

**2012 South Dakota Tribal Transportation Safety Summit
Mission, South Dakota
October 17-18, 2012**



**Prepared for
Rosebud Sioux Tribe
Rosebud, South Dakota 57570**



**South Dakota Department of Transportation
Pierre, South Dakota 57501**

**2012 South Dakota
Tribal Transportation Safety Summit
Mission, South Dakota
October 17-18, 2012**

Topical Report RSI-2315

**Prepared for
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Photo on cover – Summit Planning Committee

Front row left to right: June Hansen, Gerry Foell, Mark Hoines, Nicole Frankl, Pat Englehart, and
Dennis Trusty

Back row left to right: Lynda Douville, Terry Keller, Sherman Wright, Pete Red Tomahawk, Rhonda
McKenzie, Gaylene Pretty Bird, Sharon Johnson, Jon Becker, and Lee Axdahl



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LIST OF ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
BIA	Bureau of Indian Affairs
CCST	Crow Creek Sioux Tribe
CRST	Cheyenne River Sioux Tribe
DOT	Department of Transportation
DPS	Department of Public Safety
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
FSST	Flandreau Santee Sioux Tribe
FTA	Federal Transit Administration
GPS	Global Positioning System
HPPG	High-Priority Performance Goal Initiative
IHS	Indian Health Service
IRR	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Efficiency Act
LBST	Lower Brule Sioux Tribe
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NHCRP	National Highway Cooperative Research Program
OST	Oglala Sioux Tribe
PSA	Public Service Announcement
ROW	Right of Way
RSA	Road Safety Audits
RSI	Road Safety Inspections
RST	Rosebud Sioux Tribe
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDSU	South Dakota State University
SHSP	Strategic Highway Safety Plan
SRST	Standing Rock Sioux Tribe
SWO	Sisseton Wahpeton Oyate
TraCS	Traffic and Criminal Software
TTAP	Tribal Technical Assistance Program
VOA	Volunteers of American
YST	Yankton Sioux Tribe

SECTION 1.0 INTRODUCTION

The Annual South Dakota Tribal Transportation Safety Summit (Summit), held on October 17-18, 2012 in Mission, South Dakota, was an opportunity for Tribes, the State of South Dakota, and federal agencies to jointly address Tribal transportation safety, including fatalities and injuries on Tribal lands. The Summit supports the goal of Tribes to provide the safest transportation system possible for Tribal members and the traveling public. Participating in the Summit provides a way for Tribes to collaborate with other Tribes and state and federal agencies to improve transportation safety for their respective reservations. The 2012 Summit was a collaborative effort by representatives from the Bureau of Indian Affairs (BIA), Federal Highway Administration (FHWA), Northern Plains Tribal Technical Assistance Program (TTAP), Rosebud Sioux Tribe (RST), South Dakota Department of Public Safety (DPS), and South Dakota Department of Transportation (DOT).

Summit Overview

The purpose of the Annual Summit is to allow Tribes and agencies to exchange information and ideas on transportation safety improvements. The Summit organizers invited representatives from the nine Tribes located throughout South Dakota to share ideas, resources, and concerns with each other and state and federal agencies. Together, Tribes and agencies identified opportunities for working together to reduce the severity and number of traffic crashes on reservation roads. The goal of this collaboration was to improve safety, identify funding sources, enhance transportation networks, and provide maintenance for Tribal roads and transportation infrastructure.

2011 Summit Goals and Recommendations

Each year, goals and recommendations from the previous year's Summit are reviewed to measure progress. Goals and recommendations from the 2011 Summit included the following:

- Increase the awareness of programs, services, and assistance available from various state, federal, and nonprofit entities
- Learn how to apply for grants, request services and technical assistance, and access programs through shared experiences and best practices
- Promote Tribal transportation safety
- Address Tribal-specific transportation safety issues and gain a better understanding of the needs of each Tribe
- Contact state and federal agencies to request assistance and use available resources to enhance Tribal safety programs and transportation systems
- Learn from other Tribes' experiences within their safety programs.

2012 Summit Topics

Building upon the recommendations from the 2011 Summit, the agenda for the 2012 Summit was designed to increase awareness of specific Tribal transportation safety issues and to gain a better

understanding of the needs of each South Dakota Tribe. Discussion topics for this year's Summit included:

- Drug and alcohol-impaired driving
- Enforcement of speed limits
- Motorcycle awareness issues
- Tribal participation in the South Dakota Highway safety grants
- Road safety audits and roadside safety inspections
- Utilizing crash data
- Seat belt enforcement.

Opening remarks were provided by President Cyril Scott of the RST and Leonard Crow Dog. Mr. Pete Red Tomahawk moderated the Summit. The agenda is provided in Appendix A and a copy of the sign-in sheet and list of participants is provided in Appendix B.

SECTION 2.0 BEST PRACTICES/SUCCESS STORIES

Tribes attending the Summit were invited to speak on the knowledge gained, best practices, and success stories from traffic safety improvements. This section outlines each Tribe’s discussion regarding utilizing resources, implementing improvements, and experiencing obstacles. Figure 1 illustrates the location of each American Indian reservation in South Dakota.

