Transportation: A Review of Federal and Indiana State Information Resources

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Transportation plays a vital role in the U.S. national economy and Indiana state economic development. Our lives are impacted daily by developments in transportation sectors such as automotive, trucking, mass transit, air, rail, rivers, and other maritime activities including the oceans. We depend on transportation nodes to get to and from work, visit family and friends, and attend cultural and sporting events. The loss of access to transportation, whether from natural or human causes, has a deep impact on our mobility and ability to make personal and economic connections with the broader world.

The U.S. government has an important role in transportation history and ongoing transportation infrastructure and policy development. Early years of U.S. history saw controversy over whether the U.S. government should fund 'internal improvements.' These improvements involved constructing roads, canals, bridges, and railroads to further national economic development and promote enhanced societal connectivity. Internal improvements proponents such as John Quincy Adams and Henry Clay believed they would enhance economic development and national security. Those opposing federal support of internal improvements, including John Randolph and Spencer Roane, maintained that such support would dangerously increase federal and congressional power at the expense of the power of states to make their own economic decisions and retain their political autonomy (Meinig, 1993; Larson, 2001).

This battle would be won by advocates of internal improvements and it would lead to the massive role played by the federal government in contemporary national transportation policy which now encompasses transportation sectors such as aviation and highways beyond the imagination of our national founders. The federal government's role is most pronounced in financial support, laws, regulations, and supporting transportation research and development funding. The U.S. transportation system affects every corner of the U.S. and its impact is experienced by Americans every day (Dilger, 2003; Rose, Seeley, & Barrett, 2006). This article describes authoritative national and state government online transportation resources, available at no fee, that may be used by librarians and libraries for a variety of purposes, such as public access, reference, teaching, research and library websites, and course guide improvements.

Executive Branch Resources

An astounding variety of federal agencies are involved in administering U.S. transportation policy and producing information resources to document their activities. The U.S. Department of Transportation (DOT, www.dot.gov/) is the most important of these agencies (Whitnah, 1998; Dilger, 2003; Rose, Seeley, & Barrett, 2006). Established in 1966, DOT is responsible for coordinating the effective administration of federal transportation programs and developing national transportation policies and programs to provide fast, safe, efficient, and convenient transportation at the lowest possible cost (U.S. National Archives and Records Administration, 2008).

DOT is administered by the Secretary of Transportation and by Washington, D.C. headquarters offices. The Office of Inspector General, www.oig.dot.gov/, evaluates the management performance of DOT agency programs; the Office of the Assistant Secretary for Aviation and International Affairs, http://ostpxweb.dot.gov/aviation/, formulates and implements U.S. domestic and international aviation policy; and numerous other agencies within the Secretary of Transportation's office administer transportation policy, laws and regulations, and agency information resources.

Numerous divisions within DOT help it carry out its policy and regulatory responsibilities for different transportation sectors. The Bureau of Transportation Statistics (BTS, www.bts.gov/) serves as DOT's statistical division. It produces online statistical and analytical reports on all transportation sectors. Examples include: *U.S. Air Carrier Traffic Statistics*; *Airline On-Time Statistics*; U.S. border crossing data with monthly breakdowns by port of entry and transportation node such as trucks; *Freight Data and Statistics*; the Transtats database which integrates many BTS statistical resources; the annual *Pocket Guide to Transportation*; and the scholarly *Journal of Transportation and Statistics*. BTS also administers the National Transportation Library, http://ntl.bts.gov/, which provides access to full-text reports on numerous transportation topics.

The Federal Aviation Administration (FAA, www.faa.gov/) was established by the 1958 Federal Aviation Act and became part of DOT in 1967. Its missions include regulating civil aviation and U.S. commercial space transportation; maintaining and operating air traffic control and navigation systems for civilian and military aircraft; and developing and administering aviation safety programs and the National Airspace System (U.S. National Archives and Records Administration, 2008; Kent, 1980; Preston 1998; Thompson, 2002).

FAA online provides details on operating conditions and delays at major U.S. airports, the text of current and historical federal aviation regulations, aircraft and incident statistics, and requirements for becoming an air traffic controller. It also publishes advisory circulars used by pilots for conducting various activities such as *AC 20-150 Satellite Voice Equipment as a Means for Air Traffic Services Communications* (2006) and airworthiness directives about the operating performance of individual categories of aircraft.

