

## **Tribal Transportation Planning Organization**

Quarterly Meeting  
October 25, 2016  
Stillaguamish Tribe  
09:00 a.m. – 3:30 p.m.

### **MINUTES**

**Introductions** – Matthew Jensen, TTPO President, Lummi, called the meeting to order and everyone introduced themselves. (see sign-in sheets).

Tara Satushek, Swinomish, announced that her director Ed Knight was retiring from his position with Swinomish and was passing around a card for those who might wish to sign it and wish him farewell. Casey Stevens, Planning Director, Stillaguamish, welcomed everyone on behalf of the Tribe and Chairman who was on travel. Casey informed the group that the Stillaguamish Tribe are the “River People”, traditionally located in 25 to 30 villages along the North Fork and the South Fork of the Stillaguamish River.

During the treaty making era the Tribe was sent to Whidbey Island and lost its federal recognition. In 1976, the Tribe was re-recognized, moved back and went from a few trailers with about 25 employees to today having over 600 employees including the casino. The status of the tribe and transportation projects will be covered in the presentation to follow.

Keri Cleary, TTPO Secretary, Nooksack took the roll and clarified that Casey would be the voting member for Stillaguamish and that Heidi Thomas would vote for Nisqually.

President Jensen ask for a review of the minutes of the previous meeting. Keri noted that they went sent out to everyone. After a brief discussion, it was moved by Zam DeShields, Samish and seconded by Heidi Thomas, Nisqually to accept the minutes as submitted. The motion passed unanimously.

**Tribal Partnership Presentation** – Casey Stevens came forward to present on Stillaguamish Tribal Projects with Coey Gilleland, Stillaguamish Transit Manager. Casey provided a detailed power point presentation that focused primarily on transportation and development links. The presentation oriented the group to the Stillaguamish watershed, usual and accustomed areas that are like the watershed and confirmed by the Boldt Decision. The lands are bordered on the east by the Sauk Suiattle Tribe’s U&A. Casey, went on to show various land use and ownership maps and related them to several significant projects. He noted that Economic Development drives transportation projects for Stillaguamish. Because of the topography of the area that includes numerous wetlands the tribe has had the opportunity to study wetland mitigation to a high degree and investigate the concept of wetland banking for the benefit of the Tribe as well as that of other jurisdictions with ownership of area roads and coordination with the Army Corps of Engineers the agency responsible for monitoring wetland bank credits and debits. Casey also reported on issues faced when working to obtain rights of way necessary for corridor improvements.

Coey spoke on the big success of the Stillaguamish Tribe Transit Services (STTS). STTS provides for Demand Response service, Vanpool/Rideshare program, Fleet Services that manages 105 vehicles for all Departments, and Stillaguamish Tribe Auto Repair (STAR) a full-service repair shop that provides maintenance and repair for the Tribe’s fleet.

Casey closed noting that the tribe has come from 6 properties totaling 80 acres twenty years ago, to 1,400 acres of land today.

Coey responded to questions asking for more information regarding the Ride Share program, noting that people can form a ride share group, or individuals can submit their name and they will be matched with others to form a group. Groups are in control. They set up their own routes, decide whether to meet somewhere, or pick people up at their homes. Employees are supplied a car, they take it home and there is a payroll deduction program to pay the gas and other expenses. No cash changes hands. Employees pay fares based on round trip mileage. The program is supported by FTA Tribal Transit formula funds and FHWA dollars. Casey noted that former WA Transportation Commissioner Parker said that the most effective thing people in the state could do would be to car pool. He said building is great, maintenance is great, but if we double up or triple up with our car use that will have the most impact. Casey went on to describe the savings to the carpooler in gas dollars as well as wear and tear on the personal cars. He has carpooled for years. It is the way to go. (ref: Power point file - 16 10 25 Stilly Presentation of Stilly.pptx)

### **Capacity & Training**

1. Kurt Fredenburg, Supervisory Engineer, NW Region Bureau of Indian Affairs was introduced. Mr. Fredenburg noted that he would be providing information recently developed for the Tribal Transportation Program (TTP) Coordinating Committee, National Tribal Transportation Conference (NTTC) and other venues. He reported that he had considerable information, more than time would allow but that all power points have been made available for distribution. Kurt noted that there is considerable interest in the Safety Programs and that Adam Larsen, FLH-FHWA, TTP, is the safety contact for the Northwest Region. Mr. Larsen provided Kurt with three power point presentations with considerable information on the TTP Safety Program (Ref: TTPSF Update.pptx, RTC Safety Data.pptx, and SMS Overview - 2016 NTTC.pptx).

