

# **The 2008 Arizona Tribal Transportation Forum**

***May 13-14, 2008***

Francisco Grande Hotel & Golf Resort

26000 W. Gila Bend Highway

Casa Grande, Arizona 85293

## **BACKGROUND**

The 2008 Arizona Tribal Transportation Forum and Safety Summit were hosted by ADOT, FHWA, BIA, the Tribal Technical Assistance Program at Colorado State University, and the Arizona Tribal Strategic Partnering Team. This event was held May 13-15, 2008 at the Francisco Grande Hotel and Golf Resort in Casa Grande, AZ. This report developed by the ADOT Partnering Office covers the proceedings of the Tribal Transportation Forum portion of the event. The FHWA has developed a report covering the Safety Summit proceedings.

The Transportation Forum and Safety Summit was designed as a means of improving communication between federal, state, tribal, county and local government transportation stakeholders. The objectives of this year's event included:

- Hear Tribal transportation perspectives
- Present current statewide transportation activities
- Get to know transportation safety partners and review safety needs
- Build collaborative working relationships to meet transportation needs
- Build Tribal capacity and access to funding

Tribal Governments represented at the Forum and Summit included:

- Ak-Chin Indian Community
- Colorado River Indian Tribes
- Fort McDowell Yavapai Nation
- Gila River Indian Community
- Hopi Tribe
- Navajo Nation
- Pascua Yaqui Tribe
- San Carlos Apache Tribe
- Tohono O'odham Nation

*(Note: Please see attached roster for a complete list of participant contact information)*

## **FORUM NOTES**

The Forum portion of this event was held on May 13-14, 2008. The specific objectives of the Forum included:

- ◆ Share information and build networks
- ◆ Strengthen partnerships for concrete outcomes
- ◆ Provide input to future (to develop/create stronger future) direction of the Arizona Transportation Community

## **DAY 1:**

### **Transportation Forum Opening**

#### **Welcome Address:**

**James Young**, ADOT-CCP Partnering Director – Forum Moderator

#### **KICK OFF**

Mr. Young reviewed the Forum purpose, agenda and packet information. He also acknowledged the event sponsors and planning committee representatives from the ATSPT, BIA, FHWA and TTAP

#### **Opening Remarks:**

**Bob Maxwell**, BIA Western Regional Office, Division of Transportation, Transportation Planner

Mr. Maxwell served over 30 years with the BIA Division of Transportation. He noted the goal of last year's forum was to improve tribal, state, federal relationships and coordination, provide information on transportation processes; and how transportation stakeholders can get involved in the system.

The outcome of the forums was very good; it improved communication with all organizations. The forums opened up the door for Tribes. Tribal representatives also found out what programs are available to them and they received assistance with projects. Discussions from this event also recently led to a joint partnering project with ADOT to address lighting signal issues. Tribes also entered into partner agreements with the state including one with the BIA and Hopi Tribe to work on the Turquoise Trail project. Another effort was the establishment of Navajo, BIA, County, COG partnerships.

Mr. Maxwell also mentioned that in July 2004, a 25CFR Final Rule was established and went into effect in 2005 that shifted the role of BIA. The new rule gave the Tribes control of the BIA Indian Reservation Road (IRR) Program and lets them decide where IRR funds are spent. We establish good working relationships and we now know what programs are out there and available to the tribes.

The western regional office supports the determination and provides support to the tribes.

Mr. Young then commented giving the definition of partnering as working together. He stated that from his perspective, no one in the room can accomplish anything on their own. He said we are not in the transportation business, we are in the people business and in order to be successful we have to work with other people. Everyone in the room can make changes through partnership.

#### **Navajo Nation Presentation:**

**Tom Platero**, Manager, Navajo Department of Transportation

#### **Key Points**

- ◆ Mr. Platero has worked four years with the Navajo Department of Transportation (NDOT). He first worked with the Navajo Department of Education and from there he went to the Navajo Community Development Division.

