

Tribal Transportation Planning Organization

Crown Plaza Hotel- Portland, OR

April 17, 2013

Minutes

I. Introductions

Kirk Vinish (Lummi Nation) welcomed everyone to the meeting. The following items will be added to the agenda.

- Deb Bray (Tulalip Tribe) will no longer be on the board and needs to be replaced.
- Membership requested a briefing on the Commerce Plan and how the Growth Management Act is implemented.
- Discussion of establishing a TTPO Work Plan Sub committee
- Michael Cardwell (Quinalt Nation) will give the IRRPCC report in place of Rick Galloway.
- Discussion on email vote and bylaws

Gordon Nielson (Skokomish Tribe) moved to approve agenda changes, Michael Cardwell seconds

Approved *** to 0

Roll Call- One Tribe was represented by more than one person, Stillaguamish Tribe voting member -Casey Stevens.

Minutes-2-21-2013 meeting minutes will be held over until the next meeting.

II. Tribal Transportation Funding-*Sequester Impacts*

Presented by Larry Ehl-Transportation Daily News

There are no discussions at the federal level about Sequestration, the timing of MAP-21, federal transportation funding, Highway Trust Fund, High Priority Project (HPP) funding and freight planning at this time.

Sequester implemented across the board spending cuts to all programs-defense, social services, etc... There was hope that this "Nuclear Option" would be too painful for both sides but didn't happen. Currently both parties are trying to restore cuts to various programs, but this is likely not going to go anywhere. The Highway Trust Funds (transportation funds) are exempt from these cuts. However, the general funds will be cut so Amtrak, TIGER Grants, Transit New Starts, and Aviation will see a 5-6% cut across the board.

There recently was a reverse in spending cuts on meat inspectors only because of FDA, health threats and various other impacts. There is a current push to reverse the cuts to air traffic control (move out of the sequester package), but Larry doesn't feel this will occur. Some communities will pay to keep smaller airport towers open.

The White House opposes reverse of these cuts because they want a big picture fix. Big overall issue is currently we are spending up the exhaust of the highway trust fund and they may make it through 2014 then will be empty. There will not be any new fuel tax at the federal level. Education, veterans, housing, and other social programs don't have separate funding, so these programs do not want to supplement the Highway Trust Funds with general funds. The big winners of the sequestration are the Lobbyists.

History has shown that it is likely a new bill won't be passed by the expiration date of MAP-21, however the need to pass legislation before it expires is greater now because the highway trust fund is broke. There are transportation subcommittees already holding meetings about MAP-21. Currently the senate is working on waterways (locks, ACE, dams, etc..) legislation and funding. House is as well, but is really behind because the new membership needs to be brought up to speed and educated on the issues. It is doubtful a draft will be out this year, maybe early next year even though Senator Boxer is pushing the issue. It is predicted that there will be more hearings on MAP-21 in the fall after the water infrastructure issues are done and the new members get educated.

Edward Koltonowski (Gibson Traffic Engineers) asked if Larry has heard anything on Tribes and how MAP-21 impacts them. Are any tribes lobbying? Larry Ehl states no.

Kirk Vinish asks if Larry has heard anything on Indian Affairs Committee. Larry stated he checks it regularly but hasn't heard anything. He believes that the Highway Trust Fund will not get a gas tax increase to fund it and doesn't think vehicle miles travel (VMT) tax will occur either because VMT tax is bad for rural regions and the public views it as too much "big brother watching".

Michael Cardwell stated we may be able to market the use of general funds and maybe Tribes could help with gas tax for additional money. We should continue to use

the general funds for services, let the highway funds empty and then apply new user fees to fund transportation.

Dan _____ (Upper Skagit Tribe) asked for an overview of the gas tax. Larry stated the federal amount is \$0.185 per gallon. This amount hasn't been raised since the 90's and it was raised 10 years before that but not for not transportation funding and there have been significant DOT reductions.

Edward Koltonowski stated that if a current rate of inflation would have been assessed it would be \$0.89 per gallon as of today. A portion of the federal gas tax goes towards transit (not at the WA State level though).

Michael Cardwell asked how much do hybrids help with maintenance costs and building new roads, how we get their contribution to the infrastructure.

Larry Ehl stated that it is the common opinion that the environmental benefits outweigh need for hybrid drivers to pay for roadways. There are 30 states holding the hybrid tax fee debate at this time.

Richard Rolland (NWTTAP) stated the Highway Trust Fund is made up of tire money, gas tax and leaking storage tank funds. Currently it is thought that the funding issue will be pushed to each state to come up with their own fees to support local infrastructure.

Larry Ehl stated large projects need to look to the local level for funding. Future funding will come from states and regional sources, not the federal government.

