

Tribal Transportation Planning Organization
Yakama Nation Cultural Heritage Center 14 TRIBES ROOM
101 SPEIL – YI LOOP, TOPPENISH, WA 98948
MAY 22, 2018 05:30 PM – 08:00 PM
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MINUTES

Approved Oct. 2, 2018 Stillaguamish

Introductions

Angelena Campobasso, President, TTPO, Colville Tribe called the meeting to order and invited participants to introduce themselves. Hollyanna Littlebull, Yakama Nation provided a welcome song and prayer.

Roll Call There were no conflicts with voting members.

Minutes – Angelena Campobasso asked for approval of the minutes from the March 27, 2018 meeting. Minutes were approved as written.

Tribal Transportation / Transit Project

Yakama Nation Tribal Traffic Safety Committee (TTSC), Al Pinkham Jr., Yakama Nation Engineering & TTSC member provided an in-depth presentation on the development of the Yakama Nation TTSC. The committee was formed after considerable study and with support of the Eastern Washington University Tribal Traffic Safety Project funded by Washington Traffic Safety Commission. The committee includes 20 programs with 26 staff members represented. In addition, there are two Tribal Council and the General Council Chair on the committee. The TTSC developed a Strategic Plan and have worked diligently to fulfil its goals. Mr. Pinkham reviewed many of the TTSC’s accomplishment including public engagement tools developed especially for youth such as the Safe Driver Pledge and an electronic Jeopardy board game focused on traffic safety. Results were shared from the Spring Jam 2018 Drivers Survey. Also discussed was the US 97 Corridor Intersection and Safety Improvements proposal from WSDOT and community surveys and educational activities around this project focusing on perceptions about roundabouts and how to use them as three roundabouts are proposed. Public response was basically positive toward roundabouts. Al also gave a brief update on the Rattlesnake Ridge Landslide and the potential impact on transportation and law enforcement on the reservation, including relations with the Washington State Patrol. Mr. Pinkham closed with a reference to the WTSC video that asked individuals their opinions about traffic safety and his conclusion that, “To develop a culture of safety it begins with the perception of individuals such as your selves, to initiate a positive change by influencing family and eventually the community. A safe driver realizes their responsibility for passengers, and considers the other driver, pedestrians, bicyclist, and most importantly, those who will miss you if do not return home.”

There was considerable discussion on roundabouts and responses to Al’s surveys. It was agreed that they save lives and that use and education improves acceptance. There is a learning curve and sometimes design issues. Center art was discussed such as that being designed for the roundabout in front of the Spokane Tribe’s new facility in Airway Heights. “Is there a need for a case study of WA tribe’s roundabouts?”, was a question asked. Megan Nicodemus noted that WSDOT would be doing a presentation at the Symposium. It was noted that a number of tribes

have roundabouts and other safety amenities. A collection of stories about their experiences would be helpful to tribal planners promoting roundabouts in their communities.

Tribal Transit Report

TTPO Tribal Transit Subcommittee, Dez Hayes, TTPO Vice-President & Transit Subcommittee, provided a report on the Tribal Transit training meeting hosted at Mucklshoot.

There were 16 hrs. training provided with many new tribes in attendance along with a few old hands. Topics included the Asset Management Template, Safety Plan Template (use transit for safety evac model) and the Consolidated Grant application process used by WSDOT. Also covered were the Medicaid Brokerage System, Driver Training Options, Job Descriptions, & Transit Mapping. The Medicaid brokerage system seems to be one of the biggest problems around the state and tribes were able to discuss with HCA and FTA. Continued communication with FTA, and the state will be needed. Dez asked for input from attendees on this and other issues of concern. Annette asked about access to driver training. Kim asked about charging fares as Cowlitz was not funded because they did not charge a fare. Is that the case around the state? Marybeth, suggested coordination with IHS to coordinate payments? Hollyanna noted that the Yakama Nation has found that the Right of Way for rail stated that there would always be passenger service, but there is no passenger rail service. She has always wanted to come back to this document and feels the railroad is in breach of a contract. “We have many patients that need to travel to receive service. We need to track how patients must travel if a CHR is not available to transport. How does someone get to Seattle for health service?” she asked. The railroad is not providing commuter service and this needs to be looked into. For Indian Country this means a lot. MOBILITY. Al Pinkham mentioned that at 9:00 a.m. tomorrow the Yakama Safety Open House would be here in the same room and invited Dez and others to come and to discuss issues with various departments. Al Adolf, Yakima MPO, suggested looking at a volunteer service for Medicaid transportation. Some regions have this, some don't. Tribal members might be reimbursed at state IHS rates. Would need to look at contract with brokers. Casey noted the need at Stillaguamish for direct access ramps to the freeway. Stillaguamish is not on the freeway and there are conflicts between WSDOT and transit services. People on the bus go right by the reservation and cannot get off. Don Chartock, WSDOT Public Transportation, “we have a lot of people working on these kinds of issues and we are here to help”. Angelena, we need ordinances for transit passenger safety. We have drafts but nothing in place. There are people being allowed on the bus that should not be there for a number of reasons. Mary Beth offered one on one training, manuals and other help that might be needed.

