

Tribal Transportation Planning Organization
Quarterly Meeting
Puyallup Tribe
Chinook Ballroom, Emerald Queen Convention Center
Fife, WA
February 11, 2015
Minutes

Introductions

Michael Cardwell (Quinault Nation), TTPO President called the meeting to order. Keri Shepherd (Nooksack Indian Tribe), TTPO Secretary, TTPO Transit Sub-Committee Co-Chair, asked for a clarification of voting members for tribes with multiple attendees: Casey Stevens, TTPO Chairman voting for Stillaguamish, Richard Carpenter for Quinault, and Al Pinkham, TTPO Board Member for Yakama.

Everyone introduced themselves. (sign-in sheet attached) Keri introduced the minutes of November 12, 2014, that had been e- mailed out to members. Michael moved to adopt Joni Soriano (Sauk-Suiattle Tribe), seconded. Discussion - Casey, # 3 Tribal Advocacy, WTP update the discussion was more about need for increased inter agency coordination. Keri concurred and will modify the minutes. Question was called for and minutes were adopted with amendment.

Approved 12 to 0

Recognition Presentation

Andrew Strobel (Puyallup Tribe of Indians), Transportation Planner and TTPO Vice-president welcomed everyone and introduced his presentation. The Puyallup Tribe's situation is unique. The presentation was a combination of history of land use and transportation. Several jurisdictions exist within the Tribe's reservation boundary. Originally recognized under the 1890s Dawes Commission, the Puyallup Commission sold off 50% of the Reservation in the first three years as excess lands. By 1978, less than one tenth percent was left in trust. This created a very problematic approach for how the Tribe was recognized as a government and how it was able to make decisions. In 1989, local jurisdictions and the federal government approached the Tribe due to the fact that the Tribe had been re-acquiring land taken illegally.

The jurisdictions came up with the Puyallup Land Settlement Act passed by Congress in 1989. It gave lands to the Tribe with the Tribe surrendering jurisdiction on certain fee lands on the reservation. Since then, the Tribe has been able to reclaim about 5% of the lost lands. The settlement is second only to the Alaska Native Claims Settlement Act (ANCSA). The Puyallup land settlement also guarantees the Tribe's right to consultation on any land use decisions within their area of interest. Inter-jurisdictional coordination is very essential for the Tribe as it makes decisions regarding growth and economic development. Andrew went on to share a map

delineating the reservation boundaries, tribal trust lands and multiple projects managed by various jurisdictions including an agreement with WSDOT regarding the I-5 HOV project. The Tribe is directly engaged with the various bureaucracies over issues regarding tribal cultural sites and utilizing the Section 106 processes. He noted in response to a question that the Tribe does have a Tribal Historic Preservation Officer (THPO) and an archeologist who is present on all sites that are under development. Andrew went on to describe coordination with preexisting transits to improve transportation services on the reservation rather than try to develop their own transit operation. Most notably, the Tribe works with Pierce Transit for Service Area Coordination. The Tribe has purchased some services and Pierce Transit provides services directly to some tribal facilities. The Tribe also works with Sound Transit and Andrew has hope that they will be the first tribe to have a street car on the reservation. Also the Tribe is looking at the Central Spine Corridor when it comes south from SEATAC for light rail. Currently the Tacoma Link, light rail serves the downtown area of Tacoma. City of Tacoma and tribe are working with the light rail service to provide a link to the reservation. Currently, the city has chosen to expand in downtown rather than on to the reservation. The Tribe will continue to fight for that so that eventually tribal members will be able to get from their homes to tribal facilities and downtown via streetcar. Additionally, the Tribe is working with Sound Transit for Right of Way (ROW). The Tribe owns the high water mark on the Puyallup River so all bridges and crossings need to go through the Tribe. Recently, with the Sound Transit trestle project the Tribe found archeological remains on the project site that exceed original expectations and at levels which lead to additional questions about the Tribe's history and past settlement practices.

Tribal Safety Plan – The Puyallup Tribe received 2013 Tribal Transportation Program (TTP) Safety planning funds and has some preliminary findings. The process involved bringing all tribal offices together and gathering Sector Data from Washington State Department of Transportation (WSDOT) and other jurisdictions for mapping crash data. The Tribe is developing a process to identify projects that can be supported with additional TTP Safety Funds and other funds when available. Andrew presented preliminary information that shows that accidents are gradually tapering off. Most accidents are two car/property damage with little injury and mostly rear end crashes. The most important finding was the Human Factor preceding an incident. It was the most telling and may be different from other reservations due to the very high volumes of off reservation traffic. Following to close and speeding were the other prime factors with a higher rate of males and younger ages. The Tribe will share this plan and data with other jurisdictions, many of whom do not have safety plans, and will work with the high school to implement safety programs and help educate young drivers. Unlike many other tribes, they have a plethora of data and have been able to identify specific areas where the Tribe can make improvements. Particularly noted were areas with high pedestrian accident rates. The final analysis will be shared with the police, schools and others to hopefully be able to attack the problems from all angles.

