

The Road Ahead

Special Interest Articles:

- Who is CCT: DOT? Employee Profiles
- The CCT: DOT Mailbag.

Individual Highlights:

- Employee Profiles 2-4
- Inchelium
- Gifford/Ferry, Employee Profiles 5-8
- CCT DOT Transit 9
- Mail Bag 10

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Welcome to our Inaugural Newsletter!

To improve outreach and communication with the Colville Tribal membership, CCT: DOT will now be publishing a newsletter to both update the Tribe and public on what it is the Department is doing, as well as provide a forum to address issues and inquiries that may arise that are related to transportation on the reservation.



We Want You To Know About Us...

The CCT: DOT fills a critical role in the vitality of both the tribal economy as well as the quality of life for members of our community.

Our transportation system not only provides for the mobility of people, goods and services, it also influences growth patterns of our communities and economic activity.

The performance of the system has an impact on a wide range of issues such as access to cultural sites, environmental

resource consumption, social equity, land use, population growth, economic development, safety, and security.

The approach CCT: DOT uses to tackle these issues is multi-faceted. We seek the collaborative participation of relevant transportation related agencies and organizations, such as the Federal Highway Administration (FHWA), the Bureau of Indians Affairs (BIA), Intertribal Transportation Association (ITA), regional

planning organizations (NCR TPO NEW TPO), the Tribal Transportation Planning Organization (TTPO), the Affiliated Tribes of Northwest Indians (ATNI), as well as the National Congress of American Indians (NCAI).

But most importantly, we seek public involvement through public meetings, one on one discussions, as well as responsiveness to public inquiries.

Who is CCT-DOT? Employee Profiles

Administrative Staff

Interim Transportation Manager: Jason Palmer



Jason Palmer is the Interim Program Manager of CCT: DOT, a position he's held since March of 2010. In this capacity Palmer is responsible for administration of the Planning, Construction, Engineering, and Transit programs, as well as the Ferry.

Previously, Palmer was a Project Engineer with the Tribe's construction company CTSC, and

worked as a Civil Designer for Womer & Associates.

Palmer is a very influential advocate for the Tribe regarding NW Transportation issues, serving as the Chair of the Washington Indian Transportation Policy Advisory Committee (WITPAC), as well as Co-Chair of the ATNI Transportation Sub-Committee.

Together with his wife, Amy, they started the North Central Washington Youth Sports Organization, whose mission is to encourage and provide financial support to allow underprivileged youth to participate in organized. Palmer has been married to his wife Amy for 12 years and together they raise four children in the Omak area.

Contract Specialist: Deanna Heath



Deanna Heath is the CCT: DOT Contract Specialist. Heath has worked for the Colville Tribes for over 15 years in various departments, including Information Technology (IT), Comprehensive Planning, and the Tribal Police Department.

Heath has been with CCT: DOT for four years, and is responsible for P.L. 638 contract compliance.

Heath has her Contracting Officer Representative Certification and just recently acquired her

Masters Certificate in Government Contracting through Villanova University.

She has been married to Michael Heath for 19 years and has 3 children. And currently resides in Davenport, WA.

OA IV: Kelly Jerred

Kelly Jerred is the CCT: DOT Office Assistant. She meets and greets all Tribal Members, visitors, and other Agencies when they enter the CTSC Building.

She is a Colville Tribal Member and has over 15 years of experience working for the Colville Tribes, and spent another year working for the Coeur d'Alene Tribe. She

started at CCT: DOT this year and previously worked for the Colville Tribal Police Department in various capacities.

Jerred was born and raised in the San Poil Valley of Keller, WA. Her parents are LeRoy Jerred & former CBC Chairman Jeanne Jerred.

She has three children; a son in college, a daughter

in high school, and a daughter in Elementary school.

In her recreation time she enjoys watching family at various competitions, and going to rodeos and horse race events (and often volunteers at the front gate for many rodeo events).

Transportation Planning Staff

Transportation Planner: William Marchand

Will Marchand is the CCT: DOT Transportation Planner. Marchand is responsible for identification and collection of data, developing the Tribe's Transportation Improvement Program (TIP), overseeing elements of the Transit system and public outreach aspects of the CCT: DOT.