The Federal Highway Administration (FHWA, www.fhwa.dot.gov/) is responsible for improving mobility on national highways, managing the Federal Aid Highway Program, partnering with state and local governments, and providing grants to state transportation departments and metropolitan planning organizations to develop intermodal transportation programs. FHWA activities also include managing the Federal Lands Highway Program and providing transportation and construction oversight to federal agencies (St. Clair, 1986; Gutfreund, 2004; U.S. National Archives and Records Administration, 2008; U.S. Federal Highway Administration, 2009).

Resources on FHWA's website include agency documents such as its strategic plan; historical background and analysis of federal highway programs; the text of laws, regulations, and policy directives enforced or administered by this agency; press releases 1998–present; and the text of speeches of congressional testimony by FHWA officials from 2002–present. A variety of FHWA research reports are also accessible, for example, *Report to Congress on Catastrophic Hurricane Evacuation Plan* (2006); *2006 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance* (2007); and *Our Nation's Highways* (2008).

The Federal Motor Carrier Safety Administration (FMCSA, www.fmcsa.dot.gov/) was established in DOT on January 1, 2000 as a result of the 1999 Motor Carrier Safety Improvement Act. FMCSA is responsible for preventing commercial motor vehicle-related fatalities and injuries. Administration activities seek to ensure motor carrier operational safety through strong safety regulation enforcement, targeting high-risk carriers and commercial motor vehicle drivers, and improving safety information systems and motor vehicle technologies. It works with federal, state, and local law enforcement agencies, the motor carrier industry, and labor safety interest groups to achieve these objectives (U.S. National Archives and Records Administration, 2008; Childs, 1986).

FMCSA publishes online materials on agency registration and licensing practices, allowing users the ability to search the safety records of individual companies such as Wabash National of Lafayette. It also provides statistics on commercial motor vehicle crashes, and research reports of varying lengths. Some examples of research reports include *Drug and Alcohol Testing Survey: 2005 Results* (2007); *Factors Underlying the Adoption of New Safety Technologies by U.S. Commercial Motor Carriers* (2007); and *Advanced Driver Fatigue Research* (2007).

The Federal Railroad Administration (FRA, www.fra.dot.gov/) was established in 1966. Its responsibilities include promulgating and enforcing rail safety regulations; administering railroad financial assistance programs; conducting improved railroad safety research and development to support national rail transportation policy; rehabilitating Northeast Corridor rail passenger service; and consolidating government support of rail transportation activities (U.S. National Archives and Records Administration, 2008).

FRA information resources include the text of laws and regulations it administers and enforces, descriptions of its railroad safety programs, freight statistical data collection activities, and the text of research reports such as *Intelligent Transportation System/Positive Train Control at Highway-Rail Intersections* (2007).

The Federal Transit Administration (FTA, www.fta.dot.gov/) was established as a separate DOT operational entity in 1968. FTA missions include assisting improved mass transportation development, encouraging the planning and establishment of regional mass transportation systems, providing financial assistance to state and local governments for financing mass transportation systems, and executing national transit goals and policy (U.S. General Accounting Office, 1985; Cudahy, 1990; Smerk, 1991; Schrag, 2006; U.S. National Archives and Records Administration, 2008).

Online FTA information resources include the text of relevant laws and regulations, information on the mass transit provisions of the American Recovery and Reinvestment Act (ARRA) of 2009; materials on rail and bus safety; video webcasts such as *The Mark* security training video (2007); and the text of numerous research reports. Examples of research reports include *Clean Air Program: Design Guidelines for Bus Transit Systems Using Electric and Hybrid Electric Propulsion as an Alternative Fuel* (2003); *Drug and Alcohol Testing Results: 2006 Annual Report* (2008); and *Recommended Fire Safety Practices for Rail Transit Materials Selection* (2008).

The Maritime Administration (MARAD, www.marad.dot.gov/) was established in 1950 and transferred to DOT in 1981. MARAD responsibilities include managing programs to develop, operate, and promote the U.S. merchant marine. Additional agency responsibilities include organizing and directing emergency merchant ship operations; administering subsidy programs to pay the difference between operating costs paid by U.S. and foreign flagged ships and ship construction costs in U.S. and foreign shipyards; and constructing or supervising the construction of merchant ships for the federal government (U. S. National Archives and Records Administration, 2008; U. S. Maritime Administration, 1998; Gibson & Donovan, 2000).

