Motor Vehicle Crashes are the leading cause of death from unintentional injury for Native Americans and Alaska Natives ages 1 to 44. (CDC)
Overview

- Safety Management System Steering Committee
- Reports to Congress
- TTP Safety Fund
Safety Management System Steering Committee Membership
TribalSafety.org

Are you interested?
FY2016 SMS Activity

- Establish Committee; 5 meetings in FY16, meeting notes on TribalSafety.org
- Establish website TribalSafety.org
- Coordination of activities among federal agencies
- Discuss data sources and research for national safety plan
- Report to Congress on Tribal Governments & Safety Data
TRIBAL TRANSPORTATION
SAFETY MANAGEMENT SYSTEM STEERING COMMITTEE

CHARTER

PURPOSE
The purpose of the Safety Management System Steering Committee is for Federally Recognized Tribes, federal agencies and other regional and local stakeholders to work together to improve tribal transportation safety, provide input into Congressional Reports, and provide documentation and data to the Tribal Transportation Program Coordinating Committee.

MISSION
Facilitate implementation of effective transportation safety strategies to save lives while respecting Native American and Alaska Native values by fostering communication, collaboration, and

COMMITTEE MEMBERS

<table>
<thead>
<tr>
<th>Member</th>
<th>Entity</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert Frazier, Highway Engineer</td>
<td>BIA Division of Transportation</td>
<td>505-563-3310</td>
<td><a href="mailto:robert.frazier@bia.gov">robert.frazier@bia.gov</a></td>
</tr>
<tr>
<td>Adam Larsen, Safety Engineer</td>
<td>FHWA Tribal Transportation Program</td>
<td>360-619-7751</td>
<td><a href="mailto:adam.larsen@dot.gov">adam.larsen@dot.gov</a></td>
</tr>
<tr>
<td>Janis Spear, Director</td>
<td>Northern Cheyenne Tribe Transportation Program</td>
<td>406-477-8079</td>
<td><a href="mailto:janis.spear@cheyenne.nation.com">janis.spear@cheyenne.nation.com</a></td>
</tr>
<tr>
<td>Royce Gachuchu, Manager</td>
<td>Pueblo of Zuni Roads Program</td>
<td>505-782-7110 x 7101</td>
<td><a href="mailto:royce.gachuchu@ashii.org">royce.gachuchu@ashii.org</a></td>
</tr>
<tr>
<td>Sandi Tripp, Director</td>
<td>Keruk Tribe Roads Program</td>
<td>530-627-30623</td>
<td><a href="mailto:sandi@keruk.us">sandi@keruk.us</a></td>
</tr>
<tr>
<td>Clarence Daniel, Director</td>
<td>Association of Village Council Presidents</td>
<td>907-463-7765</td>
<td><a href="mailto:clarence@avcp.org">clarence@avcp.org</a></td>
</tr>
<tr>
<td>Will Ware, Director</td>
<td>Central Council of the Tlingit and Haida Indian Tribes of Alaska</td>
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<td><a href="mailto:wwware@ctcha.org">wwware@ctcha.org</a></td>
</tr>
<tr>
<td>Philip Manes, Roads Project Analyst</td>
<td>Cherokee Nation</td>
<td>918-207-3807</td>
<td><a href="mailto:philip.manes@cherokee.org">philip.manes@cherokee.org</a></td>
</tr>
<tr>
<td>Cinco Cronemeyer, Community Planner</td>
<td>BIA Northwest Region</td>
<td>503-872-2872</td>
<td><a href="mailto:cinco.cronemeyer@bia.gov">cinco.cronemeyer@bia.gov</a></td>
</tr>
<tr>
<td>Vacant</td>
<td>FHWA Office of Safety</td>
<td></td>
<td>@dot.gov</td>
</tr>
<tr>
<td>Lawrence Robertson, Director</td>
<td>BIA OJS Indian Highway Safety Program</td>
<td>505-563-3814</td>
<td><a href="mailto:lawrence.robertson@bia.gov">lawrence.robertson@bia.gov</a></td>
</tr>
<tr>
<td>Kimberly Balona, Financial Analyst</td>
<td>BIA OJS Indian Highway Safety Program</td>
<td>505-563-3000</td>
<td><a href="mailto:kimberly.balona@bia.gov">kimberly.balona@bia.gov</a></td>
</tr>
<tr>
<td>Holly Bilbo, Captain</td>
<td>Centers for Disease Control</td>
<td>770-488-4712</td>
<td><a href="mailto:hdb3@cdc.gov">hdb3@cdc.gov</a></td>
</tr>
</tbody>
</table>