Marchand acquired his Bachelor of Arts from the Evergreen State College in 2007 and he attended

graduate school at Eastern Washington University, where he pursued a Masters in Urban and Regional Planning (MURP).

Prior to coming to CCT: DOT, Marchand held positions with US Senator Maria Cantwell (D-WA), the Dept. of Homeland Security (DHS), the Bureau of Indian Affairs: Office of Self Governance (BIA: OSG), and the Colville Tribal Gaming Commission (CTGC).

Marchand is a 2010-2011, 2011-2012 recipient of the Federal Highway Administration (FHWA) Dwight D. Eisenhower Transportation Research Fellowship, and most recently worked for the FHWA: Office of Technical Services in Arlington, VA. AT FHWA, he worked directly under Fawn Thompson, the Director of all of the regional Tribal Technical Assistance Programs (TTAPs), and assisted in the creation of a core curriculum.



Engineering Staff

Project Coordinator: Chris Pruitt

Chris Pruitt is the CCT: DOT Project Coordinator. Pruitt has worked for the Colville Tribes for the last 2 years. Prior to CCT: DOT, he worked 11 years at a Construction Survey and Engineering Company in Bellingham WA.

As Project Coordinator, Pruitt is responsible for all technical aspects of road projects. He oversees projects from initiation to closeout, deals directly with contractors and other local entities, and coordinates the duties of

the Engineer Technicians.

Pruitt was born and raised in Omak, Wa. He moved back a little over 2 years ago to raise a family, which include his wife, Summer Pruitt, his 3 year old son, Jackson, and baby Aeson.



Engineering Tech: Art Seyler

Arthur D. Seyler II is the CCT: DOT Engineering Tech IV, as well as the Construction Inspector. He is intricately familiar with maintenance issues on the reservation, and has considerable experience in intergovernmental relations, having received

his start in the transportation milieu as a summer youth worker with BIA Roads in the early 1990s. With BIA-Roads, Seyler worked with the land and road surveying crew.

With CCT: DOT, Seyler fills an essential role in the project design and construction process, as

well as the maintenance process. Additionally, Seyler assists in Snow Removal throughout the reservation.



Engineering Tech: Rocky Erb



Rocky Erb is an Engineering Tech for CCT: DOT. He has been with CCT: DOT since August of 2012.

His role includes assisting in surveying, maintaining the Road Inventory Field Data System (RIFDS), creating an Asset Management system and inventory. He provides

information regarding reservation routes to the CCT: DOT as well as other departments and agencies.

Prior to coming to work for CCT: DOT he worked in the construction industry for ten years, operating heavy equipment, checking grade, and ultimately became a

Foreman.

Additionally, he has an AA degree in General Business that he received from Spokane Falls Community College in 2010 and is a Certified Motorcycle Mechanic.

Erb is a Colville Tribal member from the Omak District and has three kids.

Engineering Tech: Justin Tonasket



Justin Tonasket is a Survey Engineering Tech for CCT: DOT. Tonasket is somewhat new to CCT: DOT, however brings a wide breadth of experience to the Department, having worked for the Yakama Nation as a Hazardous Waste Removal Tech, and Housing Authority Grade Checker, and was an engineering intern for the Colville Tribal Services Corporation (CTSC).

His parents are Rebecca Hewankorn-Ortune and William "Bill" Tonasket, and he was raised in Omak, WA, by his grandmother Mae Noyes.

Tonasket participates in a number of cultural activities, as he sings with the Eagle Spirit Drum Group, and participates as a grass dancer in regional Pow Wows. He volunteers in the community for activities

such as the NativeProject Drug and Alcohol Free Camp, as well as encourages tribal youth to get involved in anything proactive such as horses, sports, rodeo, singing and dancing at pow wows, etc.

The Inchelium and Keller Ferries

The Colville Tribes have two ferries that operate within their borders, the Keller Ferry as well as the Inchelium-Gifford Ferry.

The Keller Ferry is not actually maintained or operated by CCT: DOT, but is maintained by the Washington State Department of Transportation (WSDOT).

However, given the importance of the Keller Ferry to large parts of the reservation the tribe did contribute to the recent acquisition of a new Ferry, *The San Poil*. The total

cost to acquire a new Ferry was in excess of \$11 million, and the tribe contributed roughly 18% of these costs. Given that the Keller area is rural, this was a major Transportation success for the region, as most WSDOT transportation project funding goes to the urban regions of Seattle and Spokane.

