TRIBAL TRANSPORTATION SAFETY MANAGEMENT SYSTEM IMPLEMENTATION PLAN

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Introduction

- The Tribal Transportation Safety Management System Implementation Plan is intended to provide direction to Federal agencies on programs that should be implemented, with a focus on roadways under Federal jurisdiction.

- Funding for this plan will be reviewed annually by FHWA and BIA prior to approval.

- Some activities require coordination and cooperative effort with Tribal Governments.
Introduction (Cont.)

- Federal Lands Highway (FLH) has a philosophy that identifies a vision as “Creating the best transportation system in balance with the values of Federal and Tribal Lands.”

- Six major efforts to this philosophy are:
  - Collection and reporting of accurate and timely crash data;
  - Implementation of Safety Management Systems and principles;
  - Early consideration of safety in all highway programs and projects;
  - The identification and investigation of impacted hazardous locations and features, and establishing countermeasures and priorities to address the identification or potential hazards;
  - Incorporation of appropriate safety improvements in all FLH projects; and
  - Systematic upgrading of roadside features and elements to be designed to meet current nationally accepted standards for crashworthiness.
Implementation
Activities
Development of Tribal Specific Safety Plans:

- The Federal Government will coordinate with Tribal Governments to develop a safety plan (specific to their community) before implementing safety solutions.

- The plan will identify/prioritize safety needs & should include a safety policy statement covering areas of engineering, education, enforcement and emergency medical services.

- The plan will use the emphasis areas identified in the Strategic Highway Safety Plan.
Development of Tribal Specific Safety Plans (Cont.):

- FHWA and BIA will:
  
  ◦ Provide information to Tribal Leaders & transportation planners on the importance of implementing countermeasures to safety problems.
  
  ◦ A safety package will be developed that includes information on items such as: Safety Conscious Planning; Road Safety Audits; Traffic Records Assessments; Safe Routes to School; Hazard Elimination Programs; Seat Belt Initiatives; and others as appropriate.
  
  ◦ Assist the Tribes in the development and updating of Tribal safety plan. The goal would be to initiate 10-12 annually, each of which should include a site visit.
Safety Data Collection and Analysis:

- In many areas of the United States, Tribal or BIA collected crash reports are not shared outside the enforcement community.

- Crash histories show little or no crashes because transportation professionals do not have access to crash data.

- FHWA and BIA intend to help resolve this issue by the following actions:
  - Develop a contact list within State DOTs/Patrol Agencies for Tribes to obtain crash history information.
  - Develop a compilation of current data management practices in the State DOTs/Patrol Agencies.
  - Develop a MOU to facilitate development of documented processes that outlines roles, responsibilities, and key decision points for data sharing.
  - Address the needs of Tribal safety data using institutional and technological challenges related to data collection (e.g. piloted crash recording improvement projects).
**Education and Training:**

- Educating and training individuals in BIA and Tribal Governments in transportation safety is important to the success of improving safety on the IRR System. FHWA will:
  - Partner with BIA to develop technical safety resources and training for BIA Division of Transportation.
  - Work with Tribal Technical Assistance Program (TTAP) to ensure a safety training curriculum is being presented yearly.
Development of Safety Programs and Funding Sources List:

- Many Tribes are not clear as to what funding exists, what eligibility requirements there are and timeframes to apply for funding available for implementation of safety activities or improvements.

- FHWA and BIA will:
  - Develop a list of possible funding sources within FHWA, BIA, and other Federal Agencies and State administered Federal Programs.
  - This list will be distributed within the Tribal community and updated on a periodic basis.
Establishing a Tribal Safety Program:

- The FHWA and BIA will work to develop an IRR Safety Program where funds would be set aside annually for safety related projects.

- It is recognized that Tribes are eligible to apply for safety funds for highway improvements through the individual state’s Federal Aid program, but these funds are insufficient and are not reaching the Tribes on a routine basis.
Measuring Successes:

- Monitoring is necessary to determine the impact of this safety management plan for crashes on Indian Lands.

- Status of implementation efforts can be assessed by following these measures:
  - Annual analysis of the FARS Database to monitor changes in trends.
  - FHWA/BIA to encourage Tribes to use safety data and analysis in project selection.
  - Tribes should submit crash reporting systems annually summarizing yearly crashes.
  - Set up a system for data sharing between tribes and BIA to have a national database of tribal crash statistics.
  - BIA to develop and annual report to track progress and identify additional emphasis areas to include in SMS Implementation Plan.
Steering Committee Travel and Administration:

- Also included in the Implementation Plan will be bi-annual Steering Committee meetings.

- BIA will travel to Tribal meetings to promote the Safety Management System and to implement this plan.
Safety Summits:

- State-based safety summits and at least one national safety summit will be held throughout the life of the Implementation Plan.

- These summits bring safety awareness to Tribes and serve as a forum for open discussions among various safety stakeholders.