- ◆ NDOT is an evolving process and there is still work to be done. One of NDOT's successes is the transportation partnership that has been established.
- ◆ NDOT has developed its own strategic plan and it can be viewed on the NDOT website at [www.navajodot.org](http://www.navajodot.org).
- ◆ NDOT's Vision statement reads: Through strong leadership and integrity, achieve a safe and stable transportation network fostering a viable socio-economic independence, thus, enhancing quality of life.
- ◆ NDOT has designated transportation planners to cover five regions of the Navajo Reservation.
- ◆ NDOT's Mission Statement reads: Through innovation and partnership; plan, implement and maintain transportation infrastructure to ensure safe and reliable mobility for the Navajo People.
- ◆ NDOT works outside of the box; staff is on a flex schedules. They look at output and don't look at time. In tribal government transportation has to be innovative and when mistakes are made they learn from them.
- ◆ Referring to the map handout the Navajo Nation covers three States and 13 counties. Within each of those is a tribal government process. The transportation department is under the Navajo Executive Branch. NDOT's approval process is under the Executive and Legislative branches. There are also 13 oversight committees in the Tribe's governmental structure.
- ◆ NDOT staff acknowledged included: Larry Hugh who works to link communities and addresses how NDOT communicates with the public; Carlton Ness who is the Safety Officer for NDOT's Road Maintenance Program; Emerson Tracy who is the airport manager; Cherlynn Yazzie who is a proposal writer; Margie Begay is a Planner who just came from Apache County; and Dave Silversmith who is a proposal writer and goes to all the ATSP meetings. NDOT tries to work as a whole unit and as a matrix organization with structure. Each team member brings a specialty to the organization.
- ◆ The Navajo Partnership agency representatives include ADOT, FHWA, BIA, Apache County; Navajo County; and Coconino County. The partnership has helped NDOT to understand processes and move forward
- ◆ Photos presented included a mountain road and series of dirt roads to be paved road; a 1930 photo of a road that is still the same; a road this is being developed through NDOT's maintenance program; and the partnership group. The purpose of the photos was show how far behind the Navajo Nation is with bringing roads up to standard.
- ◆ NDOT is in the process of developing its own Navajo Nation Funded Maintenance Program.
- ◆ Navajo DOT has been in existence since 1986.
- ◆ SR 491 is a 70-mile corridor and NDOT is working with the New Mexico DOT to make it a 4 lane route. This is the first time a tribe and state have come to agreement on right of way acquisition. It is a \$3 million project that starts in June 2008
- ◆ Working with the NMDOT involved talking to right people and there were issues involving tax contributions, terms and conditions on right of way; and natural resources. The process involved the Navajo oversight committees for final approval of right a way. The Navajo Vice-President got involved and dealt with the New Mexico Transportation Secretary. Five Navajo Council delegates also got involved to provide political support.
- ◆ Under the BIA process NDOT entered into agreement to maintain Navajo Nation roads. NDOT took the agreement and embellished it and added the entire BIA inventory. Both the Transportation and Community development and Intergovernmental Relations oversight committees approved a second agreement that allowed NDOT to add 5,000 new roads resulting in a total of 60-75 thousand miles of roads in the inventory. The challenge is determine which ones are public roads.

