

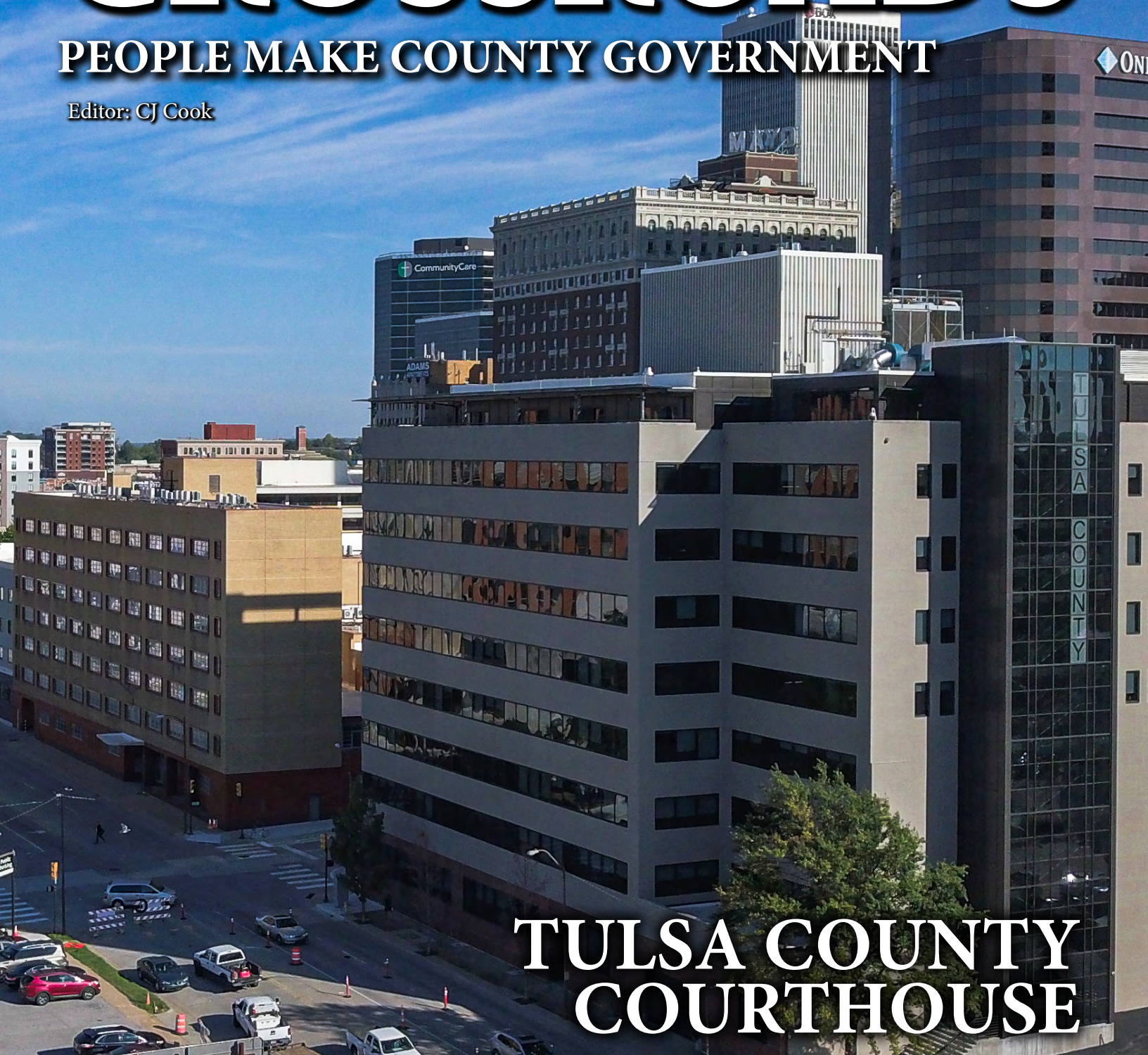
ACCO COUNTY

VOL. 16 Issue 1
March 1, 2022

CROSSROADS

PEOPLE MAKE COUNTY GOVERNMENT

Editor: CJ Cook



TULSA COUNTY COURTHOUSE



Spring Conference - March 30th & 31st, 2022
TENTATIVE 2022 ACCO SPRING CONFERENCE AGENDA Pg. 25



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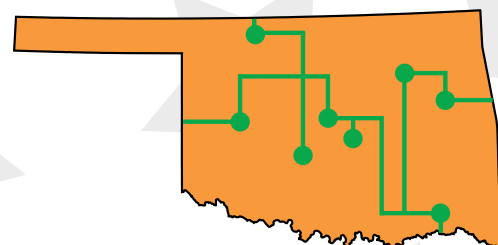
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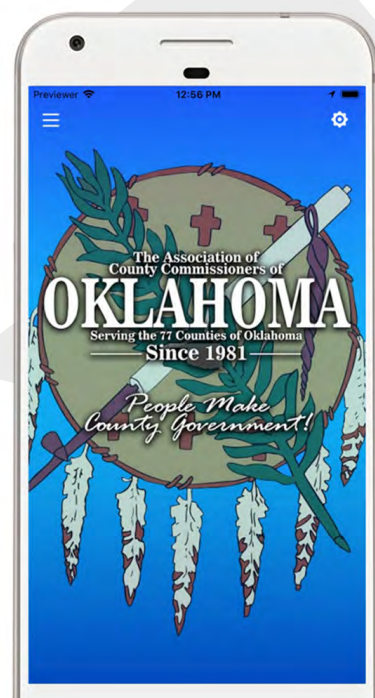
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Executive Director's Message: District Meetings

Author: Chris Schroder, ACCO Executive Director

Over the last several months, the ACCO staff has traveled the state and held meetings at the eight ACCO districts. It was exciting and encouraging to see so many commissioners in attendance. These meetings have been beneficial to the staff, and we hope equally as beneficial for county commissioners.

As your director, I feel it is important to travel to your districts to hear your issues face-to-face and look for ways we can better meet your needs. In holding these meetings, we have realized how important it is to have these meetings on a consistent basis.

Many of the issues commissioners face are the same statewide, but there are definitely concerns and issues that are unique to each district and county. These issues are important for us to hear as they help us formulate a direction as we move forward to better serve you.

In the meetings, Dusty Birdsong gave an update on the SIG/SIF insurance programs and provided a map for each county that showed their SIG and SIF losses. These losses continue to be a hot topic for the SIG/SIF Board, and we are constantly looking for ways to mitigate these issues. Dusty also mentioned the SIG/SIF Board has hired adjusters to reevaluate each building in your county to make sure we are properly valuing your assets.

On the safety and loss side of things, Dale Frech discussed the trends he is seeing in the counties. While we have made great progress in areas such as trips and falls, our law enforcement liability claims continue to climb. This is not just an Oklahoma problem, it's a trend nationwide and an area of emphasis as we move forward.

Randy Robinson followed Dale, discussing a wide variety of transportation issues. He discussed the county highway fund and where maintenance dollars are derived as well

as touching on CIRB and the progress made since the inception of the program. Randy also discussed the passage of the federal transportation bill.

Lastly, Gene Wallace and I discussed legislative issues at the federal, state, and county level. It was also great to have several legislators show up at the district meetings for lunch and to share their thoughts on the legislative session. The relationship between legislators and county commissioners is valuable in that each office is elected by the same constituents with many of the same issues.

That was followed with a lengthy discussion on the American Rescue Plan Act (ARPA). The ARPA funds always seem to generate a lot of discussion as the rules have continually evolved since its inception. The funds have been great for counties but the requests for funding in most counties has outweighed the dollars available leading to tough decisions by commissioners.