The Inchelium-Gifford Ferry, *The Columbia Princess*, connects Inchelium to State Route 25 across the river and unlike the Keller Ferry, is

maintained and operated by CCT: DOT. Something that is occasionally brought up by Colville Tribal residents is, why a Ferry? Why not build bridges to replace the Ferries? The answer is that given the massive size of Lake Roosevelt, the cost to construct a bridge in either place is estimated to be in excess of \$200 million. Given this price tag, construction of a bridge in either place is not particularly feasible.



Inchelium/Gifford Ferry Staff

Staff Assistant: Christine Whitney

Christine Michelle Whitney is the Staff Assistant for the Inchelium/Gifford Ferry. Born in Chewelah, she has lived in Inchelium her entire life.

She has three sisters, Cheryl Gatlin, Cynthia McCartney, and Stefanie Hicks, and is married to Joshua Whitney and has three children, Vincent, Chase, and Jax, and one

grandson, David.

She began her career as a flagger with Ferry County Roads, and worked for CTSC and Tribal Credit for 10 years.

While going to school for an AA from SFCC she was hired to be a deckhand on the Inchelium Ferry, and year later, became the Staff Assistant for the

Inchelium Ferry, which is the position she has been in for the past 10 years.

She enjoys living and working in Inchelium and has no plans of leaving anytime soon, as she feels it's a great place to work and raise a family.



Lead Pilot: Daryle F. Marchand



Daryle F. Marchand is the lead pilot for the Inchelium/Gifford Ferry. The pilot is responsible for safely operating the ferry across Lake Roosevelt. This is

accomplished through the use of radar during inclement weather, and the repositioning of the docks when the situation necessitates it.

He has been working on

the Inchelium Ferry since 1994 as a pilot. He lives in Inchelium.

Pilot: Lejon R. Finely



Lejon R. Finely is a Pilot for the Inchelium/Gifford Ferry. He began working on the Ferry in 1995 as an on-call deck hand and in 1998 he became a full time deck

hand. In the year 2000 he obtained his pilot license and consequently was promoted to Pilot. He lives in Inchelium.

Pilot: Thomas “Butch” West



Thomas West is a pilot for the Inchelium/Gifford Ferry. A position he has held since 1994. He lives in Inchelium.

Maintenance Technician: Mark Hoffman



Mark Hoffman is the Maintenance Technician for the Inchelium Ferry. He has been working for the Ferry since 2013, but previously worked there in 1994 as a Maintenance Technician.

Hoffman performs a full range of journeyman level mechanics,

electrical, and hydraulic activities in repair, maintenance, and modification of equipment, including dock and support facilities, for the Inchelium/Gifford Ferry Operations.. He lives in Inchelium.

Deck Hand: Lanny F. Boyd Jr.

Lanny F. Boyd Jr. is a Deck Hand for the Inchelium/Gifford Ferry. He has been working in this capacity since 2003. Deck Hands assist in the maintenance and operation of the Ferry, with such duties including

the starting of all of the Ferry engines at the beginning of the shift, unplugging shore power at the beginning of each shift, and directing oncoming traffic.

He obtained his pilot

license in 2009. He lives in Inchelium.



Deck Hand: Cheryl L. Condon

Cheryl Condon is another Deck Hand for the Inchelium/Gifford Ferry. She has been working on the Ferry since 2006 as a deck hand and she obtained her pilot license in 2010. She lives in Inchelium.



Deck Hand: Phillip Watt

Phillip Watt has been working for the Inchelium/Gifford Ferry since 2006 as an on-call deck hand. He was recently promoted to full time deck hand in January 2014. He lives in Inchelium.





Custodian: Dana Marchand

Dana Marchand is the Custodian for the Inchelium/Gifford Ferry.

Marchand provides custodial services to the Inchelium/Gifford Ferry Program, restrooms, offices, and some grounds

maintenance. Keep the grounds and sidewalks outside the restrooms clean and free of debris, ice, and snow

She has been working for the Ferry since 2013. She lives in Inchelium.

Transit on the Reservation

CCT: DOT operates a transit system that connects each district of the Tribe. There are shuttles that operate from Omak to Nespelem, as well as Nespelem to Inchelium.