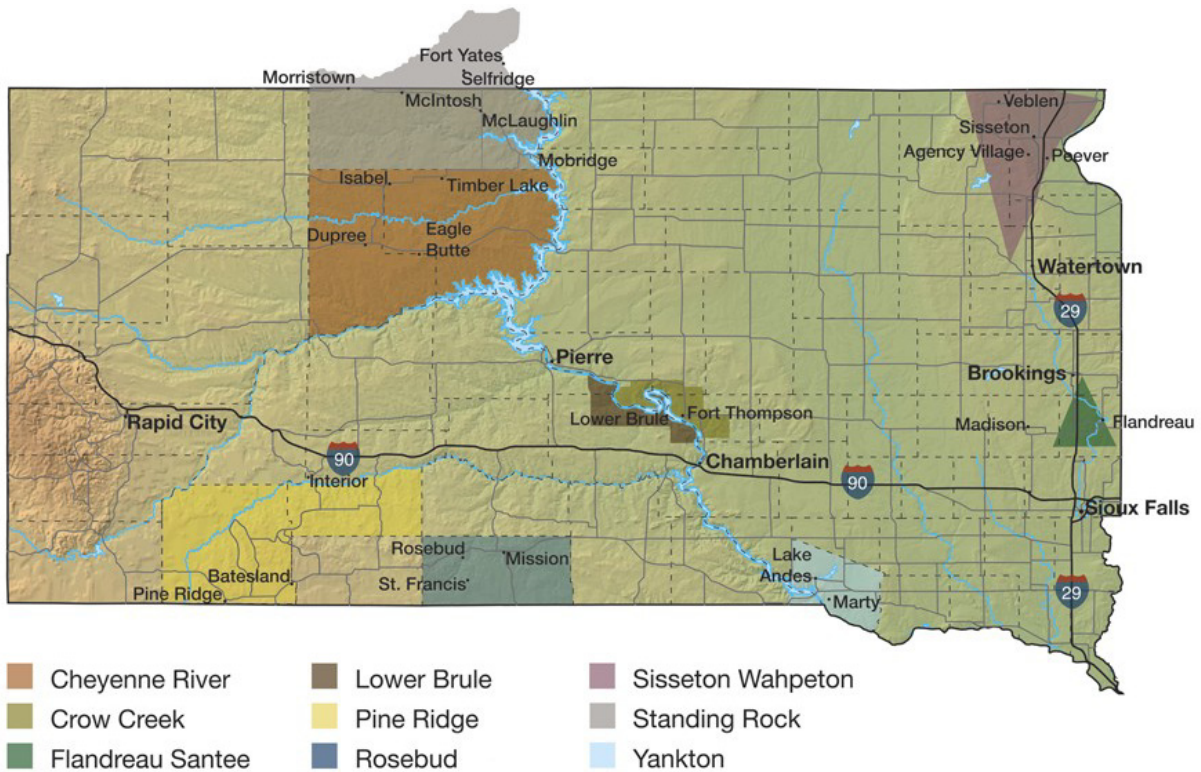


Figure 1. Location of the Nine Indian Reservations in South Dakota [South Dakota Department of Tribal Relations, 2011]

Cheyenne River Sioux Tribe



Mr. Zane Arpan, DOT Director for the Cheyenne River Sioux Tribe (CRST), discussed the Tribe’s current efforts. CRST spent approximately \$44 million on their DOT program, including maintenance operations and adding a construction company. The Tribe’s construction company is learning to crush gravel to provide raw materials for maintenance and construction. The program wants more emphasis on highway safety to make it a priority.

Crow Creek Sioux Tribe

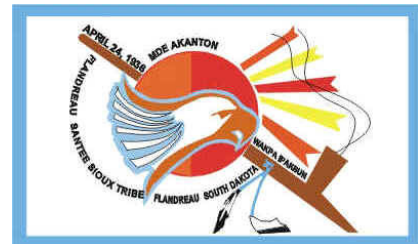


Law Enforcement Officer Scott Shields spoke about the efforts of the Crow Creek Sioux Tribe (CCST). The CCST is working with the State on speed limit and signage issues. During the last council meeting a child restraint law was enacted and the officers are currently enforcing it. The CCST shares similar concerns for truck traffic as other Tribes. They are working towards changing law enforcement from a criminal aspect to a civil aspect for enforcement. Mr. Shields stated that as officers, they are often one of the first on the scene of a fatal crash. This experience is very impactful, especially if the officer's family members are involved in the crash. The CCST is currently working on repairing damaged roads that are used regularly by truck drivers and school buses to avoid future crashes.

Flandreau Santee Sioux Tribe

Ms. Carol Robertson of the Flandreau Santee Sioux Tribe's (FSST) Economic Development Program presented the successes of previous years. Her presentation is available in Appendix C.

Beginning in 2006, while under the leadership of Mr. Sam Allen, the Tribe applied for Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds to fix a 3-mile stretch of road heavily traveled by school buses, farmers, landowners, and homeowners. Although the funds were granted, they have been on hold until early 2013. The Tribe plans to advertise for bid proposals on the project early spring, and would consider the improvement of this road to be a huge success. In the meantime, the Roads Program is working on attaining proper signage and is coordinating with law enforcement on enforcing truck weight limits. The Tribe has had a few crashes but no fatalities. One other success story for the FSST has been constructing a new rodeo grounds. Ground breaking for the rodeo grounds began in July 2010 using American Recovery and Reinvestment Act (ARRA) Indian Reservation Roads (IRR) Funds. The work was completed steadily and on schedule until heavy rains flooded the entire project area in the fall of 2010. Work was delayed until the following spring, and the project was finally completed in September of 2012.



The FSST is a small reservation made up of 2,100 acres of trust land and 3,400 acres of fee land. The Tribe has recently converted four tracts of land into trust. The Tribal council strongly believes in land acquisition and will continue to grow the acreage of the Tribe's land.

Lower Brule Sioux Tribe



Due to unforeseen circumstances, a representative from the Lower Brule Sioux Tribe (LBST) was not able to attend.

Oglala Sioux Tribe



Ms. Tonia Ecoffey from the Oglala Sioux Tribe (OST) DOT office presented the successes and challenges of their department. Projects that the Tribe is working on include repairing two gravel roads (Cuny Table Road and Allen Road) and developing a culvert project. The Tribe's Transit System is building bus shelters across the reservation and is working on acquiring Global Positioning System (GPS) tracking systems in those vehicles. The Tribe wants to gather data on fuel usage, and traveler starting and ending points. By collecting this data, the program wants to identify the roads that are used most and what areas on the reservation are the most impacted by adverse weather conditions. The program will continue to work on road maintenance and asphalt chip seal projects.

Rosebud Sioux Tribe

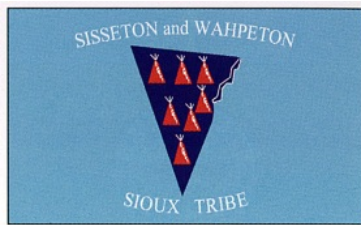


Mr. Frank Iron Heart and Ms. Grace Her Many Horses discussed the RST law enforcement program. Since the Tribe started participating in the High Priority Performance Goal (HPPG) Initiative, the primary law for enforcement has become the seatbelt law. The HPPG initiative has also enabled the law enforcement program to attain more officers when needed. Todd County is in the top ten counties for fatalities from motor vehicle crashes, and several of these took place on the Rosebud reservation.