Overall, I thought the meetings were a huge success. The feedback and interaction we received was valuable as we continue to focus on how we can better serve you.



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Infrastructure Bill - Infrastructure Investments and Jobs Act (IIJA)

Author: Randy Robinson, OCCEDB Executive Director

With counties in Oklahoma having 75% of the road miles and 62% of the bridges, it is critically important to have access to a variety of funding sources for the replacement and reconstruction of infrastructure on the County Highway System. The new federal highway bill, also called the "Bipartisan Infrastructure Law", has been signed by President Biden on November 15, 2021, offers Oklahoma additional federal "formula" dollars for road and bridge improvements. What we have not seen is the passage of a federal appropriation bill that attaches the funding to IIJA. Oklahoma is still operating under a continuing resolution until February 18, which may be extended. So, this means that Oklahoma is still operating at the same funding levels under the old highway bill and not able to use the new federal amounts. When will Congress pass the appropriation bill? We just do not know.

Another aspect of this new bill, is the large amounts of grants. Grants are not new to federal highway bills, but there are additional 40 new discretionary programs that counties may be able to take advantage of. Any of these opportunities will require an entity/someone who is well versed in grant writing to help craft an application that has a chance of being awarded. The Circuit Engineering Districts may be able to combine resources to develop connections and hire the appropriate expertise. There have also been discussions of having the Association of County Commissioners (ACCO)

forming another County Commissioner facilitating committee to help disseminated information on the federal highway bill opportunities and best practices back to the Boards of County Commissioners. This model had great success in working with the State Auditors' Office and American Rescue Plan (ARPA) funds.

A first version of a "Guidebook" has been developed to help entities familiarize themselves with the new bill. It is described as a roadmap to the funding available under the law. It can be found at <https://www.whitehouse.gov/build/>.

The President has formed an Infrastructure Implementation Task Force to expedite the implementation of the programs. Each Governor has been requested to have a high-level coordinator. The Department of Transportation has a team reviewing the information and determining how to move forward. I am assuming each state agency that may be involved has their own team.

Below are two different lists, Federal-aid Highway Formula funds and Other Programs / Grants available. The second list is a "short" list of possible opportunities for counties under this new highway bill. Refer to the "Guidebook" for a complete listing.

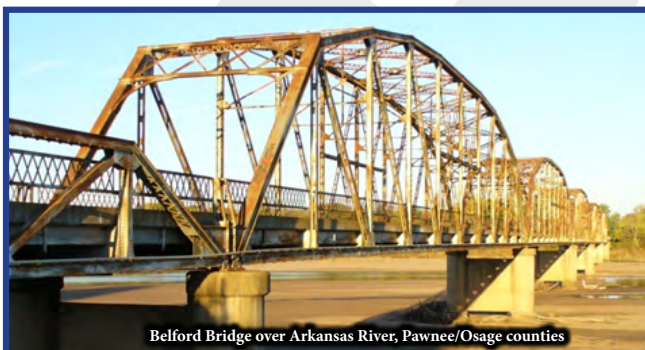
Federal-aid Highway Formula funds directly apportioned to States

https://www.fhwa.dot.gov/legisregs/directives/notices/n4510858/n4510858_t1.cfm
20% increase in formula funding from FY 2021

- **STPBG – Surface Transportation Block Grant Program**, currently 28 million per year allowed by ODOT for funding counties' safety bridge inspection and new construction projects for the county highway system,
 - o State receiving \$230,509,672, FY 2022
 - o Existing program
 - o Bridges and Roadway projects on Major (Minor?) Collectors
- **National highway Performance Program**
 - o State receiving \$473,825,437, FY 2022
 - o Existing program
 - o Bridge and road projects on National Highway System
- **Highway Safety Program**
 - o State receiving \$48,037,779, FY 2022
 - o Existing program
 - o Safety projects on all public roads
- **Railway-Highway Crossing Program**
 - o State receiving \$5,689,498, FY 2022
 - o Railroad Crossings projects
- **Congestion Mitigation & Air Quality Improvement**
 - o State receiving, \$12,808,333, FY 2022
 - o Existing program
 - o Metro areas
 - o Reduce congestion
- **Metropolitan Planning**
 - o State receiving \$3,410,970, FY 2022
 - o Funding to MPOs
 - o Planning, data collection
 - o Existing program

- **National Highway Freight Program**
 - o State receiving \$21,994,714, FY 2022
- **Carbon Reduction Program**
 - o State receiving \$20,553,779, FY 2022
 - o New formula program
 - o Trails, public transportation, congestion management
- **PROTECT Formula Program**
 - o State receiving \$23,371,119, FY 2022
 - o Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation
 - o New formula program
 - o Relocate infrastructure out of floodplains
 - o Wetlands
 - o Planning / improvements to reduce impacts from natural disasters
- **Bridge Formula Program**

- <https://www.fhwa.dot.gov/legisregs/directives/notices/n4510861.cfm>
- o New program
 - o State receiving over \$53,381,080, FY 2022
 - o At least 15%, 8 million, must be used on off-system bridges
 - o 100% of cost
 - o Bridge has to be on the National Bridge Inventory (NBI) system
 - o Bridge replaced, rehab, protected



Belford Bridge over Arkansas River, Pawnee/Osage counties



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Other Programs and Grants that might benefit the County Highway System (Short list)

Tribal Transportation Program

- Existing formula program
- \$2,966,800,000 nationwide, 4 yr
- Funding to Tribal Sovereign Nations

Tribal Transportation Facility Bridges

- \$825,000,000 nationwide, 4 yr
- Existing formula program
- Bridges on NBI in tribal areas

Tribal Transportation Facility Bridge (Set-aside)

- \$200,000,000 nationwide, 4 yr
- New grant program for tribes
- Replace bridges on NBI and culverts for flood / improve aquatic species

Tribal High Priority Projects Program

- \$45,000,000, 4 yr
- Existing grant program

Bridge Investment Program

- New program
- 12.2 billion nationwide, 4 yr
- Grant for bridges on National Bridge Inventory, NBI
- Replace, rehab nation's most important bridges
- Replace culverts to improve flood control and aquatic species

Grants for Planning, Feasibility Analysis and Revenue Forecasting

- \$100,000,000, nationwide, 4 yr
- New grant program
- Bridge Investment Program set aside

RAISE – Rebuilding American Infrastructure Sustainably and Equitably

- 7.5 billion nationwide, 4 yr
- Grant
- Existing program
- Bridges, rail, ports, airports, roads

MEGA – National Infrastructure Project Assistance / Megaprojects

- 5 billion nationwide, until expended
- Grant
- Critical large regional/multi-jurisdictional projects that would otherwise not be funded
- Bridges, roads, ports, rail

INFRA – Infrastructure for Rebuilding American

- \$7,250,000 nationwide, 4 yr
- Freight/highway projects of regional/national significance, multimodal

State Incentives Pilot Program

- \$750,000,000, set aside within INFRA, 4 yr
- New grant program
- Improve freight movement

Federal Lands Access Program

- \$1,487,875,000 nationwide, 4 yr
- Existing formula grant program

Transportation Infrastructure Finance and Innovation Act

- \$1,250,000,000, nationwide, 4 yr
- Existing LOAN program
- Highway, transit, freight

Rural Surface Transportation Grant Program

- \$1,000,000,000, nationwide, 4 yr
- New grant program
- Road, bridge supports economy in rural area

National Culvert Removal, Replacement and Restoration Grant

- \$1,000,000,000, until expended
- New grant program
- Culvers, weirs that promote fish passage