Specific Projects – Andrew continued with a presentation on some specific projects the Tribe has completed. These included Wilkinson Creek Access Road Project, Huckleberry Bridge, R Street Rehabilitation, and Grandview Ave Rehabilitation. Wilkinson Creek Access Road Project provided storm water drainage and retaining walls. It was for Fisheries that needed the road for stocking projects and tribal police who could not regularly access the area prior to the improvements. The

Huckleberry Bridge Project replaced washed out a forest service bridge that was needed for fisheries enhancement and to decrease mortality of fry. There were special time constraints on the project due to in water work. It is up near Mount Rainier, and snow came early. The project was signed off by Bureau of Indian Affairs (BIA) in two feet of snow in November. The R Street Rehabilitation Project was a nonconforming road project where the road was potholed and had no sidewalks. The project allowed the Tribe to upgrade and improve multi-modal facilities near the Casino area with updated utilities for future expansion that included tribally themed lighting. The tribal members feel more ownership in projects like this, and even non-tribal residents have been supportive as the Tribe does more to improve the area than the city does. There is a special effort to look for projects that are of mutual benefit to Tribe and the city. One such project was the Grandview Ave Rehabilitation Project. It was important to the Tribe for access to child care and housing. The city's main issue was that there was a huge storm water problem that fed into a riparian area that was also very important to the tribe and this project helped to curtail that. The project also provided for ADA accessible access to tribal services and is now a nice residential street.

Andrew then answered questions related to his presentation. Casey Stevens (Stillaguamish Tribe) asked, "How active is the Tribe with the Port of Tacoma?" Andrew stated that they work together as the port has certain sites that are part of their planned expansion. The Tribe also has its own port properties for which it is looking at opportunities to get into the shipping container business. The Tribe regularly works with Port of Tacoma as a quasi- governmental entity and keeps an eye on their activities. Richard Carpenter (Quinault Nation) asked about the partial funding by Federal Emergency Management Agency (FEMA) on the Wilkinson Project. "Approximately how much did they contribute?" Andrew stated that it was a small amount. Part of the project area had been washed away during a storm event. The FEMA contribution was probably about 10%. Michael Cardwell stated, "it looks like WSDOT has put footings in for a grid for a new SR 167 serving the east county, when will it be complete?" Andrew stated that Tribe is a proponent for the project, and he is not sure what piling will be required. The route is important for the Tribe's economic development. There are complications related to where the route goes over tribal lands. The Tribe will negotiate these issues regarding the impact and mitigations needed. George Kovich (WSDOT) also responded to Michael's question, and stated that WSDOT has some funding for ROW and believes there is a line item in the budget to complete purchase of the ROW and to begin the design for construction. Joni Soriano asked about the challenges and difficulties that Puyallup Tribe had to overcome, not only on funding but on public policy. Andrew stated that the Tribe has found that it is very important to be at the table. The Tribe's public policy is to be directly engaged in these projects otherwise they will be planned over. That goes back to the land use conversation of where the Tribe is at with the land buy back process. Joni, "what you are discussing is inter-governmental relations, where the state, county cities, and tribal government, and land use policy doesn't jive. How are you working with this?" Andrew stated there has been a recent culture shift in understanding this. The Tribe was very insular at one period in time, but in last twenty or even ten years has been more engaged and is trying to understand the Tacoma growth impacts on the Tribe and on the reservation. Funding opportunities have been a good motivator. The Tribe is very competitive with grant opportunities and the broader community understands the contributions made by the Tribe not just for its members but to the entire community. Michael Cardwell stated

that this is a wonderful transition into what Tribes have done to flex their fiscal standing and transition to become major economic players in their counties and in the State. Gaming has played a role and Fuel Tax Compacts have fueled transit, as well as our roads program on the Quinault Reservation.

Michael Cardwell noted a slight change in the agenda and introduced Chris Robideau (Red Plains Professionals) to present on the status of the TTPO website which he is personally volunteering to set up for the TTPO. Chris reported that there has been considerable progress and that a draft website was actually launched at www.ttpo-wa.org. Chris encouraged everyone to go onto the site and review it and provide any comments back to him. There are a number of pages still under construction. Chris asked for the TTPO to approve a BIO Survey and to gather information to populate the website. The purpose of the website is to enhance the TTPO and improve the ability to network in Washington State. Chris is looking to get contact links, and possibly logos of businesses to link to their sites, all the tribe's website links and all the agencies that work in the area and that are involved with the TTPO. Chris referred to the BIO Survey he developed that had been distributed to the group.

Michael Cardwell asked for a motion to accept the survey for collection of contact information for the website.

Andrew Strobel Motioned to accept, Casey Stevens seconded.

Approved 12 to 0

Chris, distributed additional copies of the BIO Survey and noted that the signature at the bottom authorized use of name, logo and other information provided on the website.

Chris referred to the actual website projected on the screen and clicked through parts to show the actual functionality of the website. Chris also showed where the information from the survey would go and examples of projects and other information that could be placed on the website. Currently, all images are links to other materials making it a very active website. All of the information on the site is in draft form. It will need to be approved by the TTPO.

Jim Longley (Nisqually Tribe) asked Chris, about how to send him our info. Chris referred to the survey materials containing that information and repeated his e-mail address Chrisrobideau@gmail.com. Chris reminded everyone that this is done as a volunteer service and is not affiliated with the consulting company he works for.

Casey Stevens asked about others sending in their bio information. Chris stated yes, he will develop a spreadsheet with all the information and it will be vetted by the Board to approve whatever goes on the website. In further discussion it was agreed that the TTPO should solicit and or submit as much information as possible to make the website as useful as it can be as an information resource and a clearinghouse that will be useful beyond just the TTPO members. It was suggested to add a section for the Transit Subcommittee with room for considerably more detail due to their activities. It was noted that the website is being built and will be added to. It will be very dynamic and that there is essentially room for unlimited growth of it. The question was raised as to the preferred

photo file format that Chris needs for the website and Chris noted that almost anything would be acceptable; it does not need to be high resolution.

Jim Longley asked if we need a screening group for some things that might not be appropriate for the TTPO website and should we work out some policies eventually for it. Also, how are we going to move over all the great data that is currently on the WSDOT webpage? Chris responded that all of the resource files from the WSDOT website have been moved over and are already on the TTPO website. There will still need to be some coordination with the state. Currently the TTPO Board will vet information before posting.