MARAD information resources include news releases; the text of Maritime Advisories such as "Gulf of Aden and Somalia Basin Transit" (January 30, 2009); information about merchant marine educational institutions such as the Merchant Marine Maritime Academy, www.usmma.edu/, in Kings Point, NY; descriptions of the roles played by ports in the U.S. maritime industry; and descriptions of agency environmental activities in areas such as aquatic invasive species and marine air emissions. Examples of reports and statistics produced by MARAD include *Waterways: Working for America* (2007) and *Impact of High Oil Prices on Freight Transportation: Modal Shift Potential in Five Corridors Technical Report* (2008).

The National Highway Traffic Safety Administration (NHTSA, www.nhtsa.dot.gov/) was established by the 1970 Highway Safety Act to reduce the increasing numbers of deaths, injuries, and economic losses from motor vehicle crashes on national highways. NHTSA carries out programs concerning motor vehicle safety performance. It administers FHWA's state and community highway safety program, the corporate average fuel economy (CAFE), federal odometer law, and the National Driver Register Program, which coordinates interstate exchange of state records on problem drivers. Additional NHTSA activities include conducting studies on reducing economic losses in motor vehicle crashes and repairs and issuing motor vehicle theft prevention standards (U.S. National Archives and Records Administration, 2008; Moudon, 1991).

Accessible NHTSA information resources include the text of laws and regulations

it administers and enforces and topical categories of information covering car safety, child passenger safety, drowsy and distracted driving, impaired driving, older drivers, pedestrians, and school buses. Examples of NHTSA research reports (online from 1992–present) include *Evaluation of the Intelligent Cruise Control System* (2001); *The Influence of Rear Turn Signal Characteristics on Crash Risk* (2008); and *Independent Evaluation of Electronically Controlled Braking Systems* (2009).

The Pipeline and Hazardous Materials Safety Administration (PHMSA, www.phmsa.dot.gov/) was established on February 20, 2005 and is responsible for hazardous materials transportation and pipeline safety. PHMSA responsibilities include developing and issuing regulations for the safe and secure transport of hazardous materials by all nodes except bulk water transportation and ensuring the safety, security, and environmental protection of national pipeline transportation systems (U.S. National Archives and Records Administration, 2008; U.S. Congress, House Committee on Transportation and Infrastructure, Subcommittee on Highways, Transit, and Pipelines, 2006).

The PHMSA website provides a regional organization chart, the names of key officials, and the text of laws and regulations it enforces. Examples of relevant reports and statistics include *A Comparison of Risk: Accidental Deaths United States 1999–2003* (2004) and *Do You Know if You're Shipping Hazardous Materials?* (2007).

The Research & Innovative Technology Administration (RITA, www.rita.dot.gov/) coordinates DOT's agency research programs and collaborates with academic institutions and commercial organizations (U.S. National Archives and Records Administration, 2008). Its website features press releases, newsletters, and DOT research and strategic planning documents.

The Saint Lawrence Seaway Development Corporation (SLSDC, www.seaway.dot.gov/) was established by the 1954 Saint Lawrence Seaway Act and became a DOT operating administration in 1966. SLSDC works cooperatively with the Saint Lawrence Seaway Management Corporation of Canada to operate and maintain a safe, reliable, and efficient deep draft waterway between the Great Lakes and the Atlantic Ocean. SLSDC seeks to ensure the safe passage of commercial and noncommercial vessels through two U.S. locks and Saint Lawrence Seaway System navigation channels extending from the Atlantic Ocean to Lake Superior ports of Duluth/Superior encompassing 2,342 miles (U.S. National Archives and Records Administration, 2008; Becker, 1984).

SLSDC information resources online include the text of U.S. and Canadian regulations for seaway vessels, toll price statistics, and publications such as *Seaway Handbook* (2009) and *Seaway Compass* newsletter (November 2000–present).

