

Tribal Transportation Planning Organization

Our Hosts: Muckleshoot Tribe

*Quarterly
Meeting*

JANUARY 18, 2018

MUCKLESHOOT TRIBE
Casino Eastside Banquet Room C1
2402 Auburn Way South.
Auburn, WA 98002
09:00 a.m. – 02:00 p.m.

09:00 a.m.	Introductions <ul style="list-style-type: none">Greetings and Welcome to the TTPOIntroductions, Welcome Message From Host, The Muckleshoot TribeRoll CallMinutes	Al Pinkham Jr., TTPO President TBD Keri Cleary, TTPO Secretary
9:15 a.m.	Tribal Transportation Project Presentation <ul style="list-style-type: none">Muckleshoot Transportation Project Presentation	Dezerae Hayes, Transportation Director
9:45 a.m.	Break	Parametrix
10:00 a.m.	Capacity & Training <ul style="list-style-type: none">Small, Urban, Rural and Tribal Center on Mobility (SURTCOM), Montana State University & Eastern Washington University Tribal Transportation Assistance	Dr. Margo Hill, EWU Richard Rolland, Consultant
10:45 a.m.	Interagency Presentations <ul style="list-style-type: none">Washington State Ferries Strategic PlanWSDOT Active Transportation Plan	Philip Narte, WSF Tribal Liaison Barb Chamberlain, WSDOT Active Transportation
11:15 a.m.	Safety Positive Community Norms, Washington Traffic Safety Commission	Scott Waller, WTSC
12:00 p.m.	Lunch	TTPO

01:00 p.m. Transit **TBD**

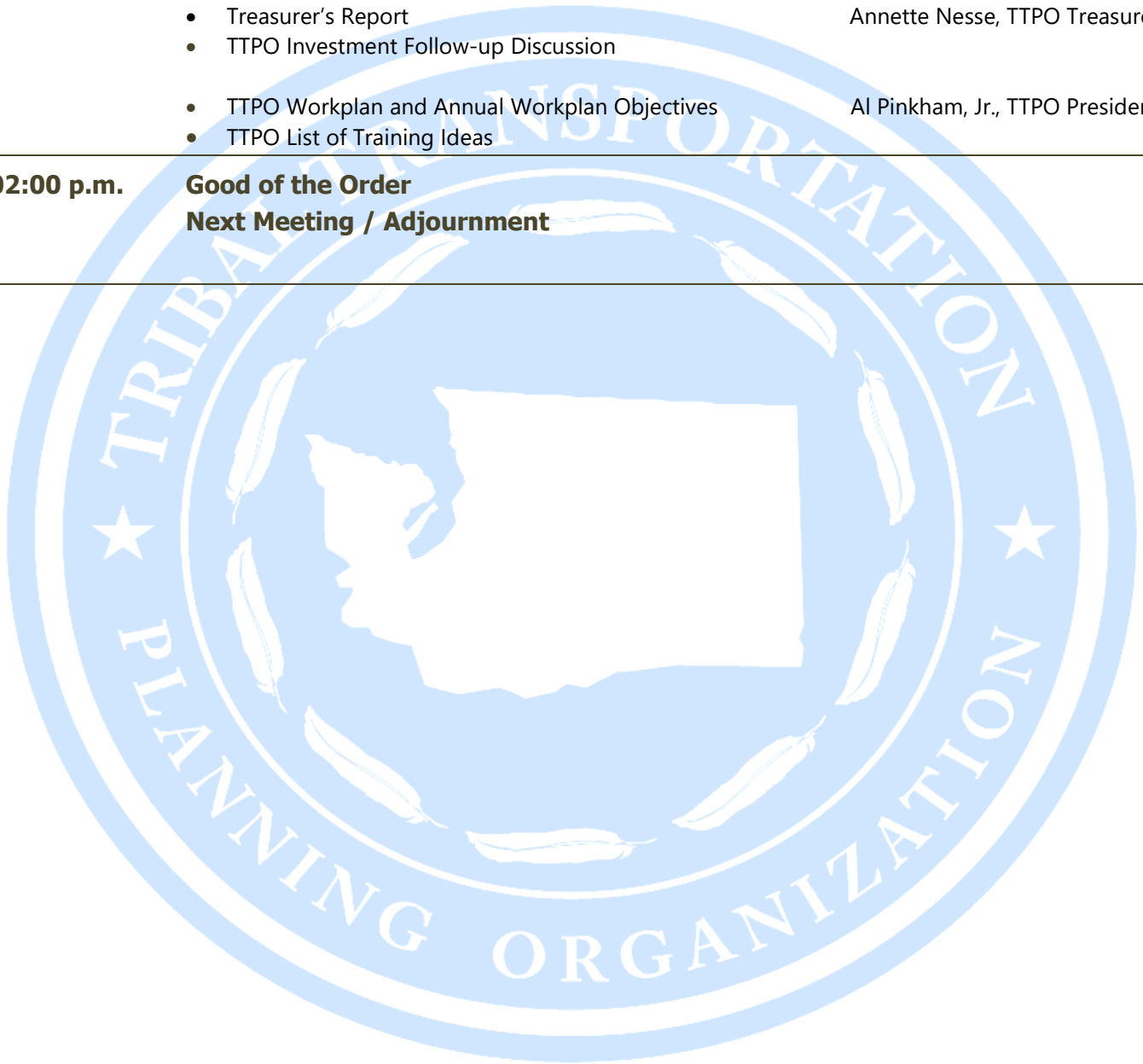
- New WSDOT Grant Application Process

01:30 p.m. TTPO Business

- Treasurer's Report Annette Nesse, TTPO Treasurer
- TTPO Investment Follow-up Discussion