Tribal Project Advocacy

Quinault Nation Relocation Plan:

Michael Cardwell introduced Richard Carpenter, Quinault Land Use Planner to present on the Administrations for Native Americans (ANA) planning grant project for Quinault Nation's move from Taholah up the hill. Michael noted this is an ongoing process involving homes, Recreation Center, Clinic and so forth. A potential Tsunami is the primary issue with a major plate two miles out from the village and when it shifts, there will be very few minutes to get up the hill. They have an emergency management plan.

The best way to combat the ocean threat is to relocate up the hill. The Tribe is looking at passive solar heating for houses (biomass pellets for heat from forest slash). Ninety-eight percent of the reservation is in the forest. Andrew Strobel asked if the relocation plan has taken into consideration global warming as well as a Tsunami, and have there been challenges convincing the Tribal Council to do this. Michael stated yes, the plan includes global warming and Fawn Sharp, Quinault President, has it as a priority nationally. Quinault Nation is working with Army Corps of Engineers (ACOE) as well as FEMA. There were major storms in December and January and without the temporary storm wall reinforcements, the Tribe would have lost many homes.

Joni Soriano stated that they are in the same situation because of Stillaguamish River. The whole community could suffer from liquefaction such as at Oso landslide. They have acquired land, and are working with the state biologists and environmentalists. There is lots of opportunity for tourism related economic development, but safety is a concern for the Sauk Suiattle Tribe. They did a hazard mitigation plan (HMPG) in 2000 and just updated it. The ACOE and FEMA would not help us without a current plan.

Richard Carpenter reported that this is a huge project; land could drop flooding 175 homes in the lower village area. When they move to Taholah Heights, they will add 250 homes. Homes, social services, public works, schools, store, senior center, early education, police, court, and culturally significant artifacts all need to be relocated. The process will take 5 to 20 years. Some work has already started. It is not possible to do it all overnight. Quinault Nation hopes to be a good example to other tribes with this process.

Joni Soriano again noted the issues at Sauk-Suiattle and losses they have already incurred. She hopes that the Quinault Nation with their expertise and funding they are getting will help others. Richard Carpenter went on to discuss that Administration for Native Americans (ANA) is funding the planning project. A number of planners are working with geographic information systems (GIS), and doing suitability planning levels for proposed sites. The old tribal center and businesses

in the lower area will also need to be disposed of after the relocation. The removal of old wooden buildings and other structures will be a major task. The Tribe is working with Grays Harbor and their shoreline management plan. There is a need to work with the county as there are a lot of fee lands on the reservation. There are lots of shoreline and natural resource areas and this is providing other opportunities to work for the betterment of the entire community. Chris Robideau stated that this project would be good to put on website with a representative photo and short description of what Quinault is doing and maybe some files that the website could link to. Richard will work with Chris to identify some appropriate material to post.

Michael Cardwell responded to comments from Sauk-Seattle, and said yes, at Quinault if there is an earthquake, the ground would be likely to fall and the current four foot barrier (seawall) would be inadequate. Casey Stevens commented about the need for new infrastructure development ahead of the building of 250 new homes. Richard noted that they currently have designs not only for roads, but for sewer, water and power. Some roadways are being built now for the school and more are planned. There will be a new sewage treatment plant and so forth. Much of this work is underway, but this is a long term project (five to twenty years). The business center has been moved, the clinic is now up above the Administration Building, the school is relocating next, all in anticipation of another predicted catastrophic event. Just this last year, Quinault saw flooding and landslides in nearby Hoquiam. We almost lost a bridge on the reservation and there was water over the seawall and in the streets from a recent storm.

Michael Cardwell interjected that twenty years ago Taholah Heights was designated the future growth area. The Tribe has been putting money into it and moved the Administration Building there some years ago. This has been a long term plan. Now doors are starting to open for the Tribe and now they have money to do more. Jim Longley gave thanks for the presentation and noted that it is good to hear how Quinault is dealing with this situation. He noted that there are two other tribes dealing with the same issues, Hoh and Quileute. Jim suggested that TTPO invite these tribes for an overview of their situation at a future meeting. Michael said the TTPO Board will take that under advisement. Keri Shepherd stated that in regards to Hoh and Quileute Tribes, he should work with Larry Burtness who is currently with Quileute Tribe, but previously worked for the Hoh Tribe. Joni Soriano mentioned that she knows Melvin the vice chair of Hoh Tribe and would call him and see if they will share their information. Jim felt that this might be a great way to get these tribes participating with the TTPO.

Tribal Transit

Michael Cardwell called on Tyler Black (Public Transportation Division WSDOT), to demonstrate the current status of the Tribal Transit Map. Mr. Black introduced himself and invited questions at any time during his presentation. He explained that WSDOT is in the very early stages of the development of the map so this is a good time to give feedback on what is working and what is not working. The Map is using other map data to show reservation boundaries as developed by the census bureau for 2010. The map currently only shows those tribes with transit systems. Zooming in shows various transit routes and as you zoom in further bus stops start to show up as well. Tyler demonstrated by showing Kaltran (Kalispel Tribe's Transit). He is also working with Lower Elwha Tribe and Lummi Nation to get their information into the system. The map will be updated as new

