

# SCAT/WMAT Transportation Partnership

## Goals Implementation Plan

Last revised 8/14/2019

### Goal

Develop a “Law and Order” Committee to clean along roadways

Action step	Responsible party(ies)	Due	Status
Develop a “Law and Order” Committee, which will oversee a plan to have inmates routinely clean/clear along roadways.	Bill Harmon/Kurt Harris/Simon Hooke	November 2019	Simon Hooke, SCAT Transportation Board Chairman, will check to find out if the San Carlos detention facility can provide inmates to clear the roadways. If an IGA is required, Bill Harmon and/or Kurt Harris will work with Chairman Hooke to secure an IGA. Clarification is also needed from Chairman Hooke as to whether state inmates can be used along the roadway on reservation land.

### Goal

Improve telecommunications in the Salt River region.

Action step	Responsible party(ies)	Due	Status
1. Investigate Cellular One connectivity with Verizon. WMAT has Cellular One Service. Verizon has poor connectivity in Whiteriver.	1. WMAT Councilman Jerold Altaha	1. Ongoing	1. Updates will be provided as progress is made.
2. Implement fiber connectivity from San Carlos to Whiteriver.	2. Marvin Mull/Tara Chief	2. Flexible	2. Marvin will provide updates per SCAT and Tara will provide updates per WMAT.
3. Work with emergency management services, such as DPS which is installing a radio tower, to understand communication plans. Tribal frequencies are different.	3. ADOT SE District/Tribal Police	3. Flexible	3. Emergency notification in the canyon may be an issue that can be addressed with DPS. This is a potential partnership with ADOT/Tribal Police/DPS. Tribal police will need to escalate this to DPS.

### Goal

San Carlos Nnee Bich’o Nii Apache Transit to have CDL Training through a crossing training program with ADOT (Train the Trainer)

Action step	Responsible party(ies)	Due	Status
Have CDL cross training with ADOT set up, approved and available	Aubree Perry	Ongoing	“Train the Trainer” has been accomplished, but there is an ongoing need for drivers with CDL, and Aubree is addressing this and looking for solutions. There may be opportunities with TERO offices.

Is it SMART? Specific + Measurable + Attainable + Results-Oriented + Time-Oriented

## Goal

Improve Amos Wash Road. Improvements would serve to reduce commute time between Whiteriver and San Carlos, and could possibly improve the economy, as well as serve as an emergency route.

Action step	Responsible party(ies)	Due	Status
<p>First steps are needed to potentially pursue this project. At the Aug. 8, 2018 Annual Meeting, SCAT discussed issues of road improvement impeding elk hunting in the region, but it is not clear if SCAT was expressing opposition to road improvement or concerns that need to be taken into consideration in planning any improvements.</p>			<p>The April 24, 2019 Steering Committee Meeting included a presentation provided by WMAT DOT Director, Tara Chief, with a drone video of Amos Wash Road. This was an opportunity for the Steering Committee to better understand this goal and talk further of possibilities for improving this route. The group agreed this is a goal that will serve to benefit the tribes economically; provide a faster, shorter route between the tribes; and enhance access and safety in the region. The group stated that mitigation measures should be implemented to ensure elk hunting continues. This goal will be presented to both the WMAT and SCAT tribal councils.</p>
	<p>Marvin Mull</p>	<p>Next Meeting</p>	<p>SCAT will follow with a presentation of Amos Wash Road on the San Carlos side.</p>
	<p>Tribal Councils need to meet.</p>	<p>Within the next couple months</p>	<p>At the August 18, 2019, it was agreed by SCAT and WMAT that this is an important goal. Tribal Councils for both tribes are in support of improving Amos Wash Road. This is considered a “minor” road, and minor road funding may be available for the Black River Bridge. An off-systems bridge application may be possible. There also may be “federal lands access funds” for the roadway. Funding is an issue and the tribes need to meet and begin collaboration and investigation of funding to support the goal. A corridor study may be needed for both sides (SCAT/WMAT).</p>

## Goal

Tribes to participate in installing TraCs software in patrol cars.

