Tribal Traffic Safety Advisory Board work to increase tribal traffic safety data

Northwest Region Tribal Transportation Symposium
March 8, 2017
Overview and Objectives

After this presentation you will:

- Understand the purpose of the Tribal Traffic Safety Advisory Board (TTSAB)
- Understand what SECTOR is, what data it has, and how participation with SECTOR could benefit tribes
- Understand the Tribal Traffic Safety Program Coordinator support grant that was just released
The Washington Traffic Safety Commission (WTSC) Centennial Accord mission is to work proactively with Tribal governments statewide to reduce deaths and serious injuries resulting from traffic crashes on Tribal lands. Traffic crashes remain a leading cause of death and serious injury for Native Americans.

The reconvened WTSC Tribal Traffic Safety Advisory Board enthusiastically decided to meet monthly rather than quarterly and to encourage more Tribes to participate on the Board.
Tribal Traffic Safety Advisory Board (TTSAB)

Ten Goals for Tribal Traffic Safety Advisory Board

1. Use Target Zero (Washington’s Strategic Highway Safety Plan) as a guide when developing and implementing effective traffic safety initiatives on tribal lands.

2. Effectively invest human and financial resources in proven strategies and best practices, as identified in Target Zero, on tribal lands that are proven to save lives and prevent injuries.
3. Assist in planning and facilitating a Tribal Traffic Safety Summit every other year to address behavioral traffic safety issues on tribal lands.

4. Develop a block grant to the Northwest Association of Tribal Enforcement Officers for tribal law enforcement traffic safety training, equipment purchases, and enforcement initiatives.

5. Work to improve the collection and analysis of crash data on tribal lands.
Tribal Traffic Safety Advisory Board (TTSAB)

6. Develop performance measures to evaluate the progress of these initiatives so accountability reporting can be made to Governor’s office.

7. Provide an annual report on the above initiatives to the Governor’s Office of Indian Affairs.

8. Coordinate with Federal agencies to identify additional funding for traffic safety initiatives on tribal lands.
Tribal Traffic Safety Advisory Board (TTSAB)

8. Work to build stronger and more effective partnerships between the WTSC and tribal governments which mutually support traffic safety statewide as well as on tribal lands.

EWU Survey - Interviewed tribal council members, tribal planners, law enforcement, tribal court officers, as well as health and human services to identify issues.

- Resources and lack of personnel was identified as one problem.
- Each reservation has different traffic safety problems and needs.
Tribal Traffic Safety Advisory Board (TTSAB)

- Data is collected – e.g., tribal court statistics, the IHS data, the number of cases being served by behavioral health, law enforcement data - but it was not coordinated in order to be useful for planning purposes.
For more information about TTSAB, contact:

- TTSAB Co-chair, Celine Cloquet, Cowlitz Tribe, ccloquet@cowlitz.org
- TTSAB Co-chair, Darrin Grondel, Washington Traffic Safety Commission, (360) 701-5715, dgrondel@wtsc.wa.gov
What is SECTOR?

- SECTOR stands for “Statewide Electronic Collision & Ticket Online Records.”

- SECTOR is a data-collection system, providing law enforcement with the ability to create and submit tickets and collision reports electronically.
Usage of SECTOR

- Annually, there are more than 1 million citations entered through SECTOR by non-tribal law enforcement officers across the state.

- Each year there are more than 150,000 vehicle collision entered through SECTOR by non-tribal law enforcement officers across the state.
Usage of SECTOR

- “By creating this network, we were able to save countless hours of data entry,” according to Pat Ramsdell, Applications Support manager for the Information Technology Division of the Washington State Patrol.