Kurt then gave a brief introduction of himself and the NW Region area of responsibility that includes 45 tribes primarily in Idaho, Oregon and Washington but also one in Montana and one in Alaska. Kurt invited everyone to come and visit in the Portland Office where personnel are available from his office and other resources are available for tribal staff. Kurt introduced his primary presentation that would focus on: 1. the Fixing America's Surface Transportation Act (FAST Act) noting that we are starting the second year under the FAST Act, 2. End of Year Reporting, 3. Safety Reports, 4. FY16 TTP Safety Funds, 5. Update on 25CFR170, 6. Tribal Transportation Self-Governance Program, and 7. Other Programs. For the Safety Program Kurt asked that people refer to the safety presentations and contact Adam Larsen for any assistance needed.

Kurt first discussed the funding of TTP and stated that although the Act provided for an increase in TTP funding from \$465 million in FY16 up to \$505 million in FY20 we are currently operating under a continuing resolution through Dec. 9<sup>th</sup> with an expectation that the continuing resolution will be extended through March 31, 2017. FY17 dollars are just starting to flow into FHWA and then to the BIA and will be available to tribes by early December. It was reported that Timothy Hess, Associate Administrator for Federal Lands FHWA had said that both presidential candidates were in favor of increases in infrastructure programs. Where the money would come from is another matter.

Next Kurt reported on the End of Year TTP Reporting requirement referencing 23USC201 (c)(6)(C) – TRIBAL DATA COLLECTION. Of the 45 tribes in the NW Region, five contract directly with FHWA. These tribes have been reporting on line for about a year. Stillaguamish is one of those tribes. The rollout of

the reporting process has been smooth and not overly complicated. When BIA roles it out it will be the same as you report now except for the addition of reporting for jobs created and jobs retained. Casey agreed and noted that now there is just a little box for narrative where in the past the narrative could go on and on. An important thing to note is that you need to report on every item on your Transportation Improvement Program (TIP). Each detail on each project.

Kurt clarified that FHWA does use a slightly different TIP system than the BIA. FHWA breaks their TIPs into two categories, Projects and Activities. Reporting is only done on Projects. In the BIA system, there is no separation, all costs are built into projects. A question was asked about the length of time it might take to get certified for RIFDS (access to Road Inventory Field Data System). Kurt felt that it could take up to a year from the time the training was completed. The process includes the training, background check and security clearances. Contact Kurt or your NW BIA representative if you are having significant problems with certification and they may be able to help.