The Surface Transportation Board (STB, www.stb.dot.gov/) was established in 1996 with the termination of the Interstate Commerce Commission (ICC). STB is an independent adjudicatory organization within DOT having jurisdiction over surface transportation economic regulatory matters formerly performed by the ICC. STB has three members who are appointed by the president for five year terms subject to Senate confirmation. Board responsibilities include adjudicating disputes and regulating interstate surface transportation such as conducting oversight of firms engaged in interstate and foreign commerce transportation occurring within the contiguous U.S. and points in Alaska, Hawaii, or U.S. territories and possessions. These matters include railroad rate and service issues; rail restructuring transactions and related labor issues; trucking company, moving van, and noncontiguous ocean shipping company rate matters; some intercity passenger bus company topics; and pipeline matters not regulated by the Federal Energy Regulatory Commission (U.S. National Archives and Records Administration, 2008; 2004; U.S. Congress, Senate Committee on Commerce Science, and Transportation, Subcommittee on Surface Transportation and the Merchant Marine, 2004; Ely, 2001).

Information resources produced by STB include board meeting webcasts; rail industry financial information and statistics; biographical information on board members; the text of board decisions (1996–present); agency annual reports; and

individual board authored reports. Recent STB board reports include *A Study of Competition in the U.S. Freight Railroad Industry and Analysis of Proposals That Might Enhance Competition* (2008) and *Study of Railroad Rates: 1985–2007* (2009).

The Transportation Security Administration (TSA, www.tsa.gov/) was established in the Department of Homeland Security in 2002. TSA's primary responsibility is protecting national transportation systems to ensure freedom of movement for individuals and commerce in all transportation nodes (U.S. National Archives and Records Administration, 2008; U.S. Congress, House Committee on Homeland Security, Subcommittee on Infrastructure and Border Security, 2005).

TSA publishes information about activities on its website. Examples of online information resources include lists of items passengers are prohibited from taking on planes or other TSA regulated transportation nodes; practical guidance for expedited passenger security processing; press releases; speeches and congressional testimony by leading TSA officials; the text of relevant aviation security laws such as the Aviation and Transportation Security Act (2001) and regulations from the *Code of Federal Regulations*; and transcripts of meetings by the TSA Aviation Security Advisory Committee. Additional information on TSA activities may be found in the Department of Homeland Security's annual performance and accountability reports at www.dhs.gov/xabout/budget/editorial_0430.shtm.

The National Transportation Safety Board (NTSB, www.ntsb.gov/) was established in 1967 and became an independent agency in 1975. It is responsible for investigating, determining probable cause, making safety recommendations, and reporting the circumstantial facts of these types of accidents: civil aviation accidents; railroad accidents involving passenger trains; pipeline accidents producing fatalities, substantial property damage, or significant environmental injury; and major marine casualties and marine accidents involving public and nonpublic vessels (U.S. National Archives and Records Administration, 2008; U.S. National Transportation Safety Board, 1998).

NTSB online information resources include lists of board meetings from 1997–present with more recent ones featuring presentations and webcasts; speeches and congressional testimony by current and former board members; agency annual reports and financial reports; and the text of accident investigation reports. Indiana accident reports include *In-Flight Icing Encounter and Loss of Control Simmons Airlines, d.b.a. American Eagle Flight 4184… Roselawn, Indiana October 31, 1994* (1996); *Pipeline Rupture and Fire, Indianapolis, Indiana, July 21, 1997* (1999); and *Rupture of a Railroad Tank Car Containing Hazardous Waste Near Clymers, Indiana February 18, 1999* (2001).

The Federal Maritime Commission (FMC, www.fmc.gov/) established 1961, is an independent agency responsible for regulating U.S. waterborne foreign commerce. FMC responsibilities include ensuring U.S. oceanborne trades are equally open to all on fair and equitable terms and protected against concentrated activities or unlawful practices by foreign governments (U.S. National Archives and Records Administration, 2008).

Online FMC information resources include the text of laws and regulations the commission enforces, an organizational chart, tariff information, news releases and speeches by FMC commissioners, the text of commission legal rulings, and a variety of reports including annual reports.

The economic censuses produced every five years by the U.S. Census Bureau, released in years ending in 2 and 7, are excellent information sources for general statistical data about transportation industries although they do not reveal information about individual company operations. The census reports at www.census.gov/econ/census07/ provide information on transportation industry activities in individual states and in selected metropolitan areas, making it possible to determine how many transportation companies are in Fort Wayne or South Bend, for example.