- ◆ The Tribal Transportation Improvement Program planning and approval process involves the Chapters, Agency Roads Committees, Transportation and Community Development Committee, BIA Navajo Region Division of Transportation and Federal Highway Administration.
- ◆ Patricia White of NDOT is working with Apache County to get material sites developed including those for gravel, dirt, and water. The purpose is to identify how the Tribe can become self sufficient with its materials.
- ◆ NDOT worked through a proactive relationship with BIA to learn their processes
- ◆ The Route 491 right of way acquisition process involved government-to-government relationships.
- ◆ Getting politicians involved in NDOT's processes helps; NDOT needs their involvement and support. NDOT has to educate the politicians on its plans.
- ◆ Tribal Funding Resources for transportation on the Reservation involved an agreement process that took three years to complete it includes the tribal fuel excise tax program which is a tribal resource that can be used for state projects. NDOT can also bring in scenic byways projects.
- ◆ NDOT has worked to write agreements that are open ended and the first state agreement is with ADOT.
- ◆ NDOT feels this is a true government-to-government relationship.
- ◆ Q: The Navajo, what are they allocating additional funds for and what are your funding sources?
- ◆ A: The fuel excise tax perception is we are using it for administration. However, we cover administration thru general funds. Actual funding for the Nation has not happened yet, a lot more has to be done. Most recently it has helped the emergency declaration and the oversight committee gave money to assist with road funding.
- ◆ NDOT completed 623 road projects last quarter.
- ◆ NDOT received an additional \$600,000 from our oversight committee for roads.
- ◆ The Navajo Nation is struggling with hiring people who have road maintenance expertise. NDOT is also working to set up a road maintenance yard.
- ◆ NDOT is developing road safety standards and GIS on the Nation. The GIS will allow NDOT to map all road maintenance. GIS is a powerful tool for planning and it is a collaborative effort with BIA.
- ◆ NDOT is also working with school districts to add inventory on school bus routes, mapping school bus routes, and the collection of data from all the school districts. This will help NDOT to do a better job on road maintenance. Currently, NDOT needs over one-half a million dollars to maintain Navajo roads.
- ◆ NDOT is also working with San Juan County, Utah which provided \$700,000 to assist with new road development and upgrade of current roads.
- ◆ NDOT is on the Tribal Roads Authority advisory board. This helps to bring more transportation training onto the Navajo Nation. NDOT is also involved with the New Mexico University, New Mexico LTAP, Utah LTAP and ADOT LTAP.
- ◆ NDOT also added into the planning process a project to create a transportation facility complex on the Nation.
- ◆ NDOT is looking to hire a full-time training coordinator to provide training for first aid, CPR, and safety.
- ◆ NDOT looks to integrate its training program with local colleges. A training academy is needed on the Nation and it should be opened up to other entities.
- ◆ NDOT is looking to identify the types of certification/education that is needed by its staff.

- ◆ NDOT needs safety funding for its Environmental Section; Chuck Howe of ADOT is working with the Environmental Section to link services with the Division of Natural Resources in an effort to streamline the processes.
- ◆ For the State Route 491 Project NDOT needs archeologists and environmentalists on staff.
- ◆ NDOT is supporting state projects with match money just as long as it benefits the Navajo communities.
- ◆ Regarding expansion NDOT understands that it needs to get involved in the COGs.
- ◆ There is a Tri-State Transportation Group that is looking to revise and expand.
- ◆ NDOT is building more internal relationships.
- ◆ NDOT's website includes more information.
- ◆ Through the Partnership efforts NDOT meets with the partner groups once a year.

Regarding data sharing or in any other area of transportation improvement NDOT requests the Transportation and Community Development oversight committee to approve projects and funding.

## **DAY 2**

### **Transportation Forum Opening**

#### **Welcome Address:**

**James Young**, ADOT-CCP Partnering Director and Forum Moderator

Mr. Young reviewed the Forum purpose, agenda and packet information.

#### **Key Points**

- ◆ Review agenda and housekeeping
- ◆ Gave recognition to all Tribes attending.

#### **Introduction to the ADOT Multi-modal Planning Division (MPD)**

**Victor Mendez**, ADOT Director

#### **Building A Quality Arizona - Statewide Transportation Planning Framework Presentation**

<http://www.bqaz.org/>

Project Overview:

**Victor Mendez**, ADOT Director and **John McNamara**, BQAZ Project Director

**Victor Mendez**, ADOT Director

#### **Key Points**

- ◆ Director Mendez thanked everyone for inviting him and for participating in Forum. It's an opportunity to network and make friends.
- ◆ Partnering is a very important component of ADOT's business process. Partnering is not an option; it is a way we do business. It is a good approach to develop relationships and allows ADOT to work closely with consultants and contractors. It also provides the means to go out and speak to people to identify processes and issues as well as to collaborate with people and build relationships.
- ◆ The establishment of ADOT's newest division the Multimodal Planning Division (MPD) was to expand beyond highways and freeways. The new MPD Director, Rakesh Tripathi,

replaced Dale Buskirk of ADOT's formerly titled Transportation Planning Division or TPD. One of Mr. Tripathi's goals is to meet with tribal leaders this year, however, please feel free to call and not wait until he comes out to visit.

