



Tribal Transportation News

OKLAHOMA STATE UNIVERSITY

~ Making today's workforce stronger, smarter, and safer through technology, training, and education. ~



Photo: Grand Lake of the Cherokees, nestled in the foothills of the Ozark Mountain Range. (By K. Sisco)

FALL 2011

<i>Transit Seminar</i>	2-3
<i>Deere Scholarship</i>	4
<i>Transportation Bill</i>	5
<i>CDL Class</i>	6
<i>TIGER Grants</i>	7-8
<i>OTA Bus Rodeo</i>	8
<i>Tribal Summit</i>	9
<i>Bridge Inspection</i>	10
<i>Safety Workshops</i>	11
<i>NTTC</i>	11



Buffalo Run hosts 3rd Annual OTTC Transit Seminar

The Oklahoma Tribal Transportation Council's (OTTC) 3rd Annual Transit Seminar was held at the Buffalo Run Casino, July 10-13, in Miami, OK.

The event began with a golf tournament on Sunday, followed by a welcome dinner and presentation of golf awards at the "Trailer Park Bar & Grill" inside the casino.

After the presentation of colors by the Wyandotte Nation, Jeff Lieb, OTTC president, welcomed participants and gave an overview of the summit. Chief Thomas Gamble, Miami Nation, was also on hand to greet participants.

A. T. Stoddard, LSC Transportation Consultants, Inc., led the first session of the day, "Transit Toolkit Overview." As Stoddard noted the use of ARRA fund to remodel the facilities at Pelivan Transit in Big Cabin, OK, he explored other "Keys to Success" in building tribal transit programs.



A.T. Stoddard, LSC Transportation Consultants, explains "Keys to Success" in building tribal transit programs.

First, **PLANNING** was mentioned as being key in the process. Developing the plan required those involved to assess the needs for transit service and determine the best approaches to meet those needs. The planning

process provides detailed information and the tools to make decisions as the implementation steps are taken.

Many tribes obtained assistance for preparing their plans, relying on expertise from professional transit planners. While not essential, assistance from experienced transit planners may provide insight and expertise not available locally.

LOCAL LEADERSHIP was listed as another key element in sustaining a transit program. Having someone who is committed to success is vital. Every successful program attributed their achievements in part to having strong leadership within the tribe.

COOPERATION and COORDINATION was third on the list of keys to success. Many of the successful transit programs have worked in cooperation with other transportation programs within the tribe such as medical transportation or a tribal college. Other tribes have worked with non-tribal transit programs to coordinate schedules, allow transfers between systems, or establish a consolidated transit service.

Finally, the most successful tribal transit programs have **MULTIPLE FUNDING SOURCES**. If one source of funding is reduced, the program does not suffer as much. Multiple sources of funding may also provide the opportunity to use some sources as local match for other sources of funding.

Some of the issues that may lead to challenges with tribal transit sustainability include tribal sovereignty, tribal governance, council turnover, effective council support, relationships with state and local governments, funding, and the lack of qualified employees.

Stoddard expressed the importance of a tribal transit's ability to get their story out as much as possible. Explaining to an elected official a specific rider's requirement to have transportation to dialysis is a way to make the need personal.

(OTTC Transit Summit-continued on page 3)

OTTC Transit Summit ~ continued (from page 2)



Walt Diangson, Southwest Transit Association, gives a presentation on "Safety and Security."

Walt Diangson, Southwest Transit Association, gave a presentation on "Safety and Security" on Day Two of the conference. Walt explained the difference between management and leadership. "Leadership is doing the right thing," Walt said, "and management is doing things right."

Diangson addressed topics such as risk avoidance, risk assumption, risk transfer and risk control. He explained the importance of transit agencies having "safe harbor" locations when disasters arise.

Developing a safety culture means knowing what the risks are and having a plan to address accidents before they happen. Many times peer-to-peer safety training and examples can be more effective than management-led instruction. Walt also described a great resource for senior transportation solutions in Indian Country that was

distributed by the Rural Technical Assistance Program (RTAP) and the National Center on Senior Transportation (NCST). "Crossing Great Divides" is a guide to elder mobility resources and solutions and be found on the web at http://seniortransportation.easterseals.com/site/DocServer/NCST_Trends_Crossing_Great_Divides.pdf?docID=142567

The document provides information on the roles of the Title VI Aging Services and Tribal Transit Programs in addressing the transportation needs of American Indian elders.

