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Agenda
2015 Wisconsin Tribal Transportation Safety Summit (WiTTSS)

7:30 am  Registration at North Star Mohican Casino
8:30am   Welcome
    Greg Miller, Stockbridge Munsee Tribal Council
Invocation, Prayer, Presentation of Colors
    Jeremy Mohawk, Stockbridge Munsee Tribal Council
9:00 am   Opening Remarks
    Jim Allen, FHWA
Tribal Transportation Program Safety Funds (Federal Side)
    What’s Available, Who Should Apply, How/When to Apply
    Jim Allen, FHWA
    Tom Fronk, BIA MRO
Tribal Transportation Program Safety Funds (State Side)
    What’s Available, Who Should Apply, How/When to Apply
    Darren Schoer, Wisconsin DOT HSIP
9:45am    Stockbridge Munsee Tribal Safety Plan
    Stacey Schreiber, Stockbridge Munsee Tribe
10:30 am  Break
11:00 am  Community Connections; County Transportation Safety Commissions
    Michael Panosh, WisDOT BOTS
    Amber Marlow, LCO (presented by Danielle Yancey, WisDOT)
    Bob Bott, WisDOT BOTS
    Mike Stoddard, Sauk County Sheriff’s Department
11:30 am  Crash Data Mapping with Community Maps
    Steven Parker, UW TOPS
    Bob Bott, WisDOT BOTS
    Amber Marlow, LCO
12:30 pm  Lunch
    Teen Safe Driving – Crossroads Teen Traffic Safety
    Deena Liska, Children’s Hospital of Wisconsin
    Tribal Youth PSA Videos
    Amber Marlow, LCO (presented by Danielle Yancey, WisDOT)
1:30 pm   Round Table Discussions
    Tribal Transportation Program Safety Funds/Plans
    Community Maps
    Transportation Safety Commissions
    BIA
    Teen Safe Driving
Other Topics Based on Participant Interest

3:00 pm  Break
3:30 pm  Round Table Summaries/Outcomes to the Group
4:45 pm  Closing Ceremony
5:00pm   Adjourn
2015 WITTSS Summary

In an effort to enhance transportation safety throughout the state, and in particular with the 11 federally recognized tribal governments of Wisconsin, the Wisconsin Department of Transportation (WisDOT) hosted the third Wisconsin Tribal Transportation Safety Summit (WisTTSS) on Tuesday, March 24, 2015. The Summit was hosted by the Stockbridge-Munsee Band of Mohican Indians at the North Star Mohican Casino Resort in Bowler, Wisconsin.

The 2015 WisTTSS brought together 45 tribal, state, local, and federal representatives representing 22 agencies to discuss important safety issues and strengthen future interagency cooperation. Federal and state agencies provided everyone with background and detailed information on the programs available to help improve safety, and tribal representatives discussed their own successes and challenges.

The 2015 WisTTSS addressed a range of topics, as can be seen in the included agenda below. In addition, an agenda that contains links to the presentations can be found at:


This report is a brief summary of the content presented during the summit, as well as a list of conference attendees. In addition, there is an online photo gallery located at:

http://michigantechttap.smugmug.com/2015-WisTTSS.

Funding for the WisTTSS was provided by the Wisconsin Department of Transportation Tribal Task Force, and through registration fees collected from conference attendees.

Summit Organization

WisDOT and tribal representatives initiated the summit planning process and worked with the Eastern Tribal Technical Assistance Program at Michigan Tech (Eastern TTAP) to recruit and organize speakers and attendees. The planning committee met at regular intervals by teleconference and drew in transportation safety champions and experts to develop the summit agenda.