- ◆ ADOT Director Mendez has an open door policy and is always willing to meet with you.
- ◆ Another division is the Communication and Community Partnerships Division or CCP. This division is active on how we communicate with our planning partners.
- ◆ Director Mendez noted that John McNamara is the Building a Quality Arizona (bqAZ) Project Director. He explained that the framework project is for future planning. It looks toward development of future transportation needs not just for Arizona but for the Nation. Arizona will continue to grow and recover economically.
- ◆ The Governor issued an Executive Order for ADOT to look at transportation in the future. ADOT started collaboration with the Council of Governments, Tribes, and Metropolitan Planning Organizations and started working on transportation plan framework studies.
- ◆ On potential statewide growth the 2005 population was 5.1 million and in 2050 the population is expected to be 14.1 million.
- ◆ In Arizona our sources of funding are diminishing; we cannot keep up with the growing and diverse transportation needs of the State. Unless, our funding sources change, chances are we will fall further and further behind.
- ◆ If you look at the development and growth patterns within the state, it all means we will have more demands for transportation and the question becomes: Are we prepared from the planning and funding standpoint?
- ◆ Construction costs are up and continuing to increase. How do we deal with this issue?
- ◆ We don't have many options when it comes to the solution. Doing nothing is not an option and is the worst option.
- ◆ Our challenges include congestion, growth, circulation and connection. The big needs are in west Phoenix and Yuma.
- ◆ Our needs are diverse and require diversity of solutions. Potential solutions require new investment strategies.

***John McNamara***, Project Director, DMJM Harris

#### Key Points

- ◆ What is BQAZ? Building a Quality Arizona
- ◆ What makes this process unique? The Governor wants to move the State forward through, integration of land use, tribal community involvement; land use, economic and business involvement; smart growth, environmental and conservation community involvement; and statewide collaboration.
- ◆ The framework process involves development of regional studies they include the Eastern, Northern, Central and Western Regional Studies. These studies kicked off in January 2008. The Hassayampa and Hidden Valley study processes and the MAG, PAG and Pima County Regional Transportation Plans will also be included in the process.
- ◆ The Framework Project work plan is a multi-pronged approach which includes regional frameworks as the building blocks; a statewide framework; and critical needs definition that addresses Executive Order 2008-02.
- ◆ Framework Objectives look at alternatives and support land use and economic development.
- ◆ The project team is working with bordering States including Sonora in Mexico. This is to understand their plans and take advantage of what is happening on our borders.

- ◆ The Team is creating a statewide planning framework by looking beyond a 20-25 year travel and demand and to ensure regional connectivity to preserve corridors.
- ◆ The process involves a recommended statewide investment strategy in response to the Governor's Executive Order. The Governor wants to move ahead early before the planning process is complete and to get a jump start on the funding opportunities.
- ◆ The recommended statewide investment strategy establishes a one-cent sales tax increase statewide which would kick in on 2010. It identifies four different baskets of needs including strategic highway projects at 58% equaling \$24.698 billion; rail and transit projects at 18% equaling \$7.665 billion; local mobility projects and programs at 20% equaling \$8.517 billion, and transportation enhancement and walkable/bikeable communities' projects and programs at 4% equaling \$1.703 billion. The total 100% equals \$42.583 billion.
- ◆ Solutions identified: Strategic highways include scenic and wildlife; rail transit in intercity, commuter and light rail; conservation for habitat and open space; transit oriented development and walkable communities; local mobility priorities includes all modes; and transit for smaller cities, tribal communities, and rural areas.
- ◆ Strategic highway projects impacting the Tribal Nations are on SR 264; US 89, SR 86, I-19, I-10, SR 101, and Val Vista Freeway. These all traverse tribal reservation land.
- ◆ Strategic rail and transportation projects and programs: public transit projects and programs; commuter rail; high speed intercity rail; and light rail
- ◆ Local mobility projects and programs would involve local decision making to guide the efforts.
- ◆ Transportation enhancement and walkable/bikeable communities are also included.
- ◆ Outreach to tribal communities has included introductory correspondence from the ADOT Director to the Executive Officer of each Tribal Community; presentations to the Transportation Working Groups of the Intertribal Council of Arizona; and the Governor's Policy Advisor for Tribal Affairs presentations at two Tribal Leaders Roundtable meetings.
- ◆ Tribal needs identification included information from the Governor's Tribal Summits; ADOT Report on Tribal Transportation Issues and Needs; BIA Indian Reservation Roads Program – Tribal Transportation Improvement Programs; and ADOT District Engineers' submittal of State Highway System Critical Needs on Tribal Lands.