The publication also gives information about transportation funding opportunities to meet the needs of elders living on reservations.

Presenting good practices from the field in American Indian elder mobility, the source imparts information, technical assistance, and support to improve transportation for elders.

The conference concluded on Wednesday, July 13, with presentations on alternative fuels from James Roller, Chesapeake Energy and Court Newkirk, Blue Energy Fuels.

In his exposition, Roller noted that tribes have the opportunity to partner with energy companies to reduce emissions by employing CNG strategies to meet transportation needs. Other reasons that area tribes might look to CNG as a

fuel source include price stability and aggressive tax credits.

"Oklahoma is the third largest gas-producing state in the country," said Roller, "with one in every seven jobs related to oil and gas."

Roller explained that Chesapeake will be working intensely with industry peers to use the network already in place to develop infrastructure capable of fueling America's transportation future.

Several other tribal transit speakers and vendor presentations rounded out the 3-day event.

A tour of the Pelivan transit facilities, an excursion through the historic Gordon House in Miami, OK, and a cruise on the *Cherokee Queen* on Grand Lake offered participants a chance to experience transit service in action. 

(By K. Sisco)



RULES OF RISK MANAGEMENT

- Protect ones assets and income
- Take deliberate steps in prevention
- Realize that you may eventually suffer an accidental loss
- Exercise more control to reduce adverse conditions

Chickasaw Member receives scholarship

The Lyle Deere Memorial Scholarship was presented to Devin Wiegmann, Chickasaw Tribal member, on August 23, at the Oklahoma Tribal Transportation Council (OTTC) meeting at the Oklahoma Department of Transportation (ODOT) Building in Oklahoma City.

Lyle's wife, Joyce, presented the \$500 award on behalf of the OTTC. Two of Lyle's family members were also in attendance for the presentation.

Wiegmann, a senior chemical engineering student from Oklahoma University, plans to pursue a doctorate in biomedical engineering, with a goal of developing and designing prosthetics for amputees.

"Usually the prosthetic only works well for one task," explained Wiegmann. "I want to design limbs for all tasks... running or swimming, playing tennis or shaking hands."

"I want people to get what they need at a reasonable price," continued Wiegmann, "because many amputees happen to be less fortunate, as well."

At the ceremony, OTTC officers Jeff Lieb, Angela Blind, and Angie Gilliam spoke about the importance of Lyle Deere to the OTTC and to tribal transportation in general.

Lyle Deere, was a Transportation Planner for the Osage Nation in Pawhuska, OK and Vice President of the Intertribal Transportation Association (ITA). He passed away on January 30, 2011.

"Lyle was a good friend, and his contributions to the Roads Programs are greatly missed," reflected Jeff Lieb, President of the OTTC.

(By K. Sisco)



(Left to right) Joyce Deere, wife of Lyle Deere; Devin Wiegmann, scholarship winner; Angie Gilliam, OTTC Treasurer; Angela Blind, OTTC Secretary; and Jeff Lieb, OTTC President.

OSU TTAP Center Advisory Committee

Will Owens, Comanche Nation,
580-492-3798,
willdog@onlineok.com
Jay Adams, ODOT, 405-521-2175
jadams@odot.org
Ben Chaney, Muscogee Nation,
918-732-7907
bchaney@muscogeenation-nsn.gov
Ray Ball, Kaw Tribe, 580-269-2552
rball@kawnation.net
Chuck Tsoodle, Kiowa Tribe,
580-654-2053
ktoconst@carnegienet.net
Michael Lynn, Cherokee Nation,
918-456-0671 x 2761
michael-lynn@cherokee.org
R.J. Walker, Osage Nation,
918-287-5387
rwalker@osagetribe.org
Tom Simpson, BIA Southern Plains
Regional Office, 405-247-6386
tom.simpson@bia.gov
Chris Cutler, Seminole Nation,
405-257-7294,
ccutler@seminolenation.com

OSU TTAP Center
5202 N. Richmond Hills Rd.
Stillwater, OK 74078
405-744-6049
Jim Self, Manager
Jim.Self@okstate.edu

TRIBAL TRANSPORTATION NEWS

Published quarterly by the Tribal Technical Assistance Program (TTAP) Center at the Center for Local Government Technology (CLGT), Oklahoma State University. Sponsored jointly by the Federal Highway Administration and the Bureau of Indian Affairs.