Kurt reported that training has been provided on the new Reporting system. Additional training will be provided and hopefully there will be a webinar as well. Online reporting is not complicated. Your NWR tribal rep will walk you through the process the first time before the Dec. 31<sup>st</sup> deadline. The differences between FHWA which is already reporting online and BIA is creating a bit of backup in the administrative approvals, but BIA contract Tribes will be getting their credentials to get into the system soon. A question asked for more detail on what is being asked for in the report. Kurt stated that it is primarily what did you spend on Maintenance, Safety, Admin, how much on transit? Then you would have your projects from your TIP. If you had spent any money on those projects such as design or construction, then you would report on those projects such as giving a % complete on design as an example. Report funds expended and then as we discussed a brief narrative. A question was asked to clarify that FHWA Tribes do a mid-year report and BIA tribes only do it once a year. This is correct FHWA is using it to meet all their reporting requirement whereas BIA is just using it as the end of year report that was put into the law. A question was asked whether other BIA programs might be looking as similar on-line reporting. Kurt had not heard of any movement by other programs. An additional question was a follow-up on the reporting requirement for jobs. Was this a report of immediate jobs, or jobs retained or both? Kurt answered that there are two categories, Jobs Retained and Jobs Created. Jobs Retained would be permanent positions such as the planning director, Jobs Created would be anything contracted out such as paving, all the flaggers, all the construction workers. FHWA and BIA can give you technical assistance if you have any problems. A question was asked about what program funds are we talking about? The primary emphasis is on reporting Trust Fund dollars and TTP funds. FTA-Tribal Transit funds are separate, tribal funds may be in the mix with them however. There is an ability to report on all the funds going into a project. They don't ask about that money, they just ask about the TTP money (FHWA & BIA). They would like to know the other funds, but the focus is on TTP funds. Just report on the project, it is not that confusing once you get into it and BIA will be doing technical outreach to help you get through it the first time. Staff will get information out to each of their designated locations and they will call to schedule a time if you want them to come for a site visit.

Getting back to the Safety Reports there are two reports required by the FAST Act. One is coming due December 16<sup>th</sup> and another is not due until December 2017. There is much more detail in the electronic reports (presentations) that will be made available so please read them. The first report was to describe quality of the safety data being collected by states, counties and Indian Tribes, other recommendations for improvement and potential funding sources. Adam Larsen was the lead on this and worked with

several agencies including the BIA and other federal land agencies. It goes over some of the findings and recommendations in the power points that are being made available to you. The second report due next year will study and evaluate options for improving safety on Indian reservations. It will be done in coordination with the Tribal Transportation Safety Management System standing committee. Kurt noted that when he talked to Keri Cleary, TTPO Secretary she expressed an interest in getting an update on what the Safety Committee was doing and that information is available in the presentations. Adam has a detailed full report on that issue. Lawrence Robertson, BIA-IHSP informed the group that various tribal representatives seats on the committee would be coming up, so that if anyone was interested in participating they could contact Adam about that. It was noted that they have a web page that contains notes on their meetings and probably talks about how to get nominated for the committee.

(<http://www.tribalsafety.org/> rar)

Another report regards the FY 16 appropriations bill and tells about the condition of roads in Indian Country. There has been a lot interest regarding the condition of Indian Roads including interest by the TIBAC or Tribal Interior Budget Committee. They meet and discuss the budget for BIA and they have a maintenance subcommittee that meets to discuss road conditions and they have been pushing to collect data and report on how maintenance funds are used and on the conditions of roads. More information is available if you want to contact Kurt.

New Safety funding (NOFA) was published in July 2016, the deadline to apply for new funding was September 15<sup>th</sup>. This year there were 172 applications, requesting approximately 40 million dollars including 52 new safety plans and safety plan updates, 86 for infrastructure and 27 for Road Safety Audits or Road Safety Improvements. This information is about a month old and will be updated. Kurt implored those who do not have a safety plan to apply for the \$12,500 that is available. It is a very simple request and we want to make sure every tribe has a safety plan. As you can tell, it is now getting more difficult to get dollars for safety projects as tribes are ramping up and requesting many more dollars than are available.

Kurt discussed the 25CFR170 regulation update. They are still not published but are being updated for FAST Act compliance. The update started back during the MAP-21 authorization and it is sitting at Interiors office waiting for approval. It was asked if there was a draft available and if it might provide more clarity on using TTP funds as match. This is a question that has not been resolved yet. Kurt said he did not believe that the regulations would provide anymore clarity on that issue. He did clarify that the issue at hand had more to do with whether the project itself was an allowable transportation project. If it is deemed an allowable transportation project, then the TTP funds could be used as match. It was a Department of Energy project. The question was in regards to the section in the regulation that lists allowable activities. Kurt reminded tribes to bring questions to him or his staff, he then may have to run the question up to administration and wait for a response so it can take some time. (The updated regulation has since been published, <https://www.bia.gov/WhoWeAre/BIA/OIS/Transportation/> rar)

There was an additional comment on the General Accountability Office (GAO) study on IRR roads maintenance and possible impacts on school attendance. GAO had a representative at the NTTC and had an opportunity to talk to many people. They are looking for high quality pictures depicting school route roads. This is a very important topic. If you have not been in contact with GAO and are interested

Richard Rolland can send you contact information. Kurt commented that the BIA roads maintenance program is only about 25 million dollars. Only some tribes can participate. It is woefully underfunded and that is what the TIBAC subcommittee is trying to work on, increases in this program.