information is provided. Tyler asked whether this is the appropriate kind of information to be shown or whether there was a desire for additional information to be included with the route name, such as do the stops have a shelter, are they ADA accessible and who provides service to that bus stop. Joni Soriano asked if Tyler will be the one who designs the GIS as she had worked with Evan Olsen (WSDOT) to learn WSDOT's GIS program. Sauk-Suiattle Tribe has submitted for the WSDOT Consolidated Grant Program for Darrington, WA, to develop a shuttle program to connect with Community Transit and with Skagit Transit. Two new routes would open up a lot of socio-economic opportunities for tribal members on tribal lands. She would like to sit down and plot those routes because she just did a simple map for them. Tyler asked if we want proposed routes on this map or just current active routes. Joni stated that she would like to have these routes (purposed) on the map. Tyler offered to sit down with her and exchange contact information so that they could work together. Michael Cardwell stated that he didn't see the Beagle Busses. Tyler said, no they are not on there, but they could be added. Michael stated that it would be good as Quinault is looking at mobility and using the Coeur d'Alene Tribal Transit Program as an example. They connect and go to Canada and south to Moscow, ID.

Jim Longley stated that for future reference, Nisqually Tribe has a small transit system now. Lynn Scroggins is the transit manager and will work with Tyler to add that system to the map. Julie Seyler (Kalispel Tribe, TTPO Vice-President, and Co-Chair TTPO Transit Sub-Committee) noted that they have more from the TTPO Transit Committee on where this project originated and where it is going for those that are interested. Michael thanked Mr. Black for his presentation.

Training Opportunities

Michael Cardwell then called on Rowena Yeahquo, Northwest Tribal Technical Assistance Program (NW TTAP) Director. Ms. Yeahquo introduced herself as the new NW TTAP Director. She had just completed the end of year reports, and they have had the 2nd year budget approved and started the year off with some workshops. In January, they held a Traffic Safety Workshop, Federal Lands talked about Safety Plans, Washington Traffic Safety Commission (WTSC) talked about Target Zero, student projects were presented, as well as hosted conversations about crash data collection and law and order codes. She stated that NWTTAP also had her first Advisory Board meeting.

All but one member was there. They talked about previous trainings and new trainings they would like to have. NW TTAP would like to add a Federal Transit Administration (FTA) person on the board and have contacted them. FTA will be at the NW TTAP-BIA 2015 Symposium and will talk about someone for the board then. FTA does have a tribal liaison, so maybe that person can join the board. NW TTAP is also putting together a new Advisory Board Handbook and are exploring the possibility of having a NW TTAP office on west side of the state, as well as the eastern side because it is hard for tribes to get to trainings at EWU. Federal Highways was very excited about exploring this idea with FHWA, BIA or tribes possibly offering some office space for the satellite branch. Rowena expects to be spending a couple of weeks later on this year doing training on the west side of the state. In the future, NW TTAP would like to do some Emergency Management and Hazard Mitigation workshops. FEMA has extensive regulations for getting recovery funds. Hazardous Mitigation Plans (HMP) have to be in place for grant funding and emergency declarations for funding reimbursement. During events, Incident Command Center(s) (ICCs) need to be established,

National Incident Management Systems (NIMS) protocols need to be activated and followed, and there are lots of issues with jurisdiction and coordination with counties and the state for disasters that often grow across boundaries. Rowena would like to do more to assist with coordination efforts not only on emergency management issues, but in other areas as well. She will be participating in the County Engineers meeting in June, and hopes to begin calling some meetings and bringing tribes and counties together in areas where there is miscommunication. For example, when a tribe wants to put a county road on the tribe's inventory and the county feels this will somehow take away something from them. NW TTAP is looking into having a roads basics training in collaboration with county officials.

Grant management is another topic NW TTAP is looking into addressing. Tribes may get help applying for grants, but once they have it they may need assistance with grant management and project management. The National Tribal Transportation Conference (NTTC) is at Myrtle Beach, SC in September. The EWU Summer Planning Institute at EWU is in June and July and will include classes on Tribal Planning and Tribal Transportation Planning. There is going to be a client needs assessment going out and available on the NW TTAP website. It will also be handed out at various workshops and conferences. Dr. Winchell and Mike Cardwell will be presenting on Tribal Planning at the APA conference in Seattle this spring. There will be a Community and Pedestrian Safety Workshop in May or June and two online courses that were done last year on Tribal Planning and Census and on Tribal Law and Planning Basics. The Northwest Tribal Transportation Symposium will be March 17-19, Embassy Suites Airport Portland, OR, with a reception the evening of the 16th. There will be tracks for Safety, Planning, Engineering, Construction and Education. There will be a beginning general session and a concluding session focusing on strategic planning around specific issues identified by participants led by Dr. Winchell.

Rowena also mentioned that in 2012 the Native Learning Center contracted with her to go to the Hoh Tribe to do a Tribal Assessment. It was a three day visit; Department of Housing and Urban Development (HUD) participated in the discussion around a simple Plan of Action focused on the need to move to higher ground for the Tribe. Native Learning Center can actually pay for grant writing and technical assistance for tribes. NW TTAP can also help with grant writing. Joni Soriano asked how NW TTAP is different from National Rural Transit Assistance Program (RTAP). Rowena stated that RTAP is a national organization funded by FTA for transit; NW TTAP is broader and in the NW. Joni noted that she had applied for technical assistance through the RTAP. Rowena again emphasized that the NW TTAP was available to assist in a broad range of areas including assisting tribes to locate other resources. She concluded with her wish to visit all the tribes hopefully within one year. So far she has only been in Washington so she still has Oregon, Idaho and western Montana to visit.