Advanced Transportation Technologies & Innovative Mobility Deployment

- \$900,000,000, until expended
- Existing grant program
- Advanced transportation technology

Reconnection Communities Pilot Program

- \$1,000,000,000 nationwide, until expended
- New grant program
- Construction / planning to improve movement / economic development

Highway Research & Development Program

- \$310,000,000, until expended
- Existing grant program
- Data / analysis

Nationally Significant Federal Lands and Tribal Projects

- \$275,000,000 nationwide, 4 yr
- Existing grant program
- Use on federal lands, access or tribal transportation facility

Intelligent Transportation Systems Program

- \$250,000,000 nationwide, until expended
- Federal Highway Admin Research, Tech, and Education Program

Congestion Relief Program

- \$250,000,000 nationwide, 4 yr
- New grant program
- State, MPOs, cities
- Planning, design construction

Strategic Innovation for Revenue Collection

- \$75,000,000, until expended
- Existing grant program
- Testing road usage fee

National Motor Vehicle Per Mile User Fee Pilot

- \$50,000,000, until expended
- New grant program for states

Safe Streets and Roads for All

- \$5,000,000,000, until expended
- New grant program
- Applications opened May 2022
- Safety plans / projects

Railroad Crossing Elimination Grants

- \$3,000,000,000, until expended
- New grant program
- Fund ex. Grade separation for highway or paths

Highway Safety Research & Development

- \$970,000,000, nationwide, 4 yr
- Existing grant program

Energy Efficiency and Conservation Block Grant Program

- \$550,000,000, until expended
- New grant program
- Develop / implement energy efficient and conservation programs
- Recycling
- Government buildings use of solar, wind, etc resources

Find Ways To Stay Focused On Your Retirement Goals.

Thanks to 24-hour financial news channels, the Internet and the mobile devices we all seem to have these days, there is so much more news and information about the markets available to us. While you might expect that it would help us get better investment results, the opposite is true for many investors.

This is because our emotions can take over and negatively affect our investment decisions. With this guide, we'll help you understand why this happens and what you can do to make better choices for your portfolio.

Why do these decisions happen?

Media interest in the financial markets rises in times of market stress

Business models are driven by attracting more viewers or subscribers, and for a financial media platform, nothing attracts individual investors more than bad news. All of that noise may push your emotional buttons, leading you to make hasty decisions and buy or sell your investments too quickly.

ANNUALIZED PERFORMANCE: 1995 - 2014³

Average Investor

2.5%

Investment-Grade U.S. Corporate Bonds

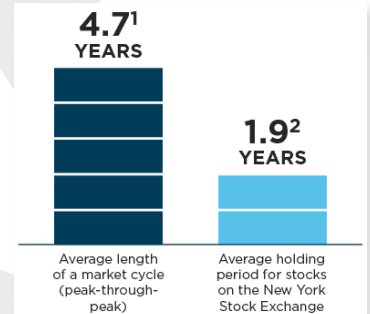
5.8%

Long-Term U.S. Treasury Bonds

7.0%

S&P 500 Index

8.2%



Individual investors often underperform market indexes

This is often a result of a vicious chain of events. News headlines drive their emotions, which can cause irrational investment decisions, which then may lead to poor performance.

And this is a significant performance reduction.

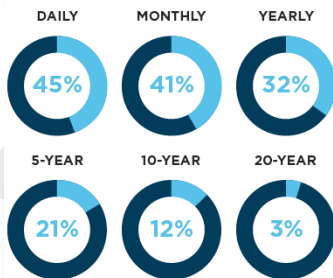
- Major stock and bond indexes returned between 5% and 8% on average over the last 20 years
- Individual investors earned just half of that over the same time period

Reacting and trying to time the market takes a toll

Individual investors reacting emotionally to news headlines tend to buy and sell investments frequently and at inopportune times.

Movement in and out of the market runs the risk of missing many of the best days — the more good days missed, the more potential gains given up.

PROBABILITY OF NEGATIVE S&P RETURNS (1929 - 2015)⁵

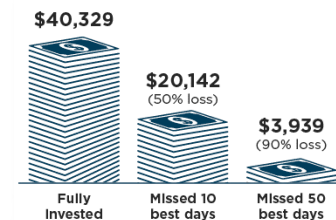


Stay invested

To make the most of market opportunities, it's best to tune out the daily news and stay invested for your long-term goals. Although there will be down days for the stock market and negative headlines that may go along with them, the likelihood of market losses drops dramatically over time.

You can see this with the S&P 500 Index going back to 1929. Negative returns become much less likely when you stay invested for 10-year or 20-year periods.

S&P 500 INDEX (DAILY PRICE RETURN) GROWTH OF \$10,000 (JAN. 1995 - FEB. 2016)⁴



Balance your portfolio for potential value

You'll be in a better position to reduce the amount of risk you take on and may potentially increase the returns you realize over time if you:

- Avoid the temptation to trade in or out of the market
- Stay invested in a balanced portfolio based on your long-term goals

COMPARISON OF INVESTING STRATEGIES—GROWTH OF \$10,000 (March 1986 - March 2016)⁶



Maintain your discipline and remember these principles:

1. Tune out the noise from the financial news media and if you feel like you taking action in response to news events, seek out professional advice.
2. Stay focused on your plan. Remember, you are investing for the long term.
3. To help lessen the impact of market fluctuations, maintain a diversified portfolio that's suitable for your retirement goals and risk tolerance.
4. Take advantage of opportunities to invest when others react based on emotion; consider buying when they are selling in falling markets.

¹ National Bureau of Economic Research (NBER), Sept. 2010.

² Ned Davis Research, Dec. 2014.

³ Source for index data: Morningstar; Source for average investor data: Dalbar, Inc. QIAB study, 2015.

⁴ Source: FactSet (Feb. 2016). Past performance does not guarantee future results.

⁵ Source: FactSet (Feb. 2016).

⁶ Source: Morningstar and Fact Set. Past performance does not guarantee future results.

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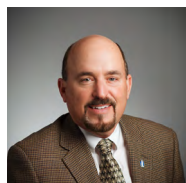
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Tulsa County

Author: Barbara Manelski



Tulsa County is located in eastern Oklahoma and is the second-most populous county in Oklahoma, behind only Oklahoma County. Its county seat and largest city is Tulsa, the second-largest city in the state.[2] Founded at statehood, in 1907, it was named after the previously established city of Tulsa. Before statehood, the area was part of both the Creek Nation and the Cooweescoowee District of Cherokee Nation in Indian Territory.

The history of Tulsa County greatly overlaps the history of the city of Tulsa. This section addresses events that largely occurred outside the present city limits of Tulsa.

The U. S. Government's removal of Native American tribes from the southeastern United States to "Indian Territory" did not take into account how that would impact the lives and attitudes of the nomadic tribes that already used the same land as their hunting grounds. At first, Creek immigrants stayed close to Fort Gibson, near the confluence of the Arkansas and Verdigris rivers. However, the government encouraged newer immigrants to move farther up the Arkansas. The Osage tribe had agreed to leave the land near the Verdigris, but had not moved far and soon threatened the new Creek settlements.

In 1831, a party led by Rev. Isaac McCoy and Lt. James L. Dawson blazed a trail up the north side of the Arkansas from Fort Gibson to its junction with the Cimarron River. In 1832, Dawson was sent again to select sites for military posts. One of his recommended sites was about two and a half miles downstream from the Cimarron River junction. The following year, Brevet Major George Birch and two companies of the 7th Infantry Regiment followed the "Dawson Road" to the aforementioned site. Flattering his former commanding officer, General Matthew Arbuckle, Birch named the site "Fort Arbuckle."