### **Hopi Tribe Presentation:**

***Fred Shupla***, Community Planner, Hopi Tribe Office of Community Planning and Hopi Transportation Task Team

#### **Key Points**

- ◆ Mr. Shupla provided an overview of the Hopi transportation plan from the last 10-15 years.
- ◆ Historical background of Hopi Transportation and Roads – the system includes state highways, local roads, air strip, and two helicopter landing pads.
- ◆ ADOT maintains SR 264 and SR 87.
- ◆ Office of Land Management maintains a few “ranch roads” which are used by local cattlemen and farmers to access the hinterlands of the reservation.
- ◆ The Tribe doesn't build many roads; most are built by the BIA.
- ◆ The Hopi Tribe Strategic Plan in the area of transportation has the goal to design, develop and maintain a safe and efficient roads system for the Hopi Reservation

- ◆ The Strategic Plan Objectives include to conduct joint strategy meetings with BIA, FHWA, ADOT, Navajo Nation, Coconino and Apache Counties, etc. officials to evaluate progress on roads construction and maintenance activities and to set priorities for new road construction projects; adopt and enforce standards using FHWA, BIA, ADOT, County design standards and Arizona Manual of Uniform Traffic Control Devices, for residential streets and reservation roads. Conduct data collection of all existing and future roads to determine and decide which roads should be maintained and which roads should be closed. Develop and establish regulations and policies that will govern agreements for any and all right of ways for constructing underground utilities on the tribal roads system and to adopt appropriate regulations for enforcement purposes.
- ◆ Goal – to adopt and enforce regulations for the monitoring and controlling of commercial traffic and transporting of hazardous materials and commercial on residential streets and reservation roads system.
- ◆ Objective – collaborate with Hopi Tribal environmental protection office and all law enforcement agencies.
- ◆ Goal – maintain a reliable and affordable public transportation system
- ◆ Objectives – reassess public transportation and delivery system for the reservation and conduct a feasibility study on the transit program.
- ◆ Goal – establish a new airport/airstrip
- ◆ Objectives – seek and secure funding (completed); conduct a feasibility study; seed and secure a land site.
- ◆ Partnership ties – Hopi Tribe Transportation Task Team; Navajo Transportation & Community Development Committee; Navajo Nation DOT; BIA; ADOT; Navajo and Coconino Counties; FHWA; Federal Aviation Administration; Hopi Villages/Communities; Army Corps of Engineers; Law Enforcement Agencies
- ◆ Mr. Shupla introduced Davis Pecusa, Hopi Transportation Task Team Member. Mr. Pecusa discussed the need to update the Tribe’s needs assessment on current roads. The Tribe needs to come up with a plan that meets its goals and objectives; the needs that were identified back then are still in need today, they haven’t changed; to collaborate with the Navajo tribe to meet needs of the airstrip, and address impacts to both Tribes. On the current inventory update, identify new needs because current roads don’t generate funds. Partnering with all resources that are available to us to help us meet tribal needs. Partnering is not an option; it is the way we go. We have to think of innovative ways to start and complete our projects. Historically, we received monies only from the BIA which focused on putting the money in people programs. Funding has gone down and people programs went up, this has impacted us and our roads today. The Hopi Tribe gets \$450,000 for road maintenance. BIA says they are going to cut this funding by 50%.
- ◆ The next speaker introduced was Phillip Quochytewa, Sr., Chairman of the Hopi Transportation Task Team. Mr. Quochytewa discussed improvement needs on the Hopi reservation. There are a lot of good things happening with the partnerships. Including better and good working relationship with ADOT. Collecting new data on DUI crashes and fatalities so that they can be corrected and reported. Encouraging the Tribe to vote so that they can be counted. More votes mean more money for the Tribe. Trent Franks and Rick Renzi have lobbied monies for the Tribes roads. Within next year we hope to extend these funds. The Tribe is in the process of connecting and paving roads; has affected schools in the busing of children. Think about water, do we have enough to carry the Tribes to 2050. Encourage Tribes that are not part of this partnering to join. We need everyone to be at the table when talking and making decisions. Transit programs are key to how we want to work with this system. These programs are not up in our areas, we have to come to the Phoenix

area for programs. We need safe school crossings; we don't have anything to address this issue. These are liability factors that are building.