This software serves to improve crash data reporting, which is essential to securing funding for transportation improvements where safety is at stake. It is understood that there is sensitivity in installing this software, as personal information would be acquired. ADOT is committed to ensuring full redaction of all personal information.

Action step	Responsible party(ies)	Due	Status
Install TraCs software in tribal patrol cars	Charla Glendening and Tim Jordan	Two-year plan	In motion per April 24, 2019 Committee meeting. ADOT IT staff is being prepared to undertake this effort. Tim Jordan has met with the tribes to go over the TraCs software program.
	Tara Chief	Update at meeting following the August 14, 2019 meeting.	Per the August 14, 2019 Committee meeting, an agreement needs to be completed - the WMAT Council needs to approve it. If approved, WMAT DOT will move forward with implementing TraCs software. There is a new WMAT police chief, Ted Shaw, who will be involved with the effort.
	Don Sneed	August 2019	Don Sneed stated that Captain P. Etnire with DPS is a support resource. Don will send a state directory of tribal liaisons, which are also a support resource.

## Goal

Install lighting in front of Apache Gold Casino and Conference Center.

Action step	Responsible party(ies)	Due	Status
Get funding in place, design and construct lighting in front of Apache Gold Casino	Marvin Mull/Bill Harmon/Kurt Harris	Design FY 2021. Construct FY 2022.	Moving along. This project qualified for safety funds. The design is set for FY 2021 and construction for FY 2022.

## Goal

Work toward making US 70 much safer. While a goal of making US 70 a toll road for commercial trucks is something that must be legislatively lobbied for by the tribes, it is a possibility, although extremely difficult to achieve toll road implementation anywhere in the state. In the meantime, incremental steps need to be taken to improve safety on US 70.

There are many reasons why US 70 is dangerous, a community-wide concern and expensive to improve:

- There are many mine trucks carrying hazardous materials and not obeying speed limits.
- There are many unpermitted (wildcat) driveways along US 70 (many dollars needed for access roads/improvements).
- Many residents commute from Bylas to employment elsewhere.
- There is a hospital in Peridot, and the only way to get to the hospital is by US 70.

Action step	Responsible party(ies)	Due	Status
First incremental step: Chairman of the SCAT Transportation Board Chair, Simon Hooke, will connect with Chief Benally in the near future to see if five years of crash data information can be provided, and he will report back to the committee on what he learns.	Marvin Mull; Charles Russell; Bill Harmon	Ongoing	Per August 14, 2019 committee meeting, Marvin Mull stated that concerns are being addressed. Future updates will be provided. Rick Powers is working for SCAT and information concerning US 70 will be collected by Rick, compiled and shared with the committee as available (studies, data, etc.).

## Goal (Eliminated per August 14, 2019 Committee Meeting)

Bring the Seneca store/park back to operation. This could potentially be a transportation goal if transit could connect at this location. To return Seneca to operation, perhaps a joint partnership of the tribes can be established, as both tribes would benefit from the enterprise.

Action step	Responsible party(ies)	Due	Status
Establish a revitalization plan. Need to look at funding opportunities and grant potential.	SCAT	Flexible	<p>SCAT is working on revitalization plans. A consultant has been hired to assist in this effort. SCAT is reaching out to agencies and government entities for funding assistance and information- Gila County and City of Phoenix for example. They welcome any ideas and thoughts from the committee.</p> <p>April 24, 2019: Charla Glendening with ADOT MPD Planning Department provided a PowerPoint presentation on transit development across the state to assist the Steering Committee in understanding what may be possible regarding a transit hub at Seneca.</p> <p>Per August 14, 2019 committee meeting: This is no longer a goal of the Partnership, as Seneca Park is on the SCAT reservation and SCAT is actively working on a revitalization plan. Updates will be provided by SCAT at future committee meetings.</p>

			<p>Note the ADOT 5311 Guidebook, found at: <a href="https://www.azdot.gov/planning/TransitProgramsandGrants/5311-rural-public-transportation-program/overview">https://www.azdot.gov/planning/TransitProgramsandGrants/5311-rural-public-transportation-program/overview</a></p> <p>This guidebook provides grant guidelines for the Rural Public Transit Program funding cycle. SCAT should review this guidebook to understand how far out potential grant funding will be.</p>
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