Tribal Transit

Michael next introduced Julia Whitford (formerly Seyler) (Kalispel Tribe) TTPO Tribal Transit Subcommittee Co-Chair. Julia said that the committee is working on a transit guidebook for bus travelers. This will include where buses can stop, restaurants that are accessible, and other information that would be especially useful to elderly and others traveling out of their local areas

via bus. The book will be made available to all the tribes to give to their drivers to help them get in and out of areas they might not be familiar with.

There is also a need for tribal representation with FTA / Medicaid. They need to be involved with us and with tribes. Julia got a hold of them and hopes to be able to meet during the Portland Conference (NWTTAP-BIA Symposium in March, 2015). So far relations have been a little difficult, so one of the Transit subcommittee's goals is to improve that relationship. In relation to the Transit Map that Tyler presented on, goal one was to create a solid piece of information on what tribal transits are doing on and off reservation in the state of Washington. Sometimes there is a misunderstanding that tribal transits are just on reservations when in reality, there are significant miles covered that are outside reservation boundaries. If you have transit agencies that have not gotten information into WSDOT it would be very helpful if you could submit that. Keri Shepherd noted that WSDOT is currently doing active routes, but the transit group could look at proposed routes as well. The group is also putting on routes of other providers that are subsidized by Tribal Transit such as is the case of the Nooksack Tribe.

Julia stated that they are also looking at presenting what tribes are not providing due to loss of funding under the MAP-21 Tribal Transit Program Formula funding. This would show what tribes were able to do with the competitive funding (available under previous bills) compared to what they are able to do now. Many tribes took a severe hit under the new formula.

The subcommittee has also been talking about active shooter training in other areas. It is currently part of the Kaltran's training program with emergency management, the counties and cities, other law enforcement agencies and EMS services in the area. Kalispel does this yearly.

Kalispel Tribe is available to send people to be trainers. Tribes can come away with basic plans to implement the training locally. A big part of doing this kind of training is to get buy in at various levels. There was initial resistance from the police departments and other agencies, but now they are really into it because of all the resources it brings to the reservation. This year's training will include a bus in water where they can get the dive teams out. The Border Patrol is willing to document the training and tribes would have that to take back with them to use in developing other programs and soliciting funding. There are still a lot of logistical questions to be answered regarding the training such as the location, hotel, donations, bringing in all the trainers, etc. If there are tribes that are interested in donating that would be wonderful. The committee has some funds left that the Kalispel Tribe donated to the TTPO that will go into this west side training. We hope to have a date in April and hope you can bring all your departments to the training. The next meeting for Transit Committee will be at Symposium in Portland in March. A call for agenda items will be going out and they will be looking into teleconferencing capabilities and so on.

Keri noted that anyone interested in the Active Shooter Training should be sure and get ahold of her or Julia. There is about \$2,000 available in the budget right now. Any donations would be very helpful. Richard Rolland (Rolland Associates) noted that the BIA Dept. Of Justice Services out of the NW Region office conducts training throughout the year and it might be useful to contact them for support and seek their participation.

Michael Cardwell noted that this might be a place where tribal casinos could use some of their 1% public service funds in support of this endeavor.

Casey Stevens noted that gas prices are down, that's good but what happens when gas goes back up? Are tribes prepared for an increase in ridership? Do tribes need to look at a blog service or something like that that we can track what is happening? Gas prices are already starting back up. Is the committee looking at that? Julia responded that we are always looking at how do we maintain ridership and increase ridership. Marketing changes as gas prices change. Tribes need to look at other things such as the Medicaid and carpooling that are out of the mainstream realm of public transportation. Casey stated that one of the WA Transportation commissioners said the best single thing the public can do is to car pool. It does not cost for infrastructure, it is cheap and effective. Keri suggested developing some educational tools for the website regarding carpooling and marketing to membership. Coey Gilleland (Stillaguamish Tribe) noted that there are "tool boxes" already developed and out there to help with many of those issues.

Safety

None

Interagency Coordination

Michael Cardwell introduced the last speaker before lunch, Brian Lagerberg, WSDOT Public Transportation. Brian began with a follow-up comment that maybe in the future the TTPO could have a presentation on "Ride Sharing On Line" which could help facilitate some of the issues just identified, as WSDOT does support tribal ride share programs. Brian then introduced his topic, the update to the Washington State Public Transportation Plan. The presentation was on the Goals and Objectives of the plan. He wanted to get TTPO input on the goals and objectives at this point, and how WSDOT can actually achieve those goals and objectives. Brian passed out a schedule, and then asked to talk about opportunities for engagement in the process. Michael Cardwell has been engaged in the process and Dezerae Hayes (Muckleshoot Tribe, TTPO Board Member) is engaged in the update, they are the two tribal representatives in the planning process. The purpose of public transportation is to help build communities and the purpose of the plan is to facilitate building said communities and to eliminate transportation as a barrier to participation in them (See handout). There is a statutory reason to update the plan, but more importantly the last plan is from 1997. The state needs a new plan as the old plan is not relevant. WSDOT is trying to develop a complete transportation system and public transportation is a major part of that. WSDOT is changing and reassessing what transportation is including changes in public engagement and part of that is the support and inclusion of the TTPO and tribes in its processes.

Integrated multi-modal is the phrase you will see in the next WSDOT strategic plan. It means all modes are equal and at the table.

WSDOT has focused on the highway system. Integration means looking at the whole system and supporting other modes of transportation. In the legislative process, WSDOT may advocate for support of other organizations systems because that support helps to develop a complete system that helps connect people to their communities. The purpose of the plan is to support integration. Joni Soriano stated the concern that WSDOT is not inclusive, it may be integrated, but it is not inclusive. Brian stated that he had heard the concern earlier (about everyone being at the table), and it led him to consider that people need to be at the table, but which table. There is no single one

table. Joni used as an example her tribe where in Snohomish County services are in Darrington and in Concrete. The tribe is in the middle with no services to it and yet they are “integrated”. Brian responded by asking where is the table to support integration. Currently there are constraints from the providers that are preventing integration. That is why WSDOT needs a plan that will look at those issues and determine how to get past those issues. Joni stated that is what she is trying to discover. Brian said that is what WSDOT hopes the plan will accomplish and they have some ideas that will be talked about.

