



# Tribal Transportation News

OKLAHOMA STATE UNIVERSITY

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



Photo: "Piomingo, the mountain leader," at the Chickasaw Cultural Center near Sulphur, OK

## SUMMER 2011

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# FTA assessments prompt workshop offerings at Reed Center

The Federal Transit Administration (FTA) sponsored a Tribal Transit Workshop on May 26 -27, 2011 at the Reed Conference Center in Midwest City, Oklahoma. The workshop provided an overview of FTA and its programs as well as training and “best practices” for tribal transit agencies to use in the management of FTA grants.

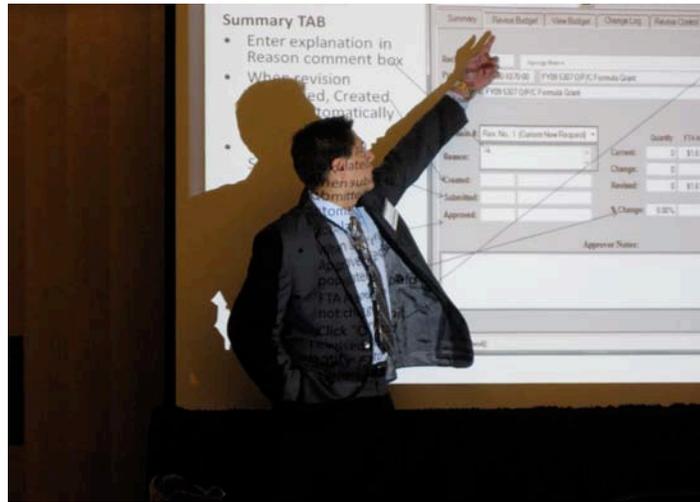
The areas of focus in the workshop sessions included TEAM-web training, Grants Administration, Financial Management, Procurement, Satisfactory Continuing Control, Maintenance, Drug and Alcohol Program, and Americans with Disabilities Act.

These focus areas were developed as a result of on-site needs assessments and surveys conducted by the FTA.

The information gathered in the assessments and surveys was used to design workshops to meet the training needs of the tribes.

Dana Lucas and John Potts, The DMP Group, and

Abel Ayala, FTA, presented the workshop training. Dana is a certified public accountant and co-founder of The DMP Group, which is located in Washington, D.C. John has 35 years experience as a transportation professional and leads DMP’s transportation group. Abel is an FTA Program Management Specialist for Region VI, which serves Texas, Oklahoma, Arkansas, Louisiana, and New Mexico. Cheryl Alexander, The DMP Group, assisted the trainers and participants.



Abel Ayala, FTA Program Management Specialist, explains the FTA grant process at the Tribal Transit Workshop held in Midwest City.

The workshop was attended by transportation and transit representatives from the Comanche Nation, Miami Tribe of Oklahoma, Citizen Potawatomi Nation, Cheyenne-Arapaho Tribes, Choctaw Nation, Chickasaw Nation, Seminole Nation, Ponca Tribe, Kiowa Tribe, and Pelivan Transit and the

Northeast Oklahoma Tribal Transit Consortium. Other attendees were Jim Self, OSU TTAP; Darla Hisey, OSU CLGT; and Kary Kiner, OSU RTAP.

(By D. Hisey, OSU CLGT)



Jonnetta Marquis and Debbie McGlasson, Pelivan Transit ~ Big Cabin, OK.



Lindsay Young and Johnny James, Choctaw Nation Transit.

# OSU research team examines causes of motorcycle crashes

Although hard data may be years in coming, the American motorcyclist community is hoping an Oklahoma State University study will point to some of the specific causes behind motorcycle crashes.

Researchers from OSU's Oklahoma Transportation Center are leading the federally funded study. Lead researcher Samir Ahmed, a professor in OSU's school of civil and environmental engineering, said results of the study are still years away.

OSU announced the study in October 2009. Ahmed said researchers spent a good deal of time after the grant was announced dealing with various permits and navigating a sea of red tape. However, work is now beginning in earnest on the study, he said.

"It's progressing," Ahmed stated. The motorcycle crash fatality picture has been a dire one in recent decades. Between 1997 and 2008, fatalities nationwide jumped 150 percent, rising from 2,116 to 5,290, according to the U.S. Department of Transportation's Fatality Analysis Reporting System.

