

Tribal Transportation Planning Organization  
Quarterly Meeting  
January 18, 2018  
Muckleshoot Tribe, Casino  
2402 Auburn Way South, Auburn, WA 98002  
Visit our website: <http://www.ttpo-wa.org/index.html>

MINUTES

**Introductions**

Al Pinkham, Jr. President, TTPO, Yakama Nation Representative called the meeting to order and invited everyone to introduce themselves. After the introductions Dezeræ Hayes, Muckleshoot Tribe Transportation Department Director welcomed everyone and introduced Charles Williams who offered a welcome and prayer song.

Roll Call – Keri Cleary, TTPO Secretary, Swinomish Tribe confirmed that there were no voting conflicts anticipated and reminded everyone to sign the attendance sheet.

Minutes – Keri stated that the minutes of the September 12, 2017 meeting had been sent to everyone and asked for comments or corrections. Hearing none the minutes were approved as written.

**Tribal Transportation Project Presentation**

Muckleshoot Tribe Transportation Department – Director Dezeræ Hayes gave an extensive presentation focused on:

- Transportation Planning
- Fleet Management
- Tribal Transit
- Traffic Safety Program

Dezeræ provided context for each topic and was assisted by her staff including Riley Patterson, Transit Manager, Charles Williams, Fleet Manager. (see power point)

**BREAK**

**Capacity and Training**

Small Urban, Rural and Tribal Center on Mobility (SURTCOM) – Richard Rolland, Rolland Associates, provided an overview of the EWU Tribal Center on Mobility. This program is funded through the Western Transportation Institute at Montana State University and also includes the University of North Dakota. The EWU Tribal Center on Mobility is administered through the EWU Tribal Planning Programs under the leadership of Professor Margo Hill, JD. Jennyfer Mesa, Project Manager and Research Assistant for the program was introduced. The mission of SURTCOM is to conduct research and provide leadership, education, workforce development and technology transfer in all transportation-related aspects of mobility for people and goods, focusing specifically on small urban, rural and tribal areas. Richard, who is working as a research consultant to the project, explained in response to questions that SURTCOM was in no way a replacement for the NW Tribal Technical Assistance Program (TTAP) center that was shuttered September 30, 2017 by FHWA. FHWA will be offering TTAP services through a national program that was announced this last fall at the National Tribal Transportation Conference in Tucson. For additional information and updates on EWU's SURTCOM program go to <https://www.ewu.edu/SURTCOM> or contact Ms. Hill at [mhill86@ewu.edu](mailto:mhill86@ewu.edu) Ph. 509-828-1269. (see power point)

Richard also offered information on upcoming events including the NW Tribal Transportation Symposium March 27 -30, 2018 sponsored by the NW Region BIA and EWU, the National Tribal Transportation in Indian Country Conference (NTTIC) September 17 – 20, 2018 in Duluth sponsored by the Center for Tribal Transportation <https://tribaltrans.com>. He also spoke briefly about the Transportation Research Board and the Native American Transportation Issues Committee that had just met in Washington D.C. The committee is soliciting research problem statements or issues that can be refined into problem statements to be submitted to TRB for potential funding. Effect of Road Maintenance on School Attendance, Graduated Drivers License Codes for Tribes including issues of driver's education for tribal students are two issues that might be of interest to TTPO.

2018 Carbon Policy for WA State and the impacts for Tribal Communities in the Pacific Northwest – Julia Sanders, Deputy Director Global Ocean Health Program, National Fisheries Conservation Center. Julia provided a presentation on the activities of her organization and work with tribes, fisherman and others who depend on healthy