According to Encyclopedia of Oklahoma History and Culture, the fort was about 8 miles (13 km) west of the present city of Sand Springs, Oklahoma.[6] Author James Gardner visited the site in the early 1930s. His article describing

the visit includes an old map showing the fort located on the north bank of the Arkansas River near Sand Creek, just south of the line separating Tulsa County and Osage County. After ground was cleared and a blockhouse built, Fort Arbuckle was abandoned November 11, 1834. The remnants of stockade and some chimneys could still be seen nearly a hundred years later. The site was submerged when Keystone Lake was built.

At the outbreak of the Civil War in 1861, many Creeks and Seminoles in Indian Territory, led by Opothleyahola, retained their allegiance to the U. S. Government. In November 1861, Confederate Col. Douglas H. Cooper led a Confederate force against the Union supporters with the purpose of either compelling their submission or driving them out of the country. The first clash, known as the Battle of Round Mountain, occurred November 19, 1861. Although the Unionists successfully withstood the attack and mounted a counterattack, the Confederates claimed a strategic victory because the Unionists were forced to withdraw.

The next battle occurred December 9, 1861. Col. Cooper's force attacked the Unionists at Chusto-Talasah (Caving Banks) on the Horseshoe Bend of Bird Creek in what is now Tulsa County. The Confederates drove the Unionists across Bird Creek, but could not pursue, because they were short of ammunition. Still, the Confederates could claim victory.

The Atlantic and Pacific Railroad had extended its main line in Indian Territory from Vinita to Tulsa in 1883, where it stopped on the east side of the Arkansas River. The company, which later merged into the St. Louis and San Francisco Railway (familiarily known as the Frisco), then built a steel bridge across the river to extend the line to Red Fork. This bridge allowed cattlemen to load their animals onto the railroad west of the Arkansas instead of fording the river, as had been the practice previously. It also provided a safer and more convenient way to bring workers from Tulsa to the oil field after the 1901 discovery of oil in Red Fork.

A wildcat well named Sue Bland No. 1 hit paydirt at 540 feet on June 25, 1901, as a gusher. The well was on the property of Sue A. Bland (née Davis), located near the community of Red Fork. Mrs. Bland was a Creek citizen and wife of Dr. John C. W. Bland, the first practicing physician in Tulsa. The property was Mrs. Bland's homestead allotment. Oil produced by the well was shipped in barrels to the nearest refinery in Kansas, where it was sold for \$1.00 a barrel. Other producing wells followed soon after. The next big strike in Tulsa County was in the vicinity of Glenn Pool.

Ironically, while the city of Tulsa claimed to be "Oil Capital of the World" for much of the 20th century, a city ordinance banned drilling for oil within the city limits.

In 1911–1912, Tulsa County built a courthouse in Tulsa on the northeast corner of Sixth Street and South Boulder Avenue. Yule marble was used in its construction. The land had previously been the site of a mansion owned by George Perryman and his wife. This was the courthouse where a mob of white residents gathered on May 31, 1921, threatening to lynch a young Black man held in the top-floor jail. It was the beginning of the Tulsa Race Massacre. The building continued to serve until the present courthouse building opened at 515 South Denver. The old building was then demolished, and the land was sold to private investors. The land is now the site of the Bank of America building, completed in 1967.

In the early 20th century, Tulsa was home to the "Black Wall Street", one of the most prosperous Black communities in the United States at the time.[10] Located in the Greenwood neighborhood, it was the site of the Tulsa Race Massacre, said to be "the single worst incident of racial violence in American history", [11] in which mobs of white Tulsans killed black Tulsans, looted and robbed the black community, and burned down homes and businesses.[10] Sixteen hours of massacring on May 31 and June 1, 1921, ended only when National Guardsmen were brought in by the Governor. An official report later claimed that 23 Black and 16 white citizens were killed, but other estimates suggest as many as 300 people died, most of them Black.[10] Over 800 people were admitted to local

hospitals with injuries, and an estimated 1000 Black people were left homeless as 35 city blocks, composed of 1,256 residences, were destroyed by fire. Property damage was estimated at \$1.8 million.[10] Efforts to obtain reparations for survivors of the violence have been unsuccessful, but the events were re-examined by the city and state in the early 21st century, acknowledging the terrible actions that had taken place.

According to the 2019 Economic Report from Tulsa's Future, Tulsa's major industries are aerospace, including aerospace manufacturing and aviation, healthcare, energy, machinery, transportation, distribution, and logistics.

Tulsa is a place where large, headquartered companies like QuikTrip, BOK Financial Corporation, and ONEOK coexist with a thriving and ambitious local scene that defines cultural life in Tulsa by way of an engaging arts community, a culinary utopia and a seemingly endless amount of unique boutiques. Aside from being a place of opportunity, Tulsa boasts an impressive amount of art deco architecture that goes toe to toe with the largest cities, a half-billion-dollar park ranked best in the U.S. that beckons to be explored by all, a rich history of music that inspired a genre named after the city and so much more.

Information provided in part by: https://en.wikipedia.org/wiki/Tulsa_County,_Oklahoma and <https://visittulsa.com/about.tulsa>



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More About Tulsa County

Author: Devin Egan, Tulsa County Manager of Communications

Tulsa County is home to more than 650,000 people covering more than 587,000 square miles with 10 municipalities. Its eight elected officials and employees serve every citizen with professionalism, integrity and respect. The County maintains more than 680 miles of County-owned roads and bridges, assesses properties, runs elections, manages the County's budget, operates the David L. Moss Criminal Justice Center and so much more.

Tulsa County offers numerous others services to its citizens as well ranging from conducting inspections and permitting, providing and recording land records, and issuing marriage licenses and passports to conducting out-of-court mediation. Tulsa County is also the only County in Oklahoma to operate a Parks department encompassing eight major parks and two award-winning golf courses. Additionally, Tulsa County's Social Services department is the only County-owned social services department in the state, providing life-sustaining basic services to low-income residents such as health care through a free medical clinic and low-to-no-cost prescriptions through an on-site pharmacy as well as food assistance, burial services and a homeless shelter that focuses on homeless families with children.

In 2020, Tulsa County was the recipient of \$114 million in Coronavirus Aid, Relief and Economic Security (CARES) Act funding, which was used to provide \$60 million in direct support to suffering small businesses and nonprofits with the remainder going to rental assistance programs, public health needs and aid to municipalities within the County. In May 2021, the County received the first of two \$63 million tranches of American Rescue Plan (ARP) Act funding. Since then, the County has hosted dozens of community leaders and evaluated dozens more proposals to assess the overall needs, approving nearly \$57 million to date for further support of public health initiatives, economic recovery and development, infrastructure improvements and more.



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Builders' Risk Coverage: Cover Through ACCO-SIG or Outsource?

Author: Dusty Birdsong

Is your county building a new county-owned building or undergoing a major renovation to a county-owned building? ACCO-SIG's Property Coverage Agreement provides coverage for "Builders Risk" coverage, or what is called "Property in the Course of Construction and Soft Costs."

General Contractors often require the county to purchase "Builders Risk" coverage for these types of projects. ACCO-SIG's Property Coverage Agreement provides an automatic "Builders Risk" policy limit of \$5M per location. If the project exceeds \$5M ACCO-SIG's reinsurer will charge additional premium to accommodate the project otherwise there is no additional premium charged back to the county for construction projects less than \$5M per location.