Tribal Transportation Program Safety Funds

Jim Allen, Federal Highway Administration

Jim started his presentation with the statement that “community is formed by shared struggle.” Fifty-seven percent of fatal crashes are on rural roads, and Native Americans are 4x likely to have a motor-vehicle related death, which makes it the leading cause of death for Native Americans up to age 44. Jim stressed the importance of sharing data. He talked about the Systemic Safety Project Selection Tool Guidebook and highlights of the process: identify the target crash types and risk factors, screen and prioritize candidate locations, select countermeasures and prioritize projects. The Wind River Indian Reservation and Wyoming LTAP were mentioned as a case study using this method.
**Tribal Transportation Program Safety Funds**  
**Tom Fronk Bureau of Indian Affairs**  

The second round of Tribal Transportation Program Safety Fund (TTPSF) awards were just completed and the projects from those awards should be coming soon. Tribal transportation safety is strong in Wisconsin and that shows in funding; however, there is greater need than funded. The next application period will last 60 days with June as the review period. He highlighted good points to include in applications, as well as things to leave out to increase chances for funding. For applications to be complete, the applications need appropriate supporting data; traffic counts alone are considered poor data unless they are backed up with other data to help justify the proposed improvements. Tom reviewed for the audience a few actual applications that he was authorized by the tribe to discuss and highlighted good and bad points of each. Jim Allen then discussed differences between safety projects versus maintenance. Some questions that tribes can use to help determine if a project is considered a safety project or a maintenance project include; can you remove it, is it traversable, breakaway, a shield, or delineation? Tom finished with examples of applications that won’t be funded due to incomplete data.

**State side of TTPSF**  
**Darren Schoer, WisDOT Safety Program Manager**

Highway Safety Improvement Program (HSIP) overview: HSIP is a core program in MAP-21 and the purpose is “…to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” It is a reimbursement program where a 10% match is needed, not a grant program. The deadline for the next cycle is August 14, 2015. Some typical eligible spot projects include: intersection safety improvements, straightening isolated curves or hills, improving sight distance, access modifications, eliminating roadside obstacles, installing guardrails, barriers and crash attenuators along with signs, delineators, and flashing warning lights. HSIP funds can also be used for corridor-wide projects like signal upgrades, stand-alone beam guard installations, larger or additional signing, chevrons, pavement marking, and rumble strips. Application requirements were reviewed and a sample application form was displayed along with tips for successful applications.

**Stockbridge Munsee Tribal Safety Plan**  
**Stacey Schreiber, Stockbridge-Munsee Tribe**

Stacey is the Public Works Director for the Stockbridge-Munsee Tribe(Stockbridge). They worked with Jill Tiegs, the grants writer to fill out the application for the federal funding. She showed the actual application and highlighted areas like the amount requested. Stockbridge worked with a consultant who completed their road safety audit(RSA) and filled out the grant applications for the tribe through money from the state. Danielle Yancy, tribal liaison with WisDOT, noted that the state had funding available and had the consultant review crash data and determine which tribes had the highest crash rates. The
two tribes with the highest crash rates were Stockbridge and Oneida. Stockbridge had the top six crash sites, and so their RSA was paid for through the HSIP funding. Stockbridge then submitted six applications for six projects. The Camp 14 Road project was then highlighted. This section of road included winding, unmarked curves as a hazard. Additional paved shoulder and rumble strips were the proposed corrections. Based on the RSA, the improvements would reduce crashes in that site by 56.5%. John Velat, Eastern TTAP summarized that Stockbridge used a consultant to do the RSA and put the application together. He then asked where the data came from – they worked with the TOPS lab and Amber Marlow from LCO. It was asked if the dots on the map were a true representation of the crashes and the answer was no. Not all crashes are reported. An example of a crash not reported was winter driving and sliding into the ditch and getting out and leaving before the police came. Other sources of data when data is poor can include getting anecdotal data, such as going to the tribal council and asking about any potential trouble areas, and asking those that drive the roads often, such as: bus drivers, postal workers, those in transit, tribal roads departments, enforcement, EMS, etc.