Congressional Sources

Congressional information sources are also critical for effectively understanding federal transportation policy. One can examine the

text of congressional bills for proposed and passed legislation changing existing federal transportation laws from 1993–present at www.gpoaccess.gov/bills/. GPO Access, www.gpoaccess.gov/, also provides access to congressional committee reports on legislation; the text of U.S. laws in the *United States Code*; and the text of regulations used to enforce laws in the *Code of Federal Regulations*. Proposed federal regulations published in the *Federal Register* and the ability to comment on these proposed regulations are available at http://regulations.gov/.

Congressional committees are also excellent sources of transportation policy information because these committees are responsible for approving and revising legislation, conducting oversight of federal agencies programs, and funding these programs. These committees have the legal authority to subpoena witnesses. The transcripts of committee hearings include committee members questioning witnesses, sometimes in heated discussion, and the text of reports inserted into the transcript by members and witnesses (Sullivan, 2007; Glassman, 2008). An important congressional function is to provide funding for new highways and other surface transportation projects which occurs approximately every five years in a particularly controversial and expensive process involving hundreds of billions of dollars (Panagopoulos & Shank, 2008).

The House Transportation and Infrastructure Committee, http://transportation.house.gov/, is a particularly important committee in formulating, implementing, and overseeing federal transportation policy. Its website includes the text of current and recent hearings, webcasts of some hearings, witness opening statements, links to information resources produced by committee subcommittees such as the Subcommittee on Highways and Transit, the text of committee legislative reports, and other resources. Examples of recent hearings by this committee include *Transit and Rail Security* (2007) and *U.S./Mexican Trucking: Safety and the Cross-Border Demonstration Project* (2007). No Indiana representatives serve on this committee during the 111th Congress (2009–2010).

The House Appropriations Committee, http://appropriations.house.gov/, also plays a significant role in federal transportation policy. Appropriations committees in the House and Senate are responsible for determining how much money can be allocated to federal agencies. This is accomplished through the powerful Appropriations Committees subcommittees. The House Appropriations Committee Subcommittee on Transportation handles Transportation Department funding. Currently, Representative Peter Visclosky (D-IN) is a member of the House Appropriations Committee.

Senate committees are particularly important because they are responsible under the U.S. Constitution for confirming presidential appointments like the Secretary of Transportation and members of various commissions, and treaties with foreign countries. The Senate Appropriations Committee, http://appropriations.senate.gov/, handles Senate transportation funding through its Subcommittee on Transportation. There are no Indiana members on the Senate Appropriations Committee during the 111th Congress.

The Senate Commerce, Science, and Transportation Committee, http://commerce.senate.gov/, has jurisdiction over transportation policy arenas including highway safety, the merchant marine, civil aviation, and transportation. One Committee hearing, for example, is *Aviation Security: Reviewing the Recommendations of the 9/11 Commission* (2007).

The Senate Environment and Public Works Committee, http://epw.senate.gov/, addresses transportation issues such as overseeing highway construction and maintenance and plays an important role in writing the quinquennial surface transportation funding legislation. Recent transportation hearings held by this committee include *Hearing on the Nomination of Thomas J. Madison, Jr. to be Administrator of the Federal Highway Administrator for the Department of Transportation* (2008) and *Goods Movement on Our Nation's Highways* (2008).

Committee websites in both legislative chambers feature news on committee activities and link

to perspectives provided by minority party members on issues their committees are examining, which may differ significantly from those of the current majority party.

Congressional Support Agencies

Congress' extensive oversight responsibilities require it to rely on support organizations possessing substantive expertise beyond that held by members, congressional committees, and the professional support staff assisting members and committees. There are three principal congressional support organizations providing analytical expertise to assist Congress in its oversight responsibilities: Congressional Budget Office (CBO), Congressional Research Service (CRS), and Government Accountability Office (GAO).

CBO, www.cbo.gov/, provides analysis on the U.S. Government budget and the budgetary implications of individual federal programs. Examples of relevant transportation studies on its website include *Trends in Public Spending on Transportation and Water Infrastructure*, 1956–2004 (2007); *Effects of Gasoline Prices on Driving Behavior and Vehicle Markets* (2008); and *Issues and Options in Infrastructure Investment* (2008).