The law enforcement system has been steadily improving since 2010, when the Tribe was able to provide more safety training and crash certification. The Tribe's law enforcement is performing more saturation patrols and vigorously enforcing the seatbelt law. Checkpoints, which have proven to be effective, are scheduled during major Tribal events and on random dates. At the checkpoints, law enforcement uses an RV-style vehicle, called the "BAT mobile (Blood Alcohol Testing)," which contains a breathalyzer and four holding cells. Law enforcement has a canine unit with four dogs who aid in keeping drug impaired drivers off the roads. The officers are more aggressive enforcing driving under the influence (DUI) and issuing citations for improper license plates and lack of registrations. Prosecutors have also become more involved. Public Service Announcements (PSA), newspaper ads and Facebook are all used to raise awareness for traffic safety. The department is also performing presentations for groups such as DUI offenders, schools, and communities. RST has had success in the following areas:

- A 22-month period, with no fatalities in 2007
- The 2008 LifeSaver's Award nomination
- DUI Officer of the year
- Only 25 DUI arrests made within the last month, compared to 49 arrests the previous month

Sisseton Wahpeton Oyate



Ms. Jennie Crawford, Safety Officer and Emergency Medical Services (EMS) Director for the Sisseton Wahpeton Oyate (SWO), was unable to present this year.

Standing Rock Sioux Tribe



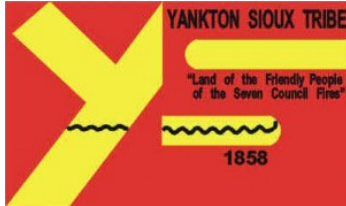
Ms. Natosha Luger, Traffic Safety Coordinator for the Standing Rock Sioux Tribe's (SRST) Transportation Planning and Development Program, presented the successes of their Traffic Safety Program. A copy of the presentation is attached in Appendix C. The Transportation and Planning Program has had success in focusing on the following four "E's" of traffic safety:

- **Education**—raise awareness of safety issues; provide resources and strategies for reducing fatalities and serious injuries on Tribal roadways.
- **Enforcement**—support the Tribe's law enforcement by organizing campaigns for radio, and developing PSAs. Provide training for officers to be Child Passenger Safety Technician certified.
- **Engineering**—work closely with state agencies (such as the North Dakota DOT and South Dakota DPS) to lower the speed limit on high-priority roads (from 65 miles per hour [mph] to 55 mph and 45 mph).
- **Emergency Medical Services**—raise awareness on the impact that funds, taken from Indian Health Service (IHS) for traffic crashes, has on funds for other critical care patients (funds are usually depleted by April for the fiscal year). Provide data for engineers, law enforcement, and the State on the number of times EMS transports patients (April–June 754 times on North Dakota).

The program is working on developing a uniform crash reporting system. Right now, when a crash is reported, law enforcement officers fill out forms for North Dakota, South Dakota, Counties, the Bureau of Indian Affairs (BIA), and a Tribal Police. The Coordinator prefers to combine all of these efforts to make reporting more efficient. The SRST Traffic Safety Program developed partnerships and completed trainings including:

- Increasing the number of certified nurse available to respond to emergencies
- Working more closely with the Tribal attorney
- Encouraging more advocacies from the communities and elders
- Participating in local districts meetings.

Yankton Sioux Tribe



Mr. Louis Golus, Jr., Roads Maintenance Supervisor for the Yankton Sioux Tribe (YST) discussed current projects. The Tribe completed a \$1.3 million project this summer that paved roads into cluster homes and communities. A new road was built in Wagner, which is a northern community on the reservation. The Tribe has developed plans to fix a curve where numerous crashes have occurred by the casino, and a request for bids will be released soon. The Tribe is putting up road safety signs across the reservation. As part of its work to increase the awareness of traffic safety, the Tribe has been working with Marty Indian School during Red Ribbon Week and sponsoring poster contests for the kids. Winning posters are displayed throughout billboards on the reservation.

The YST Transit system provides rides to individuals leaving the bars, and parents have complained because they do not want their children riding home with those patrons. The Tribe is working on solutions for this issue.

The YST has been coordinating with other Tribes, using bumper stickers designed by FSST, and planning a Red Ribbon Week with the OST crash simulator. The YST Traffic program is expanding and recently hired a new traffic safety officer. The YST would like to volunteer to host the 2013 Summit and offered lodging at their hotel and casino.

SECTION 3.0 PRESENTATIONS

State, federal, and nonprofit agencies and organizations presented information and resources available to Tribes based on recommendations from the 2011 Summit. In addition to honoring Mr. Red Tomahawk, this section describes presentations from the South Dakota DOT, TTAP, Volunteers of American (VOA), Lakota Circles of Hope, OST DPS, South Dakota State University (SDSU), BIA, and remarks from Congressional Delegation.

Honoring of Pete Red Tomahawk

Mr. Red Tomahawk, Past Transportation Director at the SRST, was honored by the DOT, DPS, FHWA, and the BIA for his years of service on Tribal transportation. Mr. Red Tomahawk shared a few words with everyone.

The highway doesn't care what color skin you have. In looking at the emotion of all of us, traffic safety affects us all. Bringing everyone together to share our stories in this way will have an impact on saving lives and injuries. These types of conferences are a great way to build that advocacy. The exchange of ideas and best practices aids us in being successful on the state and national level. I was placed on the National Tribal Safety Committee for my passion in Highway Safety and Advocacy. It is important to understand the highway authorizations, look at the positives and negatives of each [Intermodal Surface Transportation Efficiency Act (ISTEA), SAFETEA-LU, Moving Ahead Progress in the 21st Century Act (MAP-21)]. What's most important is that there is a set aside for Tribes. There will be money for safety available to address these issues. We are just beginning to scratch the surface. It is very humbling for you to honor me with awards and gifts. We are all champions and I thank each of you for your advocacy of safety. Look at the amount of lives you can save, and learn from those injuries and fatalities. Keep developing those partnerships.



Ms. Gaylene Pretty Bird Presenting Mr. Pete Red Tomahawk During his Honoring.

South Dakota Department of Transportation

“As a responsible and conscientious transportation resource for Tribes, South Dakota DOT works to provide a safe efficient and effective transportation system” [South Dakota Department of Transportation, 2012].

County Signing Projects – Increasing Tribal Involvement

Mr. Doug Kinniburgh, DOT Local Government Engineer, presented information on county signing projects through the Local Government Assistance Office. Mr. Kinniburgh's presentation is attached in Appendix C. The work completed for County Signing Projects includes:



Mr. Doug Kinniburgh During his Presentation.

- Replacing substandard signs.
- Preventing the installation of guide signs on the same posts as regulatory signs.
- Making sure signs are properly installed and maintained.