oceans. Julia discussed ocean acidification and the relationship to carbon policy as oceans absorption of carbon dioxide from the atmosphere and increase of other chemical impacts to the oceans from human activity. Julia explained that ocean acidification has a cost as important commercial fisheries are impacted. She explained the visible pollution, 4.8 million plus tons of plastic enter the ocean in 2010 alone, and the “world-changing” 32.1 billion metric tons of CO<sub>2</sub> released into the atmosphere in 2015 equaling at least 8 billion tons absorbed by the oceans. The Goal is an ocean that can still feed 3 billion people. We need to start charging for CO<sub>2</sub> pollution, and use those funds to clean up our air and water, reduce emissions and protect natural resources. We need to not only preserve what we have, but learn how to adapt to our changing climate, and mitigate the harmful effects according to Ms. Sanders. Julia discussed the differences between Carbon Fees and Carbon Taxes, fees usually designated for a specific use and provided examples of effective and not so effective carbon pricing systems old enough to show effects. The Carbon problem can be solved, and it will not break the economy. In fact, it can be profitable according to the data available, according to Julia. In Washington Governor Inslee has signed an executive order aimed at reducing carbon pollution, including directing a task force to recommend how to cap greenhouse gas emissions in the state. California, and 9 Northeast US States have cap & trade carbon policies. Oregon is considering one as well. “Pollution Free Washington” The Alliance for Jobs & Clean Energy also has proposed a \$15/ton tax with increases annually to be adjusted to match state emissions goals. Tulalip and Quinault began negotiations and passed council rulings, and many other tribes have now joined in the discussion moderated by ATNI. Tribal concerns have been delivered to the Alliance and many have been resolved that respect tribal sovereignty. Transportation Efficiency remains an unsolved issue and remains the highest contributor to the carbon load in WA. Julia thanked the TTPO for having her, and asked member to let her know if they needed anything else. “The carbon initiative has the potential to be an immense boon to tribes, the environment, and fisheries, and I am very hopeful that it passes, she concluded.”

(Power point available) Resources are available at <http://globaloceanhealth.org/>.

### **Interagency Presentations**

WSDOT Active Transportation Plan – Barb Chamberlain, WSDOT Active Transportation Director provided an introduction of herself as the new director of a new division within WSDOT. Barb described the hopes for the development of a Statewide Active Transportation Plan that will 1. Make it the STATE’S plan, not just the WSDOT plan. 2. Make it ACTIONABLE. 3. Don’t wait for the end of the planning process to work on identified priorities and opportunities. After discussing the Vision and Mission of the division, Ms. Chamberlain ask members to take some paper and jot down notes, ideas, questions, thoughts, and contact information to hold for later in the session. The draft plan is expected to be done and under review by the 2<sup>nd</sup> quarter of 2019.

Next participants were asked to help generate and rate ideas regarding active transportation by writing one BIG idea or action on a piece of paper. Then we were asked to move around the room sharing the ideas with each other and rating them 1 not a priority to 5 Blows my mind! Each issue was rated up to five times as it was passed around the room. After the fifth round of rating the scores were added and the top ten ideas were shared. (All the ideas and ratings were collected and shared with the group via e-mail, see attachment to minutes)

Washington State Ferries Strategic Plan – Philip Narte, WSF Tribal Liaison provided background information and a handout, the Executive Summary of the current Ferry Planning Outreach Plan written in 2009 and meant to be a 20-year plan. WSF has chosen to review their plans and try to update every ten years. That process is started in the summer of 2017 and it is hoped to be completed and the draft delivered to the legislature by January 1, 2019. Phillip described the WSF ferry system the largest and most diverse in the country. Phillip also addressed a letter sent last fall to other entities and to tribes regarding the Executive Advisory Group, and the Technical Advisory Group, part of the Washington State Ferries Long Range Plan public involvement process.

<https://www.wsdot.wa.gov/ferries/planning/long-range-plan/public-involvement> He suggested that tribal representatives might ask to participate as members of these groups. To-date they have received three inquiries from tribes. Additional information on the 2040 Long Range Plan and other information can be viewed at <http://www.wsdot.wa.gov/Ferries/Planning/planspublications.htm> Philip passed around a sign-up sheet for those who might want to participate or request additional information. Philip can also be contacted by those wishing to participate in the planning process or for answers to questions regarding the WA State Ferry System plan or other matters.

## **Safety**

Positive Community Norms – Scott Waller, Program Manager, Washington Traffic Safety Commission, introduced the Positive Community Norms (PCN) approach to improving community health - transformational model founded upon The Science of the Positive (SOTP). PCN cultivates cultural transformation by working on multiple community levels and factors. This framework has shown itself to be extremely effective in creating meaningful social change and WTSC is very interested in applying this approach to the problem of traffic fatalities in Washington State. The science of the Positive is based upon the core assumption that the positive is real and is worth growing -- in ourselves, our families, our workplaces, and our communities. Scott went on to describe Injunctive Norms, the attitudes and behaviors generally observed by a given population and Descriptive Norms, the attitudes and behaviors generally observed by a given individual. There is most often a Gap between the two. The Positive Community norms approach is to focus on changing descriptive norms, injunctive norms (or in the rare occasions both) to reduce the Gap. This approach is a change from the old school that attempted to scare people out of bad behavior, think back to the video in your driver education class of car wrecks and mangled bodies. With the Positive Community Norms Framework, we, 1) recognize program design must be comprehensive to address all members in a group; people who are at-risk for a certain behavior and interventions for individuals who are exhibiting the behavior.