Data released by the Governors Highway Safety Association, a nonprofit association that represents state highway safety offices nationwide, paints a more encouraging picture. Studies released by the association show motorcycle crash fatalities dropped in 2009 and 2010, with 4,465 deaths in 2009 and 4,376 in 2010. However, the association's 2010 study indicates that fatalities climbed at the end of the year, causing concerns that the two-year decline in deaths was more of an anomaly than the beginning of longer a trend.

Ahmed recently returned from California where he spent a week working with crash investigators who are participating in the study. While there, he trained the investigators in a number of skills involved with the study, including photographing crash sites, reconstruction of a crash scenario and documentation.

Researchers are coordinating their efforts with a number of agencies in southern California, primarily in Orange and Los Angeles counties, Ahmed said. Following a

motorcycle crash, law enforcement agencies notify investigators, who then arrive on scene after police have finished their investigation. If a rider who was involved in the crash is on scene, Ahmed said, the research investigators will interview that person. If the rider is hospitalized, he said, investigators may wait until he or she is in good enough condition to speak with them.

Although investigators use information from police reports, Ahmed said, researchers look for information that the police might not seek. Whereas police mainly try to determine fault, the study's investigators look at a number of other factors, including how long the rider has been licensed and what kind of training he or she has had. Investigators also record data on the road itself, as well as any other vehicles that were involved in the crash.

*(Reprinted with permission.  
By Silas Allen ~  
sallen@stwnewspress.com;  
Stillwater Newspress, Jun 9, 2011)*

## Motorcycle Fatalities in Oklahoma 2010-2011

	Jan	Feb	March	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2010	1	1	3	3	8	8	7	6	5	5	5	1
2011	0	1	7	4								



## “Road Safety 365” focuses on rurals and locals

The FHWA Office of Safety, in cooperation with Federal, State, and local stakeholders, has developed a one-day workshop, Road Safety 365, for improving the physical factors of local and rural roadways that may contribute to crashes. The OSU TTAP will be presenting this class at the OSU TTAP Center in Stillwater, OK on August 16.

Road Safety 365: A Workshop for Local Governments was developed incorporating notable adult learning approaches for conveying information and conducting exercises. It is designed to provide local and rural agencies with practical and effective ways to incorporate safety solutions into daily activities and the project development process.

Rural roads account for approximately 40 percent of the vehicle miles traveled in the Nation, but account for about 55 percent of fatalities. The fatality rate for rural crashes is more than twice the rate for urban crashes.

Using examples, case studies, and hands-on activities, the course demonstrates how to integrate safety solutions into rural and local transportation projects at all stages of the project development process – planning, design, construction, implementation, operations, and maintenance.

The course provides practical guidance in identifying road safety issues and implementing low-cost countermeasures. It also presents the benefits and potential cost savings of integrating safety improvements into daily operations and maintenance activities – not just on an occasional basis, but 365 days a year.

The Road Safety 365 workshop audience ranges from decision-makers to road crews, including local and rural road and public works supervisors, elected officials, public safety advocates, State Department of Transportation personnel, and law enforcement.



### **Rural area crashes and their consequences differ from urban ones in several ways :**

*~Rural crashes are more likely to occur at higher speeds.*

*~Crash victims are more likely to be unbelted than their urban counterparts.*

*~Crashes are more likely to produce fatalities due to longer response times.*

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## TRIBAL TRANSPORTATION NEWS

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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.



# Senate releases highlights of a new transportation bill

The bipartisan leadership of the Senate Environment and Public Works Committee (EPW) jointly released the outline of draft legislation that would reauthorize the nation's surface transportation system. Entitled Moving Ahead for Progress in the 21st Century (MAP-21), the \$339 billion six-year bill would fund programs at levels designed to "maintain and modernize our critical transportation infrastructure."

In a joint statement, Senator Barbara Boxer, D-California and EPW chairman; Senator James Inhofe, R-Oklahoma and EPW ranking member; Senator Max Baucus, D-Montana and chairman of the EPW Transportation and Infrastructure Subcommittee; and Senator David Vitter, R-Louisiana and T&I Subcommittee ranking member, said, "It is no secret that the four of us represent very different political views, but we have found common ground in the belief that building highways, bridges, and transportation systems is an important responsibility of the federal government, in cooperation with state and local governments and the private sector."