Eligible entities for the DOT countywide signing program include counties, small cities (smaller than 5,000 populations), Tribes, townships, and road-districts. Currently, four Tribes are participating, but all nine South Dakota Tribes are eligible to participate. This program is 100 percent federally funded and requires an agreement with each Tribe to maintain the signs. Projects start three years in advance to ensure that all issues are addressed. Regulatory and general information signs, such as mile markers and warning signs are included in each project. All signs are inventoried with an in-house computerized system, and electronic copies of this inventory are provided at the end of each project. If there are counties already scheduled, Tribes may still sign up till the project is let. The counties' schedules are on the program website. To participate, or for more information, Tribes should contact Mr. Kinniburgh or Ms. June Hansen.

Strategic Highway Safety Plan



Ms. Nicole Frankl During her Presentation.

Ms. Nicole Frankl, DOT Assistant Traffic Safety Engineer, presented information on Strategic Highway Safety Plan (SHSP). Her presentation is attached in Appendix C. DOT is in the process of updating the existing SHSP and reforming the SHSP Steering Committee.

The SHSP is a data-driven, comprehensive, multidisciplinary plan integrating the four "E's" of Safety (Education, Enforcement, Engineering, and EMS). The SHSP is an all-encompassing document that addresses all types of crashes on publically traveled roads. The plan's

goal is to guide investments on public roadways that will decrease fatal and serious injury crashes and address key safety needs in the state. Tribes who currently have an SHSP, or those who are working on one, include RST and SRST. Other agencies involved are the FHWA, the DOT, and other state, local and private stakeholders.

A participant asked if funding will be available from the State to assist with implementing safety projects. Ms. Frankl responded that there will be guidance in the future on funding; previously all road safety projects competed for the same funding. Data will be needed to show which roads have a greater need.

DOT has historically been reactive but is currently moving towards proactive safety measures. In the past when a road had a lot of crashes, it may be fixed. As proactive safety measures still need to be data driven, this is achieved by applying the same safety improvements at a location that has experienced crashes, to similar locations that do not have a crash history. Crashes are analyzed based on fatalities and incapacitating injuries, or overall crash patterns at intersections. Through the Traffic and Criminal Software (TraCS) program, data can be easily shared with the State to document where crashes occur on reservation roads. OST is currently using the TraCS program and several Summit participants expressed an interest in hearing more about OSTs experiences with TraCS, and would like to discuss in the future how they may use the system.

Tribal Technical Assistance Program

“The TTAP is a training and technology transfer resource for Native American Tribes in the United States” [National Local Technical Assistance Program/Tribal Technical Assistance Program]. The TTAP is comprised of seven TTAP centers, including the Oklahoma, Northern Plains, Colorado, California/Nevada, Northwest, Michigan Tech, and Alaska TTAPs. The goals of the program are to assist American Indian Tribal governments by increasing their technical capabilities in transportation and to expand their workforce to effectively address their transportation needs [Northern Plains Tribal Technical Assistance Program, 2011].

Road Safety Audits (RSA)/Road Safety Inspections (RSI)



Mr. Dennis Trusty and Ms. Sharon Johnson.

Mr. Dennis Trusty, Director of the Northern Plains TTAP, and Ms. Sharon Johnson, Safety and Right of Way (ROW) Engineer with FHWA, presented information on Road Safety Audits. Their presentation is attached in Appendix C.

Road Safety Audits are performed on locations with known issues or during the design phase to verify safety concerns are addressed providing recommendations for resolving current safety issues. When performing an audit, a broad range of perspectives from a multidisciplinary team is used to address areas of concern. If there is a need for improvement, but no Tribal budget, safety funding may be available. If there is a need for improvement that can't be addressed in a Tribe's current program plan, then that Tribe should make a plan to address those issues in the future and demonstrate that an effort is being made. Good crash data can reveal a lot about issues regarding the road, such as wet weather, night-

time driving conditions, a particular roadway location experiencing a high number of crashes (a curve in the road), and also provide data to pursue safety funding for projects. For example, Spirit Lake has had issues involving individuals running off of the road and into the lake. In an attempt to improve a major intersection a round-about will be considered at this location. A Road Safety Audit team looks for those types of improvements to the roads. The team addresses all issues and modes of transportation, including vehicular and pedestrian. When completed, the Road Safety Audit provides its recommendations to the community. Past Road Safety Audits are available on the website (<http://safety.fhwa.dot.gov/rsa/>) for review.

Tribal Transportation Safety Plans

Ms. Karla Sisco, TTAP Specialist from the Southern Plains Office, presented information on Tribal Transportation Safety Plans. Her presentation is attached in Appendix C. The mission of the TTAP is to implement effective transportation safety programs to save lives, while respecting Native American culture and tradition through communication, coordination, collaboration, and cooperation.



Ms. Karla Sisco.

When a Tribe begins to put a plan together, it is important to find allies within the community and develop partnerships. Having a Tribal Safety Workshop is a great step toward bringing a Tribe's allies and partners together. At the workshop, Tribes can actively engage people and discuss the data on transportation from their area recognize the traffic issues. Tribes can share the goals and missions of the Safety Plan, discuss the four "E's" of traffic safety, and develop a Tribal Safety Management Plan. Road Safety Audits are much easier to conduct when a Tribal Safety Management Plan has been prepared. An example is attached in Appendix D.

Volunteers of America and Lakota Circles of Hope

VOA Dakotas serves troubled youth, families without child care, those struggling against addiction, and adolescents who can't return home through various supportive and empowering programs. VOA focuses on providing higher levels of care and safety through safe, nurturing environments where individuals and families become healthy and self-sufficient. [Volunteers of America Dakotas, 2012] Ms. Dianne Thaler, VOA Program Specialist, explained how her program works with the Lakota Circles of Hope on highway safety.



Ms. Dianne Thaler During her Presentation.

The Lakota Circles of Hope is a program through Catholic Social Services that is an innovative, culturally specific prevention curriculum tailored for second through fifth grade students. The program teaches

healthy decision-making based on the traditional Lakota values of respect, generosity, fortitude, wisdom, and bravery. Through the curriculum, summer camps, and other activities that include the schools, families, and the larger community, students will gain knowledge and resources for making safe choices and resist peer pressure, tobacco, alcohol and other drugs, and interpersonal violence [Catholic Social Services, 2010].

Highway Safety in the Classroom

Ms. Thaler and Ms. Joanne Beare, Lakota Circles of Hope Program Director, collaborate on their programs to reach out to middle and high school students. Their programs teach kids about the importance of safe driving and resisting destructive decisions. They also provide downloadable activity books distributed by Pat Englehart (DPS). The activity books emphasize child safety topics such as riding in cars, riding bicycles, crossing streets, and riding buses. The programs Ms. Thaler and Ms. Beare work on include:



Ms. Joanne Beare During her Presentation

- Seat Belt Safety coloring contests
- Summer Camps
- Substance Abuse and seat belt curriculum for teacher-run programs.