Gordon Neilson stated there needs to be some type selection process and prioritizing at the federal level because we have too many roads to maintain. In the past, some communities taxed themselves to provide transit and then the state pulled its money from those projects and passed it back to maintenance funds. The current freight plan is going to be an issue for Indian tribes.

Larry Ehl wonders how many elected officials actually think about freight and roads. He feels it is not there top priority and that most agencies do not think about freight outside of I5 and I90. The major think tanks are of the opinion that pavement isn't crumbling and that transportation is only trying to make more money. Transportation professionals are victims of their own success because we found ways to fix infrastructure with budget cuts but that was mainly due to innovations in technology.

Freight concerns are valid and tribes need to find out how to add value to routes that are the sole access road to their communities. We need to educate people on the freight plan so they do not continue to ignore low volume roads because they are as important.

Michael Cardwell stated that Tribes need to show why roads that are low freight volume are of high value because of economic generating factors like casinos and tourism.

Megan Cotton (WSDOT) stated that AIANTA Website has a new report on how tribes are large economic driving forces for communities in tourism and gaming.

Kirk Vinish thanks Larry Ehl and suggested that TTPO have him present regularly at the meetings.

III. Interagency Coordination-Tribal Planning Guidebook

Presented by Megan Nicodemus, Judy Lorenzo, and Matthew Kunic-WSDOT

Megan Nicodemus introduces Matthew Kunic. Matthew informed the group that WSDOT is going to do maxim outreach and are working on a work plan now to identify dates for draft plans, comments, etc...The new version of the guidebook should be done and out sometime next year.

Kirk Vinish asked who currently maintains the TTPO website. Megan stated it is WSDOT and that the TTPO needs to coordinate with WSDOT with what they want put on the web. Judy Lorenzo (WSDOT) requested that the TTPO identifies a point person to make sure we get the correct content on the TTPO website and that what WSDOT puts up is current.

Kirk Vinish recommended that WITPAC hold discussions about the High Priority Project (HPP) Program at the next meeting.

IV. TTPO Business

Treasurer Report- presented by Annette Nesse (Jamestown S'Klallam Tribe) Currently TTPO has \$21,800.43. The TTPO paid for food for this meeting and Larry Ehl to travel and present at this meeting.

Commerce Plan and GMA Compliance-Keri Shepherd (Nooksack Tribe) stated that it was requested that the TTPO see about having the WA Commerce Department come and present on their plan and implementation of the GMA in it. Keri Shepherd stated there was not enough time to coordinate a presentation but will try and secure one at a future TTPO meeting. Richard Rolland stated there is a new series guidebooks in the plan that include Tribes and the TTPO should link to them on their website. Richard Rolland will assist Keri to get a presentation for a future TTPO meeting.

TTPO Work Plan-Judy Lorenzo requested an updated work plan. Dez Hayes (Spokane Tribe) recommended creating a small working group to update the plan. Volunteer members to Dez Hayes, Michael Cardwell, Jim Longley (Nisqually Tribe), Keri Shepherd, Andrew Strobel (Puyallup Tribe), Richard Rolland. Richard Rolland will set up and host a web conference for the group. Keri Shepherd nominated Dez Hayes to lead the group.

Motioned by Kirk Vinish, Seconded by Michael Cardwell

Approved ___ to 0

By laws- Kirk Vinish requested that any by-law amendments be sent to him. He will compile them and then send out to the group for a blind vote. Comments need to be in by mid May and he will send out an email request for comment.

V. Announcements and Reports

WSDOT MPO/RTPO Coordinating Committee Report- Kirk Vinish will resume attending these meetings.

Target Zero Report-Richard Rolland played the recent Target Zero Video for the group from the Washington State Transportation Commission Website. He stated we are lucky that WTSC actively seeks tribal input and has a tribal section under the plan. Many other states do not do this.

ITA Report-Not Given

Chris Robideau from Red Plains Professionals offered to create some mock up websites for the TTPO and offered to host the site for free. Chris will make sure the TTPO will own its website and Kirk Vinish stated that the mock up website will be emailed around with the by-law changes.

WITPAC Report-Meeting date has been rescheduled. New meeting time and agenda will be forth coming in the next few weeks.

IRRPCC Report-Michael Cardwell is back representing on the committee. The committee has not met recently.

VI. Good of the Order

Next Meeting-August 20th, 2013, Lummi to host

Richard Rolland stated that Transit funding will be looking at Title IV and other documents and will be needed for future FTA funds and tribes should look at addressing these topics. Jim Brophy is doing ok but in the hospital.

Kirk Vinish stated that the next meeting will address the vacant board member after confirmation of Tulalip withdrawal.

Judy Lorenzo announced that money for travel is available via WSDOT for the next ATNI meeting.

Adjourned

DRAFT