- ◆ Need public works and public safety dept to be developed and funded. Need more networking and partnering opportunities. Use Navajo example to lead the way to ADOT and other government agencies. The Inter Tribal Council of Arizona (IITCA) represents all the Tribes and will be looking at the transportation wants and needs of Tribes.
- ◆ ADOT Director Mendez commented that the investment strategy will be on the ballot for November. Within the strategy there is funding that goes directly to Tribes based on population. There are elements that will be directly funded through the initiative.
- ◆ SAFETEA-LU will be reauthorized and Native American communities need to be at the table and have a strong voice to articulate tribal needs.
- ◆ Another issue is safety data and how critical it is to collect and share data at any level.
- ◆ The initiative will be on the ballot in November and it is important for everyone to register and vote. Become informed on issues and vote accordingly.
- ◆ Regarding the Gas Tax Holiday, this is a proposal at the national level, developed due to high gas prices and to give consumers relief. At the federal level it will suspend gas tax for the summer. If this happens we won't be receiving those federal revenues. Some states at the legislative level are also talking about suspending the state gas tax which means less revenue for transportation.

### **Breakout Sessions**

#### **Transportation Resource Programs**

BQAZ Tribal Needs Identification:

***Don Sneed***, Planner/Tribal Coordinator, ADOT-MPD

#### **Key Points**

- ◆ Mr. Sneed discussed the sources of information for the BQAZ Tribal Needs, the included the Governor's Tribal Summit on Transportation held in March 2004, the Governor Tribal Summit on Growth and Education held in September 2006, and the Governor's Tribal Summit on Growth held in February 2007.
- ◆ The information from the above Summits resulted in the ADOT Report to Governor on Tribal Transportation Issues dated December 21, 2007.
- ◆ A second source of information was the BIA Indian Reservation Roads – Tribal Transportation Improvement Programs (IRR-TIP).
- ◆ A third source was the ADOT District Engineers submittal of State Highway System Critical Needs on Tribal Lands.

BQAZ Framework Project and Critical Needs Definition:

***John McNamara***, Project Director, DMJM Harris (**AGAVE ROOM**)

**FACILITATOR:** Rick Powers

#### **Key Points**

- ◆ Mr. McNamara pointed out that a bullet missing from presentation chart was on the results of statewide rural transit study.
- ◆ The BQAZ Framework Project work program was summarized as a three prong approach; the framework studies were intended to take approx 12 months and be done within calendar year 2008; however the process may be stretched into 2009; the TIME Coalition is currently

collecting signatures to put the measure on the ballot; this effort has slowed down the framework process for 4-5 months; if the measure is approved it will be for 30 years.