Community Connections; County Transportation Safety Commissions
Michael Panosh, WSP-Bureau of Transportation Safety

Transportation Safety Commissions (TSCs) are a quarterly meeting of those interested in transportation safety. They were created by the legislature in 1971, and Wisconsin is the only state that mandates having them. They are required to have nine members who represent the interests of their constituents, offer solutions to traffic safety related problems, and report conclusions back to their constituents. Their main job is to recommend solutions. Some issues brought up in TSC meetings include: citizen concerns for traffic safety at specific locations, ATV routes, reports on projects, review of spot maps, crashes that occurred in the previous quarter, crash statistics, etc. It was highly encouraged to become a member, community maps were touched on.

Crash Data Mapping with Community Maps
Bob Botts, WisDOT BOTS, Steven Parker, TOPS Lab

The Traffic Operations and Safety Laboratory (TOPS) at UW-Madison developed, maintains, and advances the community maps program for the state. The community maps program was created for TSCs and the goal was to involve the tribes by having them update data for their areas to have a more complete state map. The presentation included a live demonstration on how to map a crash, talk about their uses in TSCs, and then talk about the project Amber Marlow is working on at Lac Courte Oreilles Ojibwa Community College (LCOOCC).

Community Maps is a web-based, password protected system on the WisTransportal System hosted at TOPS in Madison, Wisconsin. The main system is navigable without a password, but to update or map a crash, you must request a password. The system uses google maps...
and allows users to zoom in and switch to satellite view to help locate specific sites. The data is downloadable (excel) and can generate spot maps or larger plotter style posters from the system. Crashes that are mapped range from property damage to fatalities.

Most TSC meetings have good attendance. Some attendees (not mandated) include the Amish, ATV groups, bar/restaurant owners, coroners, local governments, etc. The goal of using community maps in the meetings is to show a crash mapped and ask participants for feedback and input on what can be done to reduce or prevent future crashes at the site. Based on the information provided, planners need to decide if it’s something countermeasures can help prevent, or are the crashes at the site behavioral? Using the community maps, in many locations planners can zoom to a street view of the site and look around and get a better sense of how the characterize the crashes. The may find that the focus may not be where the crash occurred but where the vehicle was coming from.

**Lac Courte Oreilles Ojibwa Community College Community Maps**

Amber Marlow with LCOOCC created Geographical Information System (GIS) community maps for all Wisconsin tribes from 2007 – 2011. The goal of the current project at LCOOCC is to update the community maps with crash data from the last three years by teaching tribal governments to input their community’s crash data into the system. There will be three training opportunities by September for tribes. Some questions brought up in the presentation include: How well does google maps cover tribal roads compared to GIS? What is gained, lost, or improved upon by using community maps? The outcomes of the project include: demonstrating the value of community maps for tribal road crash safety analysis and project development, encourage and train tribal governments to maintain community maps (which will help to get a complete state map), identify improvements to community maps related to tribal crash mapping, evaluate community maps along tribal roads, and provide an initial set of mapped historical crashes.

Ed Fairbanks, state tribal liaison with the Minnesota Department of Transportation, asked several questions including:

- In Minnesota, state and local law enforcement are inputting putting data, but it is not well coordinated with tribal or BIA enforcement. Are these community maps a key to fixing this for good data sharing? It is the goal for it to work well for all agencies. Many tribal roads are not in GIS. With all tribes using the same system, the available information is more accurate and complete.

- Minnesota has a state database where the tribes have to request permission to use, but all other agencies are given access. In Wisconsin, were tribes included in the development of community maps? All agencies must request a password from the TOPS lab to enter crashes into community maps. The main factor is cooperation and cooperative agreements.

