

Intertribal Transportation Association NEWSLETTER

Volume 6, Issue 3

SUMMER 2008



Mark your Calendar:

ITA Executive Committee Meeting
October 2-3, 2008
Southpoint Hotel & Casino
Las Vegas, NV

REMINDER:

ITA Annual Meeting & Conference
December 2008
Golden Nugget
Las Vegas, NV

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From the ITA President

C John Healy, Sr., Fort Belknap Indian Community



A-Ho, I hope Tunkasila "Grandfather Spirit" is blessing your road in a good way on your journeys. I write this article for the ITA Membership in a good way, and pray that Tunkasila blesses your everyday way of life.

On May 28-June 3, 2008 I attended meetings in Reno, NV. On May 28th I attended a Federal Highway Administration (FHWA), meeting on consultation and coordination with tribal governments at the Atlantis Hotel in Reno, NV. On May 29-30th, I attended and chaired the ITA Mid-Year Meeting also held at the Atlantis Hotel. On Saturday May 31st I attend the Native American Sub-committee Meeting under the Transportation Research Board (TRB). On Sunday June 1, 2008 I attended a Transit Panel Meeting under the TRB. On Monday June 2-3, 2008 I attended and chaired the Transportation & Infrastructure Sub-committee meeting under the National Congress of American Indians (NCAI), at their mid-year meeting.

ITA Mid-year Meeting:

On May 29-30th, ITA held the Mid-Year Meeting also at the Atlantis Hotel. As with all of our meetings we started with an opening prayer to the creator was bestowed upon us by Mr. Ugene Limpy, Transportation Director, Northern Cheyenne Tribe. FHWA in conjunction with the ITA Mid-Year Meeting hosted a session on tribal peer exchange. This meeting was the first of a series of meetings on the FHWA policies on consultation and coordination with tribal governments. The overall purpose of this peer exchange was to improve Tribal consultation efforts in the Statewide and Metropolitan planning processes. The peer exchange will provide State Tribal Liaisons, Metropolitan Planning Organization Tribal Liaisons, and Tribes the opportunity to discuss and share ideas related to the fulfillment of the Tribal Consultation requirement under SAFETEA-LU. Based on these discussions a state-of-the-practice report will be developed and made available via the FHWA Tribal Planning website to help advance concepts identified during the exchange as best practices, good ideas and notable efforts.

On the first day, The Federal Highway Administration (FHWA), Meeting on Entitled, Tribal Consultation under SAFETEA-LU – State-of-the-Practice wrapped up in the morning session. We had purposely arranged it this way so the people who attended the FHWA Meeting could stay and attend the ITA Meeting. In the afternoon, we had our ITA Business Meeting. On this particular day we had a few items to conclude from the 2007 Annual Meeting. Namely finalizing the Vice-President Election, and some of the Regional Representation. The new ITA Vice-President is Mr. Omer Begay Jr., Navajo Nation.

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ITA Membership

TRIBES & COMMUNITIES

- Absentee Shawnee
- ANTTC Alaska
- Apache of Oklahoma
- Bishop Paiute Tribe
- Blackfeet Nation
- Cherokee Nation
- Chippewa Cree Tribes
- Citizen Band of Potawatomi
- Cowlitz Indian Tribe
- Colville Confederated Tribes
- Comanche Tribe of Oklahoma
- Confederated Salish & Kootenai Tribes
- Confederated Tribes of Umatilla
- Crow Tribe
- Fort Belknap Indian Community
- Fort Peck Tribes
- Gila River Indian Community
- Jamestown S'Klallam Tribe
- Kalispel Tribe
- Kawerak Inc.
- Kaw Nation
- Kootenai
- Ketchikan Indian Community
- Lummi Nation
- Makah Nation
- Muckleshoot Tribe
- Native Village of Akvtan
- Native Village of Barrow
- Native Village of Chickaloon
- Native Village of Eyak
- Native Village of Healy Lake
- Navajo Nation
- Nez Perce Tribe
- Northern Cheyenne
- Northwestern Band of Shoshone Nation
- Oglala Sioux Tribe
- Onieda Tribe of Wisconsin
- Prairie Band of Potawatomi
- Quinault Indian Nation
- Salt River Indian Community
- San Ildefonso Pueblo
- Seminole Tribe
- Shoshone & Arapahoe Tribes-Wind River
- Shoshone Bannock Tribes, Ft. Hall
- Skokomish
- Southern Ute
- Standing Rock Sioux Tribe
- Susanville
- Tanana Chiefs Conference
- Tetlin Tribe
- Warm Springs Confederated Tribes