- TTPO Workplan and Annual Workplan Objectives Al Pinkham, Jr., TTPO President
- TTPO List of Training Ideas

02:00 p.m. Good of the Order
Next Meeting / Adjournment



Tribal Transportation Planning Organization

Our Hosts: Muckleshoot Tribe

Annual Meeting

JANUARY 18, 2018

MUCKLESHOOT TRIBE
Casino Eastside Banquet Room C1
2402 Auburn Way South.
Auburn, WA 98002
02:00 p.m. – 03:00 p.m.

02:00 p.m.	TTPO Elections	TTPO Membership
02:05 p.m.	Introductions <ul style="list-style-type: none">• Call to Order• Roll Call- Voting members	Al Pinkham Jr., TTPO President Keri Cleary, TTPO Secretary
02:10 p.m.	Nominations for Positions <ul style="list-style-type: none">• Vice President• Secretary• Treasurer	TBD
02:20 p.m.	Work Plan	Al Pinkham Jr, TTPO President
02:45 p.m.	Vote Tallied- Position Notification <ul style="list-style-type: none">• President-Angelena Campobasso• Vice president-TBD• Secretary- TBD• Treasurer- TBD	Keri Cleary, TTPO Secretary
02:50 p.m.	Good of the Order Next Meeting / Adjournment	



Tribal Transportation Planning Organization

Work Plan 2018 - 2020

Purpose

Tribal Transportation Planning Organization (TTPO) promotes tribal transportation planning by fostering intergovernmental cooperation and coordination, provide a forum for the advancement of professional skills and knowledge of tribal transportation professionals, and provides education among transportation agencies at the tribal, local, regional, state, and federal levels. The TTPO supports Washington State tribes and all tribal transportation affiliates by:

- Providing a consortium of tribal, regional, state, federal or private transportation planners, engineers, transit, and administrative professionals that serve the best interests of tribes.
- Providing a venue to help educate and assist tribes and their technical staff implement and comply with current polices, regulations, and programs relative to transportation and associated fields.
- Providing a forum for all tribes in Washington, Bureau of Indian Affairs (BIA), Washington State Department of Transportation (WSDOT), and other transportation providers to coordinate all transportation planning issues and needs.
- Improving communications between tribes, BIA, Tribal Technical Assistance Program (TTAP) and Small Urban, Rural and Tribal Center on Mobility (SURTCOM); Eastern Washington University (EWU), WSDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation Planning Organizations (RTPOs), Metropolitan Planning Organizations (MPOs), Emergency Federal Relief for Federally Owned Roads (ERFO), Federal Emergency Management Agency (FEMA), and those organizations serving for the protection of tribal rights and preservation of tribal cultural.
- Coordinating with federal, state and local agencies on transportation funding opportunities and procedures
- Helping to advocate and pursue direct access to national, state and regional funds.

Guiding Principles of the Work Plan

Tribal Planner Capacity: Education, Technical Knowledge, & Staffing

1. Provide education on tribal transportation policies and technical issues, so recommendations and/or options can be provided to decision makers for Tribes, local, state, and federal agencies as needed and/or requested.
2. Coordinate and collaborate with EWU, TTAP, Local Technical Assistance Program (LTAP) and other training organizations to organize and provide training that meet the needs of tribal transportation programs.

3. Provide training, workshops and best practices about tribal planning to include, partnering with stakeholders, tribal fee and trust lands, non-tribal lands, right-of-ways, cultural resources, natural resources, tribal fuel tax initiatives, economic development, tourism, tribal workforce, local state and federal government programs, and funding sources.
4. Provide for round-table discussions to identify best practices and common mistakes made on various types of projects related to transportation and infrastructure.

Facilities & Equipment

5. Coordinate and share information about transportation infrastructure, transit facilities and equipment resources, and identify best practices of tribal transportation programs.

Tribal Data

6. Identify procedures and share data sources for data banks, programs, crash data analysis, and best practices for tribal transportation programs.
7. Help identify options for research and data collection for Tribal Transportation facilities, to include streamlining/consolidating crash data and traffic modeling as related to land use, employment, population, etc.

Funding

8. Improve involvement of tribes in regional funding processes and increase participation in their respective RTPOs/MPOs. Identify and share best practices.