The next section reported on was the Tribal Transportation Self-Governance Program contained in the FAST Act. There is a Self-Governance office in BIA, but congress wanted a separate office located within DOT. An advisory committee has been formed and has been meeting under the leadership of Bob Sparrow. There is information available on the FLH TTP website.

[\(https://flh.fhwa.dot.gov/programs/ttp/\)](https://flh.fhwa.dot.gov/programs/ttp/)

Another program the National Significant Federal Lands and Tribal Projects Program was not funded in 2016. It is not likely to be funded in 2017 either.

The eighth round of TIGER Discretionary Grant program awarded \$500 million in grants in August. There have been proposals from the NW tribes and it is hoped that they will have success in the program. Competition is high, tribes need to keep sending in the proposals. For some tribes, it has taken five to six years. There were questions of who reviews proposals, how are they ranked and how do we get scores? Kurt mentioned that this was requested of safety grant proposals as well and that recommendation has been sent on to Adam.

Kurt then wanted to respond to questions that have come up about Program Reviews that are underway. FHWA-FLH has in the past done reviews of tribes and of the BIA program operations. Currently they are using a contractor to do the reviews. We have sent out a packet that includes the contractor developed project review manual and questionnaires to NW Tribes stating that BIA was going to adopt this same procedure. Coey mentioned that FHWA has the same contractor as FTA uses and that it would be nice if they could combine the review especially for tribes that have FTA transit funds and that are using TTP funds for transit. Kurt reiterated that the BIA will be using the same procedure as FHWA as they are working to continue to bring the two sides of the program closer together. They will start reviews this year. They hope to do 8 tribes per year and that will put them on a five-year cycle as 5 tribes are FHWA tribes. Each of the remaining 40 tribes could expect a review every 5 years. Kurt also noted that with Bob Sparrow being transferred to the self-governance program Cindy Patak is currently acting as TTP Director. The position is being advertised and hopefully will be filled mid FY2017.

Other topics include Tribal Bridges. Under MAP-21 each bridge needs to be inspected every two years. These bridges need to be on the national bridge inventory and on the inspection schedule and tribal bridges are then eligible for bridge rehabilitation and replacement dollars. Currently NW BIA does the bridge inspections using a contractor. Some regions do it in house. There are currently three contractors that work on this. The bridge money is a 3% set-a-side of TTP dollars in the FAST Act up from 2% in MAP-21 to help cover the cost of inspections. Prior to MAP-21 there was a separate Bridge Program for Tribes outside of and in addition to the TTP funds. There was a question of how BIA was scheduling the inspections. Kurt clarified that whether a series of culverts with a span of 20 ft. or a true bridge it needed to be on the inventory. Once it is on the approved inventory, then we clarify ownership, once that is established, call us to put it on the list and schedule with the contractors. Once it is inspected it is given a structural integrity rating. If it is below certain levels it is eligible for rehabilitation or

replacement. Then you can apply for funding. You can also apply for design funds. It was noted that bridge inspecting is a good career path. Tribes and individuals can get certified to do inspection. There is a series of qualifications and certifications. Kurt finished by stating that if you have bridges you think are tribal, work to get them on to the inventory and get them inspected.