INDIVIDUAL

- Mike Clements
- Joseph Kamkoff
- Richard Rolland
- Jeff Swan

ASSOCIATE

- Dept. of Interior (Heidi Muller)
- Eastern Washington University
- TransCivil (Jimmy Young)
- NECI
- Red Plains Professional PTE

From the ITA President

(Continued from page 1)

In 2007, the following Regions were up for re-election:

Region One: Great Plains Region

Region Three: Southern Plains

Region Five: Eastern Region

Region Seven: Midwest Region

Region Nine: Navajo Region

Region Eleven: Northwest Region

Representatives for: Alaska Region (Gary Stevig, Primary. Howard Mermelstein, Alt). Pacific Region (vacant)

Transportation Research Board (TRB):

In my capacity as the President of ITA,

we must network with many organizations. This sub-committee was first organized in 1994 and ITA was invited to **participate as a member**. ITA hadn't participated much due to a myriad of reasons, however when I became President I wanted to revitalize this relationship, because participating/networking with this sub-committee only will help ITA. On Sunday June 1, 2008, I attended a TRB Transit Panel Meeting. We reviewed seven proposals for an upcoming project, rated, ranked and chose the one with basically the highest points.

On Monday June 2-3, 2008 I attended the National Congress of American Indi-

ans (NCAI), Transportation & Infrastructure Sub-committee mid-year meeting. I am one of the co-chairs of this Sub-committee.

The sub-committee reviewed the white paper which the NCAI-ITA Joint Task Force on Transportation Issues has developed over the last year. There were **some questions from tribes who hadn't** had a chance to fully review the document, it was decided to involve these tribes more on the monthly teleconference calls and table the resolution of support until the annual meeting.

Mitakuye Oyasin "All my Relatives"

INTERTRIBAL TRANSPORTATION ASSOCIATION Executive Committee Meeting

October 2-3, 2008

South Point Casino & Hotel, Las Vegas, NV

www.southpoint.com

Executive Committee Meeting:

- The ITA President has called for a meeting of the ITA Executive Committee to review of the White Paper developed on the upcoming federal highway reauthorization. This has been developed by the NCAI-ITA Joint Transportation Task Force.
- This White Paper was developed through gathering grass roots comments relative to the federal highway legislation (SAFETEA-LU), and the upcoming reauthorization.

Lodging Information:

Site: South Point Casino & Hotel, Las Vegas, NV

Email: www.southpoint.com

Lodging Rate: \$89.00 Single or Double + \$3.00/nite surcharge and 12 % occupancy rate.

For More Information:

Please contact C.
"John" Healy Sr.,
President at (406)
353-8469 or John
Smith at (307) 335-
7669.



Transportation Planning for Smart Growth on Reservations

By Dick G. Winchell, Professor of Urban Planning, Eastern Washington University

Tribal Transportation Planning has undergone changes continually since ISTEA to expand the role and responsibilities of tribal governments to identify and address the transportation needs of reservation communities and tribal members. Urban Planning during this time has been recognized as much for its failures in recent years as its accomplishments for city planning, those failures stemming from the design of cities and communities around the automobile. Planning for cars (and not people), has promoted sprawl and separation of land uses that make it almost impossible to walk from one place to another. These problems of separation of land uses is made worse on reservations where land ownership and the ability to consolidate land has led to patterns of dispersed housing, commercial, office and other land uses, and has emphasized roads while overlooking transportation planning for pedestrians.

New planning initiatives in the United States emphasize “Smart Growth” which stresses environmental sensitivity, design of cities and community centers where people can walk from one business or store to another, from their homes to offices, shops, restaurants, schools, and health care facilities. The EPA has a strong emphasis on Smart Growth, and programs to encourage tribal participation in Smart Growth Planning. Tribes can learn and benefit from the application of Smart Growth Principles to their own processes for transportation and comprehensive planning.

