

Tribal Transportation Planning Organization
Pascal Sherman Indian School
Omak, WA
August 9, 2012
Minutes

I. Introductions

Jim Longley, (Nisqually Rep. TTPO President), welcomed everyone to the TTPO and made introductions.

Jim requested adoption of the January and April 2012 minutes. Motioned by Annette Nesse (Jamestown S'Klallam Tribe), Seconded by Andrew Strobel (Puyallup Tribe)

Approved ## to 0

II. Colville Welcoming Remarks

Jason Palmer introduced Colville Tribal Chairman John E. Sirois. The Chairman welcomed the group and thanked everyone for traveling to Colville and sang a travel/welcome song.

Jason then introduced Omak Mayor Cindy Gagne who welcomed the group and thanked everyone for coming to Omak and invited everyone to attend the Stampede.

III. Roll Call

All Tribes were represented by one voting member except of the Nooksack Tribe. Nooksack had two voting members present; Keri Shepherd will be the 'official' vote for Nooksack.

Jim thanked Jason and commented on the beautiful facility they provided for the meeting.

IV. Treasurer's Report

Annette Nesse distributed the treasurer report. There were no expenditures or revenue for the quarter. She informed the group that billing /invoice procedures are about finalized and will be issued soon. She also stated that Jamestown and Nisqually will donate funds by the next meeting (Jamestown-\$3,000.00 and Nisqually \$3,000.00).

Jim acknowledged the late arrivals and introduced Megan Cotton (WSDOT Tribal Liaison), Bob Jewel, (Shea Carr Jewell), and Ed Conyers WSDOT.

V. Colville Tribe Transportation Projects Presentation

Jason Palmer presented and gave a history of the reservation. The Confederated Tribes of the Colville Reservation is comprised of 12 bands and became federally recognized in 1872. Current boundaries are 1.4 million acres (2,100, sq miles) historically tribal lands were twice that size. The reservation is approximately the size of Delaware. They have a diverse geography and the Tribe has 2,184 miles of inventoried roads (527 gravel, 885 primitive, 772 paved).

Jason provided a PowerPoint of the various projects that Colville has been working on and then covered the recent storm event that created a federally declared disaster in the region.

Current Projects:

Colville reservation has two ferries. One is a BIA/Tribal ferry that runs from SR 25 to SR 3 east of the reservation. It is a one mile crossing over the Columbia River. The Colville Tribe operates and maintains it, the BIA purchased it.

The Keller Ferry crosses the Columbia River on SR-21. WSDOT and Colville are working in partnership to replace the ferry that entered service in 1954. The new one will be named Simpwell (People of Great Water). The ferry is currently operated by WSDOT. Previously the Colville Tribe provided transit service along one route (Omak to Grand Coulee Dam). They are adding a new route that will travel to Nespelem. The Tribe provides the vehicle(s) and maintenance and the Okanogan County Department of Transportation provides the labor.

Nespelem School Loop Road and Bridge Improvement Project. This route receives a high volume of child pedestrian traffic to the school. There is currently no walking (pedestrian facilities) for the kids to use. The road is narrow with no shoulders and the bridge is old, narrow, and failing.

One of the challenges of this project was that they needed to reroute a stream at the bridge site during construction and the Tribe had a very heavy rain season. They also ran into the issue of hitting utilities that were unmarked. On July 15, 2012, a major storm event occurred on the reservation and surrounding counties. Heavy rains closed SR-97. It was under 3 feet of mud and railroad tracks were completely washed away. Immediately following this event, a major wind storm occurred. This led to Omak shops being flooded, cars were stuck, trees knocked down on a variety of critical infrastructure including several road blockages, power service was knocked out, and several powerlines were down. Over 386 miles of Tribal roads were impacted during this disaster.

Okanogan and Ferry Counties were declared a federal disaster area and are currently processing FEMA claims.

It took 1 week to reach one of the community facilities.

A lot of the sites had to be accessed via air, as roads were impassable. Jason showed a picture of the convergence of the two storms responsible for this disaster.

The area impacted was from Keller to Darville, WA. The majority of the area was without power for about a week and currently there are a few areas still without it. Thankfully there was only one injury that occurred during the clean up (a broken leg). Current costs for tree removal from this event are at \$55,000.00 and the work is not fully complete yet.

Jason invited everyone to attend the Stampede and offered some passes to the group. He also gave a brief history of the Suicide races. They were started because "we are Horse People".

The Stampede Rodeo has been happening for 77 years, and includes a carnival, art show, and wine tasting. He is on the committee that oversees the race and at 5 PM there will be a veterinarian final check up of the horses, opening prayer, and then drawing for the positions in the lineup of the race. This is a cultural event and the Tribe and City of Omak continue to try to incorporate more culture into the Stampede and Suicide race every year.