TribalSafety.org
Join Mailing List
TribalSafety.org
FAST 1117b: Safety Data in Indian Country

- Quality of Safety Data
- Improving the collection and sharing of crash data
- Paperless crash reporting Options, Best Practices
- Fed Transportation Funding for Data Improvement
- Expected Publication March 2017

FAST 1117c: National Transportation Safety Plan for Indian Lands

- Expect Public Draft May 2017
- Options for improving safety on public roads in Tribal areas
- Expected Publication December 2017
Safety Data Use

- Identify problem locations for infrastructure improvement
- Transportation safety planning
- Identify behavioral trends
- Initiate partnerships
- Recover damages caused by motorists
- Guide law enforcement strategies
- Obtain grant funding
- Adjudication for involved parties
Systemic vs. Hot Spot Analysis

- **Systemic** – Projecting risk factors based on serious crash sites
- **Hot Spot** – screening the road network for high-frequency crash locations
Crash Data Quality

- Timeliness
- Accuracy
- Completeness
- Consistency/Uniformity
- Integration
- Accessibility
Activity: Crash Reporting Formats

* 5 minutes
* Write a paragraph describing a crash

C:\MyFiles\IRR\Presentations\2016-08 NWTTAP GIS Workshop\kidcrash.m4v
Crash Report Formats

* Uniform Criteria
  * Model Minimum Uniform Crash Criteria (MMUCC)
    http://mmucc.us/

* Aids consolidation of data from multiple sources

* Enables analysis

* Narrative Only
MMUCC
Model Minimum Uniform Crash Criteria

mmucc.us

* Crash (environment, roadways)
* Person
* Vehicle
### FIRST HARMFUL EVENT

#### Non-Collision:
- 01 - Overturn/Rollover
- 02 - Fire/Explosion
- 03 - Immersion, Full or Partial
- 04 - Gas Inhalation
- 05 - Fall/Jumped from Vehicle
- 06 - Injured in Vehicle (Non-Collision)
- 07 - Thrown or Falling Object
- 44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
- 51 - Jackknife
- 72 - Cargo/Equipment Loss or Shift

#### Collision with Motor Vehicle In-Transport:
- 12 - Motor Vehicle In-Transport
- 54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from by Another Motor Vehicle In-Transport
- 55 - Motor Vehicle in Motion Outside the Trafficway

#### Collision with Non-Fixed Object:
- 00 - Pedestrian
- 09 - Pedalcycle
- 10 - Railway Vehicle
- 11 - Live Animal: __________________________
- 14 - Parked Motor Vehicle
- 15 - Non-Motorist on Personal Conveyance
- 18 - Other Object (Not Fixed)
- 45 - Working Motor Vehicle
- 49 - Ridden Animal or Animal Drawn Conveyance

### LOCATION OF FIRST HARMFUL EVENT RELATIVE TO TRAFFICWAY

- 01 - On Roadway
- 02 - On Shoulder
- 03 - On Median
- 04 - On Roadside
- 05 - Outside Trafficway
- 06 - Off Roadway - Location Unknown
- 07 - In Parking Lane/Zone
- 08 - Gore

### MANNER OF COLLISION IMPACT

- 00 - Not a Collision with a Motor Vehicle In-Transport
- 01 - Front-to-Rear
- 02 - Front-to-Front

### WEATHER (must have 2 choices)

- 00 - No Additional Atmospheric Conditions
- 01 - Clear
- 02 - Rain
- 03 - Sleet or Hail
- 04 - Snow
- 05 - Fog, Smog, Smoke
- 06 - Severe Crosswinds
- 07 - Blowing Sand, Soil, Dirt
- 10 - Cloudy
- 11 - Blowing Snow
- 12 - Freezing Rain or Freezing Drizzle
- 98 - Other
- 99 - Unknown

### LIGHT CONDITION

- 01 - Daylight
- 02 - Dark Not Lighted
- 03 - Dark-Lighted
- 04 - Dawn
- 05 - Dusk
- 06 - Dark-Unknown Lighting

### ROADWAY SURFACE CONDITION

- 00 - Non-Trafficway Area
- 01 - Dry
- 02 - Wet
- 03 - Snow
- 04 - Ice/Frost
- 05 - Sand
- 06 - Water (Standing, Moving)
- 07 - Oil
- 10 - Slush
- 11 - Mud, Dirt, Gravel

### CONTRIBUTING CIRCUMSTANCE(S), ENVIRONMENT CONDITION(S)

- 00 - None
- 01 - Weather Conditions
- 02 - Visual Obstruction(s)
- 03 - Glare
- 04 - Animal(s) in Roadway
- 98 - Other
- 99 - Unknown
Findings