Smart Growth EPA

According to EPA, “Smart growth” covers a range of development and conservation strategies that help protect our natural environment and make our communities more attractive, economically stronger, and more socially diverse. The EPA smart growth program helps communities improve their development practices and get the type of development they want using local, state, and national experts to discover and encourage successful, environmentally sensitive development strategies. Source: www.epa.gov

Smart Growth is based on key planning/development principles, with many online resources to help describe them. The

principles for Smart Growth are:

1. Mixed Land Uses
2. Compact Building Design
3. Wide Range of Housing Opportunities and Choices
4. Walkable Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
7. Strengthen and Direct Development Towards Existing Communities
8. Wide Variety of Transportation Choices
9. Make Development Decisions Predictable, Fair, and Cost Effective
10. Encourage Community and Stakeholder Collaboration in Development Decisions

Source: www.epa.gov/smartgrowth/about_sg.htm

A fundamental aspect of smart growth development is the design of the street network. To make the roadway system safe and inviting for pedestrians, cyclists, and others, smart growth street design is typically characterized by narrower widths, tighter turning radii, and the provision of street trees, sidewalks, and on-street parking. Narrower streets can also help communities reduce stormwater runoff and meet their water quality goals. EPA is also working on finding ways to reconcile these competing goals for safety and fire protection so that developments with narrow street designs can work well for residents and be approved by emergency response officials.

There are many reservations where almost every trip must be made by a car, since distances and isolation of all housing and land use make it very difficult to walk, and not all reservations have instituted transit programs. These land use patterns and the demand for transportation are critical issues for tribal transportation.

Smart Growth for Reservations

Research by EWU tribal planning students and faculty has identified that although not all of the ideas from these models can be applied to reservation lands, notably the density goals which encourage 3-5 story mixed-use urban centers, most of the other concepts are



Picture: EWU Tribal Planning Students and Tribal Transportation Planner Lux Devereaux.

very useful and important for reservation planning, including transportation planning. We encourage you to consider how these models apply to your reservation, and use the tools and techniques to design walkable, livable communities on the reservation.

Identifying Tribal Development Patterns.

The first step in considering Smart Growth concepts on reservations is to describe the key concepts behind existing developments and development patterns. Our study of the Coeur d'Alene reservation in Idaho identified these key “existing” development patterns.

- ◆ **Development is Auto Oriented.** All land uses designed for auto access.
- ◆ **Transportation Systems were generally designed for travel through the reservation.** There seemed to be less attention paid to the transportation needs and issues of residents. Transportation systems were designed around key non-tribal issues of the region. As a result, there was limited concern for tribal transportation and development needs to serve residential areas and offer transportation options to and

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Transportation Planning for Smart Growth on Reservations

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from residences and schools, tribal offices, commercial businesses, and health care facilities.

- ◆ **Leap Frog Development.** Leap Frog Development is when an office or project is built disconnected from all other uses or services, which means people have to get in their car and drive between every activity. This costly way to develop means expensive and inefficient expansion of water, sewage, utilities, and roads. This is not “smart” growth! Smart growth is just the opposite, where there is coordinated planning to intentionally place new buildings, houses and structures at the best place in the community for access, locating activities close together so it is possible and encouraged that people walk from one activity to another.
- ◆ **Uncoordinated Project Design and Development.** Project design and development on the Coeur d’Alene reservation has historically occurred where land has been available, generally on tribal land holdings which are spread across the reservation, and not necessarily linked. Any office or developer can go directly to the tribe to request land use, and there is no required mechanism to link those requests to the Comprehensive Plan or Transportation Plan.
- ◆ **Limited Project Coordination or Comprehensive Planning.** There has been only limited Coordination of project with regard to surrounding activities, and little application of the Comprehensive Plan as a land use tool used with regard to the location of existing



Picture: View from proposed Smart Growth development site shows uncoordinated projects not connected by sidewalks. Smart Growth can connect projects including the main tribal offices with pedestrian oriented trails, residential, office and commercial development.

and new facilities. The tribe seems to **start each project from “where they have land,” not from where is the best location with access for the most people.** A key aspect of transportation planning using Smart Growth should be to locate sites where they work best for the community.