Kurt continued with a discussion on Rights of Way. At a previous TTPO, we had the presentation from Sherry Johns with BIA Realty. Kurt had talked with her prior to this meeting and she stated that there had not been any updates on the ROW regulations. They are still waiting on training and we will be informed when it is available. He went on to say that on Sept. 6, congress passed the NATIVE Act, a tribal tourism act. It is hoped that this law will provide support for getting Native language signing as they have been getting requests for this. Currently tribes must follow the Manual on Uniform Traffic Control Devices (MUTCD) if using TTP funds and MUTCD does not recognize bi-lingual signing for regulatory signs.

Finally, Timothy Hess, the FLH associate administrator mentioned the Readiness Training program, where military provides manpower for projects in coordination with other agencies. Kurt mentioned the successful Walden Point Road project with Metlakatla in Alaska. This was a 17-mile road project along a rocky shoreline that will provide for better ferry access for the community. This is an opportunity for shovel ready projects. The tribe provides the materials, military supplies labor and training. There is a need to assure TEROs are aware. There was a question about whether NW Region would be providing services to new trust lands in Alaska (recent decision). Kurt noted that they only provide service to Metlakatla and that the balance of Alaska is served through the Alaska Regional office. It was clarified that this was a training opportunity for the military. It is not limited to areas where there is a labor shortage, it might be done anywhere and can be a win win for the tribe and the military. It was questioned as to if this was a conflict with private contractors. Would this not have to go to bid like everything else? The military would bid "no cost". Kurt noted that this was just another opportunity for tribes who may need a more cost effective method to complete a project.

2. Kristy McGuill and Steve Saxton with FTA Region 10 were invited to provide an update on FTA Tribal Transit and the Transit Asset Management program. Kristy introduced herself and discussed her area of responsibility. She also noted her experience with WSDOT and familiarity with the region. Kristy noted that Tribal Transit was introduced under SAFETEA- LU and now with the Fast Act there will be minimal changes from MAP-21. The FAST Act provided for about an 8% increase, reintroduced the discretionary program that provided some additional opportunities and kept formula programs under what was the bus and bus facilities program. Hopefully agencies can get back into a state of good repair. There has been an increase in Buy America provisions and some changes that you should be aware of. We did have a workforce development program added and we also continued the push for state of good repair funding. Because of the continuing resolution through Dec. 9<sup>th</sup> there is not enough money available to apportion out the formula funds so tribes will probably not see a distribution until early next year. Other opportunities under the FAST Act include the Tiger Grants that you heard about earlier. Under Tiger 7 the Native Village of Point Hope got 2 million dollars with no match required. Reach out to successful applicants and get information from them about how you can make your proposal competitive. It is recommended that you reach across multiple modes. The Point Hope project was for roads, sidewalks and two buses. We also have the Bus and Bus Facilities program (was 5309) it now has a formula and

discretionary portions for rural and statewide activities. Under MAP-21, states only and discretionary where tribes can apply, is for fixed route service only. Emphasis on green might decrease match requirement. There are two pilot programs under 5310. FAST Act gave some discretionary program dollars that let tribes into the mix, but must be for fixed route service. Formula grants for rural areas have two tribal funding pots, Formula and Discretionary. For 5311 Rural Programs, if tribes get funds from the state public transportation program, as well as the Tribal Transit program, you can have them administered all through FTA. In all cases contact Kristy and Steve for assistance in helping to develop grant proposal packages. Most applications are through Grants.gov, but sometimes certain key words will make a difference in telling your story, to show support for the FTA initiatives. "Can't write it for you, but can help."