As part of the announcement, Senator Boxer advised that the Committee expects to advance a \$339 billion bill over six years. That number represents the SAFETEA-LU funding level plus inflation. The Obama Administration FY 2012 budget request proposed spending \$556 billion over six years on surface transportation programs.

With a six-year bill, EPW staff estimates there would be a \$12 billion annual shortfall from current Highway Trust Fund revenues. The senators said they were committed to "exploring a wide range of options to support and sustain the Highway Trust Fund. Our goal is to attain the optimum achievable authorization length depending on the resources available."

But uncertainty remains on how to pay for a six-year bill. The Wall Street Journal reported that Senator

Boxer also acknowledged that questions about funding could mean the EPW committee might consider a smaller \$109 billion two-year bill. With a two-year bill, the EPW staff estimates a \$6 billion annual shortfall.

Senator Boxer also advised that the EPW draft bill would include a major increase in Transportation Infrastructure Finance and Innovation Act (TIFIA) program levels from its current \$110 million per year up to as much as \$1 billion per year. The share that TIFIA could support would rise from its current level of 33% to 49% under the proposal.

"We are encouraged that the Senate is moving forward toward enactment of a surface transportation bill and we look forward to working with the House and Senate committees to complete reauthorization," said John Horsley, executive director of the American Association of State Highway and Transportation Officials.

At its Spring Meeting, the AASHTO Board of Directors reaffirmed its commitment for a multi-year bill that includes flexibility to enable states to get the most value for each taxpayer dollar, changes in the law so states can deliver projects faster, and financial tools as a supplement to existing funding.

According to the senators' statement, MAP-21 would eliminate earmarks; consolidate numerous programs to focus resources on key national goals and reduce duplicative and wasteful programs; create a more focused freight program to improve the movement of goods; and expedite project delivery "without sacrificing the environment or the rights of people to be heard." The bill would also create a new section called America Fast Forward, which is aimed at strengthening the TIFIA program to stretch federal dollars. (*AASHTO Journal May 27, 2011*) 🍌





# OKLAHOMA TRIBAL TRANSPORTATION COUNCIL, INC. 3RD ANNUAL TRANSIT SEMINAR

**July 10<sup>th</sup> – July 13<sup>th</sup>, 2011**

Registration and Lodging Accommodations

Name	Title	Organization	
Mailing Address	City	State	Zip
Phone	Fax	Email	
Registration <input type="checkbox"/> \$200 Participant <input type="checkbox"/> \$500 Large Vendor Space (approximately 30'X30') <input type="checkbox"/> \$200 Regular Booth Fee (approximately 10'X10") <input type="checkbox"/> Transit System Booth Presentation (No Cost w/Participant Registration) <input type="checkbox"/> \$40 Additional guest for Night Out on the Cherokee Queen		Mail Registration and Payment to: <b>OTTC</b> <b>Attn: Angie Gilliam</b> <b>902 Arlington Cnt. PMB 329</b> <b>Ada, OK 74820</b> <b>Fax: (580) 436-7219</b> <b>REGISTRATION DEADLINE JULY 1<sup>ST</sup>, 2011!</b>	

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## Cruise the Grand on the CHEROKEE QUEEN

This years' Night Out will be  
an OTTC special evening  
cruise of Grand Lake!



**Buffalo Run Hotel** is located on the grounds of the Buffalo Run Casino. The Buffalo Run Hotel features charming décor and comfortable **amenities** in the 100 rooms including 12 one room king bedded suites that feature a wet bar and sitting area. Hotel features and executive boardroom, exercise room, indoor pool, business center, and guest laundry.

**Buffalo Run Hotel** is located off of I-44 @ exit 313 in northeast Oklahoma. Upon exiting the turnpike, cross over Steve Owens Blvd onto highway 69A North for 1.5 miles.