CRS is a branch of the Library of Congress providing congressional members and their staff with expert and unbiased analysis of public policy issues. They do not have their own publicly accessible website but access to CRS reports is provided by many academic institutions and nonprofit organizations. Purdue University has a gateway to some CRS resources at www.lib.purdue.edu/govdocs/leg.html. Examples of recent CRS transportation studies include *DOD Leases of Foreign-Built Ships: Background for Congress* (2008) and *Transportation Fuel Taxes: Impacts of a Repeal or Moratorium* (2008).

GAO, www.gao.gov/, is responsible for issuing reports on the management performance of government programs and their website includes the text of such reports and the testimony of GAO witnesses before Congress. Examples of GAO transportation reports include *Motor Carrier Safety: A Statistical Approach Will Better Identify Commercial Carriers That Pose High Crash Risks Than Does the Current Federal Approach* (2007) and *Freight Transportation: National Policy and Strategies Can Help Improve Freight Mobility* (2008).

The National Surface Transportation Policy and Revenue Study Commission, http://transportationfortomorrow.org/, existed from 2005–2008 to examine ways of enhancing the U.S.' surface transportation system. It also explored alternatives to supplement or replace the fuel tax as the principal Highway Trust Fund revenue funding source. The commission's archived website includes the three volume final report and the transcripts of meetings.

National Academies of Science

The National Academies of Science (NAS, www.nas.edu/) is an independent quasi-governmental organization often used by Congress and government agencies to provide rigorous analysis of scientific and technologically-oriented issues. The NAS Transportation Research Board (TRB) http://gulliver.trb.org/ examines transportation issues. Recent examples of accessible TRB reports include *Shared Use of Railroad Infrastructure With Noncompliant Public Transit Rail Vehicles: A Practitioner's Guide* (2009) and *Light Rail Vehicle Collisions With Vehicles at Signalized Intersections* (2009).

Indiana and Transportation

Transportation has historically played and continues playing an important role in Indiana's socioeconomic development. Often called the 'crossroads of America,' Indiana has been at the center of Midwestern transportation developments covering transportation sectors such as water, highways, rail, and aviation (Hurt, 2007). Waterways such as the Maumee, Ohio, Wabash, and Whitewater rivers have played important roles bringing Indiana products to national trade markets (Simons, 1985). A variety of pedestrian, horse pathways, and coach roads brought non-American Indiana settlers to Indiana (Wilson, 1919).

The Wabash and Erie and Whitewater canals were major factors in developing Indiana's economy and the high costs of producing and maintaining the Wabash and Erie canal actually bankrupted state government and helped

contribute to the relative fiscal conservatism generally practiced in state government spending since then (Fatout, 1985; Shoemaker, 1988; Carmony, 1998, 146–277). Canals were superseded by railroads as routes such as the Monon Line became important and tangible symbols of state industrial development during the 19th century and early 20th century (Simons & Parker, 1997; Dolzall & Dolzall, 2002).

The rise of the automobile during the early years of the 20th century influenced Indiana's economic development as auto firms such as Cord-Duesenberg and Studebaker produced cars in Indiana. This relationship with car production continues and has global impact as demonstrated by the presence of a Toyota production facility in Princeton and a similar Subaru-Izusu facility in Lafayette. The state also became a center for auto racing with the 1911 debut of the Indianapolis 500, an important part of the state's economic and cultural activities today. Other auto racing events are the Brickyard 400 in Indianapolis and dragster racing in Claremont (Huffman, 1961; Graham, 1995; Critchlow, 1996; Reed, 2005; Adkins, 2006).

Numerous important national highways crossing Indiana help shape national economic and transportation policy: U.S. 20 crossing northern Indiana (Nelson, 2008); U.S. 30, often called the Lincoln Highway, which diagonally bisects northern and northwestern Indiana (Hokanson, 1988; U.S. National Park Service, 2004); and U.S. 40 or the National Road which crosses central Indiana on a line running from Richmond thru Indianapolis and culminating at Terre Haute before passing into Illinois (Raitz, 1996a and Raitz 1996b). Indiana's extensive interstate system and the Indiana toll road serve as critically important traffic arteries today and the ports of Indiana at Lake Michigan's Burns Harbor, Jeffersonville, and Mount Vernon in Posey County serve as nautical entryways to Great Lakes, Mississippi River, and international maritime trade (Ripple, 1975; Gray, 1998).