Lakota Circles of Hope collects extensive data on drinking and smoking. Names are not associated with the questionnaires and information on the schools, ages, and grades of the students. The program has prevention coordinators who teach drug-prevention curriculum and conduct the questionnaires. The data collected from the program has documented a reduction in the use of tobacco and alcohol by students since the start of the program.

Simulator Demonstration with Volunteers of America



Mr. Eric Majeres Discussing the Simulator while Ms. Nicole Frankl Demonstrates.

Mr. Eric Majeres, Program Coordinator for the VOA Highway Safety Program, demonstrated a simulation on drunk driving as a way of engaging a younger audience. He discussed how they teach that “buzzed driving” is drunk driving. The driving simulator is an educational tool for teaching young people (primarily high school age) the consequences of drunk driving. The simulator can simulate both impaired driving and distracted driving. The simulator reinforces the importance of making good decisions while behind the wheel. The top 10 counties with high numbers of youth in South Dakota are all Tribal counties. VOA is available to help communities in promoting traffic safety and provide technical assistance.

Simulator Demonstration with Oglala Sioux Tribe Department of Public Safety

Mr. Ken Franks of OST DPS demonstrated the rollover simulator. The rollover simulator shows the impact in the event of a rollover in a vehicle. He performed the simulation when only the child is buckled in, when only the adult is buckled in, when both are buckled in, and when both are not buckled in. He explained that when one person is not buckled in, their body can serve as a projectile during an auto crash. They have found this simulator to have a strong impact on both children and adults. According to the latest survey performed by the OST DPS, seatbelt use increased from 7 to 47 percent after providing the rollover simulator.



Mr. Ken Franks and Mr. Kevin Rascher Demonstrate the Rollover Simulator.

South Dakota State University

SDSU is part of a research team that focuses on roadway safety for Native American populations. The goal of this research is to improve transportation safety planning and programs by understanding the causes and deficiencies related to Tribal crash reporting [Colorado State University, 2012].

Effective Tribal Crash Reporting

Dr. Xiao Qin, an Assistant Professor at SDSU, presented information on the National Highway Cooperative Research Program's (NHCPR) *Guide for Effective Tribal Crash Reporting*. His presentation is attached in Appendix C. The objective of his research is to produce a guide for the developing and implementing effective Tribal crash reporting. Dr. Qin reviewed the survey questionnaire his team is using to collect data, which is attached in Appendix D. Although a total of 221 surveys have been distributed across the United States, only 40 have been returned. In South Dakota, CRST, CCST, OST, and RST have completed and returned the surveys. Mr. Red Tomahawk suggested collecting data from Tribes within a region with similar struggles, such as a shortage of staff, high turnover rates, and a lack of equipment and training. Tribes in this region are sparsely populated and law enforcement officers are required to provide coverage and reporting throughout the reservation, which makes crash reporting very inefficient.



Dr. Xiao Qin Discussing his Research.

Dr. Qin told a success story in crash reporting at OST. In May of 2010, the OST DPS was given TraCS training and subsequently implemented the system. The crash reports are regularly sent to the South

Dakota DPS, where the information is used to create a pin-map that shows where crashes occur across their reservation. The next steps for the research team are to collect the survey results, meet with various Tribes, analyze the data, and complete a final report.

Oglala Sioux Tribe Department of Public Safety

The OST DPS employs their own police force, which is housed in the new criminal justice center titled The Justice Center for the People. The new center co-locates the police BIA criminal investigation and the Tribal court system for effective law enforcement management [Lakota Country Times, 2012].

Data for Dollars

Sergeant Ken Franks, OST DPS, presented on the Highway Safety Division's program, Sacred Cargo, which is a coalition of goals for the Indian Health Safety Program. The presentation is provided in Appendix C. The goals of this program include reducing fatalities and injuries, promoting and increasing seat belt use, promoting and increasing the use of child safety seats, enforcing the OST Traffic Codes, and improving education and roadways. As part of the Sacred Cargo program, officers provide car seats at checkpoints to vehicles without car seats.



Mr. Pete Red Tomahawk Making a Comment During Sergeant Ken Franks and Corporal Kevin Rascher's Presentation.

The OST DPS developed a partnership with RST and will provide each other with extra law enforcement during major events. The OST DPS uses the TraCS reporting system, which provides data to identify trouble areas. The TraCS system requires the entire report to be completed before it can be submitted. Records are sent to the OST Records department and then to the State. The OST has a Memorandum of Agreement (MOA) with the State. In the MOA, the State agrees that no information in the crash reporting can be used against specific individuals. A copy of the MOA is attached in Appendix D. OST is currently in the process of making the TraCS system web-based, so that officers can enter information into TraCS remotely. The collected data identifies dangerous roads that made the Tribe eligible for equipment, such as speed trailers, the rollover simulator, RADAR, in-car cameras, and Panasonic tough books. They have in-car cameras in several of the police vehicles and the footage collected during arrests aids in successful convictions. Mr. Red Tomahawk commented on how TraCS could provide an itemized list of needs in an MOA, such as the number of officers and vehicles needed by a Tribe. The OST and their MOA is a good example of what other Tribes could do to justify their needs to the State. Mr. Terry Keller of South Dakota DOT also commented that using the data collected through TraCS could document steady improvement year to year.

Bureau of Indian Affairs



Mr. Gerry Foell Providing Remarks on Tribal Transportation.

Mr. Gerry Foell, BIA Great Plains Region Road Engineer, and Mr. Sheldon Kipp, BIA Division of Transportation, commented on the value of gathering to discuss transportation issues. The BIA addresses national, regional, and local transportation safety. Safety is paramount across the reservations. MAP 21 and one of its authorized programs, Federal Lands and Tribal Transportation Highways Program, is forthcoming and will provide 2 percent of the National total funding to this region or \$9 million. The Indian Reservation Roads Program Coordinating Committee, consisting of two Tribal representatives from each of the 12 BIA regions [IRRPCC, 2011], was quite clear on wanting the program to be Tribally driven.

Tribal involvement in transportation planning has increased over the last 20 years, which is a positive change. Tribes now direct their own transportation programs, rather than the BIA. Mr. Foell commends the OST law enforcement's efforts, approach, and professionalism in the way they conduct business. The BIA needs to hear about the needs of the Tribes from the Tribes, so that they can effectively work to bring funding to the Great Plains Region. It is not clear right now how the funding will be distributed in each of the regions (whether it is an application process or other process).