Interagency Reports

WSDOT Rail Plan Update, Paul Krueger, WSDOT Freight, Rail, Port Division Project Manager for the Rail Plan update that is just getting underway. Paul stated that he hoped to introduce the plan process and spur comments and thoughts on input. The Objective of the plan is to “Provide a framework for accommodating growth and implementing strategic actions for future passenger and freight rail service”. Goals include identify a preferred growth/performance for Amtrak Cascades; Identify performance objectives for the state-owned shortline rail system; and identify strategies to improve connections between rail and other modes. Mr. Krueger discussed Regional Trends, Issues and Needs. Input will be gathered April through June 2018 with analysis and updates drafted through December 2018. It is hoped that the plan will be ready for Public review

in March with completion in May 2019. Mr. Krueger was asked about the derailment on the I-5 bridge and he outlined the process that is underway to bring “positive train control” to that and other portions of track. That is a Federal requirement. BNSF is the leader but must coordinate with Sound Transit owned track where the accident occurred and with AMTRACK as well as BNSF owned track. Other questions were about dollars to upgrade rail crossings and maintenance of crossings. Paul said the plan may look at those issues but that other WSDOT departments actually administer funds available for upgrades. It was noted that the “Bridging the Valley” project in Spokane Valley was funded through the MPO probably with federal funds. A final question regarded the control of Oil and Coal trains. Paul stated that the state has no role in determining how much can come through. That is interstate commerce and controlled at the federal level. Ecology is tracking that freight movement and looking to assure that the state is prepared for any negative impacts.

2019 Target Zero Plan Update, Scott Waller, WA Traffic Safety Commission introduced Katherine Boyd, Halcyon NW, Katherine@halcyonnw.com, 360-359-0199. Katherine was the writer/editor of the current Target Zero the state’s strategic highway safety plan and has been contracted to work on the 2019 update as project manager. The current 2016 Target Zero included a chapter specific to Tribal Traffic Safety. Mr. Walker’s intent is to begin the conversation on how to best review improve and update the plan from the tribal perspective. TTPO members were emailed a copy of the Tribal Chapter prior to the meeting. Mr. Waller would like to know what we did right last time, what did we miss. One big challenge is the need for better data. Scott mentioned one suggestion he had received that was to look at how to include mention of tribal issues in other chapters of the plan, and not have it be exclusive to the Tribal Chapter. There are chapters on contributing factors. One that appears important in the information provided earlier on the Yakama Nation surveys is Speed. Scott asked, “Do we need to emphasis more contributing factors like speed”? The easiest way to do this is to read the chapter and send in a couple of observations on things you didn’t see, what was missed, what do we need to emphasis more. A question was raised regarding the accuracy of crash data and Scott responded that was an issue that has come up before, crashes locals know about but that do not show up in the statistics. Scott also offered to help assist Tribes with individual issues such as helping to setup a data reporting protocol for a tribe.

