By Bernard Alkire, TTAP Director

The Intertribal Transportation Association (ITA) organized and conducted the fourth Town Hall Meeting on Tribal Transportation, with support from the Bureau of Indian Affairs, Division of Transportation. The event took place April 13-16, 1999 at Oneida, Wisconsin.

The meeting was attended by 61 people, representing 27 tribes and six transportation organizations. Representatives came from Connecticut, Massachusetts, Maine, Michigan, Minnesota, Montana, New York, Oklahoma and Wisconsin.

Agenda Items

Mr. Everett Waller, President of ITA, opened the meeting with a prayer and some comments related to the objectives and format of the meeting.

Participants were assigned to one of four panels, and asked to respond to questions in order to identify common transportation issues in Indian Country.

Problems & Solutions

The workshop panels identified many items that cause problems in transportation in Indian Country. These included problems associated with formula-based funding. Panels identified a need to develop a news-based funding formula to achieve a better distribution of program funds.

Continued on page 4
Greetings . . . From the TTAP

This issue of Pathways contains news on recently announced government programs and funding opportunities. It also covers some recent workshops and conferences, and announces upcoming events that may be of interest to our readers.

Interesting things are occurring in the area of Negotiated Rulemaking. The IRR Program web page contains a wealth of information along those lines. Access their web page on the Internet at:

http://www.irr.bia.gov/negreg/negregmain.htm

If you are not able to access the internet, but need information mentioned in our newsletter, call the TTAP. We would be happy to print out and mail what you are seeking.

Alice Karsama, Editor

Visit TTAP's Internet Home Page:
http://www.ttnc.mtu.edu/ttap/TTAPindex.html

CORRECTION: The Spring 99 issue of Pathways (Vol 7, No 1) contained two errors in the AISES article (page 6) that require correction:
1) In the year 2000, MTU's student chapter will be hosting the REGIONAL (not national) AISES Conference.
2) For more information, contact Carole LaPointe at 906/487-2920 or at her (correct) email address: cllapointe@mtu.edu

Explore the MTU Native American Association & AISES Internet websites:

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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2,397 copies mailed this edition

TTAP logo/concept by Sally R. Brunk,
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Sponsored by the Federal Highway Administration
Published in cooperation with the Bureau of Indian Affairs

Michigan Technological University is an equal opportunity educational institution/equal opportunity employer.
Pathways is printed on recycled paper (15% post-consumer waste, 50% total) with soy-based ink.
Important Information for GPS Users

U.S. Department of Transportation
Washington, DC

Users of the Global Positioning System (GPS) should be aware of two important dates:
August 22, 1999, “End-of-Week” (EOW) Rollover; and January 1, 2000 (Y2K).

The Department of Defense (DOD) says the date changes are unlikely to affect the operation of GPS satellites or DOD’s ground control center. But, GPS receivers that consumers use may be affected by the date change. That can have important safety implications.

Possible Problems
Consumers who depend on GPS for geographic locations at sea, on land, or in the air may experience the following problems with their receiver:

* It will be unable to locate the satellites, resulting in the receiver not working.
* It will take more time than usual to locate the satellites.
* It will appear to be working, but display inaccurate positions, times or dates.

What is GPS?
GPS is a satellite-based system that allows consumers who use electronic receivers to determine their location. Recreational boaters and pilots, hikers, campers, hunters, and fishermen are among the consumers who rely on GPS receivers. The military and businesses also use GPS.

End of the Week Rollover & Y2K
The GPS EOW rollover occurs every 1,024 weeks - about once every 20 years. The GPS system calculates time by counting the number of weeks since January 6, 1980 - up to a maximum of 1,023 weeks.

At midnight between August 21-22, 1999, the GPS week “counter” will roll back to zero weeks. DOD says this will not create problems for the GPS satellites or DOD’s GPS ground control center, but it could present a problem for consumers who use older GPS receivers and related applications. That’s because after August 21, 1999, receivers could process satellite data incorrectly and display inaccurate information.