Editor: Karla Sisco
karla.sisco@okstate.edu

The OSU TTAP Center Advisory Committee meets periodically to discuss training and program needs, upcoming programs, and other TTAP Center business. These meetings are open and all tribal members are welcome.



Short-term highway bill approved by senate panel

The Senate Environment and Public Works Committee recently advanced a four-month extension of federal highway programs as House and Senate lawmakers continue to grapple with shaping a long-term surface transportation reauthorization.

The draft bill, approved by voice vote, would extend federal highway programs through Jan. 31, 2012. The most recent extension of surface transportation authorization (PL 112-5) expires Sept. 30.

Additionally, the bill would rescind \$3.1 billion in unobligated federal highway funds Sept. 1, 2012.

The bill covers the highway portion for a short-term authorization. The Senate Commerce, Science and Transportation and the Senate Banking, Housing and Urban Affairs committees have jurisdiction over highway safety and mass transit.

Passing the extension is “absolutely essential,” said the panel’s top Republican James M. Inhofe, R-Okla., who called it a “no brainer.”

“The big deal is the two-year bill,” Inhofe said. “We can’t get to it unless we do this.”

While the Senate Environment and Public Works Committee and the House Transportation and Infrastructure Committee have both released broad outlines of separate long-term reauthorization bills, neither has released legislation nor marked up a bill.

The Senate legislation is expected to be a two-year measure that would maintain current funding levels. However, it is estimated that \$12 billion will be needed to meet this timetable since spending currently exceeds deposits into the Highway Trust Fund.

“We’re looking good on that front,” said Committee Chairwoman Barbara Boxer, D-Calif., about financing for the long-term bill, which falls under the Senate Finance Committee’s jurisdiction. “We have more work to do.”

Boxer said that Finance Chairman Max Baucus, D-Mont., was “making progress on the offset.”

Boxer expressed support for a tax on vehicle miles traveled. “I think vehicle miles traveled without an intrusive way . . . is to me the most sensible,” she said.

She also indicated that as soon as Inhofe felt comfortable doing so, she is ready to take up the long-term bill as early as next week. Inhofe has previously said that the bill would not pass if the \$12 billion shortfall is not filled.

The four-month extension is the latest in a series of short-term measures Congress has enacted since the most recent multi-year surface transportation reauthorization (PL 109-59) expired in 2009.

In lieu of a long-term measure, a surface transportation extension is needed to provide authority to spend money from the Highway

Trust Fund, which pays for the bulk of federal surface transportation programs as well as the salaries of certain Transportation Department employees.

Boxer said on Thursday that she hoped that Sen. Majority Leader Harry Reid, D-Nev., and Minority Leader Mitch McConnell, R-Ky., would act on the short-term measure as “soon as possible.”

It is possible that the measure could be included in a broader continuing resolution for fiscal 2012, which must be enacted by the end of the month.

On the House side, Transportation and Infrastructure Committee Chairman John L. Mica, R-Fla., has previously said that he would support one additional extension of a highway programs.

“Details of a House extension have not yet been determined,” said panel spokesman Justin Harclerode.

 (By Anne L. Kim, CQ Roll Call, Sept. 8, 2011)



OSU TTAP provides CDL Training for Tribes

A Commercial Driver's License (CDL) prep class was held on August 11-12, at the Choctaw Nation in at the new Tribal Services Facility in Hugo, OK.

Jim Self, OSU TTAP, and Darla Hisey, Center for Local Government Technology (CLGT), instructed the group of 29 drivers. Nicole Biron, Department of Public Safety, was also on hand to give an overview of the walk around inspection for participants.