Katherine then utilized a power point to walk participants through the Tribal Chapter of the Target Zero Plan. She emphasized the need to identify what in the chapter needs to be updated, what needs to be included that is not as well as what may need to be deleted. The chapter highlights the high rates of AIAN fatalities as well as focusing on the issue of data scarcity. Katherine identified the need to find answers to the issue of known fatalities and serious injuries not making it into the database. We would like to work on getting a complete record. Katherine then went on to point out the identified priority levels in both tribal and balance of state data. They are fairly consistent but may vary tribe to tribe. The balance of the plan highlights successes and various programs that have been implemented around the state and on tribal reservation. Katherine announced that Dezeray Hayes had agreed to be a member of the Target Zero steering committee. This committee provides policy direction for the document. We have a second group the project team that are more nuts and bolts kind of folks who will advise on how the plan looks, help keep the effort on schedule and will have some involvement in content. She stated that they have two slots for tribal representatives on the project team and would prefer someone from the west side and one from eastern Washington. Katherine encouraged everyone

to continue the conversation and to also call or e-mail in comments specific to your tribe or others that you have heard about. She also noted that much of the safety funding is directed toward issues identified in Target Zero so that if you have a specific need that you want to address it is very important to assure that it is in the Target Zero plan.

A question was raised as to whether or not WITPAC was responsible for approving appointments such as Dez's appointment to the steering committee. It was determined that was not the case but that the TTPO could act on the appointment. A MOTION for Dezeray Hayes appointment to the Target Zero Steering Committee as tribal representative was made by Kim Stube and 2nd by Marlon Allen. After discussion of the motion and clarification of the various positions on the steering committee and on the project committee the MOTION WAS AMMENDED to include the appointment of Hollyanna Littlebull to sit on the Target Zero Project Committee representing the eastside. The MOTION AS AMMENDED passed with no opposition. Andrew Strobel, Puallup, was mentioned as a possible representative for the west side. Scott mentioned that the last time Dez and Keri Cleary were representatives. Initial meetings will be in June in person with subsequent meeting by phone or teleconference.

Happy Longfellow, Parametrix went back to the question of unreported fatalities and injury accidents. Do we know that this is a fact that collisions with injuries, and fatalities on reservations are not being reported? Do fatalities go unreported now? There was general consensus that yes this is still an issue. Hollyanna gave three specific examples of cases that do not show up in the data provided in the Yakama Nation crash data analysis report the traffic safety committee has been using. These cases involved the Department of Defense, the railroad and the Army Corps of Engineers. These fatalities did not show up in FARS. Mr. Longfellow then asked whether a major issue to be addressed in Target Zero was the data reporting process, not necessarily the "problem" of tribes that are not reporting. Scott noted that there is a lot of Federal jurisdiction in Washington and this is an issue that can be looked into. Hollyanna also noted that the crashes she referenced were on ceded areas or usual and accustomed areas. The report she referenced included a 5 mile buffer area around the reservation but did not include these areas. The crashes were not tied to the Yakama Nation. Scott felt this would be a function of the crash reporting system and the need to have GPS location that good then be tied back to the Nation. Richard commented that all of the data is available to the tribe and the 5 mile buffer area was utilized to demonstrate the off reservation crashes. The buffer or circle could be redrawn to include the ceded and other areas. Scott encouraged the discussion and identified this issue of interjurisdictional issues including citations of non-Indians by tribal police. Angelena mentioned the need to go back and document crashes and fatalities and add them to the analysis. Scott noted an EWU student study of unreported crashes completed a couple of years ago. Katherine reviewed the timeline for the update and encouraged input before the draft went out to public comment. Katherine was encouraged to continue to work with TTPO. Also brought up was the 2009 Tribal Safety Summit that was very successful. It was recommended that TTPO set up a day or two or even a webinar to really focus on some of these issues. We can utilize others, CDC, NHTSA, TTP-Safety and others to develop an improved Plan to reduce and eliminate fatalities and serious injuries. Another issue raised was the lack of affordable driver's education programs on the reservation.

Affiliated Tribes Transportation & Infrastructure Committee Report, Mary Beth Frank-Clark, ATNI Transportation Committee Co-Chair, provided a detailed presentation on ATNI, TTPCC and the DOT Self-Governance rulemaking committee. She noted the conflict with the NTICC conference in Duluth and ATNI's fall conference hosted by the Coeur d' Alene Tribe in September. ATNI would like to have a teleconference setup for a meeting as most members will be in Duluth.

She reported that the new Northwest Representative for the Tribal Transportation Program Coordinating Committee (TTPCC) will be Kim Stube, Cowlitz Tribe. In the past TTPCC had one regional representative and an alternate. That has changed to where there are now two representatives recognized from each region. Mary Beth also noted that TTPCC needs tribes to host meetings. The 2019 meeting schedule will be discussed at the Rapid City meeting in June. The meetings usually have an attendance of about 30 people.