While the "Builders Risk" coverage provided by ACCO-SIG covers "Property in the Course of Construction and Soft Costs," it does not cover the general contractors lost profits in the event of a loss. If the retained general contractor is concerned that lost profits, unsecured contractor tools and equipment are not covered by ACCO-SIG, then your county should consider purchasing a commercial "Builders Risk" policy which can be handled by your appointed general contractor and architect by purchasing "Builders Risk" coverage from a commercial

insurance company instead of ACCO-SIG. The premium cost will be included in the project cost.

ACCO-SIG's main objective is to protect the interests of the county, not the contractor. If your county has a newly constructed building or are renovating a building, give me a call to get the project covered through ACCO-SIG. I will need a copy of the construction contract along with the project cost to be covered by ACCO-SIG.

If you have any questions about this coverage, or would like to discuss further, please give me a call.



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Review of CDL Clearinghouse Requirements to be Discussed at the Spring Conference

Author: Dale Frech

One of the Thursday morning breakout sessions at the 2022 ACCO Spring Conference will be an overview of the requirements the Federal Motor Carrier Safety Administration has with the Drug and Alcohol Clearinghouse. Starting January 6th, 2020, any employer with employees operating commercial vehicles and possessing a CDL is required to have an account with the Clearinghouse. Each employer must run a search of this database to ensure none of their CDL holders have any issues on their license relating to drug tests every year. We will discuss how the state driver's license division will be required to search this as well as any officer stopping the driver. If the county fails to create an account to manage the driver's information, this will result in not only a potential fine but will prevent any CDL holder from being able to renew their CDL. The state licensing agencies can query the CDL holders upon renewal now but are required to after November of 2024. We have a couple of speakers from the Oklahoma office of the Federal Motor Carrier Safety Administration (FMCSA) to help discuss and answer questions relating to the Clearinghouse requirements as well as the new training requirements to obtain a CDL. FMCSA would rather help counties and other CDL employers understand these new requirements than be required to ticket and fine entities for failing to comply. Even if an account has been created with the Clearinghouse, come join the discussion in this breakout session so everyone can stay up to date on these requirements.



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- 1) Eligible Items that counties may apply for:
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 - b) Chainsaws - up to \$3,500
 - c) Trash Cop - up to \$4,500
 - d) Illegal Dump/Roll Off's - up to \$5,000
- 2) Apply or opt-in:
 - a) Apply or opt in by submitting a request of what eligible item the county would like to apply for (see 1, for eligible items) via email, mail or fax:
 - i) Email - Melinda Anoatubby melindaa@okacco.com,
 - ii) Mail - OCCEDB, ATT: Melinda Anoatubby -
429 N.E 50th Street, Oklahoma City, OK 73105
 - iii) FAX: (405) 563-7717, ATT: Melinda Anoatubby
 - b) **Start applying - May 1st - June 30th, 2022.**
- 3) Upon contract approval between DEQ and the OCCEDB Board, the following will occur:
 - i) All counties that applied or opted into the Solid Waste Program will receive the following:
 - (1) An Award Letter – Approval (this will include the eligible item and awarded amount)
OR a Denial Letter
 - (a) If Awarded:
 - (i) Reimbursement - Next steps:
 1. The county may purchase the equipment and submit the following to OCCEDB/Melinda Anoatubby for reimbursement:
 - a. Receipt from the vendor with the following
 - i. Itemized receipt(s) from the vendor that includes the description of the item(s)
and the total dollar amount spent
 - ii. PO (Purchase Order) from your county clerk/treasurer
 - iii. Photos may be required
 - (b) Denial Letter – Not approved
 - (i) If Denied - Reapply for the next fiscal year
 - (2) Trash Cop Reimbursement Requirements:
 - (a) Person must be CLEET Certified
 - (i) Must be hired by the Sheriff's Department or Board of County Commissioners
 - (ii) \$2,500 will be sent upfront to start the program and the remaining awarded amount will be disbursed after (3) months of reports has been submitted
 - (b) Photos may be required



- 4) **All receipts/PO's must be submitted to OCCEDB/Melinda Anoatubby by April 29th, 2023.**

***Should the purchases exceed the awarded amount, the Solid Waste Program will ONLY reimburse the county for what the was awarded. The county will be responsible for any amount exceeding the awarded amount.

DISCLAIMERS:

- If Receipts and PO's have not been submitted by APRIL 29, 2023, the award may be given to another county.
- If you don't use the funds – the county will lose it. AMOUNTS MAY VARY DEPENDING UPON BUDGET.
- OCCEDB reviews all requests through past historical request to disburse funds fairly and equally based off past historical awards and distributions.

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ACCO Spring Conference 2023, April 5th & 6th, 2023 (Summer 23 Room Block Opens 4/10/23)

ACCO Summer Conference 2023, July 26th & 27th, 2023 (Fall 22 Room Block Opens 7/31/23)

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OSU field day events deliver research directly to Oklahomans

MEDIA CONTACT: Alisa Boswell-Gore | Agricultural Communications Services | 405-744-7115 | alisa.gore@okstate.edu

STILLWATER, Okla. – Oklahoma State University Ag Research and OSU Extension are strengthening their ties to each other and communities statewide by broadening the scope of field days. The educational events are open to the public and designed for all Oklahomans.

“There is an interconnectivity between ag research and Extension, and we want to build on that interconnectivity,” said Scott Senseman, associate vice president of OSU Ag Research. “Our field days programming highlights OSU’s land-grant mission by bringing Extension and research together.”

Chris Richards, director of the Field and Research Service

Unit, said OSU Agriculture uses field days at its experiment stations to showcase targeted developmental and applied research conducted across the state.

“The work we are doing in all our locations is often designed for specific application to the livelihoods of people living and working in those regional areas,” Richards said. “These events give us opportunities to showcase agricultural methods and products that have stemmed from our research, so people can apply it to their own homes and businesses.”

Richards and Josh Massey, FRSU research program manager, said as they move through 2022, they are looking for ways

to make their events more inclusive with both attendees and researchers.

“We want to give people the understanding that research and its developments are not only for ag producers and businesspeople but for homeowners and the general public as well,” Massey said.

Alongside field research, the lineup of OSU Agriculture Field Days will also highlight the research of laboratory scientists, such as microbiologists and geneticists and some of the social and economic analysis that goes into agricultural research and rural issues.

“It’s an opportunity to connect with an audience and demonstrate the work being done by our faculty and staff,” Senseman said, adding that another goal is to build trust in science.

“It’s about being intentional in reaching the non-scientific community and relaying what we are doing with our science,” Senseman said. “I think our field days can be an effective way of conveying how science works and what can stem from it and the value of it.”

Extension is the bridge that connects agricultural and rural research to the world, and it’s important to strengthen the relationship between the two entities, and expanding the diversity of both participants and researchers is part of that, Senseman said.

OSU Extension is also on board with this new initiative to build even stronger ties between Extension and ag research.

“The obvious thing to me is that Extension relies on research. We are taking research-based information out to the public. That research is an integral part of everything we do,” said Randy Taylor, assistant director of OSU Extension, adding that the existence of the two entities relies heavily upon each other.

In a sense, research and Extension are really one, Taylor said.

“For me, I see it as an exciting time for research and Extension here at OSU, because we’re trying to get back

to our roots a little bit and open up that communication pathway,” Taylor said. “Researchers at the land-grant university need to hear from the public to help drive some of the research topics, and one of our roles is to facilitate that communication between researchers and the public.”

OSU Agriculture Field Days in 2022 will include:

- **Chickasha Wheat Field Day – April 29**

Presentation topics will include wheat varieties, wheat breeding, disease updates, nutrient management and weed control.

- **Lahoma Field Day – May 13**

Focuses on wheat production and new varieties. An informational event for wheat producers, covering topics like weed and disease management, variety selection, fertilization and markets.