As for the Year 2000 date change, DOD has determined that the GPS satellites and its ground control center will operate properly after December 31, 1999. But, if consumer GPS receivers and applications are not Y2K-ready, they could process satellite data incorrectly.

What should you do?
If you use GPS, check with your receiver manufacturer to find out if your receiver and applications are EOW rollover - and Y2K-compliant.

You may wish to check the Coast Guard Navigation Center’s web site: www.navcen.uscg.mil/gps/geninfo/y2k/

This is where the Department of Transportation has posted a list of receiver manufacturers and contacts. You can also call the free Y2K consumer hotline (1-888-USA-4-Y2K) for manufacturer contact information. You will need to tell the manufacturer your receiver’s model, serial number, and the firmware version or release date displayed on the startup screen.

Visit the DOT Public Affairs Web Site: http://www.dot.gov/briefing.htm

Contact: Bill Mosley, U.S. DOT (202) 366-5571

Construction Zone Safety Inspection Training

By Bernard Alkire
TTAP Director

On May 26, 1999, a Construction Zone Safety Inspection Workshop was held on the Red Lake Reservation of the Chippewa Indians. The workshop was hosted by Gordon Jallen of Red Lake Builders, Inc. and was held at the Economic Development Center on the Red Lake Reservation.

Seventeen tribal members from the Bad River, St. Croix, Leech Lake, Red Lake and White Earth Reservations attended the workshop.

Mr. Jerry Graham of Graham-Migletz Enterprises, Inc. traveled from Independence, Missouri to present the materials on developing and using traffic control plans, construction zone flagging, barricades and pavement markings.

The students worked on problems related to sign placement in the construction zone, and identifying unusable traffic control devices.

Participants were enthusiastic in responding to actual traffic control problems they had experienced during their work.

Example construction zone traffic control plans were provided by Mr. Tony Kirby, Supervisory Highway Engineer of the Minneapolis Area BIA Office.
Watch For Fall Training Available Through TTAP

1, 2 - Transportation Planning Procedures and Guidelines

By Alice Karsama
Pathways Editor

The Federal Lands Highway Program (FLHP) will be conducting two workshops this coming fall, in coordination with the Tribal Technical Assistance Program, to cover various aspects of long range transportation planning.

The workshops, entitled "Transportation Planning Procedures and Guidelines" will explain why transportation planning is needed, and the parties involved.

Training will also include:
- Suggestions for funding transportation planning activities and projects,
- Purposes and goals of Long-Range Transportation Planning,
- Elements which must be included in a Long Range Transportation Plan, and
- Transportation Improvement Programs and their role in long range planning.

Workshop Schedule
Oneida, N.Y.
October 21-22, 1999
Turning Stone Casino and Hotel

Keshena, WI
October 26-27, 1999
Menominee Casino & Hotel

ITA Town Hall Meeting, continued from pg. 1:

Education, Training, Assistance
Lack of suitable education and training were identified as major problems in improving transportation, at all levels of tribal government. Greater use of Federal and State resources, as well as use of the Tribal Technical Assistance Programs (TTAPs) were suggested as ways of addressing the problems associated with the need for technical assistance. The TTAP program was supported by the panels, and recommended for increased funding and support by the federal agencies.

Working Relationships
Coordination with other transportation organizations at all levels of government was emphasized and discussed at great length. A wide range of interests have a stake in Indian Country. Working relationships must be developed at all levels to help communicate the needs of tribal communities. Interactions will lead to building of relationships, sharing of experiences, and realization of each community's uniqueness. Many participants cited good experiences between state, local and tribal governments.

Action Agenda
TEA-21 requires increased tribal participation at all levels of project planning and construction. The increased use of 638 contracting was recommended for all tribal governments.

Many issues were developed that require future efforts to improve transportation in Indian Country. They include increased training to explain TEA-21 and its impact on the tribal transportation programs.

Issues related to obligation limits imposed by TEA-21 were widely observed as being detrimental to the IRR program. It was recommended those be changed to improve tribal funding opportunities.

In addition, the TTAP centers headquartered in Michigan, Colorado, Washington, and Oklahoma will be offering a three-track conference in conjunction with the National Tribal Road Conference, November 16-19 in Albuquerque, NM.