The DOT Self-Governance program negotiating committee of which Mary Beth is a member, has had a hold on meetings, responsibility has been taken away from FHWA, and drafts that had been worked on are changing. There has been minimal communication between the Feds and Tribal representatives. The committee is fighting to get control as the tribal drafts have been thrown out and the Feds have a draft they want to publish as a notice of proposed rulemaking. The statute requires draft review and redraft with publication by December. Mary Beth provided a calendar of events in her presentation. Noting the upcoming TTPCC meeting in Rapid City will include a role out of a RIFDS/GIS test with tribes. There will be training available mid-summer. Mary Beth stated that things don't seem to be going to well with the new TTAP and that the contractor University of Virginia has not been allowed to participate in TTPCC or other meetings to better explain their implementation of the program. Victoria Peters, FHWA is the responsible person for those with comments or questions ph. 720-963-3522 or email victoria.peters@dot.gov The TTAP website is <https://ttap-center.org/> .

Region X - FTA representatives were also at the ATNI committee meeting, gave a report on their activities and were available to take with members. Mary Beth ended with the request for Tribes to share concerns and suggestions regarding the Tribal Transportation Program in the surface transportation act (FAST-Act) as this will be an emphasis area for the ATNI Transportation & Infrastructure Committee in coming months. Mary Beth answered questions clarifying the timeline for development and publication of the DOT Self-Governance regulations. Richard highlighted the upcoming Western Planner Conference in Fort Hall this August <https://www.westernplanner.org/2018-conference/> and the NTICC conference in Duluth in September <https://www.nticc.org/>. He also noted that the 2019 NITCC is being planned for the Northwest. Venues are currently being looked at. Mary Beth was thanked for an excellent presentation.

TTPO Business

Treasurer's Report, Annette Nesse, TTPO Treasurer, reported a current balance of \$33,302.45 that includes a CD account of \$10,015.90 drawing 1.75% interest. Dues collected is at \$4,800. TTPO invoiced for \$7,600 to tribes. We also have great support with contributions from Parametrix and SCJ Alliance. Angelena asked if we need to send out a reminder to tribes who have not contributed, and Annette agreed to do that.

Meeting Wrap Up

Angelena asked for any announcements or other business. Richard discussed the Transportation Research Board, Native American Transportation Issues Committee ABE80. The committee is planning a late summer midyear meeting via webinar. Information will be forthcoming, and Richard encouraged tribes to participate in the meeting, on this committee and in TRB that meets every January in WA D.C. He stated that we are always looking for Problem Statements, such as the rail crossing issue that came up earlier, there is a need for workshop presentations as well as more formal paper presentations. The problem statements lead to funded research projects, such as the Data Collection on Tribal Roads that was recently published and is now being taken out as a demonstration project by Adam Larsen, TTP-FLHO Safety Engineer. Another example of an issue that can be turned into a problem statement is in regard to “graduated drivers licenses” on reservations or in Tribal ordinances. This is an issue that is identified in the TTPO workplan and this might be a way to address the issue of unlicensed and underage drivers. There are also many opportunities to participate on research technical teams and this can be a real learning experience. We really are looking for additional tribal representatives and participation.

Mary Beth mentioned that for Tribes applying for the National Significant Highway project grants should send an e-mail to Erin Kenley, Director, TTP program to give her a heads up and help “tag” your proposal so that she can track and support it in the process.

Kathy Rosenmeyer, Quinault, asked about draft development agreements that had been sent out by Megan Cotton requesting comments. Kathy wondered what other tribes thought about them and where we were in the process. Happy Longfellow, Parametrix, had responded on behalf of a client. They felt that there were issues with the draft agreements and that they treated tribes as utilities not as Tribes. Megan Nicodemus, WSDOT, responded that these were draft templates sent out through WHITPAC to get comments back on something used around this state with others. The comment period is closed and the comments are sitting on a desk waiting until Megan Cotton gets back from leave. Megan Nicodemus noted that there is no such thing as a one size fits all. Despite the template, each agreement would be specific to the tribe and the project. Marty noted that WHITPAC was just trying to find a way to make it easier on the tribes.

Good of the Order – There were no further comments.

Next Meeting Casey volunteered Stillaguamish who could host in a new facility. October 2, 2018 was suggested as the preferred date. Casey will confirm with the Tribe and with TTPO.

The meeting was adjourned.