Coordination with Planning Partners

9. Coordinate and participate in Tribal-State Transportation Conference to include educational outreach and fundraising opportunity for the TTPO.
10. Enhance inter-tribal communications and sharing of resources, information, methods, processes and best practices to improve tribal transportation programs.
11. Seek the participation of other agencies and organizations involved and/or affecting tribal transportation to increase awareness and opportunities for tribes. Includes all organizations serving tribal interests, such as NCAI, ATNI, CTAA, IACC, etc.

Tribal Transit

12. Support Tribal Transit, by continuing a transit sub-committee that assists with tribal transits, FTA, WSDOT, and other service providers and funders, that includes new start-ups, shut downs, expanding services, technical documentations and polices, etc.

Safety

13. Develop safety subcommittee to support and improve safety on reservations, tribally owned lands, historically significant lands, and associated access routes by reducing fatal and disabling accidents by using the 4E's as identified by FHWA and by the Washington Traffic Safety Commission (WTSC) Target Zero Plan, including helping Tribe's create, update and implement their Tribal Safety Plans.
14. Support tribal emergency management for major disasters on tribal lands affecting NTTFI facilities, by assisting with developing **emergency management plans** and coordination with ERFO, WA State Emergency Management Division and/or FEMA for recovery services and funding.

TTPO Organization

15. Enhance the organizational effectiveness of the TTPO including but not limited to, establishing self-sufficiency through marketing, fund raising, and outreach to fund support staff for TTPO administration, seeking training opportunities, organizing quarterly meetings, and if necessary, carrying on with the Annual Tribal Transportation Symposium.
16. Conduct quarterly meetings and encourage participation of all Washington State tribes and stakeholders.
17. Conduct annual assessments of TTPO activities and seek input for future endeavors.

Priority Work Plan Emphasis Areas and Deliverables

1. Ensure technical staff are educated on transportation policy and technical issues, so recommendations can be made to decision makers for Tribes, local, state and federal agencies as needed and/or requested.

Emphasis Areas	Deliverables / Timelines
Support tribal training and respond to emergent issues and needs.	On-going / TTAP <u>& SURTCOM (EWU)</u> / BIA / EWU / Tribal-State Transportation Conference
Demonstrate highlights and best practices in project planning, development, construction and maintenance.	Quarterly meetings / reports from Tribes / subcommittees / Tribal-State Transportation Conference
Educate tribes on grant opportunities, writing, implementation and best practices.	On-going / TTAP <u>& SURTCOM (EWU)</u> / BIA / EWU / Tribal-State Transportation Conference
Determine TTAP training services available.	TTAP <u>& SURTCOM (EWU)</u> / FHWA / FLH
Track bills and policies at state and federal levels that address important tribal transportation issues, and keep tribes informed on legal and financial responsibilities.	Quarterly meetings / reports from Tribes / subcommittees / BIA / FHWA / Tribal-State Transportation Conference
Assist tribes with Long Range Transportation Plan (LRTP) development, goals, implementation and best practices.	Reports from tribes / BIA / FHWA / EWU / TTAP <u>& SURTCOM (EWU)</u>
Assist tribes with bridge planning, design, construction and maintenance.	BIA / FHWA / Tribal-State Transportation Conference
Assist tribes with road maintenance issues and best practices.	TTAP / Tribal-State Transportation Conference / BIA / FHWA

Emphasis Areas	Deliverables / Timelines
Assist tribes with pedestrian and bicyclist facility planning, design, construction and maintenance.	TTAP & SURTCOM / Tribal-State Transportation Conference / BIA / EWU

2. Improve the scope and accuracy of data for all tribal transportation facilities and assets on tribal lands.

Emphasis Areas	Deliverables / Timelines
Assist tribes with inventory data issues and asset management.	Quarterly meetings / subcommittees / BIA / FHWA / WSDOT / TTAP & SURTCOM (EWU)
Serve as a forum for tribes to share data information and reports.	On-going / quarterly meetings / subcommittees
Communicate with the Tribal Transportation Program Coordinating Committee (TTPCC) to help tribes and other agencies coordinate and share emergent data issues nationally.	Quarterly meetings / TTPO Officers

3. Improve methods to research and collect data to improve Tribal Transportation facilities, infrastructure and system.

Emphasis Areas	Deliverables / Timelines
Assist in the establishment of local and regional transportation coalitions and committees.	Outreach / on-going
Research and obtain case studies for Tribal Transportation Program (TTP).	Outreach / on-going / BIA / FHWA
Assist tribes with developing a Tribal Transportation Improvement Plan (TTIP) and process to get projects on BIA's TIP.	Outreach / on-going / BIA
Collect and share resources and guides on Tribal Transportation Planning.	Quarterly meetings / subcommittees / BIA / FHWA / library & links on TTPO website

Emphasis Areas	Deliverables / Timelines
Collect and share resources and guides on Economic Development & Tourism.	Quarterly meetings / Tribal-State Transportation Conference / library & links on TTPO website

4. Improve safety on reservations, tribal lands, historically significant lands, and associated access routes by reducing fatal and disabling accidents by using the 4E's as identified in the WTSC Target Zero Plan, including assisting Tribes with creating and/or updating their current Tribal Traffic Safety Plans.