Mr. Red Tomahawk made a comment that, in "wearing several hats," he sees how Tribal involvement has been increasing. He encouraged Tribes to continue to build partnerships. He stated that he would like to see the FHWA work on a pilot safety program in Rosebud that is similar to the Wyoming program for the Arapahoe and Shoshone Tribes of Wind River. Pete asked if all of the concerns that were discussed could be forwarded to Mr. John Rohlf, FHWA SD Division Administrator. He also commented that the VOA is an excellent program and partner for the Tribes.

Remarks from Congressional Delegation

Senators Tim Johnson and John Thune and Congresswoman Kristie Noem were invited to give remarks at the 2012 Summit. Mr. Brad Otten read a letter from Congresswoman Kristie Noem and Mr. Jesse Ewing read a letter from Senator John Thune. These letters are attached in Appendix E.

Senator Tim Johnson



Senator Tim Johnson Providing Remarks on the Summit.

Senator Tim Johnson thanked everyone for inviting him, and he stated that he was very glad the Summit was taking place. He stated that transportation safety is a big issue on American Indian reservations, and that the roads on the reservation are linked with too many of the “X marks the spot” signs. Senator Johnson ensured that large, land-based Tribes were a priority when Congress passed MAP-21. He thought that the OST transit system could be a model for future Tribal transit systems. He stated that more work needs to be done to continue to address the safety needs of Tribal members. Many Tribal roadways were severely damaged during the flooding of 2010; Senator Johnson will continue to work on addressing the repairs and looks forward to continue working together on traffic safety.

SECTION 4.0 MEETING SUMMARY AND CONCLUSION

This section outlines major issues of concern for the Tribes, goals for the future of transportation safety, and recommendations for the 2013 Summit.

Major Issues of Concern for Tribes

Throughout the Summit, the following concerns were expressed:

- **Transit Systems**—there is currently no regulation for transit operations. Buses are not required to have seat belts, which is an increasing problem because more Tribes use bus transportation. The liability is high if a car seat is not used properly on a bus
- **Lack of Infrastructure on Reservations**—many reservations have a lack of infrastructure. Tribes are willing to cooperate to put the infrastructure in place but lack the funding to do so. There are no communication towers to relay messages, which creates dead zones for law enforcement
- **Truck Traffic Safety**—truck traffic can damage roads. Trucks bypass the weigh stations on interstates and other major roads by traveling through reservations. Some truck drivers do not respect the Tribal police, and believe that Tribal police have no authority over a non-Tribal trucker. This disrespectful behavior raises safety concerns for the Tribal law enforcement

2013 Goals for Transportation Safety Improvements

The goals to accomplish by the next Summit, or in the coming years, include the following:

- If feasible, provide a simulator to every Tribe who requests one
- RST can discuss their completed Safety Plan at the next Summit
- Continue to develop partnerships within each community and with state and federal agencies or programs
- Consider making the annual Summit into a regional meeting with Tribes from other states
- Invite EMS personnel to provide Cardiopulmonary Resuscitation (CPR) training
- Increase the number of Tribes involved with the County Signing Program.



Mr. Dennis Trusty, TTAP, Mr. Louis Golus, Jr., of YST, and Wesley Hare.

Recommendations for 2013 Summit

Participants in the Summit were encouraged to continue to collaborate and create partnerships as a means to grow and strengthen their programs and to look for other opportunities to share, be creative, and to be advocates of transportation safety on American Indian reservations by taking advantage of the resources available to them. The 2012 Summit organizers were successful in increasing the number of

participants and in providing information on resources about transportation issues and traffic safety for Tribes.

The first Tribal Transportation Safety Summit was in 2010 at Lower Brule with 30 participants. Major issues that year included funding and the use of ARRA funds for roadway improvements. Several Tribes shared the current conditions of their roads. In 2011 the Summit was held in Flandreau and had approximately 50 to 60 participants. Major issues that year were construction, maintenance, and safe driving behaviors. This year, the Summit continued to grow and had 80 participants. The issues focused on technology, the tools available to Tribes, and effective traffic safety programs. Ms. June Hansen of South Dakota DOT moderated the discussed recommendations for the 2013 Summit. Discussion topics for the 2013 Summit include the following recommendations:

- Motor Carrier and truck traffic safety (possibly provided by Ms. Anne Farrow)
- Transit safety
- Work zone safety and maintenance practices (proper training, signage, guardrails, striping, culverts, ROW, and schedules)
- Information on Memoranda of Understanding (MOU) and MOA from a state and Tribal perspective (provide examples and templates)
- All modes of transportation (trains, transit, pedestrian safety, pathways, and railroads)
- Americans with Disabilities Act (ADA) compliance and pedestrian safety
- Possible breakout sessions on EMS training, education, enforcement, and engineering

Inviting representatives from Motor Carrier and the Federal Transit Administration (FTA) while continuing to reach out to all the EMS workers from each county was suggested. YST volunteered to host the 2013 Summit. Dates for the 2013 Summit were suggested for early fall, such as the first week in October, and any dates before August 15 would not work. SWO volunteered to host the 2014 Summit.

SECTION 5.0 REFERENCES

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APPENDIX A: 2012 SUMMIT AGENDA

2012 Tribal Transportation Safety Summit Agenda.....A-2

2012 TRIBAL TRANSPORTATION SAFETY SUMMIT AGENDA

Wednesday, October 17, 2012	
9:30 am to 10:00 am	Continental Breakfast <i>Hosted by the Rosebud Sioux Tribe</i>
10:00 am to 10:30 am	Welcome, Opening Prayer & Introductions <i>Summit Moderator: Pete Red Tomahawk</i>
10:30 am to 10:40 am	Presentation: Review of 2011 Summit Recommendations <i>Speakers: June Hansen, SDDOT & Mark Hoines, FHWA</i>
10:40 am to 10:55 am	Presentation: Rosebud Sioux Tribe (Best Practices/Success Stories) <i>Speakers: Frank Iron Heart & Grace Her Many Horses</i>
10:55 am to 11:10 am	Presentation: Flandreau Santee Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Carol Robertson</i>
11:10 am to 11:25 am	Presentation: Oglala Sioux Tribe (Best Practices/Success Stories) <i>Speakers: Tonia Ecoffey</i>
11:25 am to 11:40 am	Presentation: Standing Rock Sioux Tribe (Best Practices/Success Stories) <i>Speakers: Natosha Luger</i>
11:40 am to 11:55 am	Presentation: Yankton Sioux Tribe (Best Practices/Success Stories) Speaker: Louis Golus, Jr.
11:55 am to 12:10 pm	Presentation: Sisseton Wahpeton Oyate (Best Practices/Success Stories) <i>Speaker: Jennie Crawford</i>
12:10 pm to 1:30 pm	Lunch <i>Hosted by the Rosebud Sioux Tribe</i>
1:30 pm to 1:45 pm	Presentations by SDDOT, SDDPS, & FHWA <i>Moderators of Presentations: June Hansen & Mark Hoines</i>
1:45 pm to 2:15pm	Remarks from Congressional Delegation <i>Speakers: Brad Otten (Congresswoman Noem), Jesse Ewing (Senator Thune) & Senator Tim Johnson</i>
2:15 pm to 2:30 pm	Presentation: Crow Creek Sioux Tribe (Best Practices/Success Stories) <i>Speakers: Chairman Brandon Sazue, Sr.</i>
2:30 pm to 2:45 pm	Presentation: Cheyenne River Sioux Tribe (Best Practices/Success Stories) <i>Speaker: Zane Arpan</i>
2:45 pm to 3:00 pm	Presentation: Lower Brule Sioux Tribe (Best Practices/Success Stories) <i>Speaker:</i>
3:00 pm to 3:15 pm	Break

