

Tribal Transportation Safety IRR Safety Management System

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Safety History

- ▣ From 1975 to 2002 fatal crashes in the US declined 22%
- ▣ From 1975 to 2002, Native American and Alaska Native 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



Tribal Safety Efforts Timeline

- ▶ 2005 Strategic Highway Safety Plan for Indian Country & Safety Management System established
- ▶ 2011 Update: Safety Management System Implementation Plan
- ▶ 2013 Tribal Transportation Safety Program



2005 Strategic Highway Safety Plan

- ▶ 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 The Age of 35
- ▶ Pedestrian Safety



2011 Tribal Transportation SMS (Safety Management System)



- ▶ 17 Members
 - ▶ 5 tribal representatives
 - ▶ FHWA
 - ▶ Indian Health Service (IHS)
 - ▶ NHTSA
 - ▶ BIA
- ▶ Improve Government-to-Government communication to better transportation safety

SMS Implementation Plan

- ▣ Build partnerships to address safety
- ▣ Implementation must occur at the Tribal level and plan be tribally driven



Data Collection Improvement

Importance of Data

- ▶ Data is required for some funding sources
- ▶ Data can help focus efforts where they will make a difference
- ▶ Data is often limited in remote areas
- ▶ Data is mode specific
- ▶ Incident data can be collected by Tribal Governments, often shared with state

Tribal Safety Summits

- ▶ Bring together federal, state, and tribal partners
- ▶ Start discussion about relevant regional needs
- ▶ Summits held in: AZ, NM, CA, MN, WI, SD, MT, ND, AK, WA, MI, NY, OR
- ▶ Additional Summits are being planned: CA, CO, NV, MI, AK



2012 National Tribal Transportation Safety Summit

Mystic Lake, MN
August 28–30, 2012

197 Attendees

59 Tribes

29 States

TTAPS

BIA, FHWA, NHTSA, IHS

TOPICS

- ▶ Safe Routes to School
- ▶ Seat Belt Program
- ▶ Safety Checkpoints
- ▶ Pedestrian Safety
- ▶ Child Restraints
- ▶ Judicial Issues
- ▶ Cross Jurisdiction
- ▶ Crash Reporting
- ▶ State Tribal Safety Coalitions
- ▶ Leadership Safety Champions
- ▶ Engineering Safety
- ▶ PSA
- ▶ Digital Storytelling
- ▶ Intra-tribal coordination
- ▶ Safety Planning
- ▶ Road Safety Audits



Tribal Transportation Safety Plans

What are the top priorities to make an impact on reducing fatal and serious injury crashes on a specific reservation?

Multi-disciplinary Plan

Similar to Washington's Target Zero Plan



Tribal Transportation Safety Plans

NW TTAP will likely be contracted to develop several Tribal Transportation Safety Plans

Contact Richard Rolland at the Northwest
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Model

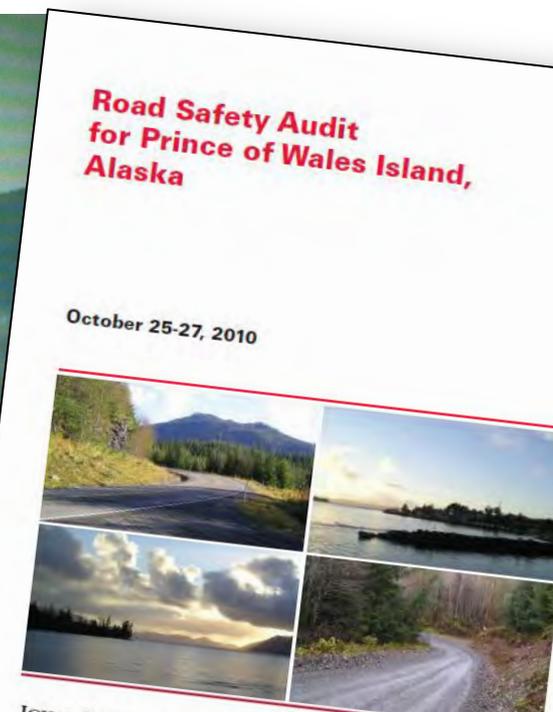
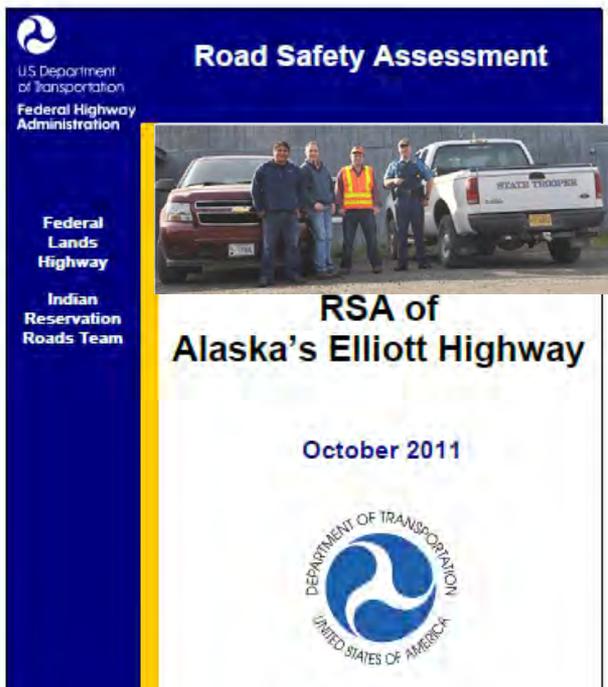
Tribal Transportation Safety Program