Emphasis Areas	Deliverables / Timelines
Establish subcommittee to promote and improve tribal traffic safety through education and learned best practices.	Quarterly meeting / survey or sign-up sheet
Take role in planning annual Tribal Traffic Safety Summit.	Summit / event planning / safety subcommittee
Assist and train tribes on Road Safety Audits.	TTPO safety subcommittee / BIA / FHWA / FLH / <u>EWU</u> / TTAP <u>& SURTCOM (EWU)</u>
Promote and educate tribes on developing a Culture of Safety and performing crash data analysis.	Quarterly meetings / safety subcommittee / outreach / ongoing
Coordinate with Washington Traffic Safety Commission to make the eTrip crash data system available to tribes.	Outreach / on-going / safety subcommittee
Promote and coordinate tribal involvement in data collection and input for updating state's Strategic Highway Safety Plan: <i>Target Zero</i> , with a focus on tribal lands.	Safety subcommittee / TTAP <u>& SURTCOM (EWU)</u> / Tribal-State Transportation Conference / <u>EWU</u>
Encourage tribes to provide reservation road maps, and tribal crash and safety data to WSDOT's Collision Data for Local Agencies for developing more accurate crash data.	Outreach / on-going / safety subcommittee
Invite tribes to give presentations about their safety programs and best practices.	Quarterly meetings / safety subcommittee

Emphasis Areas	Deliverables / Timelines
Provide representation and continued participation on the WTSC's Tribal Traffic Safety Advisory Board.	Outreach / on-going / safety subcommittee
Assist stakeholders with tribal emergency management and preparedness as related to transportation safety.	Outreach / on-going / safety subcommittee

5. Enhance organizational effectiveness of TTPO, to include but not limited to establishing paid support staff.

Emphasis Areas	Deliverables / Timelines
Maintain roster of participating tribal transportation planners and policy-makers.	On-going / outreach / TTPO Officers / TTPO website
Develop TTPO independence and self-sufficiency by purchasing equipment and services needed to conduct quarterly meetings and maintain communications.	On-going / Quarterly meetings / TTPO Officers /
Seek funding and investment opportunities to improve TTPO efficiency and capacity, to include hiring supporting staff to administer and organize TTPO activities.	Outreach / TTPO Officers
Manage and update the TTPO Work Plan and Objectives.	TTPO Officers / quarterly meetings
Keep TTPO website up to date with links to sites and partners that assist and support tribes.	Outreach / BIA / FHWA / FLH / ATNI / WSDOT / EWU / FTA / TTAP & SURTCOM (EWU) / TUCC / TTPCC / etc.
Seek participation and information from other planning organizations, either federal, state, regional, or local.	Outreach / quarterly meetings
Promote TTPO through multimedia, brochures, newsletters and other briefing documents to enhance TTPO organization and educate on tribal transportation.	Outreach / TTPO website / Tribal-State Transportation Conference

Use Tribal-State Transportation Conference for TTPO Fundraiser and marketing strategies.	Tribal-State Transportation Conference
Seek membership and partnership feedback, through surveys, assessments and suggestions.	Quarterly meetings / subcommittees / TTPO website
Develop partnerships with professional organizations that can provide professional accreditation to participants.	Quarterly meetings / Tribal-State Transportation Conference

6. Encourage participation of tribes in their respective MPOs/RTPOs to seek regional funding, as similar to MPO/RTPO support from WSDOT.

Emphasis Areas	Deliverables / Timelines
Continue coordinating with WSDOT in assessing tribal participation in Metropolitan and Regional Transportation Planning Organizations (M-RTPOs), and updating handbook guide for M-RTPOs and tribal best practices in relationship building and consultation.	Quarterly meetings / WSDOT / M-RTPOs / Tribal-State Transportation Conference / WITPAC
Invite WSDOT to share information on the WSDOT STIP process.	Quarterly meetings
Provide updates of the Washington Transportation Plan and related planning products.	Quarterly meetings
Invite hosting community agency or organizations to present relevant local issues.	Quarterly meetings
Assist tribes with transportation funding opportunities and information about new funding options and sources	Quarterly meetings / Tribal-State Transportation Conference
Assist tribes considering negotiating a new Fuel Tax Compact with the State of Washington.	On-going / quarterly meetings / Tribal-State Transportation Conference
Consult and coordinate with tribes and Washington State on other matters relative to tribal, state, and federal regulations that may affect tribal planning or economic development.	On-going / quarterly meetings / Tribal-State Transportation Conference

Emphasis Areas	Deliverables / Timelines

- 7. Encourage tribal participation in developing tribal transportation policies and programs through the reauthorization of federal, state and regional legislation by offering technical advice, recommendations, and/or options to various Tribal, Federal, State, and Regional decision makers and their established sub-committees or working groups.**