- **Oklahoma Panhandle Research and Extension Center Field Day – Aug. 25**

Presentation topics will include irrigation, the Testing Ag Performance Solutions (TAPS) program, cotton, regenerative agriculture in semi-arid ecosystems, cover crops, forage systems and soil stewardship.

- **Caddo Research Station Peanut and Cotton Field Day – Sept. 15**

Presentation topics will include peanut varieties, irrigation, weed and disease management, cotton varieties and cotton production practices.

- **Southwest Research and Extension Field Day – late September**

Presentation topics will include irrigation, cotton and wheat establishment.

More information about these events will be available on the Field Days website.

OSU Agriculture is comprised of the Ferguson College of Agriculture and two state agencies: OSU Ag Research and OSU Extension, which are dedicated to improving quality of life for the people of Oklahoma through science-based information and education.

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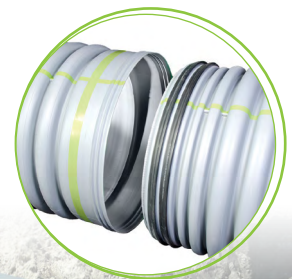
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ACCO SPRING CONFERENCE 2022

TENTATIVE AGENDA UPDATES TO FOLLOW

Wednesday March 30th, 2022

6:30am	Exhibit Hall Early Set Up	OK "F- J"
7:30am	Registration Opens	East Lobby
7:30am	Exhibit Hall Opens	OK "F-J"
8:30am	ODOT CAB Meeting	Sooner A & B
9:30am	County Engineers Meeting	Boomer A & B

10:00am - 11:30am	Educational Session	Oklahoma "E"
	<u>Transportation</u> Infrastructure Bill	

11:30am - 1:30pm	Visit With Your Vendors Lunch on Your Own	
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1:30pm - 3:30pm	General Session	Oklahoma "E"
	Welcome <i>ACCO President</i> <i>Russell Earls</i>	
	Invocation	
	National Anthem	
	Speakers: <i>Representative Kyle Hilbert,</i> House Speaker Pro Tempore Oklahoma House of Representatives	
	<i>Cindy Byrd, State Auditor</i>	
	<i>Tim Gatz,</i> Secretary of Transportation	
	<i>Kimberly Hall,</i> NACo Director of Membership	
	<i>Chris Schroder,</i> ACCO Executive Director	
	Prizes and Drawings	

3:30pm-4:00pm	District Meetings	
	District #1	Oklahoma "E"
	District #2	Oklahoma "A"
	District #3	University "A"
	District #4	University "B"
	District #5	Oklahoma "C"
	District #6	Northpark
	District #7	Noble
	District #8	Oklahoma "B"
	District Meeting Agenda TBA	

Wednesday March 30th, 2022

4:00pm	Registration Closes	
5:30pm	Exhibit Hall Closes	
5:45pm	Evening Meal	N. Conference Hallway
7:30pm - 11:30pm	Band - Clancy Davis	OK "A,B,C"

Thursday March 31st, 2022

7:30am	Registration Opens	East Lobby
7:30am	Exhibit Hall Opens	OK "F-J"
7:30am-10:00am	VISIT WITH YOUR VENDORS	OK "F-J"

9:30am - 11:00am	Educational Session	OK "A, B, C"
	<u>NEW CDL Requirements</u> <i>Eric J Pearson</i> Federal Program Specialist Oklahoma Division Federal Motor Carrier Safety Administration/US DOT	

11:30am	Lunch on Your Own	
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2:00pm - 3:30pm	Educational Session	OK "A, B, C"
	<u>Cyber Security</u>	

3:00pm	Exhibit Hall Closes/Teardown	
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3:00pm	Registration Closes	
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4:30pm	Jelly Belly Bingo & Buffet	OK "E-J"
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Common Questions and Answers at the Onset of a work related injury

Author: Staci Johnson

What is workers' compensation?

A work related injury is an incident and/or an illness that occurs in the course and scope of employment.

What should the injured employee do?

As the employee, you need to immediately tell a supervisor about the incident and if you need medical care.

What should the employer do?

The employer needs to document the details of the incident, direct the injured employee to medical care, if needed, obtain any witness statements and complete the CC Form 2 to forward to the insurance carrier. Obtaining pictures of the accident scene can also be very beneficial. Timely reporting is very important for the employer and the injured employee.

Where can the injured employee go for medical care?

Medical care can be an urgent care provider, a local physician or a hospital. PLEASE make sure the medical provider knows this is in relation to a work related injury. Please do not provide personal group health carrier insurance information.

What are workers' compensation benefits for the injured employee?

The benefits the injured employee may be eligible for are medical, payment for lost time from work, pharmacy, mileage reimbursement, etc. The assigned claim's adjuster will discuss these eligible benefits with the injured employee.

What to do if the incident was a motor vehicle accident?

If an employee was injured in a motor vehicle accident in the course and scope of employment, regardless of who was at fault, a workers' compensation claim needs to be submitted to the insurance carrier.

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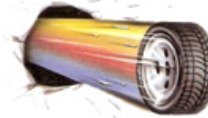
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Drug and Alcohol Clearinghouse: New Requirement for CDL Holders & Counties

By Dale Frech, ACCO Safety Director

Effective January 6, 2020 there is a new requirement for Counties and all CDL holders. Federal Motor Carrier Safety Administration (FMCSA) has established a database of drug and alcohol testing violations for CDL holders. This will eventually eliminate the requirement to do D&A testing background checks for CDL new hires with all previous employers for the past 3 years. The Clearinghouse will enforce the drug and alcohol testing requirements by not allowing a driver with a violation to get a clear report to start a new job or renew their CDL until the required process has been completed. This is a part of Congress MAP-21. This has been developed to increase safety on our nation's roadways. It will provide real-time access to reported violation information, make it easier for employers to meet pre-employment investigations, make it more difficult for dishonest drivers to

The parties that will be required to use the Clearinghouse will be:

- o Drivers that hold Commercial Driver's Licenses (CDL's) or Commercial Learner's Permits (CLP's)*
- o Employers of CDL and CLP drivers that operate commercial motor vehicles*
- o Consortia/third-party administrations-TPA (those that provide testing and other services)*
- o Medical Review Officers*
- o Substance Abuse Professionals*
- o State Drivers Licensing Agencies*

These users will be required to either report drug and alcohol program violations or completions, provide (or refuse) consent for others to check the database records (query) for violations of that driver, or run the query on the driver(s).

When the county is registering, you are usually not required to have a federal DOT number. You will be required to identify your TPA or the firm managing your drug testing process. Many TPAs are adding this service to sign up the county and perform their requirements of the Clearinghouse. Employees must create an account under whatever name the county's account is under. The employee will be required to provide consent for the county or TPA to run an annual "limited" query of their record. This can be done by simply having all employees sign a consent form. For new hires and for a record that has come back with a suspected violation, there must be a "full query" conducted for that individual's records. The employee must log into their Clearinghouse account and provide the employer or TPA authorization to perform this query. If an employee refuses to provide either type of release, the employer cannot allow them to perform any safety sensitive duties relating to a commercial motor vehicle. Similar to failing a drug or alcohol test, the employee may also be subject to disciplinary action. There is no cost for registering with the Clearinghouse for anyone or for the employee to log in and look at their record. Employees are encouraged to view their records to ensure their information is accurate. There is a cost of \$1.25 for each individual queried. This

conceal drug and alcohol violations, and provide more insight by FMCSA into employer compliance with drug and alcohol testing rules.