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- |  |   |
|--|---|
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|--|---|

Reservations: 918-542-2900 | [www.buffalorunhotel.com](http://www.buffalorunhotel.com)



# Oklahoma Tribal Transportation Council, Inc.

## 3rd annual transit seminar

July 10<sup>th</sup> – July 13<sup>th</sup>, 2011

Buffalo Run Hotel and Casino

Miami, OK

Registration Deadline July 1, 2011

### This Year's Topics

#### Transit Tool Kit

Everything tribes need to know about starting and maintaining a tribal transit

#### Reasonable Suspicion

Identify the signs and symptoms and physical, behavioral, speech and performance indicators of probable drug use and alcohol misuse, and to make a fair and reliable reasonable suspicion drug and alcohol testing referrals of transit employees performing safety-sensitive functions

#### Transit Related ITS

What is it? Get the answer and learn how area tribes are using Transit Related ITS to advance their systems and which ITS systems they are using.

#### Transit Systems Presentations

Find out how other tribes operate their transit or partnership they have made. Hear from several systems "where they are now and the journey that took them there." Everyone is encouraged to set up a table displaying their transit program.

#### Tribal Transit Safety and Emergency Preparedness

Learn how to identify potential transit risk and how to be proactive with tribal transit safety. Also learn what to do in the event of an emergency; steps to take, forms to have and what data to collect.

### Don't miss the Sunday Golf Tournament!

4 man scramble at the Peoria Ridge Golf Course

Tee times from 1:00 to 1:30

Entry fee \$43.75



### Join us on the Cherokee Queen

This years' Night Out will be an OTTC special evening cruise of Grand Lake!  
(price included in registration)



### SPECIAL SEMINAR RATE

Standard King Room

\$70 per night + tax

**MAKE RESERVATIONS BY**

**June 30<sup>th</sup>, 2011!**

CALL: 918-542-2900

Group Code: OTTC

# Scenic Byways Workshop coming to Chickasaw Nation

The OSU TTAP in cooperation with the Chickasaw Nation will be hosting a Scenic Byways Mobile Workshop and Training at the Chickasaw Cultural Center in the Sulphur, OK area on August 30-31.

The event will begin on Tuesday, August 30, at the Treasure Valley Casino in Davis, OK with a bus trip along the proposed Chickasaw Scenic Byway route.

Some of the stops along the way will include the Travertine Nature Center, the Artesian Springs, the Chickasaw National Recreation Area, Turner Falls, and the Arbuckle area. Participants will be responsible for purchasing their own lunch during the mobile workshop.



Chickasaw Cultural Center in Sulphur, OK

The second day will be devoted to “Developing a Scenic Byways Program for Your Tribe” at the Chickasaw Cultural Center in Sulphur, OK. Cheryl Cloud Westlund from America’s Byway Resource Center in Duluth, MN, will be on hand to present the program. Lunch and a museum visit will be provided as part of the registration fee.

To register for the event, go to <http://ttap.okstate.edu> and click on the “Training Schedule” on the left side of the page. The cost for the 2-day event is \$25. (By K. Sisco, OSU-TTAP)



## Save the Date!

### Tribal Transportation Summit

“Sustainability/Livability ~ Investing in Tomorrow”

Hard Rock Hotel & Casino Tulsa

October 4-6, 2011



#### FOCUS:

Livability and Sustainability

- Improve mobility and accessibility with a wide array of applications.
- Promote highway technologies that support livability.
- Support the coordination of land use planning and transportation planning.
- Improve housing affordability.



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# BIA outlines new funding agreement for Tribes

Twenty-five attendees from tribes in Kansas, Oklahoma, and Texas convened at the OSU TTAP Center in Stillwater, OK to learn about the new Indian Reservation Roads “Government-to-Government Agreement” proposed by the Bureau of Indian Affairs (BIA) on Thursday, June 23.

Tom Simpson, Regional Road Engineer for BIA, Southern Plains Region, and Sheldon Kipp, Supervisory Highway Engineer, Division of Transportation, BIA, were on hand to discuss the specifics of the agreements.

The agreement is based “...under the authority granted by 23 U.S.C. § 204(b) (2), as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Pub. L. 109-59 (SAFETEA-LU), 119 Stat. 1144 (August 10, 2005), and the Delegations of Authority set forth in 49 CFR Part 1.48 (B)(29), along with the Constitution and Bylaws of the Tribe and by resolution of the Tribal Government.