Emphasis Areas	Deliverables / Timelines
Continue to provide a forum for tribes, federal and state agencies, RTPOs/MPOs and committees to provide input into current legislation and improving funding to meet the needs of tribes in Washington.	Quarterly meetings / TTPO Officers
Keep WSDOT apprised of tribal concerns and policy positions.	Quarterly meetings / TTPO Officers / Washington Indian Transportation Policy Advisory Committee (WITPAC)
Provide regular updates, presentations and relevant materials to TTPO members regarding reauthorization of federal transportation program.	Quarterly meetings / TTPO Officers / subcommittees

- 8. Continue transit sub-committee to assist tribes with new transit start-ups, expanding services, technical documentations, policies, etc.**

Emphasis Areas	Deliverables / Timelines
Work with the Federal Transit Administration (FTA) and WSDOT Public Transportation Division (PTD) to help establish new tribal transit systems and expanding service of existing systems.	Transit subcommittee / FTA / WSDOT PTD

Assist with workshops and presentations from FTA and WSDOT PTD to help tribes with technical support and expertise.	Quarterly meetings / Transit subcommittee / Tribal-State Transportation Conference
Highlight tribal transit successes and assist tribes with transit-related problems.	Quarterly meetings / Transit subcommittee / Tribal-State Transportation Conference

9. Establish Right-of-way (ROW) sub-committee that assists tribes with issues related to ROW acquisition and 25 CR Part 169.

Emphasis Areas	Deliverables / Timelines
Seek tribal participation and contacts to address emerging ROW issues.	Quarterly meetings / survey or sign-up sheet / outreach
Develop work plan goals, objectives and deliverables.	Quarterly meetings / ROW subcommittee / outreach

10. Establish Trust land sub-committee that assists tribes with trust land issues.

Emphasis Areas	Deliverables / Timelines
Seek tribal participation and contacts to address emerging trust land issues.	Quarterly meetings / survey or sign-up sheet / outreach
Develop work plan goals, objectives and deliverables.	Quarterly meetings / Trust land subcommittee / outreach

Additional Work Plan Tasks and Deliverables (as needed and time permitting)

Below is a list of additional new and ongoing tasks the TTPO would like to undertake. In some cases, the quarterly TTPO meeting will serve as a forum to discuss these issues as they come up during the period of this Plan. Individual member(s) of the TTPO may also undertake some of the tasks below.

- Election of Officers at Annual TTPO Meeting
- Develop TTPO marketing strategies, fundraisers and seeking donations
- Alternate locations for quarterly meetings, preferably tribal venues and facilities
- Seek full-time staff to administer and seek funding resources to carry out TTPO functions, while maintaining TTPO's non-profit status

DRAFT

Tribal Transportation Planning Organization - Investment Options

Note: all return on investment information is based on an initial \$10,000 account value over a one year term. The three and five year information on the stock funds is provided to give an idea of how these stocks perform over time.

1. **Standard Banking Options – FDIC Insured**

a. Business Checking – 0% (this is what we have now)

b. A Certificate of Deposit (FDIC insured)

CD Term	% yield	Return on \$10,000 Investment
6 month	.10	\$ 10.00
1 year	.20	\$ 20.00
2 year	.50	\$ 50.00
3 year	.69	\$ 69.00
4 year	1.29	\$ 129.00
5 year	1.43	\$ 143.00

c. Money Market - .10% = \$10.00

2. **Index Funds** - an investment with no financial management service option and low fees.

Example is Vanguard Life Strategy funds (fee of .04% or \$4.00) or a Dow Jones Basket Stock (fee of .17% or \$17.00) where performance mimics the stock market.

Stock Name (Stock Symbol)	5 yr % yield	3 yr % yield	1 yr % yield	Return on \$10,000 Investment
Dow Jones Basket Stocks (DIA)	13.4	12.2	25.3	\$ 2530
Vanguard Total Stock (VTSAX)	14.3	13.2	22.6	\$ 2260

3. **Active Stock Market Investments** – hire a financial advisor to manage investment account (fee of 1% of total stock purchased, so cost for \$10,000 is \$100.00). Stocks limited to only individual, value stocks paying dividends. The following are just examples of this type of stock.

Stock Name (Stock Symbol)	5 yr % yield	3 yr % yield	1 yr % yield	Return on \$10,000 Investment
3 M (MMM)	134	59	29	\$ 2900
Johnson and Johnson (JNJ)	101	38	16	\$ 1600
Coca Cola (KO)	21	8	10	\$ 1000
Boeing (BA)	265	112	97	\$ 9700
McDonalds (MCD)	77	80	43	\$ 4300

The fine print...As with all investments, past performance does not guarantee future results.

Current funding: Balance of about \$31,000 (\pm) from past donations sits in a checking account that does not draw interest. These funds available to purchase equipment, services, or other allowable costs deemed necessary for TTPO.

