

SCAT/WMAT Transportation Partnership

Goals Implementation Plan

Last revised October 13, 2016

Concern

A large number of SCAT driveways that enter the ADOT ROW are built without encroachment permits. Because of their locations, some of these driveways pose safety hazards and potential liability problems.

Goal

Tribal land lessees will meet requirements for driveways entering ADOT ROW and obtain encroachment permits.

Action step	Responsible party(ies)	Deadline	Status
Ask the SCAT Real Estate Office to inform new and existing land lessees to contact the ADOT Southeast District for assistance in meeting requirements for encroachment permits	Bill Harmon		Completed and ongoing
Inform lessees on how to meet requirements for an encroachment permit for driveways	ADOT Southeast District staff		Ongoing
Offer encroachment permits on a sliding scale	ADOT Southeast District		Ongoing
ADOT wishes to issue permits to both SCAT and to individual lessees. Determine any differences in the language of permits issued to these parties.	Bill Harmon		Ongoing Note: Driveways and liability concerns regarding ADOT right of way and the permit process are an ongoing issue. An encroachment process could potentially address issues. ADOT Southeast District Development Engineer, Tom Engel, met with SCAT Manager of Planning and Economics, Nate Nash, and SCAT Planning Technician, Cedar Polk, in the fall of 2016 to begin discussions regarding the benefits of a strong permit program in the San Carlos Reservation.
Ask the appropriate WMAT groups to inform new and existing land lessees to contact the ADOT Northeast District for assistance in meeting requirements for encroachment	Lynn Johnson		Ongoing Note: Driveways and liability concerns regarding ADOT right of way and the permit process are an ongoing issue. An encroachment process could potentially address issues.
Inform lessees on how to meet requirements for an encroachment permit for driveways.	ADOT Northeast District Staff		Ongoing
ADOT wishes to issue permits to both WMAT and individual lessees. Determine any differences in permits language issued to each.	ADOT Northeast District		Ongoing

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

Concern

SCAT does not have a 911 system, making it difficult for emergency vehicles to locate homes and other buildings. The adoption of a modern 911 system would enhance the effectiveness of emergency services. It would also document the tribes' "centerline" road miles, which may increase the potential for increased transportation funding.

Goal

Acquire the information needed to make decisions about the acquisition of a 911 system.

Action step	Responsible party(ies)	Deadline	Status
SCAT Tribal Planning Director, Nate Nash, will provide an update on the work the Planning Department has achieved regarding working toward a 911 system. Hugh Moses will contact Nate about providing the update.	Hugh Moses/Nate Nash	October 13. 2016 meeting	Completed SCAT is working on an RFP to have the 911 System implemented. Getting quotes and building budget. Hope to have in place in eight months.
The WMAT Fire department took the lead regarding efforts to assign address numbers, an important step toward establishing a 911 system, and got a grant to do so. WMAT can offer assistance and work together. WMAT may be able to bring Fire Department Chief, Mark Tessay, and other Fire Department staff to the January 25, 2017 meeting.	Tara Chief	January 25, 2017 meeting	
There is a national effort to interconnect the 911 systems nationally and GIS Planning is working on this. Don Sneed will invite ADOT GIS Program Manager, James Meyer, and ADOA 9-1-1 Project Manager, Sandra Dyre, to provide a presentation on 9-1-1 Emergency Response.	Don Sneed	January 25, 2017 meeting	

Concern

Transportation is also about transit. SCAT has been successfully expanding transit services and needs to continue doing so. WMAT does not currently offer transit services and it is a priority to get WMAT Transit up and running.

Goal

SCAT to continue to expand services and acquire buses. Wheelchair accessibility is important. WMAT needs to provide transit services. Future transit interconnectivity between tribal regions is important.