This course provides driver license testing information for drivers who wish to have a commercial driver license (CDL). "The training was a big help to our drivers," said Johnny James, Choctaw Nation Transit Director.

The class will help students prepare for the test, while providing critical information regarding driving safely, transporting cargo and passengers safely, air brakes, tank vehicles, hazardous materials, school bus, pre-vehicle inspection, combination vehicles, and more.

The next CDL prep class will be held at the Chickasaw Nation Teleconference Facility, 231 Seabrook Road, Ada, OK, on October 24-25. To register, go to <http://ttap.okstate.edu>. If you're interested in holding a CDL class for your tribe, please contact Karla Sisco or Jim Self at the OSU TTAP offices at 405-744-6049. 🍌

(By K. Sisco)



Nicole Biron, Oklahoma Department of Public Safety, explains the Walk-Around Inspection.



Johnny James, Choctaw Nation Transit Director, takes one of the "Test Your Knowledge" quizzes.



Darla Hisey, OSU CLGT, instructs drivers at the CDL Class at Choctaw Nation in Hugo, OK.



Choctaw Nation drivers prepare for CDL Test at Choctaw Tribal Services Facility, August 11-12.

Third round of TIGER Grants gears up

On June 30, 2011, Secretary LaHood [announced](#) that \$526,944 million will be available for a third round of the highly successful TIGER (Transportation Investment Generating Economic Recovery) competitive grant program, which funds innovative transportation projects that will create jobs and have a significant impact on the nation, a region or a metropolitan area.

How do/Where can I access the application and pre-application?

Similar to TIGER 2, applicants interested in applying for the third round of TIGER grants must submit a pre-application before **October 3, 2011, at 5:00 p.m. EDT**. Pre-applications enable DOT to contact those applicants with eligibility concerns and recommend clarifications (e.g., project eligibility, schedule concerns, etc.) before submission of a final application. The pre-application can be accessed at this link: <http://tiger3preapp.deloittfed.com>

Final applications must be submitted through Grants.gov on or before **October 31, 2011, at 5:00 p.m. EDT**. The Grants.gov “Apply” function will open on October 4, 2011, allowing applicants to submit final applications.

How do I determine if my project qualifies as being rural?

The TIGER Grant Program defines “rural area” as any area not in an Urbanized Area, as the term is defined by the Census Bureau. DOT considers a project to be in a rural area if all or a material portion of a project is located in a rural area. Consult this page for Census maps of Urbanized Areas to determine if the project is located in urban or rural areas: <http://www.census.gov/geo/www/maps/ua2kmaps.htm>

What are the objectives of the TIGER Discretionary Grant Program?

The FY 2011 Appropriations Act appropriated \$526.944 million, available through September 30, 2013, for National Infrastructure Investments. This appropriation is similar, but not identical to the appropriation for the “TIGER” program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009, and the National Infrastructure Investments or “TIGER II” program under the FY 2010 Appropriations Act. Given that funds have now been appropriated for these similar programs in three separate statutes, DOT is referring to the grants for National Infrastructure Investments under the FY 2011 Continuing Appropriations Act simply as “TIGER Discretionary Grants.” As with the TIGER and TIGER II programs, funds for the FY2011 TIGER program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

When are applications due?

The criteria for the TIGER Discretionary Grant program are announced in the notice of funding availability in the Federal Register. The notice requires that pre-applications must be submitted by **October 3, 2011, at 5:00 p.m. EDT**. Final applications must be submitted through Grants.gov by October 31, 2011, at 5:00 p.m. EDT. The DOT pre-application system will open on or before September 9, 2011 to allow prospective applicants to submit pre-applications. Access to the pre-application system will be made available through the TIGER website (www.dot.gov/tiger). Subsequently, the Grants.gov “Apply” function will open on October 4, 2011, allowing applicants to submit final applications. **(TIGER Grants 3-continued on page 8)**

The logo for TIGER GRANTS features the word "TIGER" in a large, bold, black font with orange horizontal stripes. Below it, the word "GRANTS" is written in a smaller, solid black font.