- ◆ **Low Density Development.** Current development patterns on the reservation reflect a strong preference low-density, single family, very isolated housing on large lots or acreages (this reflects some recognition of tribal member’s rights to isolated home sites). These trends go against the **Smart Growth concept of “compact” development,** and have been proven to increase the cost and decrease the quality of life within communities. The smart growth model is for 3-5 story mixed-use developments or “centers,” which might be too dense for reservation centers. On the other hand, townhomes or houses on urban grid streets, linked and adjoining tribal offices, businesses, restaurants, schools, health and community facilities can be successful on reservations. Consider the cost of bus transportation, and the lost time every day many school children have to suffer as a result of great distances and no linkages between homes and schools. These “Smart Growth” changes cannot be solved overnight, **but future housing in “centers” or grid street blocks linked to businesses and schools can create significant improvements for future residents.**
- ◆ **Total Auto Dependence.** On almost every reservation, as a result of the dependence on the automobile as the only way to get from one place to another. **The Coeur d’Alene tribal offices are near the tribal wellness center and other offices, and within two blocks of restaurants and businesses.** To walk there requires crossing a major highway, however, and most people simply get in their cars and drive. That is a loss of potential exercise, less chance to meet and talk with friends, and more likely that there will be congestion and need for larger parking lots at each destination. This is not Smart Growth.
- ◆ **No Places designed for Pedestrians.** A final condition in the community is the complete failure to plan for pedestrians, to provide sidewalks, bike trails,

and connections for pedestrians. There are no provisions for pedestrian trails that could link key activities. Instead, there is complete dependence on the auto for even the shortest trip. The elderly, the youth, those without cars or trucks are totally dependent upon friends and family for transportation, and isolated in the case of emergency.

Smart Growth Principles that Best Work on Reservations.

Following our assessment of existing conditions and their relation to Smart Growth, the class worked with tribal planners/council members to apply key Smart Growth Principles that work best for the Coeur d’Alene reservation. These are listed below:

1. **Focus Planning on Environmental Assessment and Comprehensive Plan for Coordinated Land Use.** With limited funding for Comprehensive Plans on reservation, often plans are completed, or projects located and designed by different offices and programs. The emphasis of all planning to be coordinated, starting with environmental planning, and especially including transportation planning, is a key emphasis of Smart Growth.
2. **Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas.** This action is linked to good environmental planning and the comprehensive plan. Environmental Planning can identify where the best locations are for intense land uses, and which lands should be protected for their value or sensitivity as natural areas or because it would be unsafe for development. Smart Growth builds communities around a sound understanding and awareness of the value of the natural environment.
3. **Foster Distinctive, Attractive Communities with a Strong Sense of Place.** A key problem of auto-oriented development was the loss of unique buildings and architecture. McDonalds and other fast-food restaurants were built on mass-market appeal, and providing quick food, not necessarily a pleasant and comfortable environment. The drive through windows made them even worse. Especially for American Indian reservations, each tribe and group can identify its own traditional architecture and design of both struc-

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Transportation Planning for Smart Growth on Reservations

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tures and the space around them.

There are traditional building materials and land uses which can and should be incorporated into all aspects of planning to emphasize the unique heritage and culture through buildings, structures, views and spatial relations within the community.

4. **Strengthen and Direct Development Towards Existing Communities.** This Smart Growth principle may prove to be one the the more difficult for tribes, especially with large areas of fee land and non-Indian lands on the reservation. Most smart growth emphasizes the need to link urban activities together to maximize the advantages of common use of utilities, walkable linkages and connections, and access. Anglo communities based on the grid are often seen as positive models, since grid street design instead of curvilinear **streets and cul de sac's provides more** alternatives to disperse traffic and more opportunity for compact development.

As these previous examples indicate, Smart Growth implies that the reservation will use good planning to create new systems. Additional components of Smart Growth are goals for these planning activities.