The Training Tracks are:
1. Planning
2. Engineering
3. Government Issues
Plus, an Equipment Rodeo

For more information, or to sign up for participation in one of these conferences, call the TTAP at 1-888-230-0688.

It was also recommended that funding processes be streamlined as much as possible to eliminate paperwork and speed up the review process.

Funding A Major Issue
Funding was a major issue. It was recommended that more money be made available for planning and training efforts. As a general policy, it was recommended that funding for any transportation program be passed directly to the tribes, respecting the government-to-government relationship.

Road maintenance was widely observed as being inadequately funded. Participants recommended this problem be addressed by changes to the transportation law, if necessary; or at the very least, by developing more sources of funding.

Town Hall participants agreed that self-determination is enhanced by active tribal participation. No community can exist alone. Multi-jurisdictional issues can only be resolved through working relationships that provide mutual support and respect for each community.

Final Consensus Report of the Fourth ITA Town Hall Meeting
Call ITA: 1-888-469-0202 or TTAP: 1-888-230-0688
Rural Transportation Initiative, continued from pg. 1:

The grants will promote greater cooperation and strategic planning among adjoining municipalities in the region.

Secretary Slater said the initiative will build on the Clinton administration’s leadership in improving the economies and transportation systems of rural communities.

The Secretary has led the administration’s Lower Mississippi Delta initiative, and has worked closely with the Appalachian Regional Council to ensure that transportation infrastructure improvements lead to economic growth. In July 1998, Secretary Slater and U.S. Agriculture Secretary Dan Glickman agreed to work together to pursue common objectives in rural transportation.

Support for Railroad Service

The Secretary also announced a new program that will support railroad service in rural areas. The Railroad Rehabilitation and Improvement Financing Program (RRIF), is part of the Transportation Equity Act for the 21st Century (TEA-21). RRIF provides loan guarantees and direct loans for improvement of railroad infrastructure, to develop new intermodal or railroad facilities and to refinance railroad debt. A significant portion of this program is directed to short line and regional railroads.

Rural Initiative Action Plan

The Secretary outlined the key steps the department will take as part of the Rural Initiative:

* Make rural transportation safer

Safety is DOT’s top priority, and is a special concern in rural areas where highway death and injury rates are higher than in metropolitan areas, and where rail trespassing and grade crossing problems are more pronounced. The initiative will apply DOT’s “Safe Communities” program, which promotes community-based solutions to transportation problems, to rural areas to ensure that small towns make up a substantial share of the program.

The initiative will also involve rural health providers in programs to increase safety belt and child safety seat use.

* Involve rural communities in transportation planning

Enhancing the involvement of rural officials in transportation planning will help rural communities take advantage of TEA-21, which provides substantial funding to build and improve transportation infrastructure and improve transportation service. DOT is sponsoring workshops and will prepare a guidebook on rural planning.

* Enhance local public passenger transportation

Transit service is inadequate or nonexistent in many rural areas, limiting residents’ access to jobs, health care, education and other activities. The department will work with states to ensure that TEA-21 funding is used to make rural transit more widely available. DOT plans to initiate rural transit pilot projects in communities most in need, such as the Mississippi Delta, Appalachia and tribal lands.

* Improve freight transportation

Efficient freight transportation is necessary to connect rural communities to the national and global marketplace. DOT will implement TEA-21’s rail credit program to provide direct loans and loan guarantees. DOT will also conduct an inventory of connections between the National Highway System and freight intermodal terminals, and identify transportation improvements to boost the export of America’s rural products.

* Connect rural communities

In order to help connect rural communities to the intercity passenger transportation network, the department has proposed, as part of the Federal Aviation Authorization Act of 1999, a five-year, $25 million program to help small communities attract new airline service.

The proposed legislation will also support airport improvements and promote airline competition in rural areas. DOT also will work with states to support intercity bus service, which provides important intercity mobility in rural areas, and provide financial assistance to the bus industry to improve accessibility for the disabled.