TIGER Grants 3 ~ continued

(from page 7)

Who can receive funds under the National Investments Discretionary Grant?

“Eligible Applicants” for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as described in this paragraph).

What types of projects are eligible for TIGER Discretionary Grant funding?

Projects that are eligible for TIGER Discretionary Grants under the FY 2010 Appropriations Act include, but are not limited to:

- *Highway or bridge projects eligible under title 23, United States Code;*
- *Public transportation projects eligible under chapter 53 of title 49, United State Code;*
- *Passenger and freight rail projects*
- *Port infrastructure investments.*

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds.

For more information on TIGER 3 Grants, go to <http://www.dot.gov/tiger/application-resources.html>.



ASA Hall of Fame Complex hosts OTA Fall Rodeo Conference & Oklahoma Transit Driving Championships

This year the Oklahoma Transit Driving Championships move to a new site: the Amateur Softball Association (ASA) Hall of Fame Complex in northeast Oklahoma City’s Adventure District.

Best known as the NCAA Women’s College World Series, the location will provide several, logistical improvements. The rest rooms and covered areas will be a few steps away. This will save the runners with scoresheets time and energy. Also, ASA Hall of Fame officials will allow OTA to cater and this will reduce food service costs drastically.



The two headline speakers highlight an agenda centered on veterans transportation issues. One person new to OTA, Major General Rita Aragon (ret), U.S. Air National Guard, was appointed by Governor Mary Fallin as the Oklahoma Secretary for Military & Veterans Affairs. Aragon became the first female to hold the rank of Brigadier General in the Oklahoma National Guard and the first female commander of the Oklahoma Air National Guard in March 2003.

Dan Dirks, the United We Ride ambassador for Region VI, will be a familiar face to many in OTA. Dirks also serves as a roaming ambassador on urban issues for Community Transportation Association of American and has worked closely with public and community transit systems on transportation, maintenance, planning and marketing areas. 🍷

WELCOME!



Tribal Transportation Summit 2011
"Livability/Sustainability ~ Investing in Tomorrow"

Hard Rock
HOTEL & CASINO
TULSA

A person's hands are shown holding a small globe of the Earth, symbolizing global impact and sustainability.

October 4 – 6, 2011

Tribal Transportation Summit



HARD ROCK HOTEL & CASINO TULSA

777 West Cherokee Street

Catoosa, OK 74015

800.760.6700

Bridge inspection NDE showcase comes to OSUIT



Nondestructive bridge inspection tools were showcased at NHI bridge course at OSUIT in Okmulgee, OK.



Class participants learn about the latest in commercially available nondestructive tools for use on bridges.

The OSU TTAP hosted “Bridge Inspection Non-Destructive Evaluation (NDE) Showcase” at the Oklahoma State University Institute of Technology at Okmulgee, OK on September 8. Tribal, county, and local personnel attended the one-day training, which was conducted by Mark Moore of the National Highway Institute (NHI).

The FHWA Office of Infrastructure Research and Development, in cooperation with the FHWA Office of Bridge Technology and the FHWA Resource Center, have identified that the need exists within state Departments of Transportation (DOT) for training on selected non-destructive evaluation (NDE) methods that can be used to assess existing conditions in highway bridge structures during routine inspections, which supplement visual inspections.

The Bridge Inspectors NDE Showcase (BINS) was an informal, one-day training course which provided bridge inspectors the ability to see the latest in commercially available

nondestructive tools and systems for use on bridges.

The workshop was presented through a series of lectures, instructional videos, and live demonstrations, showing basic operation of the equipment.

Designed to provide bridge inspection staff the opportunity to view efficient and effective inspection tools and techniques, the seminar supports the ultimate goal of achieving safer bridges through more reliable bridge inspections.

The following technical inspection tools were featured: Eddy Current, Ultrasonic, Infrared Thermography, Impact Echo, and Ground Penetrating Radar.