3:15 pm to 3:35 pm	Presentation: County Signing Projects – Increasing Tribal Involvement <i>Speakers: Doug Kinniburgh, SDDOT</i>
3:35 pm to 3:55 pm	Presentation: Road Safety Audits/Road Safety Inspections <i>Speaker: Dennis Trusty, TTAP & Sharon Johnson, FHWA</i>
3:55 pm to 4:25 pm	Presentation: Tribal Transportation Safety Plans <i>Speakers: Karla Sisco, OK TTAP Center</i>
4:25 pm to 5:00 pm	Simulator Demonstrations
	Dinner (On Your Own)
Thursday, October 18, 2012	
8:00 am to 8:30 am	Continental Breakfast <i>Hosted by the Rosebud Sioux Tribe</i>
8:30 am to 9:00 am	Presentation: Effective Tribal Crash Reporting <i>Speaker: Dr. Xiao Qin, Asst. Professor, South Dakota State University</i>
9:00 am to 10:00 am	Keynote Address: Data for Dollars (OST Success in Crash Reporting) <i>Speakers: Richard Greenwald & Ken Franks, OST Department of Public Safety</i>
10:00 am to 10:30 am	Break & Simulator Demonstrations
10:30 am to 11:00 am	Presentation: Volunteers of America – Highway Safety in the Classroom <i>Speaker: Dianne Thaler, Volunteers of America; Marie High Bear, Catholic Social Services & Joanne Beare, Catholic Social Services</i>
11:00 am to 11:45 am	Group Discussion: Debrief on Presentations, Goal Setting for the Future & Recommendations for next Summit
11:45 am to 12:00 pm	Summit Wrap-Up, Closing Comments & Closing Prayer
12:00 pm to 1:15 pm	Lunch <i>Hosted by the Rosebud Sioux Tribe</i>
1:15 pm to 3:00 pm	Discussion Group – Strategic Highway Safety Plan <i>Speakers: Jon Becker & Nicole Frankl, SDDOT</i>

APPENDIX B: PARTICIPANTS

Table of Participant List Typed..... B-2

Copy of Sign-In Sheet..... B-6

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South Dakota Tribal Transportation Safety Summit 2012

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John Norberg	LEL SE.	Hwy Safety	john.norberg@state.sd.us	605 941-8477
Travis Jansen		RST		402-
John Norberg		RST		605-891-1257
Frank H. Iron Heart Jr.	Highway Safety ofc.	RST		605-208-8679
Pat Englehart	office of Highway Safety		pat.englehart@state.sd.us	605-773-4949
Adam Bruscher	ENGINEER	INTERSTATE ENGINEERING INC.	adam.bruscher@interstateeng.com	605-770-6215
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Travis Jansen	Transit Dirial	RST	rst+trans@gwtc.net	605-747-2718
Debbie Night Pipe	Legislative Clerk	RST	gnightpipe@gpote.net	747-2381/1215
Calvin Wahi	Tribal Council Rep	RST		828-0802
Karla Sisco	TTAP Specialist	TTAP Okla State	karla.sisco@okstate.edu	405-744-4764
Lundy Ross	Respec		lross61@mea.com	605-574-6900
Diane Thaler	Highway Safety Program Coordinator	VOA - Dakota's Rapid City	d.thaler@voa-dakotas.org	605-341-8336

B-9

South Dakota Tribal Transportation Safety Summit 2012

NAME	TITLE	TRIBE/AGENCY	EMAIL	PHONE NUMBER
GREG INGEMUNSON	LEL	HIGHWAY SAFETY	GREG.INGEMUNSON@state.sd.us	773-4949
Jenny Williams		SD DOT	jenny.williams@state.sd.us	773-6286
Ken LeDeaux	RST		kledeaux@gwte.net	747-2581
Xiao Qin	Asst. professor	SDSU	xiao.qin@sdstate.edu	688 6355
Virginia Tsu	Acting Div. Admin.	FDWA	Virginia.tsu@dot.gov	224-8033
Dennis Falken	LEL	Highway Safety	d.falken@brookings.net	690-5710
Trevor Jones	DPS Secretary	SD DPS	Trevor.Jones@state.sd.us	773-2178
Darin Bergquist	Secretary SD DOT	SD DOT	darin.bergquist@state.sd.us	773-5745
Bob MARLER.	LEL.	SD DPS.	bob.marler@state.sd.us	380-8967 626-2286
Wilma Robertson	Executive Asst.	RST Presidents Office	wrobertsm@gwte.net	747-2781 ex 231
Joanne Beard	Program Director	Lakota Circle of Hope CSS	Joanne.beard@cssrapidity.com	(605) 348-6016
Jani Gould	communications	Brookings Spine	jeppstchannell19@gmail.com	(605) 747-2381
Jamun Leander Charge	Junior Planner	Legislative Affis	dplendercharge@gmail.com	545-0908
Jamun Leander Charge	Director	OSR Roads		
Dinu Begay	RST Chair	Roshud Sioux Tribe	begay_dinuchotmail.com	747 2316