- This is significant because, statistically, 11 percent of paper collision reports must be returned to officers because corrections must be made, Ramsdell said.
Proposed Tribal SECTOR System

- **Officers**: Laptop, software, scanner and printer - Create tickets and collision reports
- **Supervisors**: Review and approve collision reports
- **Prosecutors**: Create criminal citations and review those submitted by officers
- **Administrator of Courts (AOC)**: Access to summary case info to answer questions about what court a person is supposed to be in

**SECTOR**
- "Back Office" - Central Server

**WSP**
- Receive and file collisions

**WA-TECH**
- Receive and process tickets, send dispositions
- Distribute tickets, collisions and dispositions

**JINDEX**
- Receive and file SECTOR documents created by officers

**WSDOT**
- Tribal Courts – Receive and process tickets, send dispositions

**Tribal Law Enforcement Records Management System (RMS)**
- Tribes will be given an option to bypass both of these state agencies so citations filed into tribal courts and collisions will not wind up on state drivers histories.
Citation Creation Process

Officer creates citation using the SECTOR software

Send/Receive from client via Internet to the Back Office

SECTOR Back Office server/website (WSP)

Tribal courts and tribal law enforcement records management systems (RMS)
Collision Report Creation and Review Process
Officers and Report Reviewers

1. Officer completes and submits collision report to back office
2. Back office server: waits for reviewer assigned to same section as officer to download for review
3. Report reviewer approves or rejects collision report; submits to back office
4. Back office server: tribal collisions will be routed to WSDOT; rejected collision reports go back to officer for further clarification
For more information about SECTOR, contact:

- Tania Johnson, Washington State Patrol, (360) 576-4970, Tania.Johnson@wsp.wa.gov

- Debi Besser, Washington Traffic Safety Commission, (360) 725-9890, dbesser@wtsc.wa.gov
The primary purpose of the TTSAB is to save lives on tribal reservations in Washington State by advancing use of proven traffic safety strategies.

Based largely on the findings from that EWU survey of tribes, this project will fund establishment of Tribal Traffic Safety Program Coordinator(s), who will:
1. Lead interdisciplinary group that:
   - includes representatives from the 4 E’s (Enforcement, Education/Social Services, Engineering/Planning, Emergency Medical Services);
   - identifies, collects, analyzes and presents traffic safety-related data about the specific tribe or reservation; and,
   - communicates with – and regularly involves – tribal leadership.
Tribal Traffic Safety Program Coordinator RFA

2. Incorporate that data into tribal strategic planning, programing and implementation with consideration and inclusion of potential changes to tribal policy and procedures.

3. Organize groups, events and activities to increase community awareness about traffic safety-related issues.
Tribal Traffic Safety Program Coordinator grant

PROPOSAL DUE DATE:
April 14, 2017, 5 PM (PDT)

Only applications submitted as email attachments will be accepted. Hard copy or faxed applications will not be accepted.

ESTIMATED TIME PERIOD FOR CONTRACT:
June 1, 2017 – December 31, 2018 (19 months); there may be opportunities for continued support beyond that date, depending on funding.
ELIGIBILITY:

Eligibility is limited to federally-recognized tribes in Washington State.

Preference will be given to tribes demonstrating current and active participation in one – or more – of the following organizations or initiatives:
Tribal Traffic Safety Program Coordinator RFA

- Northwest Tribal Technical Assistance Program (NWTTAP) at Eastern Washington University
- Tribal Traffic Safety Advisory Board (TTSAB)
- Tribal Transportation Planning Organization (TTPO)
- Native American Tribal Enforcement Organization (NATEO)
- Other (For example, Indian Health Services Injury Prevention Program)
There is currently $190,000 available for awards through this application.

It is the intention of the Washington Traffic Safety Commission (WTSC) and the Tribal Traffic Safety Advisory Board (TTSAB) to make a minimum of one award. There may be more awards depending on the budget requests from the applicants.
A match by the applicant of 10 percent of the awarded funds is required.

Match can either be cash or in-kind. Examples of appropriate in-kind match include office space, travel, and the purchase of materials needed for community-level traffic safety initiatives.

Describe how the match requirement will be met.
For more information about the Tribal Traffic Safety Program Coordinator RFA, contact:

Scott Waller, Washington Traffic Safety Commission, (360) 725-9885, swaller@wtsc.wa.gov