- ▶ Loudin Village, Galena, Alaska
- ▶ Lummi Nation, Washington
- ▶ Wind River Reservation, Wyoming



Other Technical Assistance

- ▶ Respond to needs of individual tribes
- ▶ Road Safety Assessments – External team of safety professionals Identify Risks & Range of Countermeasures through formal process



SMS Major Activities

- ▶ Data Collection Improvements
- ▶ Tribal Safety Summits
- ▶ Tribal Transportation Safety Plans
- ▶ Model Roadway Safety Improvement Programs
- ▶ Technical Assistance



Planned SMS Implementation Activities

- ▣ Safety Education and Training
- ▣ Case Studies and Peer Exchanges
- ▣ Tribal Safety Awards Program
- ▣ Safety Research
- ▣ Marketing and Outreach
- ▣ Evaluation and Performance Measures

2013 MAP-21 Sec. 1119



▶ Tribal Transportation Safety Program

(1) FUNDING.—Before making any distribution under subsection (b), the Secretary shall set aside not more than 2 percent of the funds made available under the tribal transportation program for each fiscal year to be allocated based on an identification and analysis of highway safety issues and opportunities on tribal land, as determined by the Secretary, on application of the Indian tribal governments for eligible projects described in section 148(a)(4).

“(2) PROJECT SELECTION.—An Indian tribal government, in cooperation with the Secretary of the Interior and, as appropriate, with a State, local government, or metropolitan planning organization, shall select projects from the transportation improvement program, subject to the approval of the Secretary and the Secretary of the Interior.



2013 MAP-21 Sec. 1119



▶ Tribal Transportation Safety Program

(1) FUNDING.—Before making any distribution under subsection (b), the Secretary shall set aside not more than 2 percent of the

**~\$9 Million Annually
for eligible activities
competitively selected**

organization, shall select projects from the transportation improvement program, subject to the approval of the Secretary and the Secretary of the Interior.



- ▶ **148. Highway safety improvement program**
- ▶ **(a)(4) HIGHWAY SAFETY IMPROVEMENT PROJECT.**
- ▶ (A) IN GENERAL.—The term ‘highway safety improvement project’ means strategies, activities, and projects on a public road that are consistent with a State strategic highway safety plan and—
- ▶ (i) correct or improve a hazardous road location or feature; or (ii) address a highway safety problem.
- ▶ (B) INCLUSIONS.—The term ‘highway safety improvement project’ includes, but is not limited to, a project for 1 or more of the following:

▶ **Planning Activities**

- Transportation safety planning.
- Collection, analysis, and improvement of safety data.
- A road safety audit.

▶ **Enforcement and Emergency Services**

- The conduct of a model traffic enforcement activity at a railway–highway crossing.
- Installation of a priority control system for emergency vehicles at signalized intersections.
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety.

▶ **Engineering Improvements**

- An intersection safety improvement.
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities.
- Installation of a skid–resistant surface at an intersection or other location with a high frequency of crashes.
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities.
- Construction and improvement of a railway–highway grade crossing safety feature, including installation of protective devices.
- Construction of a traffic calming feature.
- Elimination of a roadside hazard.
- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety
- Installation of a traffic control or other warning device at a location with high crash potential.
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- Installation of yellow–green signs and signals at pedestrian and bicycle crossings and in school zones.
- Construction and operational improvements on high risk rural roads.
- Geometric improvements to a road for safety purposes that improve safety.
- Roadway safety infrastructure improvements consistent with the recommendations included in the publication of the Federal Highway Administration entitled ‘Highway Design Handbook for Older Drivers and Pedestrians’ (FHWA–RD–01–103), dated May 2001 or as subsequently revised and updated.
- Truck parking facilities eligible for funding under Section 1401 of the MAP–21.

- ▶ Systemic safety improvements.