2) The PCN approach moves beyond a comprehensive paradigm to a holistic process of authentic community transformation. When many activities and efforts work together to reveal and grow the goodness present in every community. 3) The PCN model connects these activities through a common spirit and a scientific framework that recognizes and honors the communities it serves. In summary the purpose is to provide messaging that enforces people's perception of positive behavior. Scott also shared research that WTSC has already done regarding people's beliefs regarding such things as Ability to drive after Cannabis use, Compliance with traffic regulations as two examples. Scott's in-depth presentation had to be shortened due to time considerations. The full power point presentation is available, and Scott encouraged members to participate in the WTSC Tribal Traffic Safety Advisory Board to support this effort and others that focus on eliminating fatalities and serious injuries in Tribal communities.

## **LUNCH**

### **TTPO Transit Capacity**

New WSDOT Grant Application Process – Nhan Nguyen, introduced the Public Transportation Division's announcement of 2019-21 timelines for competitive grants. This grant process includes the following grant programs Regional Mobility Grant Program (RMG), Consolidated Grant Program, Puget Sound Transit Coordination (PSTC), Rural Transportation Assistance Program (RTAP), Vanpool Investment Grant Program (VIP), and the Commute Trip Innovation Grant Program (CTIG) Mr. Nguyen referred to handouts that had been e-mailed to members including a Gantt Chart showing all WSDOT Public Transportation Grant Program Timelines including the Notice of Funding Opportunity, Application due dates, Revised application due dates, if applicable, Internal Review periods and External Review periods. Fact sheets on the individual programs were provided via e-mail as well. Mr. Nguyen was asked if WSDOT was soliciting participation in the grant review process as had been done in the past. The answer was yes, and members were reminded of the importance of having Tribal representatives on the review panel. Reviewers cannot be applicants. It was emphasized that the process has been greatly improved using technology. No more boxes of grant applications being shipped to your office. The whole process of how to get on the WSDOT consultant list and to help assure that there are consultants in the process with Tribal experience is being investigated.

### **TTPO Business**

Special Request – Megan Nicodemus, WSDOT, TTPO Liaison, relayed a message from Michael Cardwell, Quinault, "I would like your assistance in requesting from the gang planning job descriptions. After years of negotiating the Quinault will update our planning office staff job descriptions so that we can recruit technicians instead of generalists. We are looking for a Planner 1, 2, 3, a GIS technician, a transportation planner and maybe an assistant manager. All should have a strong land use and jurisdictional awareness, as the job is in Indian Country. Folks could just send me PDFs and I will draft up something and take it to our oversight committee.

There is an enticement section within our personnel policies that can cover expenses such as moving, and I want to use that and the new and improved job descriptions to fully staff our team. We are building out of our tsunami / flood threatened area and need help. I currently have 2 AICP staff members, but one goes away after his shoreline grant runs out. Thanks to one and all. Michael

Please contact Michael Cardwell, [MCardwell@quinault.org](mailto:MCardwell@quinault.org) if you are interested. Please share with others as well.

Treasurer's Report – Annette Nesse, TTPO Treasurer reported a 2017 Closing Balance of \$33,220.25. Income was from collected dues and donations. Expenses were primarily for the meeting lunches, the recording secretary who produces the minutes and annual insurance premiums. Invoices for 2018 dues were mailed 12/28/2017.

Investment of Bank Balance – Al Pinkham referred to the handout “Tribal Transportation Planning Organization – Investment Options” that he had prepared following the discussions at the September and previous meetings. He asked if there were any questions and if the group was prepared to make a motion directing the Executive Committee to invest a portion of the TTPO’s bank balance. Annette provided a review of the three options and the work she had done to investigate the details. There were several comments as reminders to look into special pricing for non-profits as well as shopping for a “range of costs for services” that might be offered by a financial advisor. Annette stated that looking at these things would be part of the process for selecting an advisor if that option were chosen. The standard seems to be 1% of the account.

Keri Cleary, Swinomish, moved, to pursue Option 3 Active Stock Market Investments and give the Executive Committee authority to move forward with the investment.