Annual dues of \$7,000 nearly sufficient for TTPO's annual budget. Without future donations or investments, the existing donated funds will eventually get depleted over the next few years as the cost of living increases.

Options summary: Options above are examples of investing \$10,000. Summary of the given options;

- Option 1 is the safest, but provides a very conservative return that would take too long to be beneficial for TTPO.
- Option 2 currently shows opportunities for favorable returns, but also includes risk to the investment.
- Option 3 has risk, but using a financial advisor may give merit to a 1% fee with successful higher returns. Essential to find a trusted financial advisor knowledgeable of investment options.

Option 3 is favorable, where we may withhold a minimum \$10,000 in checking (or combined checking & savings) account for emergencies. Leaves \$21,000 to invest in both short and long term investments. Pay financial advisor 1% (\$210) to recommend how long or how much to invest into the various stocks. Financial advisor (CPA) shall consult with TTPO before investing.

Based on the yields given above, an investment of \$21,000 to an individual stock could give annual returns as follows; 3 M at \$6,090, McDonalds at \$9,030 or Boeing at \$20,370.

As given in updated Work Plan: To enhance organizational effectiveness; Develop TTPO independence and self-sufficiency by purchasing equipment and services needed to conduct quarterly meetings and maintain communications; Seek funding and investment opportunities to improve TTPO efficiency and capacity, to include hiring supporting staff to administer and organize TTPO activities; and Use Tribal-State Transportation Conference for TTPO Fundraiser and marketing strategies.

TTPO Officers have discussed purchasing a laptop, projector and conference call services to support meetings. Estimate a good laptop and projector at about \$1,200. The call-in options are abundant and variable, but will save on travel costs for tribes. Video conferencing is an option. Estimate cost from \$150 to \$350 annually. There are free teleconference services, but are subject to local long distance service charges for the caller. All are subject to surcharge fees and taxes.

Laptop and projector are a purchase that may give about 5 years of functional use. To determine a desirable teleconference service, we need to start contacting vendors to see what may work best to meet our needs.

**Small Urban, Rural and
Tribal Center on Mobility
(SURTCOM)**

Tier 1 Center

*FAST Act Research Priority Area:
Improving Mobility of People and Goods*

Lead Institution:

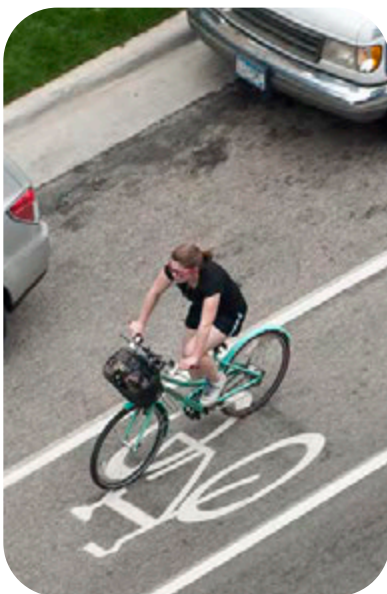
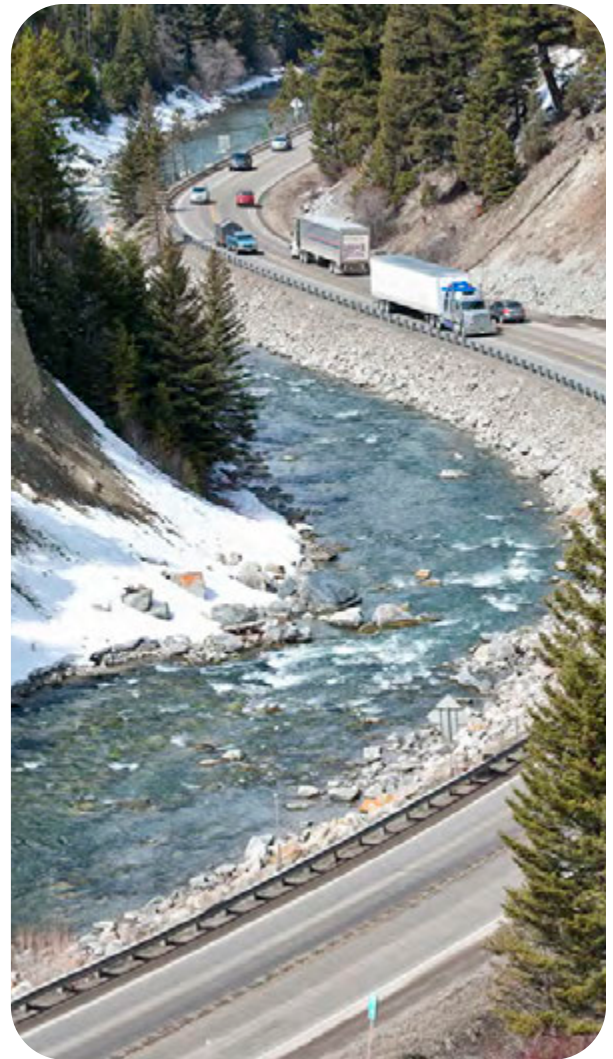
Western Transportation Institute
College of Engineering
Montana State University
PO Box 174250
Bozeman, MT 59717-4250

