worked out, and on Sunday, February 5, 1995, after about 14 inches of snow had fallen, with cold temperatures predicted, I applied salt sprayed with calcium chloride to my heavily traveled routes and went home to take a nap.

About 4 p.m. that afternoon, I found the roads wet, and felt that things had worked well, but was sure I would be called out when the temperature dropped that evening. THE PHONE NEVER RANG. In fact, it hasn't rung since. To my surprise, the roads melted during the day, and dried at night.

"The following day, I treated some secondary roads that cause problems in shaded areas when the temperature was about six degrees. The roads melted slowly and continued to melt for another day until they were completely bare. Twenty four hours after applying calcium to the secondary roads, they were continuing to melt with the temperature from four to six degrees. The difference between the treated and untreated roads was very dramatic and many favorable comments were received at the town office about the road conditions.

"As other areas treated, sanded, plowed, etc...for up to four days after the storm, we did not have to send out a single sand truck. In the next budget period, I plan to request a bulk tank, as well as a minimum of 1500 gal. Of liquid calcium. The more we use it, the better the results we get."

A check with Peter Coughlan, director of the center, reveals that in times of tight budgets, many road maintenance people, are finding that calcium chloride is a less expensive, more efficient ice fighter. "The key to using calcium chloride is how much," said Coughlan. "If you use too little, it won't work and you are wasting your efforts." If too much is used, he added, money is also wasted and an annoying streaky material is left to kick up on windshields and annoy drivers.

Coughlan noted that it's easy to learn how to mix and spread. "The first try should be on hills, curves, and other trouble spots such as shady areas," he advised.

As far as environmental impact is concerned, calcium chloride actually stays in place and is not as concentrated as the sodium chloride (salt) that is typically used to combat ice on winter roads, according to Coughlan.

A further check with an environmental chemist reveals that when either leach into drinking water sources, both are relatively nontoxic. A comparison of the two indicates that, while the calcium makes water harder, the additional sodium in drinking water may actually be more of a threat for those with hypertension and similar health problems.

Contact APWA
by phone: 816/472-6100,
fax: 816/472-1620,
or email: reporter@bbs.pubworks.org

Snow and Ice Control, continued from pg. 1:

stick now marks its grave.

It took two days, and numerous (mostly unreturned) calls to various towing services, to get my vehicle hauled out and make it to work. I was polite! It's just that they were completely swamped, with more calls coming in than could be answered.

Now, I have a feeling of real appreciation when I see a snow removal vehicle on the road. The drivers seem almost like heroes to me. I know how indispensable they are, how valuable their work, and how relieved people are when they arrive. (Nice job this morning, Charlie! Thanks.)

The Transportation Research Board has provided two new additions to the TTAP library which address problems associated with snow and ice, and their effects on roads. Call the TTAP for copies of these reports:

Minimizing Deicing Chemical Use
Salt is the most commonly used deicing chemical, but its melting effectiveness diminishes below 20 degrees F. Mixing in Calcium Chloride can increase melting effectiveness and reduce the quantity of salt needed.

Frost Protection and Insulation for Transportation Facilities
A report on the use of Polystyrene Foam and Cellular Plastics, as insulation under roadways and airfields, to prevent frost heave damage to pavements and railroad tracks.
BIA / IRR Announces New Web Page
Official Announcement - To all concerned

The BIA/IRR Web Site is now officially online. This is a public website, and is assessable to anyone and everyone. The address for the new website is: http://www.irr.bia.gov

This site is intended to provide anyone with information pertaining to the BIA/IRR Program. So, go ahead and connect to the site, and see what is available. Also, please share this announcement with your associates as appropriate.

Some of the items are still under development. Therefore, we need comments to make improvements, especially in the FAQ (frequently asked questions) portion. Please submit any questions that, in your experience, are frequently asked. You can e-mail your comments about the site to:

BEOWebmaster@mail.bia.gov.

Source: Division of Transportation
Branch of Engineering and Operations
IRR Webmaster

Events Calendar 1999

Looking Ahead ~

Intertribal Transportation Association
ITA - Town Hall Meetings Schedule
Contact Intertribal Transportation Association
Ph: 405 / 372-0303; Fax: 405 / 372-0808

Tulsa, OK - January 26-28, 1999
Reno, NV - March 2-4, 1999
Oneida, WI - April 13-15, 1999
Rapid City, SD - June 8-10, 1999

Hayward, Wisconsin
Lac Courte Oreilles Ojibwa Community
Spring 1999
American Indian Science and Engineering Society
AISES - Region 5 Conference
Contact AISES 303 / 939-0023

Tucson, AZ
April 26-28, 1999
Tucson Convention Center
NIGA '99 - Trade Show & Convention
Especially for Tribal Tourism
Contact: NIGA 202 / 546-7711
or visit their website: www.niga.org

Baton Rouge, LA,
May 23-27, 1999
7th Annual International Conference on Low-Volume Roads
Contact: Transportation Research Board
2101 Constitution Ave, NW
Washington, DC 20418

New Publications
From the TTAP Library

ANTI-ICING
- Minimizing De-Icing Chemical Use
- Frost Protection and Insulation for Transportation Facilities

EMERGENCIES
- Food and Water in an Emergency
  Water Purification & Food Storage For Emergency Use (Red Cross)

TRANSPORTATION
- Technology Information at Your Fingertips
  A Directory of Resources and Transportation Agencies

TOURISM
- Wampanoag Cultural Tourism Development: Issues & Method
  A Tourism Research Report
  From the Wampanoag Tribe of Gay Head (Aquinnah)

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