Procurement changes in FAST Act allow for joint procurement contracts. Tribes can work with WSDOT and buy off their procurement contracts reducing tribes work. You need to make sure that with any procurement that it follows FTA guidelines. It was clarified that this could be done using Tribe's FTA funds as well as State funds. Kristy also discussed a leasing provision under the FAST Act that allowed separation of the procurement cost of an electric vehicle and the leasing of the vehicle battery. This helps make electric vehicles more price competitive with standard gas or diesel vehicles. On larger vehicles, you might also lease the tires which are very expensive to buy. Kristy said that that FTA hopes to have the notices of funding availability out soon. Casey Stevens asked about equity in relation to access to funding. Transit can have a direct impact on Tribes, being able to get people in and out and there is a disparity between tribes with access to good staff and funding and those who have been left out. Is FTA looking at this at all? It is about how to get transit which is so important, out to tribes that are not in the game. Kristy, explained the formula funds that are strictly based on performance. Getting a new program started really falls on the limited discretionary program. FTA really supports training through National RTAP, and WSDOT training programs but there is no current assessment nationally of the state of Tribal Transit. It was noted that there is a need for a TRB study on the state of Tribal Transit in Indian Country. Richard agreed to make this need known to the TRB Native American Transportation Issues Committee. Kristy added that tribes need to participate in national conversations, such as the Self-Governance program. Casey agreed that training is important, but is any one coming out? Is there help available? Kristy responded that her office visits around ten providers per year with consultants to provide assistance directly on-site. They are assessments, but meant to monitor and to provide assistance to service providers. Please reach out if you want someone to come out. We can try to schedule a visit and even help over the phone. Zam, Samish Tribe, noted that what Casey is talking about is where Samish is at. There is no transit, there are no formula funds. We need help in how to get the resources lined up to get started again. Kristy again emphasized the need to reach out and ask for help. She also noted that the NW TTAP has been reaching out to tribes and is an excellent training resource and that maybe FTA and NW TTAP could team together to provide some training.

Matt Jensen noted that the TTPO has a Transit subcommittee, and this would be an opportunity for the TTPO to sponsor a one day workshop where we would specifically invite tribes that do not have transit to help them get started and to lay some groundwork for them. Kristy agreed that this would be very valuable. Coey, noted that the state had a peer review program and maybe we need a Tribal Peer Review program. Kristy concurred with the value of the peer reviews that bring in a diverse group to look at issues and make recommendations.

Coey, we need our peers to help us sometimes not just our grantors. It is hard to go to our grantor and say hey, I need help! All agreed.

Steve Saxton was introduced to provide a presentation on Transit Asset Management (TAM) Final Rule. Steve began by reminding us that asset management may not be like a big shiny capitol project, but asset management is very critical for safety and preservation of your assets. FTA came out with final rule on Transit Asset Management based on MAP-21 this last summer. The rule provides for a business model that helps you evaluate the condition of your assets and how you use your funding to assure safe operations. Maintenance backlog in the Nation is estimated at \$86 billion. The backlog is expected to grow if nothing happened. Systems need about \$18.5 billion annually to eventually eliminate the back log. The concept of Asset Management is to make data driven decisions. Steve reviewed the need to consider the condition of assets in your plans, safety management rules that are coming out, and reporting in the national transit data system, referenced in 49CFR Part 625. Steve reviewed changes in definitions for provider tiers, asset tracking equipment and third party assets. Through changes to Tier II Provider definition, Tribes are now automatically a Tier II with less onerous requirements. The purpose of all of this is to help providers maintain a state of good repair. All programs that start with "53" fall under this rule. There is formula funding for State of Good Repair that falls under a separate category. (<https://www.transit.dot.gov/regulations-and-guidance/asset-management/state-good-repair>) Transit Asset Management (TAM) Plan development requires an accountable Executive to certify the plans and assure that the plans are considered in funding decisions. Tier II can be in a group plan. There would need to be a designated recipient that would coordinate sub-plans. WSDOT was used as an example of a designated recipient that tribes could work with. Keri asked if Tribes can participate in a Regional Plan. Steve responded that there did not seem to be any specific language to this effect. You could join to develop plans as a group, but would need individual plans. This would not provide the benefits of a group plan that reduces individual reporting requirements. Additional information can be found in provided presentation "TAM Final Rule Presentation for TPP 10.25.16.pptx".

### **Lunch and Business**

Matt Jensen invited everyone to grab a lunch box and rejoin the group for a working lunch. Matt brought up the topic of where and when the next meeting would be held as this would be important to know in order to plan a joint day long training sponsored by the Transit Committee. The January 2017 meeting will include elections and we can consider the PSRC offices. Julia volunteered to look into having the sessions at Northern Quest January 19th. Elections would only be for Vice-President as other positions were for two years.