Andrew Strobel sees it as a two way street. It includes as he mentioned in his presentation, a need for there to be culture shift to bring tribes to the table or tables and the tribes’ willingness to participate at the table and also realizing the limited resources that may be available for all parties involved.

Brian presented the working goals (see handout) that include objectives, action strategies and success measures. The goals included the following:

Goal #1 Thriving Communities – Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation, and a sustainable environment including public transportation.

Goal #2 Transportation Access – Provide and sustain a system that provides people access to jobs, goods, services and community activities.

Goal #3 Customer experience – Optimize people’s use of public transportation options by providing a safe, seamless, pleasant and reliable experience.

Goal #4 Adaptive Transportation Capacity – Make the most of existing transportation assets and take advantage of opportunities from emerging markets, technology and business models.

It is important that the TTPO review these goals and directly or through Michael or Dezerae, help WSDOT to make them better and meaningful to the tribes and communities. There was a discussion regarding adaptive technology and how people can become aware of new technology. One commenter mentioned his experience at University of Michigan, where they had an app that would tell you when the next bus was coming. Brian noted that was the “Next Bus” app and that is available and that WSDOT needs to determine other apps and ways to educate ourselves and the public. WSDOT needs an innovations lab where they can test technologies and see how they work. One project underway, trying to work toward that goal of integration is working with Corridor Sketch Planning. WSDOT has a pilot project looking at four sites in the state to see if it will work. It is much broader than your typical corridor. It looks at what the transportation system needs to produce along a given corridor. It looks at how we can relate it back to community goals, economic development and relationship to comprehensive plans, while analyzing what is needed from the system, (not just highways). This process will begin to set the table for discussion by different communities on the needs they have and the solutions to those needs. WSDOT is doing the pilot project internally to prove that they actually have the capacity to utilize this sketch planning process. Once they have a structure that makes sense, they want to get everybody involved. It is not perfectly ideal, but it seems to make sense.

Brian then discussed the Public Engagement Timeline for the plan. They hope to be done in September. They are going to be doing road shows, bringing the plan out and having discussions

about it, and will have special issue workshops. For example, they may have one on Sketch Planning and invite everybody in to talk about it. There might be a workshop about apps, how do you use apps and integrate them into what you do. These are opportunities that tribes would be invited to as partners. That ended the formal presentation and Brian invited input from the group. Michael Cardwell referred back to the University of Michigan “Next Bus” and asked if there was a single system like that throughout Washington State that is used to track the busses. Currently the fleets have GPS transponders and we are all about integrating the technology. Tribes need seamlessness. Is there a way for WSDOT and or various agencies to pay for platforms across jurisdictions as several tribes have numerous providers crossing paths in a community? Brian stated that WSDOT wants to develop and implement work plans to achieve the objectives. WSDOT anticipates having an action strategy for a statewide information app and then that could be something WSDOT could fund. Ride Share Online is an example that WSDOT supports and the role of WSDOT is to make sure capacity is spread around the state.

Robin Mayhew (PSRC) noted a new system that providers around Puget Sound have worked together to implement called Trip Planner and it is integrating multiple jurisdictions. Brian noted that this is an example that could go into a work plan and then it would be on the various jurisdictions to be willing to participate. If this was a priority, then WSDOT might become a funder of that type of technology.

Richard Rolland stated that it was a little difficult to tell from the slides exactly how the tribes could participate. He stated that one of the better public participation processes in the last couple of years was the process Washington Traffic Safety Commissions utilized in the development of the “Target Zero” strategic highway safety plan, and specifically the efforts to include tribes. He suggested talking with WTSC staff and learning some of the techniques they used to include tribes in that process. Brian responded that he had someone taking notes in the back and that they would make sure they did that.

Dezerae Hayes stated that right now it is just her and Michael on the planning committee. How else can WSDOT reach out to involve tribes and who can tribes contact at the agency. Brian stated that Sarah Shannon works for PRR the consultant doing the public engagement process. Her contact information is 206-462-6357 <sshannon@prrbiz.com>. You can also contact Don Chartock or himself directly. WSDOT wants a very inclusive process and wants to hear the tribes’ voice.

Interagency Coordination

Michael Cardwell introduced Megan Nicodemus (WSDOT Tribal Liaison). Megan thanked Andrew and the Puyallup Tribe for hosting and for all the help in coordination of this meeting. Megan stated that she is presenting on behalf of the BIA and John Johnston (Department of Licensing (DOL)). Megan provided handouts from the BIA that included the presentations they would be giving at the consultation on 25CFR170 in SEATAC the next day. Kurt Freedenberg (NWRO BIA DOT) wanted to make sure those tribes who might not be attending the consultation pick up the presentations which contain contact information if you have questions or want to provide input to the consultation process. Next Megan passed around an e-mail (see handout) she received from Josh Johnston. The e-mail discussed some pending legislation that might be of concern to tribes. He

explained what is going on with the legislation and stated that he does not feel that there should be very much concern. He also provided a briefing about the AUTO lawsuit. The email stated that there is nothing new regarding that. If you have questions be sure and contact Josh or the BIA on either of these topics.