The Clearinghouse will be a database for employers and medical review officers to report drug and alcohol testing violations such as a positive test, refusals, altered specimens, etc. Substance abuse professionals will also report on the return to duty process including counseling and the required follow up testing. The database will be secure and only select registered users can access the records. Drivers will be able to access their own records any time for free. Other enforcement agencies, such as state drivers licensing agencies or law enforcement will only receive a driver's eligibility status.

cost is the same for both a limited and a full query and if a limited query has been run and a full query is required because something is found, there is not an additional charge for the full query. A full query in this case, would still require the employer to request and the employee to log into their individual account and provide permission to run the full query.

Paying for the query, even though such a small amount, may pose a problem. There are only a few acceptable methods for payment. Basically, a county either must provide a bank transfer after a PO or pay with a credit card (P card). The auditor's office suggested another possible solution would be to see if the District Attorney would provide a written opinion to allow the county to reimburse the commissioner or their designee for payment on a personal credit card similar to travel expenses. The county can purchase a query plan that will pay for either new hire or annual checks for all CDL holders for the year or years to come. There is no price break, each query is still \$1.25 per employee if purchasing one or 10,000. If a plan is purchased, they do not expire. Each query will simply be charged to that account until all queries in the plan are used up.

When the county runs a query, if it is a limited query, the county simply needs to have a consent signed by all CDL holders on file. The results will either come back "Result: Driver not prohibited" or "Result: Record(s) found; full query needed". If a full query is needed for this or if checking for a new hire CDL holder, the

county must send the driver an electronic consent request using the drivers CDL number. The driver will be sent a consent requested from the Clearinghouse and can either check "I consent" or "I do not consent" if they have an account. The driver cannot be allowed to perform any duties relating to driving, loading, servicing, etc. a commercial vehicle until consent is given and a "Result: Driver not prohibited" result is received.

If a CDL employee fails (including a positive, adulterated, or substituted test result) a drug or alcohol test or fails or completes the return to duty process under the county's drug and alcohol testing program, the results must be reported to the Clearinghouse within two business days. The county can designate their TPA to perform this service if that is the agreement but still has the responsibility to ensure it gets reported. Information required includes the county name and/or TPA; driver's information such as name, CDL number, date of birth; type of violation, reason for the test (random, post accident, etc.); and date of test. For an employee that has violated a drug and alcohol testing provision, they must also report a positive or negative return to duty test result and the date the driver successfully completed all follow-up testing ordered by the substance abuse professional.

The requirement for the Clearinghouse adds some very important requirements to counties. Every employer that uses drivers for commercial motor vehicles are under the same requirements. As long as the county uses a reputable drug and alcohol testing company, they will help ensure our responsibilities are fulfilled or they could also face potential fines. This process is intended to provide FMCSA the tools to ensure commercial drivers are held to a reasonable standard. Congress felt this was necessary to better

ensure the safety of our roadways shared by all. If we stop and think, it is a good thing for FMCSA to enforce the individuals that violate a drug or alcohol test rather than requiring the employer.

There is a lot of information on the Clearinghouse at: <https://clearinghouse.fmcsa.dot.gov/>

I am planning regional training concerning this and a couple other issues within the next month. There will also be an added section to the ACCO model Drug and Alcohol Testing Policy. If the county has just printed a new policy, you may want to check with your District Attorney's office to see if you can simply print the new section as an addendum and have each employee attach to their policy. Contact me if you have any questions.



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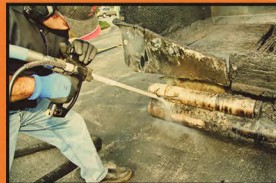
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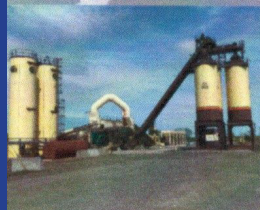
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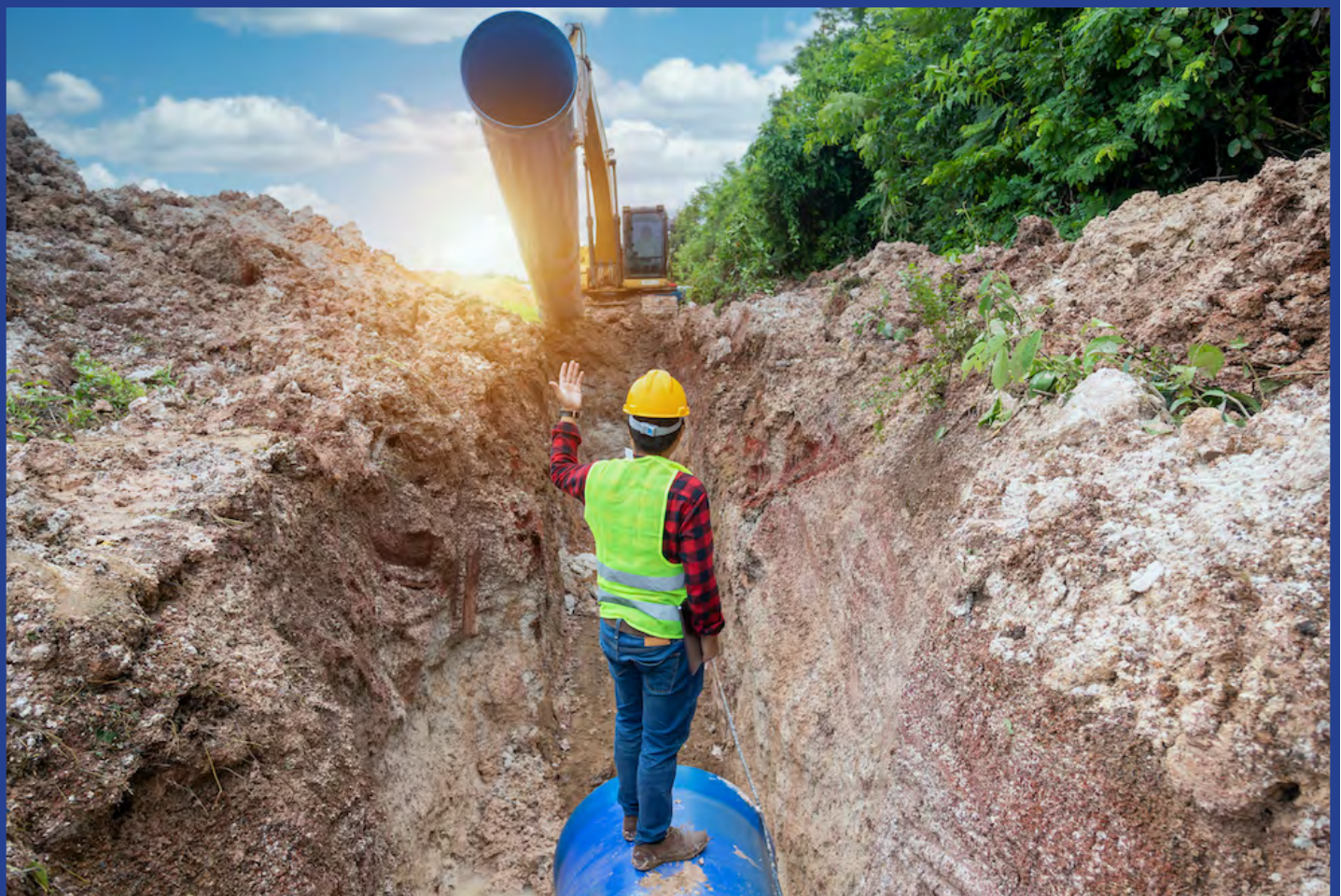
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Rural water wrap-up: Infrastructure funding on the horizon

MEDIA CONTACT: Gail Ellis | Agricultural Communications Services | 620-515-2498 | gail.ellis@okstate.edu

STILLWATER, Okla. – Oklahomans in rural areas and small towns are searching for funding to support water and wastewater infrastructure. According to Kevin Wagner, director of the Oklahoma Water Resources Center, more than \$80 billion is needed to ensure the state has adequate drinking water and wastewater systems now and in the future.