- ◆ 1<sup>st</sup> stage: Involves the research stage, gathering all the information and identifying transportation needs; hold meetings with stakeholders; doing studies; have contacts with each tribal community.
- ◆ 2<sup>nd</sup> stage: Currently setting goals and objectives; look at traffic on existing system and load into future anticipated growth and forecast traffic into system.
- ◆ 3<sup>rd</sup> stage: develop alternatives on how we will address those issues; develop resources to address the issues.
- ◆ 4<sup>th</sup> stage: is alternative phase – will work through summer; re-engage public to talk about the alternatives; look at advantages and disadvantages; will look at all projects that make up the planning scenario; set timelines, set stages, review costs, and who will implement them.
- ◆ We are proposing September or October to pull everything together; if this gets stretched out then we will be looking at January-February 2009 to pull everything together.
- ◆ 3<sup>rd</sup> prong is the critical needs part of what needs to be done now; identify the immediate and critical needs of what we need to do between now and 2030 and get it packaged up in anticipation of the potential vote in November, as per the Governor's Executive Order.
- ◆ Framework studies include 4 areas: Western, Northern, Eastern, and Central.
- ◆ The Executive Order 2008-02 was provided as a handout.
- ◆ Q: On Hopi, SR 264, engineer from Holbrook, inherited problem at bridges, has this particular problem been submitted as part of the critical needs to the state level; we have run off and occasional run off, runs on roadway; can someone look into this as a problem area?
- ◆ A: (D. Sneed) Those issues have been documented; yes, recall reading on growth summit, and have identified and included into process.
- ◆ Q: On state highway on turn in/out lanes, who has responsibility? Tribal government was told they would have to pay for the new turn in/out lanes. This is money that could have gone to other needs. We were told that this is state highway and they were responsible.
- ◆ A: (D. Sneed) When there is a new development; the issue needs to be negotiated with the developers; this has been brought up at other forums particularly the bus turn outs. (J. McNamara) This situation would qualify in the future, based on sales tax approval, and would identify a way to fund these kinds of needs. Nate Banks of FHWA stated that there are also federal funds available for this kind of purpose.
- ◆ Q: Regarding SR 347, there is concern with ADOT Engineer, we don't get notification on work being done that runs thru this community, on Ak-Chin. ADOT and Tucson reroutes traffic through our communities, the Indian community is an "after thought". We can't get a response from ADOT to have communication with us on proper notification; our law enforcement needs to be aware of detours through our local roads. ADOT contractors are also dumping on our land and tell us they were told by ADOT to do that. We want to know what improvements are planned for this highway.
- ◆ A: (J. McNamara) There was discussion on SR 347 on I-10 to I-8; information needs to be discussed with Gila River Indian Community and should be communicated to your community. (D. Sneed) We will make contact with ADOT-CCP this is the office that also sends out notices to the communities regarding work in your area. A meeting with the Tucson District may be needed to discuss these issues.
- ◆ Q: Regarding SR 264 does the framework study that was turned in include turn in lanes, widening shoulders, school crossings, etc. Most other routes are not included. We did not understand what they were looking for.
- ◆ A: (D. Sneed) Yes, the framework process did include reference to these needs as they were discussed at the Tribal Summits. The Framework consultants also met with tribal

representatives who mentioned these and other issues of concern to the Hopi Tribe. That information was documented for inclusion into the Northern Region Study.

- ◆ Q: Is there still opportunity for the Hopi Tribe to submit specifics on problems we have?
- ◆ A: (D. Sneed) Yes, please I would be willing to meet with the Tribe to discuss and document those issues.
- ◆ Q: The map slide shows population growth off tribal land but no information on population grown on tribal land. Why is that?
- ◆ A: (J. McNamara) I can't answer tribal growth; however, framework consultants were charged with working to get best possible information on growth from cities, counties, tribes. Final draft form will be on website.
- ◆ Q: Can you let us know who it was and who they talked to from the Hopi tribe?
- ◆ A: (J. McNamara) HDR consultants did research and we will find out who they talked to.
- ◆ Q: Will the same meeting opportunity be extended to other tribal communities?
- ◆ A: (D. Sneed) Yes, please contact me to arrange a meeting.
- ◆ Q: Regarding SR264 is the corridor study still alive?
- ◆ A: (D. Sneed) Yes, we don't want to lose the data that was captured. There was a great deal of crash data and identified problem areas on 264 included in that study. We should revisit the study recommendations at the Tribal Task Team meeting on May 20th.
- ◆ Q: Contacts for the Northern region, not sure how it was done, there was a meeting in Window Rock that consisted of five people. Looking at the map it shows on Navajo and Hopi not a lot is going on there.
- ◆ A: (J. McNamara) Will contact HDR to make sure we have good communication with the district, will double check our information. You should be notified of projects and have good communication.
- ◆ Q: Regarding population growth, what is the transportation plan? Each chapter house has a land development plan that shows what is going to happen in future. The information collected indicates that a lot of that will change.
- ◆ A: (J. McNamara) We meet every Tuesday afternoon and will put on agenda to discuss with the Northern Region team.
- ◆ Marnie Hodahkwen from the Governor's Office commented that in terms of population data, yes, tribal information is included. The Governor has spoken with tribal leaders and growth has been the topic for the last two years. We are encouraging tribal leaders to participate in the framework study and will continue to listen to your feedback. Please share additional information with Don Sneed and the Governor's office.
- ◆ Ms. Hodahkwen mentioned that the ballot measure idea was originally to use the HURF funding method, which does not include tribes. Therefore, we made sure that this time we don't make the same mistake and will include tribes' needs in the funding process.
- ◆ Regarding grant language – this was included due to the gift clause; if we don't use this language it would raise legal issues and then have to go back to voters. We wanted to protect tribal communities.
- ◆ Q: Regarding the TIME initiative, will the State Transportation Board be responsible for what goes on there on the critical needs identified? How will the needs be programmed if the initiative is passed? What is the five-year program impact? Is there standardized language in Title 28?
- ◆ A: (M. Hodahkwen) These considerations are included due to accountability measures. We are trying to finalize program and projects would be slotted in. We are trying to get a handle on where programs are in their maturity.