Colleen Jollie (Womer and Associates) thanked Colville for the awesome job they are doing with Traffic Safety Projects.

Jason stated that Carla Mahoney is the traffic safety coordinator for the Tribe and deserves the credit. There are some great videos on the Tribal website under the transportation department, a ferry video and a traffic safety video. The ferry generates

only about half of the funding necessary for operational costs and the video explains the importance of the ferry service.

Map-21 Review

Presented by Richard Rolland (NWTTAP) starting off with an explanation of the 4 A's (authorization, appropriation, allocation, and?) and how the federal government relates them to MAP-21.

MAP-21 basically follows the ISTEA themes of performance-based deliverables and partnerships and simplified existing programs, a safety component, emphasis on job creation and requires improved delivery times while rewarding innovation. Stable funding is provided through FY14 at FY12 levels. There are no earmarks, and most discretionary programs have been eliminated. The majority of funding is being put into the Interstate Highway System and National Highway Program.

The TIFIA (lending program) Program is more flexible and has more funding under the new legislation providing loans with a 2% interest rate for 35 years. Additionally, there is an emergency relief component. Agencies must follow title 1 not title 2 specifications and are allowed lump sum project payments. According to a recent FTA presentation, there will be \$5 million for discretionary transit funding and 25 million for formula-based funding in the 5311 Tribal Transit Program. The bad thing is that the allocation of these funds is not intended for Tribal Communities, but will be using reservation population numbers. This will decrease funding for many existing programs. The population numbers will be from Census data, not service population which would be a more accurate representation of service users.

Richard introduced Jim Brophy (FHWA) who added additional information on MAP-21. There is a new Tribal Transportation Program and FHWA is still working some of the details out of MAP-21. The remaining IRR FY 2012 funding should be coming by the end of August. Richard noted that the actual funding levels of MAP-21 will be less than under FY 2012 SAFTEA-LU funds due to the addition of programs under MAP-21 and there will no longer be a set aside.

Jim Brophy noted that maintenance funding increased to 25% or up to \$500K (whichever is greater). The IRR High Priority Program (HPP) has been eliminated. After allocation of funds, any remaining funds will be distributed evenly among all tribes, but this is not realistic because there will likely be no leftover funds.

An odd fact about this is that it is a two- year bill, but the transition funding is outlined for the next four years. The general though is the new Safety Program (2% set- aside) will work similarly to how the Bridge and HPP programs worked under the old legislation.

Richard noted that Mike Marshand (Colville Tribe, IRRPCC Member) regrets not being able to be at the TTPO meeting, but will be in MN. He stated that Mike asked for recommendations to nominate folks to the IRRPCC and Jim Beard (Umatilla Tribe) has recommended a Umatilla representative. Ed Koltinowski (Gibson Traffic Consultants) asked who does the selection for the committee? Richard answered that Leroy Gishi (BIA) makes recommendations to the Secretary of Interior for appointments.

Jim Longley thanked both Richard and Jim Brophy.

VI. WA Traffic Safety Commission Update

Darren Grondel (Washington Traffic Safety Commission Director) thanked Colville and TTPO for the invite to speak. He is a new appointment as Director of WTSC and said he is grateful for the appointment and looks forward to working with Tribes. He is a former Captain in the WA State Patrol for the past twenty years. Over the last 8 months half of the WTSC staff has turned over and they will be identifying a new Tribal Liaison soon. The WTSC was established in 1967. It is made up of a 10 member commission. In 2000, Target Zero was started and this program has made huge changes and improvements in safety. The Target Zero Plan is revised every three years and he stressed the importance of forming partnerships to achieve the plans goal of zero fatalities by 2030.

In 2000, 5 organizations helped to write the original plan, by 2007 49 organizations participated, and by 2010 over 99 organizations were assisting in the revisions of the plan.

Colleen Jollie (Womer and Associates) asked if WTSC will continue the Native American Advisory Council. Darren stated, yes, the new manager will do that.

He also stated that both the Colville Safety Video and Protecting Our Future Video are available on the WTSC website.

Currently Target Zero is the top program in the USA and WTSC grants will start being released in January due to new legislation.

Annette Nesse stated that Jamestown has a project with data for an area they are trying to prevent accidents in. She would like some good grant writing suggestions for it.

Darren recommended getting a local Target Zero representative to help.

Jim Longley thanked Darren.