- **Provide a Wide Variety of Transportation Choices.** Pedestrian and bicycle inclusion in all transportation plans is critical for Smart Growth, but in addition, transit and compact development around transit centers is also very im-

portant. The Coeur d'Alene Tribe has already recognized the value of transit, and through development of the tribal casino and other activities, designed a separate bus system that provides timely bus access to all major residential, government, business activities, and schools in the community with regular (1/2 hour wait) service daily. Transportation choices greatly enhance the ability to need the transportation needs of community members.

- **Make Development Decisions Predictable, Fair, and Cost Effective.** For many reservations it is not the private sector, but public programs and offices, including HUD, which creates business developments, offices, and housing areas. On the other hand, as tribal development is successful and expands, there is more need for good planning. That land use planning creates assurances that if investment is made in a business or home site, it will be protected from surrounding uses which could make it less valuable. Again, the comprehensive plan is a key to locating future land use desires for the tribe, and then to meet those land use demands with adequate transportation systems which serve the needs of the community and the region.
- **Encourage Community and Stakeholder Collaboration in Development Decisions.** Public involvement is a critical feature of Smart Growth, and one that should be recognized in considering Smart Growth alternatives for the future. Because all Smart Growth Principles may not fit the desires of the community, this is an especially important aspect of Smart Growth plans for

reservations.

- **Create centers for activities that are pedestrian oriented.** Smart Growth seeks to create integrated corridors and centers at appropriate densities for tribal members using in-fill to promote
 1. Mixed Land Uses
 2. Compact Building Design
 3. Wide Range of Housing Opportunities and Choices
 4. Walkable Neighborhoods

These centers have been built across the nation, and are changing past patterns of travel to isolated shopping centers to new "centers," the town center or perhaps "tribal center" which would include tribal offices, tourist activities, restaurants and businesses, cultural centers and museums, schools and health care facilities, and perhaps hotels and residential developments all clustered together. This creates community space so important for Smart Growth, to encourage people to interact, to learn from each other, and to move away from auto dependence and the expenses of sprawl.

Conclusions.

Smart Growth can be adapted to serve reservation communities, and with some limitations, offers strong frameworks for **planning new "tribal smart" centers, corridors, and communities.**

** Portions of this paper are based on an Eastern Washington University Tribal Planning Class Project completed in 2006. Mr. Francis SiJohn, past Planning Director and Council Vice Chair, and Mr. Francis "Lux" Devereaux, tribal transportation planner, assisted in development of the project. I would like to thank these planners, the Coeur d'Alene Tribe, and members of the class for their work on this project.*



Picture: Schitsu'umish, The Coeur d'Alene Tribe "New Town Smart Growth Charrette Project," EWU Tribal Planning Class, July, 2006.

Together we can, together we will

Willie Tracey Jr. (Navajo), Ganado, Arizona



Heartfelt greetings tribal members across Indian Country, although I have been replaced as an Executive ITA Officer, I feel compelled to bat for our Indian children country wide on transportation system needs and issues.

Transportation system needs are unique across Indian country with a common goal, to provide safe and dependable roads and bridges. We need to share

innovative techniques on how we can efficiently but yet effectively coordinate transportation system projects with the very limited funds

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) appropriates transportation system improvement proceeds for safe mobility of people, reduce accident rates, cater directly to a variety of issues and concerns to highlight a few. Ultimately, as Indian tribes we must contend with the No Child Left Behind Act (NCLBA) calling for student attendance to meet the national measuring standards call Adequate Yearly Progress (AYP). It is our responsibility as transportation system leaders and advocates to ensure safe routes to schools.

We must unite as one, we can NOT continue to built imaginary boundaries to **not joint resources, let's work together** through an acceptable method to ensure we expedite our fullest to upgrade present conditions. Together we can entertain a pivotal historic land mark on how **business is coordinated, let's join hands** based on trials and experience to develop a system that will make things happen.

Indian country transportation system has **been underfunded far too long, let's join** support through a unity approach to voice our needs, an opportunity is fast approaching to yet endure another reauthorization phase for the national highway bill. **Let's take advantage of that opportunity.**

THE NAVAJO NATION DEPARTMENT OF DINÉ EDUCATION
PARENTAL INVOLVEMENT CONFERENCE
 www.odsmt.org

“HÓZHQOQO ÁNOOLZÉÉL DOOLÉÉL”
AUGUST 19 & 20, 2008
LITTLE AMERICA-FLAGSTAFF, ARIZONA

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“WITH THE MOLDING OF A CHILD'S MIND BEGINNING AT HOME, AND EDUCATION PROVIDING THE TOOLS TO HELP SHAPE IT, WE CAN CREATE GENERATIONS OF BEAUTIFUL MINDS TOGETHER”
 ~RYAN JAMES SR.