Consortium Members:

Small Urban and Rural Transit Center
Upper Great Plains Transportation Institute
North Dakota State University
PO Box 6050
Fargo, ND 58108-6050

And

Urban and Regional Planning Program
Northwest Tribal Technical Assistance Program
Eastern Washington University
668 N. Riverpoint Blvd., Rm 384
Spokane, WA 99202-1660



Overview

The Small Urban, Rural and Tribal Center on Mobility (SURTCOM) will focus on research that improves the mobility of people and goods in small urban, rural, and tribal areas. Through SURTCOM, mobility research will prioritize topics that advance long-term goals to:

- Increase access to opportunities that promote equity and provide ladders of opportunity through mobility;
- Implement innovative multi-modal solutions in these areas;
- Implement services that affect modal shifts; and
- Implement ridesharing and alternative forms of transportation.

Secondary research activities will include:

- Implementing smart cities innovations in small urban, rural, and tribal communities;
- Increasing active transportation modes, especially walking and cycling; and
- Addressing mobility issues on Federal lands.

SURTCOM will be led by the Western Transportation Institute (WTI) at Montana State University, in collaboration with the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University, and the Northwest Tribal Technical Assistance Program (TTAP) at Eastern Washington University. SURTCOM will build on the research and expertise of Small Urban and Rural Livability Center, a current Tier 1 UTC, which highlights the need for improved mobility in areas other than larger urban spaces to ensure that all communities have transportation options that improve economic opportunities and quality of life for their residents.

Preparing Our Transportation System for the Future Challenges set forth in DOT's *Beyond Traffic 2045: Trends and Choices*

Beyond Traffic 2045 documents numerous important demographic trends regarding projected movement and growth of populations that relate to the proposed Center:

- By 2050, emerging megaregions could absorb 75% of the U.S. population; rural populations are expected to continue declining.
- Our cities and suburbs are growing and the population in rural areas is declining.
- As many metropolitan areas grow, rural populations and some economically challenged metropolitan areas are shrinking.
- The number of Americans over the age of 65 will increase by 77%, and about 1/3 of people over 65 have a disability that limits mobility

While these trends point to the need for expanding transportation options in urban and suburban areas, they also illustrate the need for ensuring that rural areas can *provide and retain* adequate services to meet the daily needs of residents and connect them to larger cities when they need access to transportation hubs, medical services, educational opportunities, and more.

While some may argue that resources need to be focused on megaregions if they hold 75% of the population, based on projections, the number of people living in rural areas would be more than 97,500,000 people, which is slightly less than the current combined populations of California, Florida, New York and Texas, the four largest (most populated) states. It would be unthinkable

and imprudent to not provide resources to improve mobility (transportation) issues in rural and tribal areas that serve nearly 100 million people. Expanding and enhancing transportation options in rural areas can be more difficult to implement because of limited resources, longer distances between destinations, and dispersed populations. In addition, transportation options must be adapted to meet the needs of the growing elderly populations in rural areas and on tribal lands.

SURTCOM will address these challenges by identifying and evaluating transportation strategies, technologies, systems, and networks that will enhance transportation and mobility options for rural areas, small urban communities, tribal areas, and federal lands. Research will focus on solutions that are cost-effective, technologically feasible, and sustainable in these environments, as many mobility options that are effective in urban environments may not work in remote or less-populated settings. This approach will prepare rural areas, tribal areas, and federal lands to prepare for emerging trends and put effective systems in place.

[Addressing Challenges for Underserved and Underinvested Communities set forth in DOT's *Beyond Traffic 2045: Trends and Choices*](#)

As noted in the original SURTCOM proposal, research activities will address the *future challenges* faced in small urban, rural and tribal areas; as these areas are often the most *underserved and underinvested communities*. **Specifically, as the term “Tribal” is only used once in the 322 pages of *Beyond Traffic 2045*, SURTCOM has identified tribal areas as an underserved and underinvested community.** The proposal noted that although identified as a priority issue, mobility has received less attention than other transportation issues in recent policy documents and initiatives, especially mobility issues related specifically to small urban, rural and tribal areas. The plan for this Center will focus on increasing the understanding of mobility challenges for these areas, and advancing effective solutions.

The mobility (ability to move from one place to another) of an individual may be affected by health and/or disabilities, financial resources (the ability to pay for mobility), and age. For individuals who cannot drive, who choose not to drive, or who lack access to a vehicle, mobility is dependent on access to public transportation or other alternative transportation. Rural and tribal areas face many challenges in this respect:

- Rural populations tend to be older. The median age is 43 in rural areas and 36 in urban areas. Approximately 16% of residents in rural areas are 65 or older, compared to 13% of those in urban areas (U.S. Census – 2010).
- Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas. Only 0.5% of rural residents use public transportation to travel to work, compared to 6% of urban residents (American Community Survey 2011-2013).
- The 2009 National Household Travel Survey shows that while rural residents between 19 and 64 years of age take 7.3% fewer trips than their urban counterparts, rural residents travel 10.2% more miles, nearly 3,000 extra miles per year.