- BIA & Tribal Police should collect MMUCC data
- BIA & Tribes should share crash data with states
- Tribes & States should consult on crash data sharing barriers, revise State Traffic Records Assessment process to evaluate communication with tribes
- Tribes encouraged to conduct traffic records assessments (NCHRP 788)
- NTTFI should be GIS based
Video: “Recording Our Past, Protecting Our Future”
https://www.youtube.com/watch?v=htbjwO0ck4Y
Or Washington Traffic Safety Commission Website
FAST 1117b:
Safety Data in Indian Country

* Quality of Safety Data
* Improving the collection and sharing of crash data
* Paperless crash reporting Options / Best Practices
* Fed Transportation Funding for Data Improvement
* Expected Publication March 2017

FAST 1117c:
National Transportation Safety Plan for Indian Lands

* Expect Public Draft May 2017
* Options for improving safety on public roads in Tribal areas
* Expected Publication December 2017
RTC2: National Tribal Transportation Safety Plan

* Data Sources:
  * FARS
  * WISQARS
  * IHS
  * Transportation Safety Plans by Tribes
  * State Strategic Highway Safety Plans
  * Safety Summit Reports
RTC2: National Tribal Transportation Safety Plan

- Decision Making Process
- Data collection
- Run off the Road Crashes
- Occupant Protection/Child Passenger Seats
- Alcohol/Drug Impaired Driving
- Pedestrian Safety
- Intersections
- Availability of Public Safety Services
- Off-road transportation safety (snow machine, alternate modes)
4/26/2016 | WASHINGTON – U.S. Transportation Secretary Anthony Foxx announced today that 35 tribes will receive more than $8 million for 54 project...
TTP Safety Fund

- Data driven approach
- Each year 2% of TTP (~$9M)
- Competitive grant for federally recognized tribes
Funding Categories

MAP-21 categories:
* Safety Plans
* Data Assessment, Improvement, and Analysis
* Infrastructure Improvement
* Emergency Medical Services, Enforcement, Education

FAST Act categories:
* Safety Plans
* Data Assessment, Improvement, and Analysis
* Infrastructure Improvement
<table>
<thead>
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<th></th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
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<tbody>
<tr>
<td>Funds Available</td>
<td>$8.6M</td>
<td>$8.5M</td>
<td>$8.5M</td>
<td>$8.8M</td>
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<tr>
<td>Funds Requested</td>
<td>$27.2M</td>
<td>$27.1M</td>
<td>$37M</td>
<td>$40.1M</td>
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<tr>
<td>No. of Applications</td>
<td>239</td>
<td>127</td>
<td>167</td>
<td>171</td>
</tr>
</tbody>
</table>
Napaimute, Alaska
“Arrive Alive” Project
Citizen Potawatomi Nation

Gordon Cooper Road Sidewalks

HOWNIKAN

Roads department wins tribal infrastructure project of the year award

With overlapping county, federal, and municipal road projects, the Citizen Potawatomi Nation’s Roads Department plays an important role in supplementing travel infrastructure in large parts of Potawatomi County. One of the department’s recently completed projects, a long-sought sidewalk from the North Canadian River running south along Gordon Cooper Drive into the heart of the tribe’s PiorLake complex was recently named the Tribal Infrastructure Project of the Year.

“Anyone who has driven that stretch of road knows how busy it is both in terms of foot and automobile traffic. There has been even a pedestrian fatality in that area,” explained Arthur Muller, director of the tribal roads department. “We were able to use safety funds to build a sidewalk that runs from the James A. Allen Bridge to Hardesty Road.”

“CPN Roads Director Arthur Muller accepts the award from BIA Indian Highway Safety Program Director Lawrence Robertson.

“This is a road that many of our tribal employees and members travel, but it’s also a vital travel corridor to all our roads and environmental departments. These two departments work together to compliment the outcome walk on this busy exchange. As CPN continues to expand their facilities, safe passage for tribal members has become a priority for the tribe. Walkable pathways not only promote safety, but encourage healthy, vibrant communities,” noted Karia Sisco, program manager, Southern Plains TDAP Center.

Among the winners of the SPTTAP Safety Champion Award were the Choctaw Nation for its tribal transit program and its injury prevention program. Several safety awards were also presented to individuals for their efforts in reducing transportation-related injuries and fatalities, including Bonita Paddyaker of the Comanche Nation, Sarah Hayes of the Chickasaw Nation, Patrick Keabone of the Anadarko Agency and Trooper Joe Williams of the Oklahoma Highway Patrol.