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2008 CALENDAR

Dates	Location	Event
August 24 - 28	Tulalip, WA	2008 Annual National TERO Conference. For more information call 253-661-2155
September 3-4th	Bismarck Civic Center, Bismarck, ND	12th Annual Tribal Transportation Planners Conference. Contact Dennis Trusty at ndden-nis@hotmail.com Wednesday, September 3, 2008 10:25 a.m.-11:30 a.m IRR Consultation / Training Bureau of Indian Affairs Federal Highway Administration Rocky Mountain Region Tribes Great Plains Region Tribes Thursday September 4, 2008 9:00 a.m- 5:00 p.m. IRR Consultation / Training Bureau of Indian Affairs Federal Highway Administration Rocky Mountain Region Tribes Great Plains Region Tribes
September 17 - 19	Portland, OR	11th National Conference on Transportation Planning For Small and Medium-Sized Communities "Tools Of The Trade" http://www.trbtoolsofthetrade.org
September 19 - 24	Phoenix, AZ	65th Annual Convention of the National Congress of American Indians. http://www.ncai.org
September 29 - 1	Coeur d'Alene, ID	American Indian/Alaska Native Tourism Conference http://www.aianta.org
October 1 - 3	Anchorage, AK	APA Indigenous Planning Division Conference http://www.leadingchange.com
October 2-3	Las Vegas, NV	ITA Special Meeting to review Draft White Paper. South Point Casino, Las Vegas, NV. Contact John Healy at cjohnhealysr@hotmail.com .
October 27 - 30	Leavenworth, WA	2008 Tribal/State Transportation Conference http://www.wsdot.wa.gov/tribal
November 10 - 13	Oklahoma City, OK	2008 National Tribal Transportation Conference
December TBA	Las Vegas, NV	ITA Annual Meeting & Conference, Golden Nugget Hotel & Casino. For more information contact John Healy at 406—353-8469.

JOIN ITA TODAY Membership Application

<i>Membership Type (Select):</i>		<i>Fee</i>
<input type="checkbox"/>	Tribal Membership (Voting Entity)	
<input type="checkbox"/>	Tribal Government	200.00
<input type="checkbox"/>	Tribal Community	200.00
<input type="checkbox"/>	Associate Memberships (Non-Voting)	
<input type="checkbox"/>	Organizations	300.00
<input type="checkbox"/>	Private Sector	300.00
<input type="checkbox"/>	Tribal Program/Department	300.00
<input type="checkbox"/>	Federal Agency/Program/Dept	300.00
<input type="checkbox"/>	State Agency/District/City/County	500.00
<input type="checkbox"/>	Individual Membership (Non-voting)	
<input type="checkbox"/>	ITA Individual	100.00
<input type="checkbox"/>	ITA Elder (55 years +)	50.00
<input type="checkbox"/>	ITA Student/Youth (under 20 years)	25.00
<input type="checkbox"/>	Contributor Membership (Tax-Deductible)	
<input type="checkbox"/>	TOTAL	

Name: _____

Contact: _____

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Mail payments and/or contributions by check to ITA and send to:
 C. John Healy, Sr.— c/o ITA
 Fort Belknap Indian Community
 102 Tribal Way, R.R. #1 Box 66, Harlem, MT 59526
 Phone: 406-353-8469 / Fax: 406-353-8434
 Email: cjohnhealysr@fortbelknapnations-nsn.gov



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Intertribal Transportation Association Officers and Executive Committee Members

OFFICERS:

John Healy Sr., President (Fort Belknap Indian Community)
Omar Begay, Vice-President (Navajo Nation)
Evelyn J. Roundstone, Secretary-Treasurer (Northern Cheyenne Tribe)

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Ed Hall Sr., Three Affiliated Tribes (Alt)

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