

# SCAT/WMAT Transportation Partnership

## Goals Implementation Plan

Last revised 11/14/2018

### 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	June/July 2019	

### 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. July 2019	
2. Implement an emergency landline that extends to Salt River by working with the SCAT local phone company. Possibly install an emergency phone in the Salt River rest area.	2. Bill Harmon	2. Flexible	
3. Implement fiber connectivity from San Carlos to Whiteriver.	3. Bill Harmon	3. Flexible	
4. Work with emergency management services, such as DPS which is installing a radio tower, to understand communication plans. Tribal frequencies are different.	4. Bill Harmon	4. Flexible	

### 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	Next Summer	In motion. Transit Asset Management Plan submitted Sept. 2018 through ADOT/BECO Office

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
WMAT will take the first steps 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.	WMAT Jerold Altaha/Tara Chief	Flexible	The March 2019 Steering Committee Meeting will have a presentation provided by WMAT, including an aerial view, of Amos Wash Road. It will be an opportunity to better understand this goal and talk further of possibilities for improving this route.  Councilman Altaha will reach out to SCAT Council to better understand their thoughts about potential roadway improvement.

## 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. ADOT IT staff is being prepared to undertake this effort. Tim Jorden is ready to meet with the tribes to go over the TraCs software program.

## 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	2020	Moving along. This project qualifies for safety funds and is in queue to be advanced.

## 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	Report outcome at March 2019 Steering Committee meeting and discuss next steps.	

## Goal

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
First step: Establish collaboration between tribes: Need to look at funding opportunities and grant potential.	Councilman Altaha	Flexible	Councilman Altaha will work with both WMAT and SCAT Councils. Potentially meet in spring 2019 to see if both tribes can collaborate.  At the March 2019 Steering Committee meeting, WMAT will provide a presentation on the history of Seneca, so the committee can better understand this goal and how it can be achieved.