The group also discussed; 1. Daylong training on Transit Asset Management Plans to include WSDOT Transit) Matt, also said we could share with other tribes, Salish Kootenai, Umatilla, CDA that have active transit and are in the area. 2. Training on how to get a transit system started would take a little more time to put together. Kristy needs a proposal for training to put together for her manager at FTA. Rowena suggested that we invite sharing of Best Practices. Megan Nicodemus, supported this based on what she has heard. It was also suggested to add how to startup and how to shut-down if it comes to that. Yakama did a good training on that subject. Julie suggested sending out a request for topics and then put together a training agenda. Kristy, noted that the NTI training group is available for the TAMs training. It was also noted that the TAMS website has a Tier II plan template available. It was also asked if some of the transit training could be included in the NW TTAP conference. Rowena agreed that it could be included. It was decided to move transit training back. It was asked whether there would be



more training on ROW. Keri reported that the BIA Real Estate office did not have any new training available yet. Matt summarized that we would look at training for Startups and TAM for the January 19<sup>th</sup> meeting with NW TTAP and we will look at doing the Best Practices session at the symposium in March.

### **Tribal Transit**

Julia and Keri, TTPO Tribal Transit Subcommittee were invited to present on Tribal Transits Role in Emergency Management Planning. Julia, explained how KALTRAN got involved with Emergency Management. With growth of the program they were faced with incidents with passengers and questions arose as to what are drivers and the tribe's responsibilities? The need tools, and skills to best protect passengers and staff. They started working with Human Resource office and legal to do a risk management assessment of all aspects of the operation. They started work on safety and security policies to provide consistency within KALTRANS and made it easier to coordinate with outside agencies. Internal review included Police, and Fire. The policies were presented to the Council and they were approved. The tribe did not have its own emergency management plan. With the transit policy, it laid the groundwork for PD and Fire to start working on an inclusive plan. KALTRANS then started looking at all potential partners in the area and looked at the need to develop the active shooter training due to specific needs of their area. Once they started live drills people took it more seriously. Live drills brought out strengths and weaknesses leading to strengthening efforts. Communication was identified as a key issue in that various offices and departments could not communicate with each other. There were various radios frequencies, landlines, cell phones and so forth. These issues became very evident in the live drills. Julia provided review of the emergency drills showing graphically. Julia, talked about check points and various ways to communicate. Multiple agency participation also showed the need for various agencies to be familiar with each other's equipment, building layout floor plans etc. Something as simple as getting emergency doors open on a bus that you are not familiar with is a problem that was documented. Julie talked about the massive communications efforts needed to move people and supplies during the fires last year with coordination between CDA, Lapwai, Yakama and others all working together. Communications between transits were enhanced through relations from TTPO so everything worked smoothly. KALTRANS normal operations where shut down and they were in the emergency camp for 45 days. Questions were asked about emergency communications and it was noted that redundancy is very important. Communications in emergency management is a major issue. Incident Command provides that direction on what to do and how to do it. (see EMS 1.pptx)

### **Interagency Presentations**

Rowena Yeahquo, NW TTAP, talked about the March Symposium March 6 – 9<sup>th</sup> at the Davenport being planned with NW Region BIA. The agenda is being planned so send in your ideas ([ewu.edu/nwttap](http://ewu.edu/nwttap)). NW TTAP is planning the 2018 National Tribal Transportation Conference (NTTC) in two years and will need a lot of help. They will be putting out an RFP for locations and hope to partner with WSDOT as they have their conference every two years. Keri noted that this is an opportunity for TTPO to help too. NW TTAP planned to do Gov't to Gov't Workshops. WSDOT offers that but Idaho and Oregon do not offer the training so NW TTAP is looking at developing it. Rowena reported that in FHWA the TTAP has moved to Innovations Programs under Victoria Peters, making changes including cancelling all contracts and re advertising. There is some confusion right now but it will all work out. The 2017 NTTC in Tucson.