- In the TSC’s, are tribes a part of the mandated group or treated like guests? There are some members of TSC’s that are mandated by the state, but all others are guests. The members get votes whereas the guests are able to give verbal support.
Teen Safe Driving
Deena Liska, Children’s Hospital of Wisconsin

The Children’s Hospital of Wisconsin is located in Milwaukee, but provides services for the entire state. They have provided services for child passenger safety for several years. They wanted to focus on another topic to help reduce deaths and injuries to young people, and after looking at statistics, they found that injuries or death related to teen driving has been in the top two causes continually. The goals of the program are to prioritize the issues they focus on, recognize models and best practices to get the most out of their money, create local teen traffic safety teams, and utilize a state level of guidance to stay on the right track. The priority areas they focus on are distracted driving, seat belt use, speeding, impaired driving, and passengers (in no particular order based on importance). Statistics show that the graduated license law has reduced teen crashes. Parental involvement is one of the greatest factors in reducing teen crashes (by almost half!). Other strategies that also help include community engagement (getting the teens involved with others), evaluation (what changed?) and collaboration (we can do more by working together). The local teams evaluate the data (using TOPS data), determine interventions, implement programming, and provide feedback. Working with counties, they currently have 5 teams in place. The initial goal was to find if anyone was already doing this work in the community. Each team is led by a different group, and each group tells the program what their community looks like, where the boundaries are, and how they overlap other areas. When the teams evaluate the data, they drill down to the most specific data. An example of this is looking at data involving teens with probationary licenses. The data showed the crashes involving teens during their restricted driving time were almost all with deer or other animals, and most involved property damage only. Key points of the state level guidance include having a strong DOT BOTS partnership, having links to established state and national standards, creating benchmarks to make sure they are aligning with national statistics, and forming a state level council to monitor the data and trends. Some of the current initiatives they have are “Celebrate My Drive,” “Operation Click,” “CTE Partnership,” “Hitting the Road,” “Parents are the Key,” and “Countdown 2 Drive.”

National Summer Transportation Institute at Lac Courte Oreilles Ojibwa Community College

The National Summer Transportation Institute (NSTI) program started at LCOOCC in 1998. It is a four week, non-residential program for 15-22 middle school aged students that focuses on land and rail, water, air, safety, and environment. The program is a partnership between WisDOT, FHWA and TCUs. The goals of the program are to expose the students to transportation careers, provide STEM (science, technology, engineering and math) education, and supplement the curriculum with hands-on learning and field trip experiences. Part of the program involves the students writing, directing, acting and filming PSA videos. Some of the videos shown included: “2011 PSA Joint Video with LCOOCC and CMN
Round Table Discussions
The agenda included several suggestions for roundtable discussions; however, they were only suggestions to initiate and facilitate discussion within the group. Suggestions were collected from the audience, with Joe Miller, Stockbridge-Munsee council member, being volunteered to give the first topic. “What is the hardest part of tribal transportation safety in this community?” He said they “have it pretty good, our roads are in good shape.” They are proactive in their response to conditions, “If we get even one snowflake, the plows are out” he stated. The most difficult part in their area is working with the other communities around them, and this inter-governmental cooperation is key but can be frustrating at times. Joe gave an example of an area with several lakes and timeshare resorts where, in the summertime, the traffic increases significantly by non-tribal members. The tribe owns all the land around this area, but the community with the lakes sub-contracts with the county and it had not asked the tribe for right-of-way extensions to soften the curves in corners. This was frustrating to the tribe as previously, the county and tribe had worked together to place a salt shed on tribal land so that it worked well for the county. The other topics focused on funding and technical assistance.

Survey Responses Summary
Out of 12 responses received, most felt they were knowledgeable or fairly informed about transportation safety prior to the Safety Summit. All felt they had learned something new as a result of attending the Summit. The topic most interested in was using the Community Maps for crash mapping and using the statistics for possible funding for safety programs. As a result of attending the Summit, several said they plan to attend the Traffic Safety Commission meetings, while many plan to start using the community maps in order to apply for funding. Other comments on the Summit include wanting to see the actual application process for HSIP, wanting copies of the presentations, and positive reports on the location, networking, tribal songs and drums, and feedback on the entire event.

