Tribal Transportation Safety Management System (SMS)

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Safety History

- From 1975 to 2002 fatal crashes in the US declined 2.2%.
- From 1975 to 2002, Native American fatal crashes increased 53%.
- In many states, Native Americans are three times over represented in fatal crashes.
FARS Data

According to the Fatality Analysis Reporting System (FARS):
- 2008, 467 Native American Fatalities
- 2007, 619 Native American Fatalities
- 2006, 653 Native American Fatalities
- 2005, 593 Native American Fatalities
- 2004, 585 Native American Fatalities

Five year total of 2,917.
## American Indian Fatalities - MT

<table>
<thead>
<tr>
<th>Year</th>
<th>American Indian Fatalities</th>
<th>All Montana Fatalities</th>
<th>Percent of Montana Fatalities</th>
<th>American Indian Alcohol Related Fatalities</th>
<th>Percent of Montana Alcohol Related Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>42</td>
<td>262</td>
<td>16.0%</td>
<td>35</td>
<td>27.3%</td>
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<tr>
<td>2004</td>
<td>46</td>
<td>229</td>
<td>20.1%</td>
<td>33</td>
<td>31.1%</td>
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<tr>
<td>2005</td>
<td>34</td>
<td>251</td>
<td>13.5%</td>
<td>27</td>
<td>22.5%</td>
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<tr>
<td>2006</td>
<td>46</td>
<td>263</td>
<td>17.5%</td>
<td>31</td>
<td>25.8%</td>
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<tr>
<td>2007</td>
<td>43</td>
<td>277</td>
<td>15.5%</td>
<td>28</td>
<td>21.5%</td>
</tr>
</tbody>
</table>
American Indian Fatalities (2003 - 2007)
Gender of Fatality

- Male
- Female
American Indian Fatalities (2003 - 2007)
Seat Belt Use
Safety History

- While statistics alarming, underreporting is likely.
- In 2005 BIA and FHWA began work to meet the 23 USC requirements for a Safety Management System and to reduce fatal and injury crashes.

National Supporting Plans
- Strategic Highway Safety Plan for Indian Lands.
- Tribal Transportation Safety Management Implementation Plan.
SMS Strategic Plan

- Strategic Plan Developed
- Partners included FHWA, BIA, DOT and Tribal representatives
- Strategic Plan identified eight emphasis areas for Indian Lands based on available data.
Strategic Plan Emphasis Areas

- Decision Making Process
- Data Collection
- Run off the Road Crashes
- Occupant Protection / Child Restraint
- Alcohol / Drug Impaired Driving
- Other Driver Behavior and Awareness
- Drivers Under 35
- Pedestrian Safety
SMS Implementation Plan

- Strategic Plan establishes a framework.
- Implementation has to occur at the Tribal level.
- Needed a plan that identified several specific items to address over the next 3-5 years.
SMS Implementation Activities

- Development of Tribal Specific Safety Plans
- Safety Data Collection and Analysis
- Education and Training
- Development of Safety Programs and Funding Sources List.
- Safety Set Aside.
SMS Implementation Activities

- Measuring Success
- Establishes a Steering Committee
- Safety Summits
- Approved by both BIA and FHWA Federal Lands
Tribal Specific Safety Plans

- Meet on site with Tribal Government agencies, Federal and State Agencies.
- Discuss SMS Implementation Plan activities.
- Have had various groups participate depending on site (4E’s):
  - Transportation Planners
  - Tribal/BIA Police
  - Emergency Service Providers
  - School Principal
  - Tribal Council Members
  - Tribal Casino
- Provide information on safety countermeasures and programs (4E’s).
Tribal Specific Safety Plans

- Group identifies existing programs
- Identify existing Government to Government relationships.
- Identify 3-5 additional efforts to work on to enhance safety.
- Help prioritize and focus safety effort
- Cooperatively develop 10-12 Tribal safety plans per year.
Overview of Initiatives

- Wide range of initiatives identified.
  - Safety Committee’s
  - Engineering Studies
  - Tribal Ordinances
  - Traffic Codes
  - Cross Deputization
  - Education and Training (SOAR)
  - DUI Enforcement and Sentencing
  - Seatbelt Programs.
Safety Plans