**The motion passed by voice vote with no descensions or abstentions.**

TTPO List of Training Ideas – Al Pinkham referred to the list of Top Ten TTPO Training Ideas that had been previously provided. The list included:

1. FAST Act Comparison
2. New rules at the BIA under FAST Act (separate bank accounts, etc...)
3. Developing a Transit Emergency Management Plan
4. Rights of Way (ROW)
5. Planning and Designing for Pedestrian Safety
6. Bicycle facility Design
7. Development of a Transportation Asset Management Plan
8. Transit Asset Management (TAM)
9. Road Safety Audits/Assessments
10. Transportation and Land Use

Richard also provided Al a spreadsheet of trainings provided recently by the NW TTAP for reference.

Keri Cleary explained that the Top Ten List was a combined list of ideas from over the last few years and that some of the items are outdated.

Al reviewed the items on the list and gathered input on the status of the items.

Richard noted that EWU helped produce a Tribal Emergency Response Guide that is available on the web and that TRB is currently funding a research project on Emergency Management that could use Tribal involvement.

Richard also spoke to the importance of Asset Management Plans to assist in decision making for maintenance and road operation expenditures in a resource poor involvement.

In response to a question Kurt Fredenberg commented that with the changes in the formula under MAP-21 and the FAST Act there was little emphasis on increasing data collection. The old formula was based in large part on a Cost to Construct component that is no longer in the law or regulations. The recommendations contained in a recent study are forcing a look at removing data items from RIFDS. We don't know what the new RIFDS will look like.

Regarding Road Safety Audits a number of tribes stated that they were planning Road Safety Audits this year. It was noted that in the past, these tribal studies have been successfully used as training opportunities if a tribe were willing to host such an event with assistance from BIA and Federal Lands Highway programs and others.

AI asked for other training ideas and it was suggested that Keri could develop a Survey Monkey survey to solicit ideas. Keri agreed to work on that and get it out in time for the response to be shared at the next meeting. A question was asked about RIFDS access and training. Members were reminded that there would be a full RIFDS training offered as part of the NW Tribal Transportation Symposium in March.

TTPO Work Plan and Annual Workplan Objectives – Keri Cleary handed out the TTPO workplan and on the back, a copy of the NW TTAP workplan that was provided as an example for TTPO. This item was moved to the Annual Meeting Agenda to follow.

### **Good of the Order**

Northwest Region BIA Report - Kurt Fredenberg, Supervisory Engineer, NW Region BIA Transportation, reminded members of the NW Tribal Transportation Symposium at Northern Quest March 27 – 30, 2018. There will be two tracks of classes on Tuesday and Wednesday followed by RIFDS training on Thursday and Friday morning. Kurt encouraged those who wanted to take the RIFDS training and also reminded folks that his office was available to help enter data. It was also noted that in addition to the training, there was internet security training and other hurdles required before you could obtain your password. It takes time. There is a March 15 deadline in the regulations for input of new routes. Updates to routes can be submitted at any time throughout the year. Kurt also discussed proposed reorganization of the Interior Department that would affect the NW Region and change the service area. Information is available on the Interior website, but it is all just proposed at this point. Kurt also announced the retirement of Stan Speaks as NW Region Director. The Deputy Director of Indian Services is acting. Kurt also noted two retirements in his office and recruitment is underway through the federal personnel system. It was reported that the program online reporting system seems to be working very well. Finally, he reminded members of the ATNI meeting as well as the TTPCC meeting in Gallup, NM. One of the hot topics on that agenda is the GSA report on Tribal Road Maintenance.

There is also a Native American student exchange opportunity, however the applications were due the following week.

Keri Cleary passed along a request from Julia Whitford to add “Funding Discussion” as a standard item on the agenda. This would allow an opportunity to share funding notices, ideas and opportunities that might not be common knowledge. It was suggested that having a spot on the website to post notices as well as having it on the agenda might be worth exploring. Also remember to go to [www.TribalSafety.org](http://www.TribalSafety.org) and sign up for the mailing list there to receive notices from the Tribal Transportation Safety Program. Also mentioned was The Center for Tribal Transportation <https://tribaltrans.com/>. that puts out time information, training and has a regular newsletter.

AI thanked the Muckleshoot Tribe for hosting the meeting and then asked for suggestions on the next meeting. After some discussion it was agreed to have an abbreviated meeting the evening of Tuesday March 27, 2018 at the Northern Quest Resort in conjunction with the NW Tribal Transportation Symposium.

The meeting was adjourned at 2:31 p.m.