Outcomes

Upon completion of the course, participants will be able to summarize and demonstrate the basic principles and general operational procedures for five (5) hand-held nondestructive testing (NDT) systems used for inspection of bridge components. These include Eddy Current Testing,

Ultrasonic Testing, Infrared Thermography, Impact Echo (IE), and Ground Penetrating Radar (GPR).

Target Audience

The primary audience for the (BINS) course is Federal, State, and local highway bridge inspectors, consultants, and bridge inspection staff.

The next Bridge Inspection Non-Destructive Evaluation Showcase (BINS) will be held at the Oklahoma City Public Works Training Center at 3738 SW 15th Street in Oklahoma City, OK on January 12, 2012, and will be hosted by the OKLTAP. 🍌



Mark Moore, NHI Instructor, demonstrates a NDE technique.

Tribal Safety Workshops set for Kiowas and Seminoles

The OSU TTAP will be working with four (4) tribes in their service area to develop tribally and geographically specific Tribal Safety Management Plans, in order to improve safety and reduce serious injuries and fatalities on Tribal and rural roads.



The project will provide coordination, facilitation, and management assistance to conduct individual workshops for the four tribes and other identified stakeholders (e.g., BIA, IHS, FHWA, ODOT, County Government, IHSO, Law Enforcement, EMS) within their traditional boundaries.

The stakeholders will prioritize safety issues and problems, identify corrective actions, and develop formal Tribal Safety Management Plans using the guidelines of the

Strategic

Highway Safety

Plan for Indian

Lands. The

project will

deliver four

(4) completed

Tribal Safety

Management

Plans,

approved by



the Tribes, FHWA, and the involved stakeholders.

The first Tribal Safety Workshop will involve the Kiowa Tribe and is set for Wednesday, October 19, from 9 am to 4 pm, at the Caddo-Kiowa Technology Center in Ft. Cobb, OK.

The Seminole Nation will host the second Tribal Safety Workshop at the Council House at Mekusukey Mission in Seminole, OK, on Wednesday, October 26, from 9 am to 4 pm. 🍌 (By J. Self)

The health of a community can be measured by many different factors, all of which are impacted by the quality and effectiveness of its transportation programs.

First and foremost, can people safely travel to their destinations? Do the dollars invested in transportation contribute to the economic health of the community? Is it possible for tribal transportation infrastructure to encourage and support healthy lifestyles for their people?

Come to the 14th Annual NTTC to get the answers to these questions and more. Learn from your peers and industry experts about new developments and opportunities that will make a difference at home.

The event will be held at the Gaylord Opryland Hotel in Nashville, TN, November 14-17, and will include topics such as Economic Development and Tourism, Planning, Transit, Safety, Project Innovation, and Tribal Administration.

Hotel reservations can be made at the Gaylord Opryland Resort and Convention Center by calling 615-889-1000. The hotel cut-off date is November 1, 2011, and the conference room block is “National Tribal Transportation Conference,” Conference Code: S-CC1.

For more information and conference registration, go to <http://ttap.colostate.edu>. 🍌

~Upcoming Events~

<i>Tribal Transportation Summit</i>	<i>October 4-6</i>	<i>Catoosa, OK</i>
<i>Aggregate Road Maintenance</i>	<i>October 13</i>	<i>Stillwater, OK</i>
<i>Excavation Safety</i>	<i>October 14</i>	<i>Stillwater, OK</i>
<i>Kiowa Tribal Safety Workshop</i>	<i>October 19</i>	<i>Ft. Cobb, OK</i>
<i>CDL Prep Class</i>	<i>October 24-25</i>	<i>Ada, OK</i>
<i>Seminole Tribal Safety Workshop</i>	<i>October 26</i>	<i>Seminole, OK</i>
<i>Defensive Driving Class</i>	<i>November 5</i>	<i>Norman, OK</i>
<i>NTTC</i>	<i>November 14-17</i>	<i>Nashville, TN</i>

OKLAHOMA STATE UNIVERSITY



Tribal Technical Assistance Program

OSU TTAP Center
5202 N. Richmond Hill Dr.
Stillwater, OK 74078

Phone: 405-744-6049
Fax: 405-744-7268
<http://ttap.okstate.edu>