- Completed 20 to date in WA, MT, ND, MN and SD.
- Would like to initiate 10 next year.
- How Do I get involved – Kyle to talk about later.
Safety Data Collection

- Helping in Sharing of Data
  - Contact Lists
  - Sample Data Sharing MOU’s
- Funding Electronic Records Systems
Safety Training

- CO TTAP Survey
- Developing Training Curriculum
- Delivery thru the TTAP centers.
Funding List and Set Aside

- Working on list of safety funding opportunities
  - Based on work from AZ – ITCA
  - Using existing lists from other agencies
- Would like to move to establish a web based “one stop shopping”
- Establishment of a Tribal safety program will require legislative action.
Steering Committee

- SMS Steering Committee established to provide input into activities.
- Meet twice a year
- Committee establishing measurement criteria to measure success of efforts.
Sharing Solutions
A Community Approach to Tribal Traffic Safety

Working together to benefit Native American communities is the central purpose of Tribal Safety Summits sponsored by the Federal Highway Administration’s Office of Federal Lands Highway.

Purpose

Since 2006, the FHWA has sponsored five Tribal Safety Summits in Arizona, Minnesota, Washington, Wisconsin, and New Mexico to give Tribal leaders and others an opportunity to focus on critical road safety issues that take the lives of more than 700 Native Americans each year (NHTSA, Traffic Safety Facts 2007).

The ultimate goal is to reduce traffic fatalities and serious injuries. The summits are a first step in engaging state and local Tribal safety partners in a discussion on the nature and extent of the traffic safety problems on Tribal lands and ways to address those problems. While the FHWA assists the states and Tribes with the Summits, they should take ownership in implementing Summit outcomes.

At the Summits, participants do the following:
- Identify safety needs, resources, and solutions;
- Get to know and build relationships with safety partners to continue to work collaboratively;
- Share best practices and lessons learned; and
- Commit to action items to build on the success of the summits.

“This is a unique opportunity for us to come together, discuss issues, learn from each other, and begin developing solutions for improving safety on our Tribal roadways.”
Kevin Leecy, Bois Forte Chairman

Participants

To ensure the Summit covers all aspects of traffic safety, participants should represent the 4Es of safety – engineering, enforcement, education, and emergency medical services (EMS), and include individuals responsible for safety data. Attendees should include the following:
- Representatives from all Tribes within a state (enforcement, education, engineering, EMS);
- State Department of Transportation and Highway Safety Office;
- Federal agencies (FHWA, National Highway Traffic Safety Administration, Bureau of Indian Affairs, Indian Health Service); and
- Other transportation safety partners and non-traditional partners such as educational institutes and private organizations.

Format

The one-day event involves the following activities:
- Plenary sessions with Federal, state, and Tribal speakers;
- Breakout group discussions;
- Resource information tables; and
- Final report outlining next steps.

Following the Summit, a task force or group should continue to meet to track progress on implementing Summit recommendations.
Moving Forward

- FHWA Committed to working with tribes to reduce fatalities.
- Summits an effective tool in beginning communication.
- All Federal, State and Tribal Agencies need to work cooperatively.
- Currently updating SMS Plan
  - Continue many of the activities
  - Use SMS strategies to build capacity to develop Tribal Safety Programs.
Safety Summits

- Based on Comprehensive Safety Planning model.
- Brings together Tribal, State, Federal and Local Agencies from a state or region.
- Goal is to increase awareness and develop safety strategies for that area.
- Summits held in MT, AZ, MN, WI, WA, NM and National Summit. OK next week.
- Planning summits in AK, NY, and ?? For 2011.
Safety Summits

- Each Summit has a planning committee that sets goal of summit.
- Lots of flexibility in outcomes.
- Report issued for each summit.
- Opportunity to identify big picture strategies with partners and identify funding sources.
National Summit Purpose

- Summarize issues, and needs identified at the five summits that have been held.
- Identify resources available to tribes to assist in development of tribal safety programs.
- Highlight successful tribal safety programs that have been implemented.
- Provide feedback and input to federal safety program administrators on areas of need.
- Build relationships so people can continue to work collaboratively; and
- Develop ideas that will reduce traffic related traffic fatalities and serious injuries.
National Summit

- What have we done to date?
- What are the national problems?
- Where should resources go?
- Opportunity for direct feedback to National Leaders.
- More from Rick.
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