Andrew Strobel was introduced to fill in for Megan Cotton (WSDOT). He reported on Washington Indian Transportation Policy Advisory Council (WITPAC) and their Best Practices Guide for Tribal Consultation that is under development. There are a number of tribes, MPOs and RTPOs working on this project. Megan Cotton sent out a draft outline and is looking at developing FAQs for tribes, MPOs and RTPOs. Comments are due by February 25th. Please send your comments to Megan Cotton so they can be included in the draft.

Richard Rolland asked if the group had done a literature search and suggested utilizing work that had been done through the Transportation Research Board, specifically, NCHRP Report 690 "A Guidebook for Successful Communication, Cooperation, and Coordination Strategies Between Transportation Agencies and Tribal Communities" and NCHRP 25-25 Task 79 "Successful Practices for Effective Tribal Consultation". Andrew responded that to date this has been a very Washington focused effort. However if there were resources available that you think might help please send them to her and WITPAC. Richard agreed to do so.

Judy Lorenzo (WSDOT) said that she was also involved in the early design of the outline and that they had been in contact with FHWA Planning office in D.C. who shared their website with various case studies involving tribes. This link was shared with the committee and could be shared with the larger group as well. Judy recalled the survey that was done a number of years ago on relations between tribes and MPO/RTPOs. She sees this as kind of the next step. Michael thanked Andrew for the update.

Next Michael Cardwell reviewed the agenda and introduced Judy Lorenzo who had asked for some time. Judy started out by presenting a letter of commendation to Megan Nicodemus that will go into her HR file and thanked her for the wonderful job she has done working with tribal partners. Megan Nicodemus also received a special coffee mug with a picture looking out from the Cape Trail and signatures of the entire WSDOT planning team. Judy then noted that there have been a lot of changes in WSDOT recently, including in the planning department. Judy passed out Matthew Kunic's cards as the new contact for the Tribal and Regional coordinator (her replacement). She stated you should call Matt and you will get the same excellent service that she previously provided. She is leaving the planning office and will be working for Enterprise Services. Judy stated that the MPO/RTPO Coordination Committee meeting will be coming up at the end of the month at Puget Sound Regional Council (PSRC) and that there has not been a tribal representative there for some time. It would be good if the TTPO could send a representative and engage with that group. She also mentioned a document that will be forthcoming with all the new contact information regarding the statewide transportation plan. It covers what WSDOT is doing with growth management, and other highlights of the planning program.

Judy then handed out “Thank You rocks”. These polished rocks were passed around in a large basket for each to take. On the bottom of each rock were the two words “Thank You”. Judy thanked everyone for all she has learned in her experiences with TTPO and the amazing things they are doing.

“If you throw a rock into a body of water, both the shore and the rock are forever changed and that is what you have done for me.” Judy described a little bit about the Department of Enterprises Services. She hopes to have some responsibility in Enterprise Services to liaison with TTPO and is still connected with Eastern Washington University as part of the Planning Advisory Committee. She will always know what is going on in TTAP and will always want to be at your conferences.

Michaele Cardwell, Jim Longley and Casey Stevens, on behalf of Board of Directors presented a thank you card and wrapped Judy in a special Quinault Blanket. They thanked her for her years of service and support of TTPO and Tribal Transportation.

TTPO Business

Michael Cardwell noted that the treasurer could not be present and that he would present the budget report. Michael reported a current bank balance of \$34,991.80. Seven tribes have checks in and they paid annual bills to Secretary of State and the insurance company.

All tribes were sent letters and invoiced for \$200.00 (annual dues). TTPO has sent out W9s as requested for employee ID numbers, etc. Andrew Strobel noted that a problem for his tribe was that the TTPO did not have an EIN and asked to please inform him as soon as that was acquired so that they could pay their dues.

Richard Rolland raised the question regarding non-voting membership and noted that the letter requesting dues payment did not go out to these other potential contributors. Andrew and Keri Shepherd responded that they will be coming out in time to expand membership. Currently the dues are on a voluntary basis, however if a tribe wants to be a member but cannot pay the dues will be waived. In the future the TTPO will be soliciting everyone, as well giving them the opportunity to volunteer and help or donate additional funds. Michael noted all various partners at the table and the desire to have everyone continue to participate.

Jim Longley asked whether or not the letters had gone out to all regular attendees. Keri stated that she was not sure as Annette had mailed them all out. She referred to the handout of the Board Meeting notes that were distributed. Jim requested that the TTPO clarify that it is voluntary but the letter should go out to the broader group. Michael noted that there are other ways to support as well such as through providing breaks and lunches at meetings. Richard referred to the meeting at Makah on the By Laws and the need to maintain membership of BIA NW Region, EWU, NW TTAP, WSDOT and others that were listed as instrumental in the development of the TTPO. They need to be listed on the letterhead with the other members. Michael noted that on the first letterhead he had listed all the tribes and partners and that now some tribes asked to be taken off the letterhead. Keri, noted that she had passed out a new draft letterhead, what it might look like along with a tag line that they had been talking about. Michael stated that the TTPO is in transition in the development of this letterhead. Keri was asked to lead further discussion. She noted that there was confusion over whether or not the TTPO lobbied or didn't lobby, and so we put together the draft

template letterhead with the tag line and took off all the tribes and partners. Keri asked for people's opinions as to what they thought about it. Casey Stevens felt that it was too cumbersome to have all the tribes and partners on the letterhead. There were a number of versions floating around.

Sometimes Stillaguamish Tribe was listed; sometimes they were off the old version. Casey stated that the website was a much better place to list all the members. Michael stated that the letterhead should have the website on it and there you will be able to find much more information on the tribes and the other TTPO partners. He stated that it is a better way than just an alphabetical listing on the letterhead.