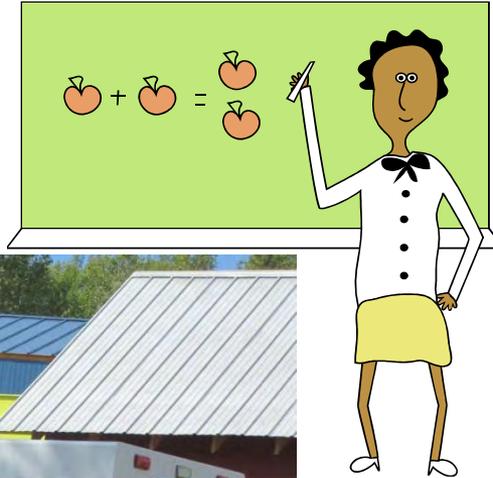


TTP Program Coordinating Committee

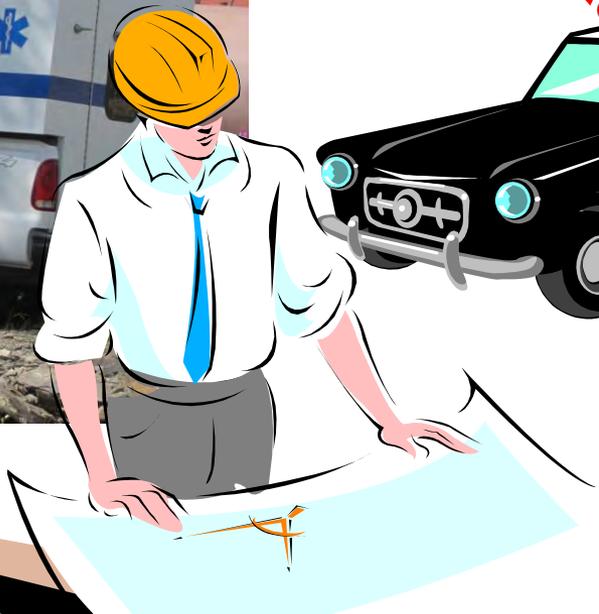
- ▶ Multi-disciplinary (4E Approach)
- ▶ Maximum Flexibility
- ▶ Planning Emphasis
- ▶ Continue SMS Implementation
- ▶ 4 Funding Categories – majority for Grants



TTP Program Coordinating Committee



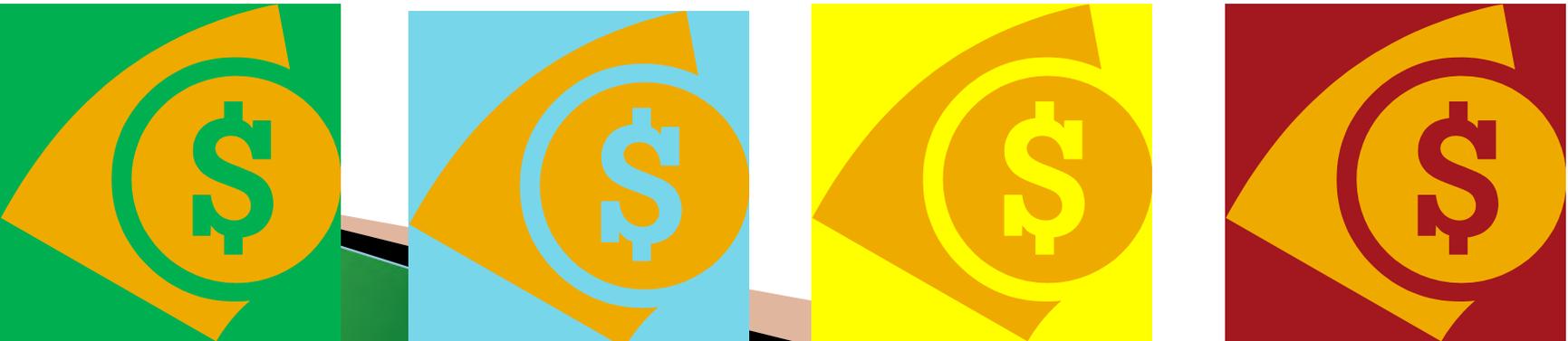
4 E's
Enforcement
Engineering
EMS
Education



TTP Program Coordinating Committee

Four Funding Categories

- ▶ Continue Implementation of the Tribal Transportation Safety Management System
- ▶ Safety Planning Projects
- ▶ Enforcement & EMS Projects
- ▶ Engineering Project Design & Construction



What's next?

- ▶ New program interaction with old programs
 - CDC Tribal Motor Vehicle Injury Prevention Program
 - NHTSA 402 / BIA Indian Highway Safety Program
- ▶ Update Program Delivery Guide
 - <http://flh.fhwa.dot.gov/programs/irr/guide/>
- ▶ Update Regulation
- ▶ Grant Applications available by Jan 1



Questions & Ideas?

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