* Support tourism

The department will work with other federal agencies to support rural tourism. It will also work with the National Park Service on improving transportation services in national parks through advanced technology.

* Serve rural customers

The department has published Serving Rural America: A U.S. Department of Transportation Rural Program Guide, which describes DOT’s programs and provides contact information to help rural officials, residents and transportation users take advantage of these programs.

Rural Transportation Coordinator

Secretary Slater announced that Eugene A. Conti Jr., DOT’s assistant secretary for transportation policy, will fill the newly created role of rural transportation coordinator for the department.

Secretary Slater outlined Clinton administration programs that will improve airports, provide access to jobs for low-income workers, promote livable communities, and enhance motor carrier safety in Kentucky, providing significant benefit to rural communities in that state.

The Secretary’s announcements helped launch nationwide observance of National Transportation Week (May 16-22). National Transportation Week each year provides an opportunity to celebrate accomplishments in transportation and the important role transportation systems play in growing the U.S. economy and in providing Americans the means to get where they need to go.

Contact: Bill Adams, U.S. DOT
Telephone: (202) 366-5571
FHWA Invites Community Applications for "Smart Growth" Grants

Communities can apply for federal help to fight local sprawl, under a U.S. DOT initiative called the Transportation and Community and System Preservation (TCSP) Program, as a component of the Clinton Administration's livability agenda.

"This financial tool will help make communities more livable by preserving green space, easing traffic congestion, and employing 'smart growth' strategies," said U.S. Transportation Secretary, Rodney Slater. "Through this program, we can protect our environment while growing our economy, demonstrating ... President Clinton's commitment to putting people first."

A FHWA sponsored conference in Denver marked the official opening of fiscal 2000 applications for TCSP grants. Notice on the application process was in the May 10, 1999 Federal Register. Secretary Slater announced fiscal 1999 grant recipients on May 3 in Detroit. For fiscal 1999, $13.1 million was provided to 35 projects in 28 states.

Under TCSP, grants are provided to communities to help them solve interrelated problems involving transportation, land development, environmental protection, public safety, and economic development. The program was established under the TEA-21 legislation, signed into law by President Clinton June 9, 1998.

The FHWA provides extensive information about the program on its web site: www.fhwa.dot.gov/fedreg

The Federal Register notice (Docket No. FHWA-98-4370) can be accessed at www.nara.gov/fedreg or at www.access.gpo.gov/nara

DATES: Requests for FY2000 grants were to be in the appropriate FHWA Division office by July 15, 1999. Proposals for FY 2000 TCSP research should be received in the FHWA Office of Planning and Environment by September 15, 1999.

Events Calendar 1999

Madison, WI
July 27-31, 1999
Wisconsin DOT 1999 Summer Workshop
Environmental Analysis in Transportation
Historic & Archeological Preservation in Transportation
Native American Issues in Transportation
Contact: Carolyn Amegashie
Phone: 608 / 266-2985; Fax: 608 / 266-7818

Albuquerque, NM
August 17, 1999
6th Annual Southwest Indian Tourism Conference
"Tourism Planning & Policy Development for Indian Nations"
Arizona American Indian Tourism Association
& Center for American Indian Economic Development
Registration: 520 / 266-7320; Fax 520 / 523-5837

Albuquerque, NM
August 18-20, 1999
American Indian Tourism Conference
Host: New Mexico Indian Tourism Association
505 / 246-1668; Fax 505 / 246-0344
Registration: Western American Indian Chamber
303 / 620-9292; Fax 303 / 664-5139

Houghton, MI
October 12-15, 1999
Michigan Technological University
NAMEPA Conference
With AISES Director Sandra Begay-Campbell
Contact: Carole LaPointe, MTU 906 / 487-2920

Oneida, NY
October 21-22, 1999
Turning Stone Casino & Hotel
Transportation Planning Procedures & Guidelines / TPPG
Workshop Registration (TTAP): 888 / 230-0688

Keshena, WI
October 26-27, 1999
Menominee Casino & Hotel
Transportation Planning Procedures & Guidelines / TPPG
Workshop Registration (TTAP): 888 / 230-0688