Chris Robideau stated that you could add contributing members to TTPO. This could provide incentives to other companies and groups to join and contribute as well. Joni Soriano stated that simple is better for the letterhead. Michael noted that the TTPO is trying to roll this out and are trying to rebrand and be more inclusive using the website and other technology. Keri wanted to make sure that everyone is OK with the language on the letter head. Specifically should we put the 501 (c)(4) or (c)(3) or nothing. . Joni asked what TTPO current status is. Jim Longley stated that the TTPO is a 501 (c)(4) and it should be on the letterhead. The TTPO can change its status later on if it decides to do so.

Michael stated that the TTPO has had this discussion about 501 (c)(4) or (c)(3) status for many years, and how do we keep this organization operational. One thing is going out to the various gaming tribes for their 1% funds that by law go to private non-profits. We are here to help each other. We are a close bunch of friends. The TTPO will add the 501 (c)(4) and will continue the discussion at another time about changing to (c)(3) status. Jim Longley stated that if the TTPO wants to maximize income they need to send out those membership letters to all attendees. Keri agreed to check with Annette and see who the letters went out to. Jim stated that Annette had requested a list of consultants and others with the intent to send the letter out to them.

Joni stated that the TTPO has all kinds of members, friends, and donors. If the TTPO wants people to pay their dues, the TTPO should give them a good product back.

Michael noted the work WSDOT, tribal representatives and Eastern Washington University did on the Tribal Transportation Planning Guide for Washington State a few years ago. Megan Nicodemus noted that the guide is being updated now and we would get an update about it at the next meeting. Michael asked Keri to introduce Richard Rolland as the TTPO recorder. Keri provided information on the decision to hire someone to help with minute taking and the difficulty finding someone who would be at every meeting. If Richard is not available then it can be rotated out to someone who will be.

Announcements/Good of the Order

Michael called for additional announcements as many were mentioned in the presentations. Michael mentioned that he is a member of the Washington Chapter of the American Planning Association and the Tribal Planning representative. The Chapter is the host for the APA National Conference in April in Seattle and Dr. Winchell (EWU) has put together a panel focusing on natural resources, the Elwha Dams, and the opening up of that habitat. There will also be a mobile workshop field trip to Suquamish and it will be a multi-modal experience.

Michael also challenged everyone to put in a request to their tribes for a donation for helping education and send students to the APA Conference. He hopes every tribe will send at least their land-use planner to the conference as it only comes to our area every few years. This is a real good opportunity.

Richard Rolland, introduced materials on the new Tribal Emergency Preparedness Handbook and brochure developed by an Eastern Washington University student Ashley Murphy and supported by the Mountain Plains Consortium at the University of North Dakota. It will be up on the EWU website and hard copies will be distributed. Richard also spoke about the Tribal Transportation Unity Caucus (TTUC) and the Impact Week meetings with the National Congress of American Indians (NCAI) and the Intertribal Transportation Association (ITA) the week of February 23rd in Washington D.C. Handouts were provided on the proposed Transportation Unity Act and the invitation to the NCAI/TTUC/ITA meetings.

Keri Shepard reported on the October 22 – 23, 2015 Washington Infrastructure Assistance Coordinating Council annual meeting. Keri is the new tribal representative.

Dezerae Hayes reported on the Washington Traffic Safety Commission. The Tribal Traffic Safety Advisory Board will be holding two photo shoots, one at Squaxin Island June 9th and the other at Colville June 11th. A letter is going out to tribal leaders. MJ Haught (WTSC) wants videos and photos of tribal leaders and members who are willing to talk about safety and Tribal police in uniform with their police cars, EMS to come with their rigs, drumming groups youth groups and others for these photo shoots The materials created will be made available to all tribes where there is a contact person as part of the educational components for Target Zero. Currently WTSC has 24 of the 29 tribes represented on the advisory board.

MJ provided an additional announcement that there will be a Traffic Safety Conference in the fall, OCT 13-15 at Double Tree in SEATAC. The conference will cover all 4 Es. Registration should open in May. There are superb speakers. Chris Peters Chief of Police Squaxin Island is on the steering committee and you could send him or her any additional ideas that you might have for the conference. Registration may be limited so first come first serve. Registration may be free. As soon as information is available on registration it will be sent out to the advisory committee.

Andrew Strobel announced that he was taking a short tour of the Puallup Reservation with Rowena and that they have room for more. Let him know if you would like to come along.

Michael asked for suggestions on where the next meeting should be. Keri suggested trying to coordinate with the TTSC photo shoot if possible to help bring more people to the sessions.

Keri will contact Squaxin Island and Colville, first to see if they can host, If not then Muckleshoot will investigate the possibility with PSRC as a backup.

Hearing no other business the meeting was adjourned.

Action Items:

1. Motion by Andrew Strobel to accept "Bio Survey" to populate website presented by Chris Robideau.
Action: all complete and distribute to others. Return to Chris Robideau. – Keri Shepherd
2. Invite representatives from Quileute and Hoh Tribes to present on community relocation efforts. – Michael Cardwell (coordinate with Joni)Michael to do some outreach
3. Check with Annette to see who the dues letters went out to. Did it include regular attendees or just to tribes. – Keri Shepherd
4. Tribal Planning Guide update - Need to have on next agenda. Megan Nicodemus
5. Finalize next meeting site – Keri Shepherd
6. Policy Development for website management-TBD
7. Who can attend MPO/RTPO quarterly coordinating committee meetings? –TBD
8. Final Letterhead- Keri
9. Consultant List for Dues- Keri, Annette, Casey