Tribal Technical Assistance Program (TTAP)
The Eastern TTAP is part of a nationwide effort sponsored by the Federal Highway Administration and the Bureau of Indian Affairs. The seven TTAPs serving tribes throughout the USA relate the latest technology and information on tribal roads and bridges, tourism and recreation, and related economic development to tribal transportation and planning personnel. In addition to the TTAP program, 51 Local Technical Assistance Programs serve all the states and Puerto Rico, each focusing on local and state agencies within their respective states. LTAPs can also provide assistance to tribal agencies. LTAPs and TTAPs help improve transportation safety through training, education, and coordination of tribal and
non-tribal partners. The Eastern TTAP at Michigan Tech serves tribes in the BIA Midwestern and Eastern regions, including all the Wisconsin tribes.

**Michigan Tech TTAP Website:** [http://www.ttap.mtu.edu/](http://www.ttap.mtu.edu/)

**National TTAP/LTAP Website:** [http://www.ltap.org](http://www.ltap.org)

**Personnel:** John Velat, Michigan Tech TTAP Director; Amanda Abramson, Michigan Tech TTAP Administrative Assistant; Scott Bershing, Michigan Tech TTAP Editor/Training coordinator (members of the 2015 WITTSS planning committee and attendees)

**Phone:** 906-487-3475

**Email:** TTAP@mtu.edu

**Mailing address:**

Michigan Tech TTAP  
1400 Townsend Drive  
Houghton, MI 49931
Attendee List

**Jim Allen**  
Safety and Geometric Design Engineer  
FHWA Resource Center  
Safety and Design Technical Services Team  
4749 Lincoln Mall Drive, Suite 600  
Matteson, IL 60443  
708-283-3591  
jim.p.allen@dot.gov

**Scott Bershing**  
Technical Writer  
Eastern Tribal Technical Assistance Program  
1400 Townsend Dr  
Houghton, MI 49931  
906-487-3475  
bersh@mtu.edu

**Brett Blackdeer**  
Transportation Planner II  
Ho-Chunk Nation  
28902 Highway 21 East  
Tomah, WI 54660  
608-374-3950 ext. 5775  
brett.blackdeer@ho-chunk.com

**Wade Blackdeer**  
Highway Maintenance Superintendent  
Ho-Chunk Nation  
28902 HWY 21  
Tomah, WI 54660  
608-374-3950 ext. 5787  
wade.blackdeer@ho-chunk.com

**Bob Bott**  
SW Regional Program Manager  
Wisconsin - DOT  
WI State Patrol Bureau of Transportation Safety - BOTS  
3550 Mormon Coulee Road  
La Crosse, WI 54601  
608-785-9684  
robert.bott@dot.wi.gov

**Brad Bowman**  
Project Manager  
Menominee Indian Tribe of Wisconsin  
PO Box 910  
Keshena, WI 54135  
715-799-5155  
bbowman@mitw.org

**Chris Cornelius**  
Assistant  
Inter-Tribal Task Force  
chriscornelius1@gmail.com

**Edward Fairbanks**  
Tribal Liaison  
Minnesota - DOT  
Government Affairs  
395 John Ireland Blvd, MS 140  
St. Paul, MN 55155  
218-404-3491  
edward.fairbanks@state.mn.us

**James Doperalski**  
Environmental Analysis and Review Specialist  
Wisconsin - DOT  
DNR-Bureau of Environmental Analysis and Sustainability  
2984 Shawano Avenue  
Green Bay, WI 54313  
920-662-5119  
james.doperalski@wisconsin.gov

**Agnes Fleming**  
WisDOT ITTF Coordinator  
Lac Courte Oreilles Band of Lake Superior  
Chippewa  
13394 W Trepania Road  
Hayward, WI 54843  
715-558-7750  
agnes.fleming@lco-nsn.gov
Tom Fronk  
Civil Engineer  
Bureau of Indian Affairs  
Midwest Region  
5600 West American Blvd, Suite 500  
Bloomington, MN 55437  
612-725-4553  
thomas.fronk@bia.gov