“Almost half of the 800 water supply systems in Oklahoma collectively serve less than 5% of the state’s population,”

Wagner said. “Because of their small ratepayer base, these systems struggle to meet today’s drinking water standards.”

Federal funding

In addition to OSU resources, state and federal funding supports water infrastructure modernization and development. The American Rescue Plan Act of 2021 signed into law in March authorized \$1.87 billion for Oklahoma to build a stronger, more innovative and diverse economy.

Many Oklahoma communities and counties have already received their direct ARPA allotments and are finalizing plans to utilize them. On a state level, Gov. Kevin Stitt has established a joint legislative committee to ensure funds are allocated in a responsible and transparent manner while in accordance with federal guidelines. The committee is accepting project ideas that will enhance the capabilities of state services and support physical and digital infrastructure to expand growth. Financial awards have not yet been distributed to the water sector, but the Oklahoma Water Resources Board plans to submit a proposal.

“We have heard from many cities and informally identified over \$1.5 billion in needs eligible for ARPA funds,” said Julie Cunningham, OWRB executive director. “We maintain a five-year priority list of projects in communities that have applied for financial support through the Clean Water State Revolving Fund. The Oklahoma Department of Environmental Quality also maintains a project list for the Drinking Water State Revolving Fund.”

ARPA funding must be committed to projects by December 2024 and spent by December 2026. The money is a historic investment in Oklahoma communities, but Cunningham said it's not clear how much will be designated for water/wastewater/stormwater infrastructure.

Another potential opportunity for water system improvements is the \$1.2 trillion federal infrastructure bill that Congress passed in November. Local governments will access funds through existing water programs and not receive direct allotments.

About \$51 billion of the bill is allocated for water funding of which \$43.42 billion will be used to supplement the Clean Water State Revolving Fund, and \$1.4 billion will go toward the Sewer Overflow and Stormwater Reuse Municipal Grant Program. The OWRB administers both the revolving fund and the grant program and co-administers the Drinking Water State Revolving Fund with the ODEQ.

Emerging Contaminants

Another \$1 billion will support the Clean Water State Revolving Fund, and \$4 billion will boost the Drinking Water State Revolving Fund for emerging contaminants improvements. Within the past year, OSU has welcomed new faculty who specialize in emerging contaminants. Kiranmayi Mangalgiri is an assistant professor in water quality in the Department of Biosystems and Agricultural Engineering, and Jorge Gonzalez-Estrella is an assistant



Graduate students with the Oklahoma Water Resources Center conduct research to improve water quality and sustainability throughout the state. Austin Phillippe monitors the water quality of runoff at the Cross Timbers Experimental Range. (Photo by Todd Johnson, OSU Agricultural Communications Services)

professor in the School of Civil and Environmental Engineering.

Contaminants of emerging concern include pharmaceuticals, personal care products, pesticides and industrial additives. Although ubiquitous in surface water and groundwater and occurring in only trace concentrations, the contaminants could have long-term impacts on human and environmental health.

“CECs such as antibiotics enter the environment through treated wastewater or agricultural waste, and their constant introduction into the environment has led to an increase in antibiotic resistance. Personal care products are associated with endocrine disruption,” Mangalgiri said. “We’re studying the occurrence and treatment of emerging contaminants that are of priority to Oklahoma, given the increased emphasis on reusing water sources that are of marginal quality.”

Gonzalez-Estrella’s group is evaluating microplastic contamination and interaction with other contaminants of concern. His work is funded by the Oklahoma Water Resources Center.

“We still know very little about microplastic contamination and its potential to accumulate other contaminants and transport them through the environment,” he said. “This research will benefit the public health of Oklahomans and inform industry and government leaders.”

Also, the Oklahoma National Science Foundation Established Program to Stimulate Competitive Research is working to address emerging contaminants by developing new technology to treat wastewater.

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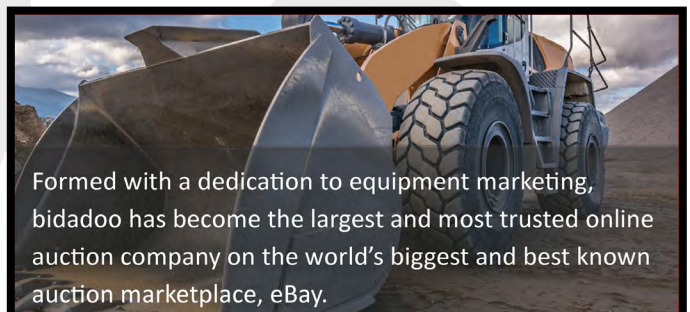


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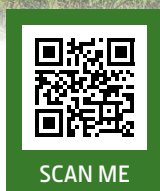
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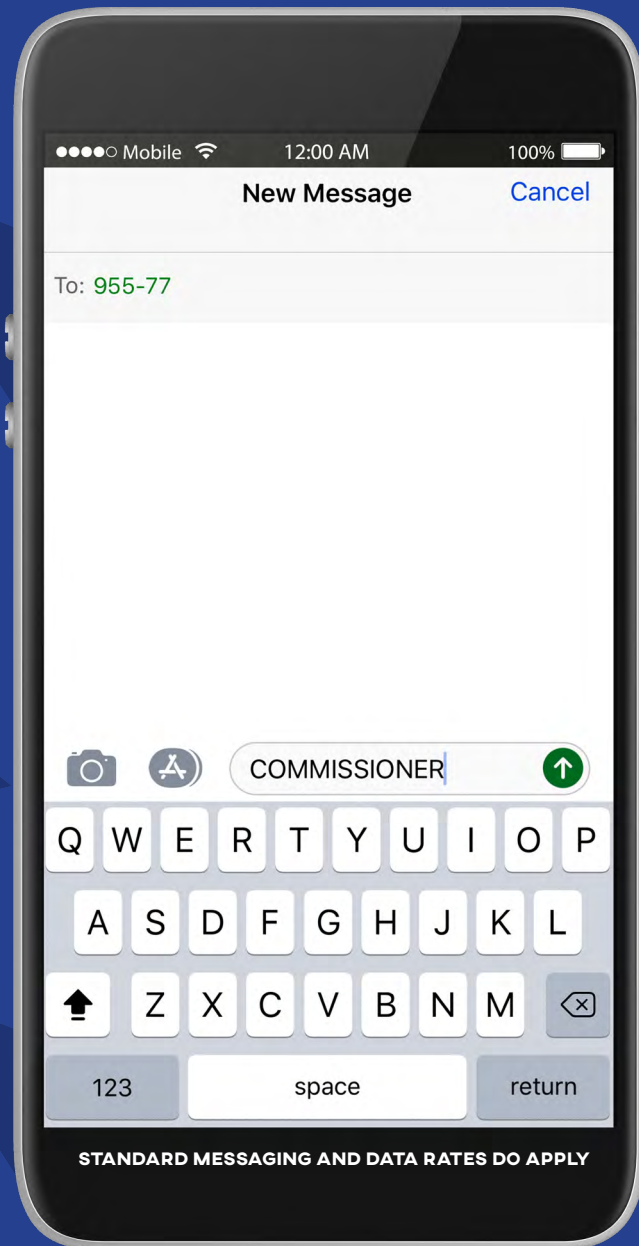
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