Elwha Dam Removal

Presented by John Patrouch, USR Corp, presented a slide show on the current status of the removal of the dam. Total Project cost is at \$35 million and it will free 70 miles of river. This is predicted to increase the Salmon runs from 400 annually to 400,000 and will take 30 years for full restoration.

Jim Longley thanked him and stated this is a world class project and others are looking to see if it will work elsewhere. Currently they have found native salmon above the dam site and to date, 90 feet of dam are left to remove. Work will stop for the season on September 15, 2012.

Federal /State Programs

Josh Johnston, Tribal Liaison with WA Department of Licensing, gave a briefing. He handed out a document titled "Fuel Tax Agreement". The Fuel tax report has not been released yet however it will happen soon. The handout covers the history of the reports. Jim Longley asked if it is required that tribes release the dollar amounts to DOL and the public. Josh stated no, but we (DOL) know how much because they issue the reimbursements.

There are three types of agreements, "per capita" (this is based on tax and average fuel use by enrolled Tribal members), 75% / 25% Agreements (must be spent on transportation and public safety projects), and there is one "judicial decree". There are

22 agreements total, 15 are the 75/25 split, 1 decree, and 6 “per capita”. The overall amount of gas taxes generated last year was \$8.8 Million, with tribes receiving revenues of \$6.6 Million.

Jim Longley stated that the importance of these compacts is that 5 of 6 allowed expenditures of the funds are dedicated for transportation and the remaining is for law enforcement. Some additional minor discussion occurred that is available upon request to tribal representatives due to pending litigation.

Washington State

Megan Cotton reported on the WSDOT Tribal-State Conference that will be held on October 2 and 3 at Northern Quest in Spokane. She reviewed the new format (1 ½ days, various sessions).

Keri Shepherd requested projects for presentation from the group on behalf of Casey Stevens at Stillaguamish Tribe, and for the Safety Track.

Megan restated the difference between the TTPO and WITPAC and the WITPAC meeting is September 12, 2012. She will be requesting confirmation of delegates, alternates and contact information shortly.

Megan Nicodemus (TTPO Tribal Liaison, WSDOT) said that Kerri Woehler is the new rail person at WSDOT. She couldn't make the meeting, but is requesting comment on the State Rail Plan (see handout).

Megan Cotton said a formal steering committee request is coming for the Rail Plan.

Megan Nicodemus commented on the recent coal spill in Yakima and how it is becoming a hot topic, Richard Rolland concurred.

TTPO Business Update

Red Plains donated a blanket for the meeting to be raffled off. The TTPO officers requested donations for the raffle items and that the funds will be donated to Colville for their recent disaster. Membership agreed, and collected \$248. Jim thanked everyone again for their donations.

The officers gave an update on the details of the operational manual and forms that they created and will be forwarding to the Board for review as requested during a previous board meeting. Once the Board approves these documents, they will be presented to the TTPO for a full membership vote and adoption.

Jim stated that the issue of creating a website not run by WSDOT was brought forward by some of the membership and he was asked to bring it up for discussion. He would like to know what the group would like to do. Greig Arnold stated if it isn't broken, why fix it? Let it stay with WSDOT for now. We need to take care of the administrative details first, and then work on the other stuff; and Jim agreed.

Richard Rolland asked what the budget looks like. Jim states he didn't know yet due to the dues collection schedule not having been adopted yet. He will write a budget after the TTPO confirms the dues collection process and invoicing.

Jim stated that Keri brought up the idea of creating a TTPO /Transportation Planning 101 for elected officials and the general public. Swinomish rep. liked the idea and Richard volunteered to help set it up. Jim will add it as a future agenda item.

VII. Announcements

Richard Rolland announced some future trainings and meetings.

- August 28-30 National Safety Conference in Prior Lake MN
- September ATNI meeting 22-29 at Umatilla
- October 2-3 WSDOT state conference at Northern Quest
- April 15th is the NWTAP ATNI annual symposium

Jim requested folks to fill out the NCAI crash report survey and recommended that it be sent out again due to little response.

Jim mentioned the Tools of the Trade Symposium in Big Sky Montana in mid-September. It looks like a very good learning opportunity, put on by TRB, Richard concurred.

Greig Arnold asked what the status is of the job descriptions for the Board and Officers. Jim stated that the Officers have drafted the documents (per board instruction) and they need to be reviewed by the Board. Greig requested a vote from the membership on these documents at the October meeting. Keri will compile the duties and variations of the positions and submit to the board for review.

Kirk will need to request a Board meeting that also deals with the resignation of Dena Moses from the Spokane Tribe. Keri Shepherd introduced Dez Hayes the transportation planner for Spokane Tribe and recommended that she replace Dena on the Board.

Meeting Adjourned