Roland Hawk  
Highway Engineer  
Wood County Highway Department  
555 17th Avenue North  
Wisconsin Rapids, WI 54495  
715-421-8875  
rhawk@co.wood.wi.us

Kelly Jackson  
State-wide Tribal Liaison  
Wisconsin - DOT  
4802 Sheboygan Ave  
Madison, WI 53707  
608-266-3761  
kelly.jackson@dot.wi.gov

Tony Kemnitz  
Traffic Safety Engineer  
Wisconsin - DOT  
DTSD NC Region - Operations Unit  
1681 Second Avenue, South  
Wisconsin Rapids, WI 54495  
715-421-8023  
tony.kemnitz@dot.wi.gov

Amanda Kerttu  
Staff Associate  
Eastern Tribal Technical Assistance Program  
1400 Townsend Drive  
Houghton, MI 49931  
906-487-3475  
alkerttu@mtu.edu

Ken Klemens  
Sr. Project Manager  
Menominee Indian Tribe of Wisconsin  
Community Development  
P.O. Box 910  
Keshena, WI 54135  
715-799-5155 ext. 5148  
kklemens@mitw.org

Marie Kuykendall  
Transportation Planner  
Lac Courte Oreilles Band of Lake Superior  
Chippewa  
Roads Department  
13394 W Trepania Rd  
Hayward, WI 54843  
715-634-0784  
marie.kuykendall@lco-nsn.gov

Qing Li  
Research Assistant  
University of Wisconsin-Madison  
CEE/ TOPS Lab  
1415 Engineering Drive  
Madison, WI 53706  
qing.li@wisc.edu

Darryl Landeau  
Transportation Planner  
North Central WI Regional Planning Commission  
210 McClellan St, Suite 210  
Wausau, WI 54403  
715-849-5510 ext. 308  
dlandeau@ncwrpc.org

Deena Liska  
Motor Vehicle Safety Coordinator  
Children’s Hospital of Wisconsin  
Community Health  
620 South 76th Street  
Milwaukee, WI 53214  
414-231-4893  
dliska@chw.org
Chris McGeshick  
Chairman  
Sokaogon Chippewa Community (Mole Lake)  
Tribal Council  
3051 Sand Lake Road  
Crandon, 54520  
715-478-7500  
chris.mcgeshick@scc-nsn.gov

Katie Mueller  
Public Information & Outreach Specialist  
Bureau of Transportation Safety, Division of State Patrol  
4802 Sheboygan Ave, Rm 551  
Madison, WI 53707  
608-709-0092  
katie.mueller@dot.wi.gov

Guillermo Narvaez  
Research Associate  
University of Minnesota  
Humphrey School of Public Affairs  
301 19th Ave. S.  
Minneapolis, MN 55455  
612-424-0015  
gnarvaez@umn.edu

Dave O'Donahue  
Supervisory Civil Engineer  
Bureau of Indian Affairs  
Midwest Region - Great Lakes Agency  
916 Lakeshore Drive West  
Ashland, WI 54806  
715-682-2709  
david.odonahue@bia.gov

Michael Panosh  
Regional Program Manager  
Wisconsin State Patrol, Bureau of Transportation Safety (BOTS)  
3651 Dewey Street  
Manitowoc, WI 54220  
920-683-4960  
michael.panosh@dot.wi.gov

Steven Parker  
IT Program Manager  
University of Wisconsin-Madison  
Traffic Operation and Safety Laboratory (TOPS)  
1415 Engineering Drive  
Madison, WI 53706  
608-265-4921  
sparker@engr.wisc.edu

Douglas Passineau  
Highway Commissioner  
Wood County Highway Department  
555 17th Avenue North  
Wisconsin Rapids, WI 54495  
715-421-8875  
dpassineau@co.wood.wi.us