The agreement authorizes the Tribe to perform the planning, research, design, engineering, construction and maintenance of highway, road, bridge, parkway, or transit facility

programs or projects that are located on or which provide access to the reservation or a community of the Tribe that are eligible for funding pursuant to 25 CFR Part 170 (IRR regulations).

The purpose of the agreement is to transfer to the Tribe all of the functions and duties that the Secretary of the Interior would have performed with respect to a



program or project, while allowing the BIA to maintain and improve its unique and continuing government-to-government relationship with and responsibility to the Tribe. The agreement also provides the Tribe or its designee its formula share of IRR Program funds under IRR

regulations. Specifics on funding, powers, and dispute resolutions are outlined in the agreement.

Responsibilities of the Tribe include carrying out the eligible programs and projects under the Agreement while meeting all applicable health, safety, and labor standards related to the administration, planning, engineering, and construction activities performed.

Within available funding, the Tribe further agrees to carry out a transportation planning process and provide this information to the BIA, with courtesy copies to the FHWA. Reporting requirements are also outlined.

Responsibilities of the Director of the BIA (Michael S. Black) include the provision of funds pursuant to the reference funding agreement and authorization for the Tribe to carry out preliminary engineering, construction engineering, development of management

systems, construction, and maintenance of the programs and projects carried out by the Tribe under the agreement.

The Director, upon the Tribe's request will also coordinate with

**BIA** (continued on page 10)



Tom Simpson, BIA, addresses Tribes at meeting to discuss BIA funding agreements.

# BIA

(continued from Page 9)

representatives of a public authority to assist the Tribe during the review and final inspection process.

Simpson described some of the advantages of the new program, which include “more control at the tribal level and more flexibility between projects and activities.”

Other benefits are less administrative paper shuffle between entities, with no more payment requests (lump sum payments are given) and no more modifications (funds can be expended on any activity on an approved Transportation

Improvement Plan or TIP). These changes will allow BIA staff to provide additional technical assistance.

Also, the BIA will still provide Direct Service Agreements to those Tribes that would like to remain in that arrangement.

Simpson noted, “235 bridges have been funded to date using the IRRBP (Indian Reservation Road Bridge Program) funds, with 91 of the total from the Southern Plains Region.”

For more information on the BIA Government to Government

Agreement, contact Tom Simpson at the Southern Plains Regional BIA office at [tom.simpson@bia.gov](mailto:tom.simpson@bia.gov).

(By K. Sisco, OSU-TTAP)



Chuck Tsoodle, Kiowa Tribe; Will Owens, Comanche Nation; Jeff Lieb, Ponca Tribe; Perri Ahhaitty, Iowa Nation; and Adrian Tehauno, Comanche Nation, at the BIA Government to Government Meeting at OSU-TTAP Center in Stillwater, OK.



Tom Simpson, BIA Regional Road Engineer, Southern Plains Region, explains the new BIA Gov't to Gov't Funding Agreements.



Sheldon Kipp, Supervisory Highway Engineer, Division of Transportation, BIA, Albuquerque, NM, outlines funding processes.



**Have a Happy and Safe  
4th of July Holiday!**



**From your friends at  
The OSU TTAP**



## **~Upcoming Events~**

<i>OTTC Transit Seminar</i>	<i>July 10-13</i>	<i>Miami, OK</i>
<i>Basic Accounting</i>	<i>July 19-20</i>	<i>OSU TTAP Center</i>
<i>CDL Prep Class</i>	<i>August 11-12</i>	<i>Hugo, OK</i>
<i>Road Safety 365</i>	<i>August 16</i>	<i>OSU TTAP Center</i>
<i>Scenic Byways Workshop</i>	<i>August 30-31</i>	<i>Sulphur, OK</i>
<i>Tribal Transportation Summit</i>	<i>October 4-6</i>	<i>Catoosa, OK</i>
<i>NTTC</i> <i>(National Tribal Transportation Conference)</i>	<i>Nov 14-17</i>	<i>Nashville, TN</i>

OKLAHOMA STATE UNIVERSITY



**Tribal Technical Assistance Program**

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