Rural Tribal Transit Needs:

**Matt Carpenter**, ADOT-MPD Grant Administrator

**FACILITATOR:** Michelle Fink

### Key Points

- ◆ Q: Can a county apply on behalf of a tribe?
- ◆ A: Yes
  
- ◆ Q: What funds does the Navajo DOT apply for?
- ◆ A: 5311
  
- ◆ Q: We are starting a veteran program, what will help?
- ◆ A: New Freedom Grant can help provide these trips.
  
- ◆ Q: Who monitors the age requirements?
- ◆ A: FTA
  
- ◆ Q: The City of Maricopa has a new transit plan to downtown Phoenix. Can the Gila River members be picked up?
- ◆ A: Yes
  
- ◆ Q: The Navajo Nation has more than 50,000 populations. How can we apply for the funds?
- ◆ A: You can apply as a town/city.
  
- ◆ Q: Can we identify a community as a recipient? Such as Keyenta?
- ◆ A: Check with your Council of Governments (COG).
  
- ◆ Q: Day light savings time has been an issue for the Hopi Tribe when it has to work with the Navajo Nation.
- ◆ A: The Tribe should work with the Tribal System Operator to address scheduling issues.
  
- ◆ Q: Can we include other small tribes in our application?
- ◆ A: Yes, follow up with Matt Carpenter.

### **Announcement**

The Salt River Tribe has formed a committee to plan the sharing of their transit vehicles with other tribes.

### **FORUM CLOSING:**

#### Closeout Remarks:

- ◆ **Nate Banks**, FHWA – The FHWA has a couple of objectives: first, to ensure tribal partners can fully participate in the transportation planning and development process; second, provide Tribes with technical assistance. Important for Tribes to take full advantage of their participation in the partnership. Please send us your comments and concerns.

- ◆ **Bob Maxwell**, BIA – It’s good to see everyone here. I’ve enjoyed being here. The goal and objective is the tribes are no longer alone; you need to be part of the bigger pictures, be part of the transportation coordination. We will have challenges at BIA in the next few years, new authorization, and the transportation trust fund is running out and we need to start thinking about that.
- ◆ **Don Sneed**, ADOT - We appreciate everyone’s attendance, this is the largest forum to date. Last year was specific for tribes to learn how to get projects underway. This forum is for tribes to present to the transportation stakeholders. Planning for next year will get underway soon and we need your input on what should be covered in the next Forum. The ATSP is one way to be involved; it was established in June 1999 through FHWA, ADOT Planning Division and the ADOT Civil Rights Office with the purpose of improving communication through agencies for the benefit of the Tribes. You are invited to participate in this partnering team and planning for the next forum. You also have the opportunity to be involved and learn ADOT’s internal funding and planning. Also, you can let us know if you are interested in the Navajo and Hopi partnerships and we will inform you on the establishment process and steps of those efforts. On behalf of ADOT, thank you for being part of the Forum and Summit.

**LUNCHEON: KEYNOTE ADDRESS:**

- ◆ **Michael Hegarty**, GOHS - Our goal is to make our highways safer through education and enforcement. We provide car seats and bike helmets to help reduce traffic tragedies. One of the best partners in highway safety is the Arizona Department of Transportation.

***Victor Mendez***, ADOT Director

Key Points:

- ◆ We have a lot of technology, so when an incident occurs almost immediately people start calling to get information on accidents.
- ◆ I ask everyone to keep highway safety in mind.
- ◆ Partnerships don’t occur without leadership in any organization. Our leader and partner is Governor Napolitano and she has placed a high priority on Tribal issues.

You have to have leaders that believe in partnerships for it to work.