SURTCOM will strive to address all factors that affect the mobility of individuals and communities in small urban, rural and tribal areas, and will focus on all modes of transportation

that can be used to increase mobility. Improving mobility has a profound impact on improving the opportunities for residents of these underserved communities:

- Residents have improved access to an expanded range of jobs and schools, which will improve their career options and long-term earning potential;
- Business are more likely to locate in areas with good mobility, which increases the economic vitality of communities;
- Quality of life is improved when residents have access to medical care and other essential services;
- Regions that offer “livable communities” (public transit, walking/biking options, etc.) attract Millennials and young families who can revitalize and sustain community development.

SURTCOM will also seek to assist tribal areas meet special provisions set forth in FAST ACT to report tribal transportation data (roads inventory) and tribal traffic safety data (crash data). These issues have gained prominence due to lack of GIS mapping of Tribal Roads at the national level, as well as the need for consistent reporting of roads data and projects by tribes SURTCOM consortium partner, Northwest Tribal Technical Assistance Program, will take the lead in conducting research and providing technical transfer activities on GIS utilization and reporting for Road Inventories and for Traffic Safety.

[Making the Mobility We Want and Need Possible. Achieving Broader Social Goals through Mobility \(Creating Ladders of Opportunity\).](#)

As noted in the proposal, SURTCOM would continue some of the work of the Small Urban and Rural Livability Center (SURLC), which continues to conduct research projects that are improving the mobility of people and goods in small urban, tribal and rural areas. Three projects that highlight how mobility can lead to Ladders of Opportunity include:

Park County Transit Feasibility Study: This research showed how employees traveling between Powell and Cody (Wyoming) could spend nearly \$8,362.50 per year on their commute (50 miles roundtrip per work day). The study noted that if van pool services were offered, commuters could save nearly \$7,000 per year, and employers would have access to individuals who may not be able to own or operate a car.

Big Sky Transportation District: Through research, leadership, technology transfer and workforce development, this project has created a transit system and van pool program that provides mobility to a workforce where some individuals commute 60-miles one way to job opportunities in Big Sky, Montana. This project allows for cost-effective commuting, so people keep more of their earnings for other expenses, and don't spend money on transportation.

Mobility Mindset of Millennials in Small Urban and Rural Areas: The purpose of this research project was to determine if Millennials in small urban and rural areas had the same mobility mindset as those in large, urban areas. After reviewing the available literature and deploying a survey, the researchers concluded that, as a whole, Millennials in small urban and rural communities do not have the same mobility mindset as those in large, urban areas. Some of the differences seen are that Millennials in small urban and rural areas are: More likely to have a high school diploma or Associate's Degree (as opposed to a Bachelors' Degree); have a lower number of student loans, with lower values; have a higher percentage of annual income earners making

less than \$20,000 per year; more mono-modal for average weekly reported travel; and are slightly less likely to move. It is research projects such as these that highlight the need to improve the mobility of people and goods in small urban, rural and tribal areas.

Research Priority: Improving mobility of people and goods

Our research priority is the improving mobility of people and goods, specifically in small urban, rural, and tribal areas. As noted herein, the demographics in small urban, rural and tribal areas are different than the large urban or megaregions.

Starting on Page 6 of the proposal, specific research projects were noted to address improving the mobility of people and goods. Collectively, these projects will strive to:

- Help rural areas, small urban communities, and tribal areas identify and implement enhanced mobility options;
- Advance transportation options for transportation-disadvantaged groups including older and disabled Americans;
- Identify technology options that facilitate commercial operations into and out of rural areas, small urban communities, and tribal lands

Those research projects, which will help the U.S. Department of Transportation address the emerging challenges and opportunities over the next five years, and beyond, include the following:

- Rural Transit Fact Book
- Commercial Package Delivery through Public Transportation Systems in Rural States
- In Search of Simultaneous Benefits of Infrastructure Provisions on Freight and Bicycle Movements
- Developing an Effective Transit Network for Small Cities: Impacts of Network Design and Land Use on Ridership, Coverage, and Efficiency
- Use of Technology by Rural and Tribal Transit Systems
- Improving Transportation Mobility for Aging Adults
- Tribal Transit Programs and Regional Transit Connections
- The Cost to Drive: Real and Perceived Limitations to Auto Mobility on Rural American Indian Reservations
- Improving Mobility through Smart Growth Alternative Design for Reservations: Assessment and Frameworks for Smart Growth Principles on American Indian Reservations

Summary

In short, based on the information noted herein, as well as the original proposal, SURTCOM will address the issues noted in Beyond Traffic 2045, and should be selected as a Tier 1 Center.