CCT: DOT would like to expand services to accommodate more people.

However, there are a number of challenges involved when it comes to transit on the Reservation. We are rural, and whereas in urban areas their transit goal is to move large

groups of people short distances, our goal is to move small numbers of people long distances.

For rural areas, automobiles and roads have been the most cost effective solution for people's transportation needs, which has led to an ownership/access rate to automobiles in rural areas that is 92.7%. Places such as Spokane and Seattle have a self-funding system of transit as a higher ridership exists. An area such as the reservation serves a

substantially smaller ridership base, and consequently is not self-funding.

Given this situation, CCT: DOT has to explore outside funding opportunities through Transit grants, or partnerships with neighboring communities. CCT: DOT has done all this, which is why we have the transit system we have, however an influx of new revenue will be needed for expansion.



Transit Staff

Shuttle Driver: LeRoy Jerred

LeRoy Jerred is presently the full time Shuttle Driver for the Inchelium to Nespelem route.

He has maintained his professional CDL w/ passenger endorsement for over 20 years. He

worked as a shuttle driver for the Casino route to Mill Bay before he came to the CCT: DOT program.

Previously, Jerred also worked for the BIA Roads Department.



Shuttle Driver: Ronald "Flip" Whitney

Ronald "Flip" Whitney is the on-call Shuttle Driver for the Inchelium to Nespelem route.

He pursued a position as shuttle driver as he likes driving, and is a professional driver with a CDL. Whitney previously

worked for the Inchelium-Gifford Ferry.

His interests outside the workplace include mechanical pursuits as well as hunting. He lives in Inchelium with his wife Cindy.



CCT: DOT Mail Room

The CCT: DOT feels that public involvement is essential to creating a transportation system that fills the need of the Colville Tribes. If the CCT: DOT doesn't hear from the membership, it makes planning for the needs of the membership rather difficult.

So with future editions of the newsletter, in addition to posting program updates and spotlighting various employees, we will address questions, or post comments that arise somewhat regularly.

A few frequently asked questions that often emerge are

Why does it take so long to get things done?

CCT: DOT funds are processed in much the same way a state DOT would fund their highway programs. As such projects cannot just be planned and implemented without considering the funding source.

If it is federal dollars being used, there is federal oversight and reporting requirements on the funds.

If it is gaming dollars or from settlement dollars (for instance from the recent Salazar settlement funds), there is a little more flexibility with project selection and funding.

With federal dollars, for a project to be implemented, it must go through an exhaustive pre-construction process.

First, it must go on something call the TTIP (Tribal Transportation Improvement Program). To have something placed on the TTIP the steps CCT: DOT has to go through involve stakeholder involvement and public participation, assessment of available funding, project definition, project cost estimation, preliminary environmental assessment, and then consultation and coordination with state regional organizations.

After identifying the needs (TTIP), the next stage is project design, which is also a process that takes a lot of time.

Project design entails specific site planning (with engineering considerations), cost projections, and estimates.

Given the amount of time it takes to plan and implement a project with federal dollars, oftentimes needs the public has identified are being addressed by CCT: DOT but no results will be seen in the near future due to the process requirements involved.

Why are some roads nice on the reservation and other ones pretty shabby?

This is due both to jurisdictional issues as well as funding shortcomings. Some of the roads on the reservation are either state or county roads, and improvements on those are a collaborative effort.

This does happen when the need arises; as seen in improvements made to SR 155, as well as the Columbia River Road, both of which link Omak and Nespelem.

Funding for reservation roads is also big obstacle. According to the Colville Tribes Long Range Transportation Plan (LRTP) it would cost \$2 billion to bring the existing roads on the reservation up to AASHTO standards.

The Colville Tribes share of national tribal transportation dollars is a little over \$4.5 million per year, which is around 2% of what would be needed. So essentially, CCT: DOT has the Herculean task of confronting a \$2 billion dollar problem, with around \$4 million dollars.

Given the fiscal constraints, there is only so much CCT: DOT can put on the TTIP. Ideally, everyone's driveway would be fixed to AASHTO standards, there wouldn't be potholes on any of the roads, and rumble strips and safety edge would be used reservation wide, but this just is not financially feasible, which necessitates making a number of tough choices.

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