Lawrence Robertson, BIA Indian Highway Safety Program was introduced to speak on Indian Highway Safety Funding Opportunities. Mr. Robertson stated that opportunities for funding are not dependent on road miles. They deal primarily with enforcement activities. Assessments are based on traffic safety, speeders, car seat use and so forth.

All the funding is Sec. 402 funding, no match is required. There is a special effort to get information out to tribes as there are dollars available. Mr. Robertson is currently working with the WTSC to help support tribal programs in Washington State.

Funded Programs include:

- Police Traffic Services grants (PTS) is their focus.

- Occupant Protection Grants (CPS)

- Impaired Driving Court Grants – establish or expand DUI Court program.

- BAT Mobile. Help tribes to run DUI stops.

- Special event overtime program.

- Bike Safety Program but must be part of the PTS.

The program provides assistance to Tribes with grant writing classes. There will be classes in Albuquerque in March. If a tribe submits a viable grant application the costs will be reimbursed. Applications need three years of data.

The Indian Highway Safety Program came off high risk status in BIA and that allows for awarding funds through-out the year. Grant Agreements are approved by NHTSA. Deliverables may be adjusted through-out the life of the agreement with an approved amendment.

There is 8 mill. available and we need applicants to get funding out to. (see 6-27-16 IHSP Program overview.ppt)

### **TTPO Business**

Keri was invited to talk about a TTPO Resolution on Crash Data Sharing for ATNI.

Keri explained that this would help encourage tribes to share crash data with their states. If TTPO drafts the resolution, Greig Arnold, Makah Councilmember has said he would present it to the ATNI Transportation Committee. This is a generic issue that needs to be brought before ATNI leadership.

Kim made motion, 2<sup>nd</sup> by Julia to support development of draft resolution supporting Crash Data Sharing for Greig Arnold to present to ATNI Transportation Committee. Under discussion Casey asked whether it had to be a resolution. Discussion that it is not a TTPO resolution, just a draft that Greig as an elected leader could take to ATNI for discussion and possible action. Alternative approaches were discussed.

**Motion passed.** Keri and Dez were designated to develop the draft resolution.

Treasurer's Report      Annette Nesse, TTPO Treasurer. Annette reported \$3,6245.38 balance in the TTPO bank account after paying various usual expenses such as annual insurance, food for meetings and consultant fees. Dues invoicing began this year. Twenty Tribes contributed this covers our annual expenses.

Last meeting there was a discussion of what to do with in the checking account that pays no interest. Bank CDs are very secure, low risk low return. Our bank is First Federal in Sequim and offers CDs; 5 yrs. at 1.44, 46 day at .05%. and 4 yrs. at 1.30 APY. Annette proposed the 4 yr. with a \$25,000 initial

investment. Another option would be a money market fund or other mutual fund account but that is not recommended now. This is something that could be done right away and would leave an adequate amount for doing day to day business. It was noted that the next TTPO meeting would include doing the work plan and budget and maybe this decision should wait until that time. That was deemed reasonable as the investment decision could be considered as part of the work plan and budget discussion.

It was suggested that the business portion of the meeting be moved to earlier in the next meeting so that more members would be available to participate. Everyone agreed with this.

Richard brought up the fact that his contract expires December 31, 2016 and he thought that maybe the recording secretary duties should be let out for bid again since it has been two years. Richard also said that he would not mind continuing the job and if there was a problem with continuity he would work that out with leadership. Keri proposed to send out a request to the usual consultants and TTPO mailing list.

Annette brought up another to do item, a discussion of the new TTPO website. There is a lot of new work done thanks to Chris Robideau and there is a need for the page with specific Tribe information to be filled in. There is a need for pictures to fill in the gaps and information like today's presentations can be put on the site too. Jim Longley and Michael Cardwell were mentioned as sources for historic photos. There was also a discussion of whether to charge for advertising for consultants. Other revenue options were discussed. The web site was brought up and reviewed page by page with Chris who was again thanked for all his hard work on the site.

**Good of the Order**

Nothing

**Adjourned 4:00 p.m.**