Houghton, MI
November 5-6, 1999
Michigan Technological University
4th Annual Native American Speakers' Forum & Powwow
Contact: Carole LaPointe, MTU 906 / 487-2920
The TTAP center has acquired a limited number of National Register Bulletins on historic preservation planning and the National Register of Historic Places. Photocopies of these items can be obtained from TTAP:

13-How to Apply National Register Criteria to Post Offices
15-How to Apply the National Register Criteria for Evaluation
16A-National Register Registration Form (How to Complete)
16B-Multiple Property Documentation Form (How to Complete)
18-How to Evaluate and Nominate Designed Historic Landscapes
20-Nominating Historic Vessels & Shipwrecks to the National Register of Historic Places
12 & 21-Defining Boundaries for National Register Properties
22-Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Last 50 Years
23-How to Improve the Quality of Photos for National Register Nominations
24-Guidelines for Local Surveys: Basis for Preservation Planning
28-Using the UTM Grid System to Record Historic Sites
30-Rural Historic Landscapes: Guidelines for Evaluating & Documenting
32-Properties Associated With Significant Persons: Guidelines for Evaluating & Documenting
34-Aids to Navigation: Guidelines for Evaluating & Nominating to the NRHP
35-National Register Bulletin, National Register Casebook
36-Historic Archeological Sites & Districts: Evaluating & Registering
36-Traditional Cultural Properties: Guidelines on Evaluating & Documenting
39-Researching a Historic Property
40-America's Historic Battlefields: Guidelines for Identifying, Evaluating, & Registering
41-Cemeteries and Burial Places: Guidelines on Evaluating & Registering
42-Historic Mining Properties: Guidelines for Identifying, Evaluating & Registering

Form 10-900 - NRHP Registration Form
Form 10-900a - NRHP Continuation Sheet
Form 10-900b - NRHP/Multiple Property Documentation Form
NR Nomination Form Template for WP
NRHP Brochure
NRHP Web site homepage sheet

My property is Important to America’s Heritage: What Does That Mean? (Answers to Questions for Owners of Historic Properties)
25 Things You Can Do to Promote Public Benefits of Archaeology Teaching With Historic Place
List of National Register Publications
Manual for State Historic Preservation Review Boards

CRM Vol. 16 - Traditional Cultural Properties: Special Issue
CRM Vol. 16, #7, 1992 - Cultural Diversity and Historic Preservation
CRM Vol. 16, #2, 1993 - Teaching With Historic Places: Where Did History Happen?
CRM Vol. 17, #2, 1994 - Using the National Register of Historic Places

New From the TTAP Library

DESIGN
— Designing for Pedestrians
  (Video) From the Washington State DOT Pedestrian Facility Design Training Course

MANAGEMENT
— Successful Supervision
  (3-Part CD Interactive)
  Module I - Management
  Module II - Leadership & Motivation
  Module III - Communications

ROAD MAINTENANCE
— Building the Notched Wedge Joint
  (Video)
  Explains advantages, and gives step-by-step instructions for building this pavement joint

— Pavement Recycling Guidelines for State and Local Governments
  (CD and Publication)
  National Center for Asphalt Technology CD and Participant's Reference Book

SAFETY
— Commercial Vehicle Preventable Accident Manual
  (Publication)

— Nighttime Traffic Control (Video)

— Traffic Control in Construction Work Areas (CD-Interactive)

— Work Zone Traffic Control Guidelines
  (Pocket Publication and CD-ROM)

TECHNOLOGY
— RU Y2K OK? (Video)
  Intelligent Transportation Systems; Awareness to Action

To Order
call TTAP at 1-888-230-0688
Training Available Through the TTAP

◆ Planning, Engineering, and Government Issues

◆ Transportation Planning Procedures and Guidelines

◆ Construction

◆ Workzone Safety Inspection

◆ Partnering For Indian Employment in Highway Construction

◆ Heavy Equipment Operator Training

To arrange a training session in your community,

Contact the TTAP

Toll-Free: 1-888-230-0688
Fax: 906 / 487-1834