Of the 85 attendees this year, 11 dif-
La Jolla Band of Luiseño Indians
Equipment needs for volunteer EMS
Paiute Indian Tribe of Utah
Shivwits Pedestrian Trail
FY16 TTP Safety Fund

- Waiting for final signatures;
  Expect March 2017 announcement

FY17 TTP Safety Fund

- Add emphasis on Data Improvement, suggest use of NCHRP 788
- Clarify “Supporting Data”
- Clarify categories
- Require itemized budget, letter from road owner acknowledging project
- Eliminates 2-year waiting period on infrastructure funds
- Est. June 2017 Notice of Funding Opportunity
NCHRP 788
Guide to Effective Tribal Crash Reporting

- Self-assessment
- Communication tools
- Action Plan

- Easy to find on google with “NCHRP788” or at this link: http://www.trb.org/Publications/Blurb s/171540.aspx
Request for development of new tribal safety plans ($12,500) or to update tribal safety plans that are more than 3 years old ($7500)
Strategic Transportation Safety Plan Toolkit for Tribal Governments

- Plan Template
- State Contacts
- Draft RFP
- Webinar
- Other Resources

### Strategic Transportation Safety Plan Template

Before you begin, you may want to view a webinar recording entitled “Preparing a Tribal Transportation Safety Plan.”

http://www.fhwa.dot.gov/programs/mn/safety

Feel free to use this Word document to create your plan document. Delete any instructions and example text before you start writing.

#### INTRODUCTION

Briefly describe your document. An introduction is often the first section in a document. It should set the tone and focus of the document. For example, you may wish to introduce yourself or the topic you are going to write about.

#### TABLE: Strategic Transportation Safety Plan

<table>
<thead>
<tr>
<th><strong>Transportation Safety Contacts by State</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Partnering with resource agencies is important during transportation safety planning. Potential partners are listed by state below. Contact information is provided for the state office of highway safety, state office managing crash data requests, state office for behavioral safety, and the Federal Highway Administration state division office contact. This information is provided by the Federal Highway Administration (FHWA) Tribal Transportation Program Team.</td>
</tr>
</tbody>
</table>

| **FHWA State Division Safety Specialist** |
| **State Highway Safety Improvement Office (State Safety Engineer)** |
| **State Office for Crash Data Requests** |
| **Governor’s Representative for Highway Safety (Behavioral Safety)** |
| **Other State Contacts** |
| Alabama DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Alaska DOT | Al Mletics | 907-586-7563 | Al Mletics | |
| Arizona DOT | Kelly Laidj | 620-382-8700 | Kelly Laidj | |
| California DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Colorado DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Connecticut DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Delaware DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| District of Columbia DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Florida DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Georgia DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Hawaii DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Idaho DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
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| Nevada DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| New Hampshire DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| New Jersey DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| New Mexico DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| New York DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| North Carolina DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| North Dakota DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Ohio DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
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| Virginia DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Washington DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| West Virginia DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Wisconsin DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
| Wyoming DOT | Tim Barnett | 534-353-6414 | barnett@dot.state.al.us | |
TTPSF Application Ranking Criteria

Data Collection, Assessment, or Analysis

- Data Driven
- Included in Safety Plan
- Comprehensive Approach
- Matching funds (not required)
TTPSF Application Ranking Criteria

Engineering

- Data Driven
- Included in Safety Plan, RSA, or Engineering Safety Study
- Comprehensive Approach
- Matching funds (not required)
- Road Ownership (BIA & Tribal roads some priority)
Data Driven

- **Safety plans**: There is no requirement to submit data with the application. However, development of safety plans should include and be based on an analysis of incident history.

- **Safety data assessments and improvements**: Supporting data documentation should be an estimate of the data to be collected (such as approximate number of crashes per year) and a description of any process currently used to collect that data.
Data Driven

• **Road Safety Audits (RSA):** Site specific data should be submitted which demonstrates an incident history or propensity for the specific roadway to be analyzed by the RSA.

• **Systemic Safety Studies:** Data should be provided which demonstrates an incident history associated with the risk factor to be studied.
Data Driven

• **Infrastructure Improvement – Highly Qualified** – Crash history data for the subject roadway that the project will address.

• **Infrastructure Improvement – Qualified** – System-wide incident history data demonstrates a systemic problem that the project addresses.

• **Infrastructure Improvement – Not Qualified** – no data or data is only the number of crashes on the system.
Questions?
Adam Larsen
Adam.Larsen@DOT.gov
360-619-7751