Brent Pickard  
Tribal Liaison/Urban & Regional Planner  
Wisconsin - DOT  
NW Region - Intergovernmental Affairs, Freight & Economic Development  
718 W Clairemont Ave  
Eau Claire, WI 54701  
715-836-4623  
brent.pickard@dot.wi.gov

Matt Schaeve  
Transportation Liaison  
Wisconsin, State of  
Dept. of Natural Resources  
2984 Shawano Ave.  
Green Bay, WI 54313  
920-662-5472  
matthew.schaeve@wisconsin.gov

JoAnn Schedler  
Council Member  
Stockbridge-Munsee Community of Wisconsin  
Tribal Council  
W13817 County Highway A  
Bowler, WI 54416  
715-793-4117  
joann.schedler@mohican-nsn.gov
Darren Schoer
HSIP Coordinator
Wisconsin - DOT
Bureau of State Highway Programs
4802 Sheboygan Avenue, Room 901
Madison, WI 53707
608-266-1167
darren.schoer@dot.wi.gov

Jon Schrader
Transportation Planner
Ho-Chunk Nation
Housing-Roads Division
28902 Highway 21 East
Tomah, WI 54660
608-374-3950 ext. 5779
jon.schrader@ho-chunk.com

Stacey Schreiber
Public Works Director
Stockbridge-Munsee Community of Wisconsin
Public Works
W13817 County Highway A
Bowler, WI 54416
715-793-4854
stacey.schreiber@mohican-nsn.gov

Sandy Stankevich
Civil Engineer, Tribal Liaison
Wisconsin - DOT
NC Region DTSD Programming
510 N Hanson Lake Road
Rhineland, WI 54501
715-365-5784
sandy.stankevich@dot.wi.gov

Ward Staples
Director
St. Croix Chippewa Indians of Wisconsin
Roads Department
24663 Angeline Ave
Hertel, WI 54893
715-349-2388
wards@stcroixtribalcenter.com

Delores Staples
Safety Planner
St. Croix Chippewa Indians of Wisconsin
Roads Department
24663 Angeline Ave
Webster, WI 54893
715-349-2388
delores@stcroixtribalcenter.com

Mike Stoddard
Captain
Sauk County Sheriff Department
1300 Lange Crt
Baraboo, WI 53913
608-355-4495
mstoddard@co.sauk.wi.us

Marge Taylor
Roads Planner
St. Croix Chippewa Indians of Wisconsin
Roads Department
24663 Angeline Ave
Webster, WI 54893
715-349-2195
marjoriet@stcroixtribalcenter.com

Michael Taylor
CEO
Taylor Excavating
5926 State Road 70
Webster, WI 54893
taylorecavating@yahoo.com

John Velat
Director
Eastern Tribal Technical Assistance Program
301G Dillman Hall
Houghton, MI 49931
906-487-3475
jlvelat@mtu.edu
Ted Walczak  
Construction Manager  
Ho-Chunk Nation  
Housing-Roads Division  
28902 Highway 21 East  
Tomah, WI 54660  
608-374-3950 ext. 5774  
ted.walczak@ho-chunk.com

Gerald Warrington  
Road Program Manager  
Forest County Potawatomi Community  
Roads Department  
8355 Mish Koswen Drive  
Crandon, WI 54520  
715-478-7392  
gerald.warrington@fcpotawatomi-nsn.gov

Derek Weyer  
Tribal Liaison  
Wisconsin - DOT  
4802 Sheboygan Ave  
Madison, WI 53707  
derek.weyer@dot.wi.gov

Scott Whitsett  
Vice President  
Jewell Associates Engineers, Inc.  
Transportation/Construction  
310 East Jackson Street  
Wisconsin Rapids, WI 54494  
715-424-2424  
scott.whitsett@jewellassoc.com

Danielle Yancey  
Tribal Liaison  
Wisconsin Department of Transportation  
Office of Business Opportunity and Equity Compliance  
4802 Sheboygan Ave  
Madison, WI 53705  
608-261-0131  
danielle.yancey@dot.wi.gov