### **Attachment:**

Memo from Barb Chamberlain. Results of TTPO meeting exercise.

Ideas from 1/18/18 TTPO

- Dedicated bike lanes
- Bikes free on ferries
- Employer pedestrian safety incentives
- Sections of roads on reservation not wide enough for bikes, pedestrians, and vehicle safety--how do we address?
- Build pedestrian paths and trails on SR164 and within the reservation in order to  
1) create safe networks 2) create a walkable community 3) create pedestrian paths to goods & services
- Give tribes access to fuel taxes, then 2) have carbon emissions tax added to fuel tax

- Bring N. European speakers to present to local decision makers about bike systems throughout Northern Europe
- Who are all the stakeholders? Are PSRC and Parks/Rec part of the process? (this will help w/support of the process)
- Carbon tax on vehicle miles traveled
- Education so folks know how--biking, how to use transit w/your bike, etc
- Group-led tours
- Sidewalks through all roads on reservations. Not every rez has sidewalks. Especially the main roads.
- Incentives for participation in active transportation: work support/flexible schedule, discounts at vendors/shops
- Tribal transportation planning for pedestrian paths with all 29 tribes to interconnect all facilities
- Gonzaga research study regarding health & transportation (DPLS PhD program)
- Connect regional trail systems with logical access points (parking); recreational use
- First more funding for RTPOs/MPOs
- Bike lanes and greenways removed from vehicular traffic
- Eliminate all vehicle parking
- Incentives for people that can prove they bicycle
- Praise people that bike
- Emphasis in planning on inclusion of bicycle/pedestrian mitigations-- requirements (e.g., don't get housing development unless this is done)
- Inventory connection gaps and target \$\$ to fill gaps
- Less traffic on roadways, better bike lanes or separated paths
- Pedestrian safety audits for communities; gives planners the opportunity to listen to pedestrians who use the walk paths, trails, sidewalks etc; opportunity to engage community; develop safe routes that can empower pedestrians
- Stop building new traffic lanes and funnel \$ to increasing dedicated bike/ped routes
- Offer free bikes between tribal facilities and track them

Next steps:

I'm compiling these along with notes from my meetings with WSDOT Regional offices, Divisions, the MPO/RTPO/WSDOT Coordinating Committee, state/federal agencies, and the Stakeholder Steering Committee that includes Kurt Vinish and Keri Cleary as tribal representatives.

When we have the RFP for consultants out, we'll publicize it via the Active Transportation E-News. Everyone is invited to subscribe and to send news items such as planning processes/projects and trainings. Subscription link: <http://bit.ly/WSDOTactive-enews>

Thanks again for the very enjoyable meeting and everyone's participation.

Barb Chamberlain  
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**MINUTES**

**TTPO Elections**

**Introductions**

President Al Pinkham called the Annual Meeting to order.

Keri Cleary, TTPO Secretary clarified the Voting Members and there were no conflicts. She then reviewed the TTPO Bylaws and explained the process. According to the by-laws the current vice-president Angelena Campobasso will move into the President position for the coming year.

**Nominations for Positions – Keri Cleary**

A solicitation was made for nominations for the positions of Vice-President, Secretary and Treasurer. To date there have been nominations for Annette Nesse for Treasurer, Keri Cleary for Secretary, and for Vice President, Dezerea Hayes, Al Pinkham and Nora Pederson.

Keri passed out sheets with the candidates listed by position with space for additional nominations. It was confirmed that all those nominated had confirmed their interest.

The ballots where counted and the new officers announced.

Vice-President, Dezerea Hayes

Secretary, Keri Cleary

Treasurer, Annette Nesse

**Work Plan**

Al Pinkham reintroduced the draft TTPO Workplan that had been reviewed in depth at the last meeting and cleaned up for this meeting. He asked for approval of the Work Plan that was distributed showing the review and comments.

It was asked that under Emphasis Areas, Item #4 regarding enhancing safety, something be added to include support for drivers license training and adoption of tribal graduated driver license codes. There was discussion of this issue and the challenges of building drivers training programs on the reservation, in particular dealing, with the Washington State Department of Licensing.

Richard Rolland offered to review and clean up the edited Work Plan and add in an appropriate statement on the driver training issue. He also stated that it was his belief that it should be reviewed regularly, accomplishments reported, and amendments made as needed.

Keri Cleary moved to adopt the Work Plan with the addition regarding driver training. Motion Passed unanimously.

**Meeting adjourned**