Action step	Responsible party(ies)	Deadline	Status
SCAT and WMAT partnership to efficiently offer transit throughout both tribal areas.	Bernadette Kniffin/Tara Chief		Ongoing Director of Nnee Bich'o Nii Transit Services, Bernadette Kniffin, presented a PowerPoint overview on October 13, 2016 of the history/achievements of the Transit system. WMAT DOT Director, Tara Chief, emphasized that getting transit up and running is a key focus of WMAT DOT. There has been a setback regarding the bid process, but they are now potentially looking at January 2017 for the bid process to start. Bernadette and Tara are in communication/collaboration regarding this goal.

Other Action Steps

Action step	Responsible party(ies)	Deadline	Status
The responsibility for replacing lights and paying for electricity is different in different areas. Bill Harmon will ask the signing and lighting regional crews about replacing bulbs in lights and replacing streets signs that are on top of stop signs when the stop signs are replaced.	Bill Harmon	January 25, 2016	

COMPLETED GOALS

Completion Noted October 13, 2016:

Concern

Livestock in the roadway right-of-way (ROW) put themselves in danger and pose safety hazards to travelers.

Goal

Reduce hazards associated with livestock in the ROW.

Action step	Responsible party(ies)	Deadline	Status
Several partnership members have investigated what can be done on SCAT lands to reduce these hazards and have determined that calling 911 is the best option at this time.			Complete. Suggest reviewing at the annual meeting that the response for an animal sighting on SCAT is to call 911.
WMAT has a livestock code but it is outdated. The livestock associated previously had an organized structure but it has declined. They are working on this as a Tribe.			
If there is a history of accidents HSIP funds could be applied for.			

Completion Noted October 13, 2016:

Concern

SCAT and WMAT would like to stay informed of training opportunities related to emergency response.

Goal

Inform SCAT police and EMT/fire staff when relevant training is offered.

Action step	Responsible party(ies)	Deadline	Status
Notify SCAT and WMAT PD and EMT/fire when transportation incident management training (TIM) is available.	Bill Harmon	1-2 times per year	Ongoing
Consider assigning ADOT SE District staff to notify SCAT and WMAT of TIM training. (A written document should be provided for ADOT SEO and Director's office to keep them informed of this training.)	Bill Harmon	November 2016	TIM training will be scheduled/notification provided to ITCA (Intertribal Council). The last time the training was provided was at the Peridot high school.
Arrange for emergency response training sponsored by the National Incident Management System (NIMS) -- "tabletop exercises." Objective is to schedule training for a time when an appropriate venue is available, such as a school during the summer. Key contacts for SCAT are Alejandro Benally (PD) and Dee Randall (FD).	Bill Harmon will coordinate with Kim Campbell, ADOT Acting Emergency Management Director, to request that she schedule a meeting with key contacts to arrange for training and determine the content of the exercises.	2/15/16	Complete and Ongoing: Nathan Nixon ITCA volunteered to do a HazMat tabletop exercise this fall. All agencies are coordinating to invite the other agencies to their training. Share this information at the annual meeting as a success.

Other Action Steps – Completed

Completion Noted October 13, 2016

Action step	Responsible party(ies)	Deadline	Status
Determine if current agreements and limitations allow ADOT to plow snow on BIA roads.	Lynn Johnson	1/27/16	Completed It has been determined that ADOT may not plow BIA roads.
Crash Data Sharing	Alejandro Benally	Report/update to be provided at the October 2016 meeting	Completed and ongoing: Bill Harmon told the group that Chief Benally recently provided crash data to ADOT for the area near the new Casino and the frontage road and corridor. Receiving crash data is very important to being able to secure safety funds. Permitting for driveways is also very important to manage locations of driveways so they are in safe areas to prevent crashes. It is important to use frontage roads to funnel various driveways to one safe point of access on the highway. A new project is being pursued and this project is possible because crash data was shared. It is important that the progress of the partnership be shared with leadership at an annual meeting. Tara Chief told the group that WMAT does have a 911 system and they do share crash data with ADOT. They are working on implementing TRACS but that is dependent on cell service and cell service isn't strong enough in the area yet.

ADOT



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