Indiana State Agencies and Institutions

Many Indiana state agencies produce transportation related information resources and are responsible for implementing state transportation policy. These include the Indiana Department of Transportation (INDOT, www.in.gov/dot/) whose website includes information about road construction projects and policy initiatives such as Major Moves; environmental impact studies of construction projects for highways such as I-69 between Indianapolis and Evansville; guides on doing business with INDOT; recent departmental annual reports; and links to geographic information system resources provided by the Indiana Geological Survey.

Indiana Bureau of Motor Vehicles (BMV, www.in.gov/bmv/) provides information about drivers licensing and vehicle registration. The Ports of Indiana, www.portsofindiana.com/, provides details about Indiana port facilities and how this agency administers Indiana's foreign trade zones including one at Indianapolis International Airport. The Office of Inspector General, www.in.gov/ig/, evaluates the management performance of state agency programs and seeks to uncover waste in these programs. The Indiana Department of Natural Resources (DNR, www.in.gov/dnr/) regulates boating activities and also promotes Indiana's hiking trail network through resources provided on its website.

Indiana General Assembly

The Indiana General Assembly, www.ai.org/legislative/, provides access to the text of Indiana state transportation laws, regulations, and proposed regulations through publications such as the *Indiana Code*, *Indiana Administrative Code*, and *Indiana Register*. The *Indiana Register* publishes proposed state regulations as well as information on how to submit public comment on them. The General Assembly provides online access to the text of bills being considered by the General Assembly, the status of these bills, and member listings for relevant transportation policy committees such as the House Roads and Transportation Committee and Senate Homeland Security, Transportation, and Veterans Affairs Committee.

Indiana Academic Research Institutions

Additional government transportation information policy resources are produced by Indiana academic institutions. These include

Purdue University's Center for Road Safety, http://cats.ecn.purdue.edu/, which conducts research on car and road safety and whose published works includes *Effects of Alcohol on Hospital Charges* (2005) and *Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use* (2006–2007). The Purdue Joint Transportation Research Program (JTRP, http://rebar.ecn.purdue.edu/JTRP/) studies material used in highway construction and conducts highway construction and traffic safety for INDOT. Examples of JTRP research reports include *Alternatives to Fuel Tax: A State-Level Perspective* (2008) and *Risk Assessment of Various Median Treatments for Rural Interstates* (2008).

Purdue University Nextrans, www.purdue.edu/dp/nextrans/, is the federal transportation department's regional university transportation center covering Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin. Nextrans conducts multidisciplinary research and technology transfer with academic institutions, government agencies, and commercial transportation industries to address and meet future public transportation needs. Abstracts of ongoing research and funding information are provided along with the current annual report and center newsletters.

The following research guides provide links to numerous resources on transportation policy issues from Purdue Libraries Government Documents Department and cover U.S., foreign, and international government organization perspectives:

- *Government Documents on Aviation,* www.lib.purdue.edu/subjectguides/govaviation/
- *Government Documents on Railroads,* www.lib.purdue.edu/subjectguides/govrailroads/
- *Government Documents on Transportation,* www.lib.purdue.edu/subjectguides/govtransport/

The Indiana Database of University Research Expertise (INDURE, www.indure.org/) provides access to the names of experts in transportation and other fields at Ball State University, Indiana University, Purdue University, and the University of Notre Dame along with links to individual professional websites and contact information. Determined researchers will benefit from learning about the individuals working at our major universities that represent Indiana's intellectual capital on the topic of transportation.

Conclusion

A rich variety of publicly accessible resources on U.S. federal and Indiana state transportation and transportation policy are provided by these websites. These resources should stimulate further analysis, debate, discussion, and study of the multifaceted roles transportation products and services play in our personal lives and in local, state, and national economic and political policymaking. Libraries may rely on these authoritative government websites for reference use, online subject guides, and curriculum enhancement. Because transportation is also a global phenomenon, the truly engaged researcher should also investigate the abundant proliferation of online transportation information and policy documents produced by other U.S. state and local governments, foreign national governments, and international government organizations to gain better understanding of transportation's importance in early 21st century global politics.

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