B-10

South Dakota Tribal Transportation Safety Summit 2012

NAME	TITLE	TRIBE/AGENCY	EMAIL	PHONE NUMBER
Alfred Walking Bull	Comm. Specialist	RST	rstcommunications@gmail.com	747-5755
Colin Whirlwind Soldier	Project Coordinator	RST Legislative Affairs	colinwhirlwindsoldier@gmail.com	828-4720
Perry DeCen	Vice Chair	RST	Kaeradio@yqkno.com	747-5262
Doug Kinniburgh	Local Govern. Eng.	SDDOT	doug.kinniburgh@state.sd.us	773-4284
Gregg Ulmer	Hwy Maint Super	SDDOT	gregg.ulmer@state.sd.us	842-0810
Paul Reynolds	Member RST TransComm	RST	-	856-2589
Mary Antell	NEPA coord	SRST	mantell@standingrock.org	
Galupha Luger	Traffic Safety Con	SRST	nluger@standingrock.org	
Jerry Foell	RRE	BIA	gerry.foell@bia.gov	605-226-7645

B-11

APPENDIX C: POWERPOINT PRESENTATIONS

FSST Presentation C-2

SRST Presentation C-7

South Dakota DOT County Signing Projects Presentation C-17

South Dakota DOT Strategic Highway Safety Plans Presentation C-24

North Dakota TTAP Road Safety Audits Presentation C-31

Oklahoma TTAP Presentation C-34

SDSU Effective Tribal Crash Reporting Presentation C-52

OST Data for Dollars Presentation C-62

11/19/2012

Flandreau Santee Sioux Tribal Roads Program

RV ACCESS EXTENSION ROAD/RODEO
GROUNDS



JULY OF 2010

- GROUND BREAKING FOR THE RODEO GROUNDS BEGAN JULY OF 2010 USING ARRA-IRR FUNDS.



11/19/2012

- WORK WAS STEADY AND SEEMED PROMISING THAT COMPLETION WOULD BE ON SCHEDULE.

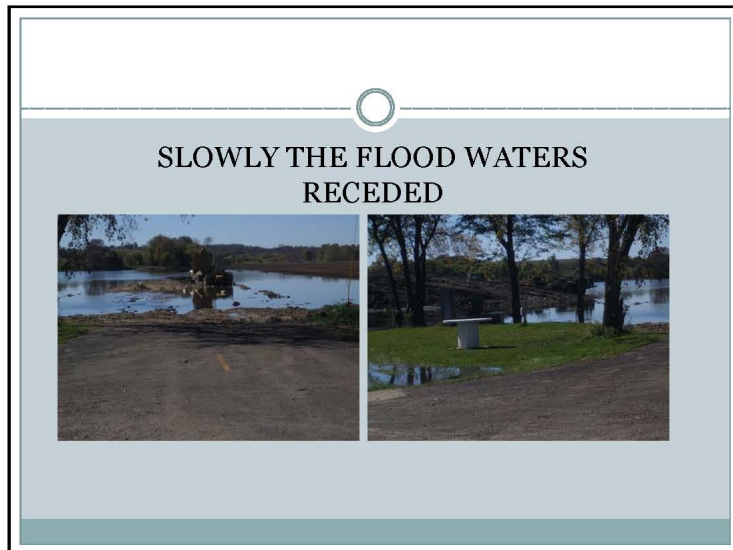


FALL OF 2010

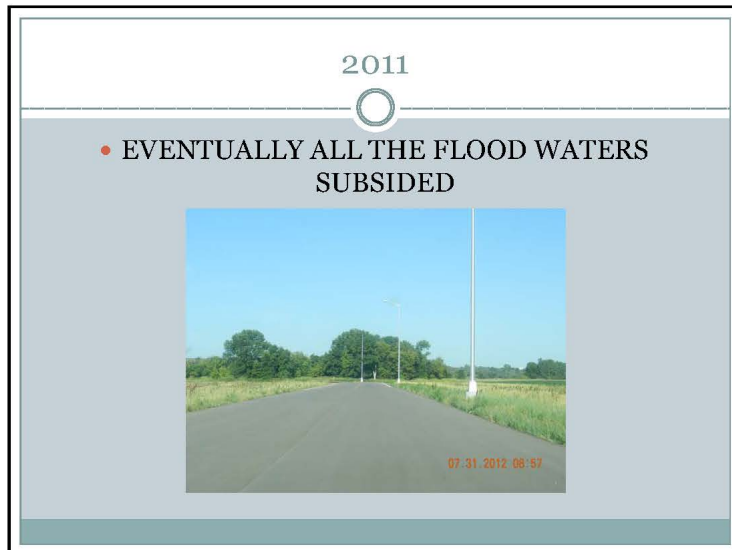
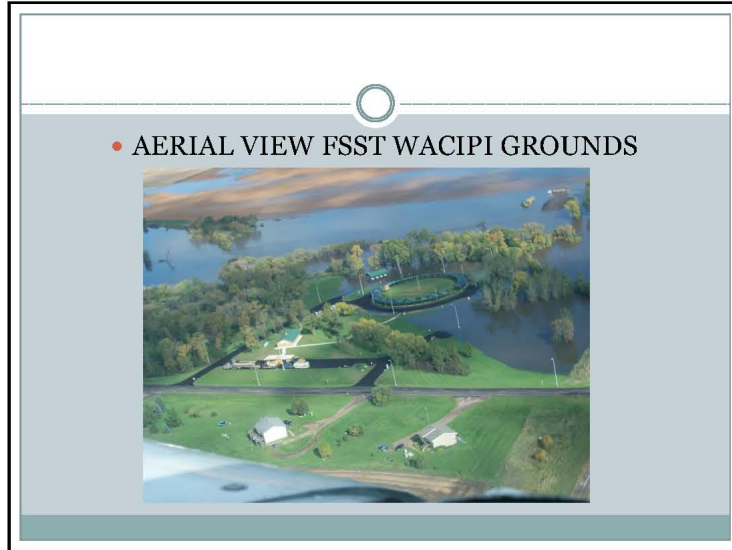
- 3 DAYS AND 3 NIGHTS OF HEAVY RAIN.



11/19/2012



11/19/2012



11/19/2012



11/19/2012

STANDING ROCK SIOUX TRIBE

Transportation Planning & Development

Traffic Safety Program

Traffic Safety

Successes

11/19/2012

4 E's Traffic Safety

- ▣ Education- Passenger restraints, low cost most effective resource, raise awareness of safety issues, provide resources and strategies for reducing fatalities and serious injuries on tribal roadways.
- ▣ Enforcement- Our closest partner, support given to them, organize campaigns, radio time, psa development, encourage to support primary seat belt law, training (2 officers CPST certified)
- ▣ Engineering-work closely with Interstate and NDDOT/SDDPS, lowered speed limit in high priority roads (from 65mph to 55mph to 45mph), "touring state roads on S Rock with SDDPS"
- ▣ Emergency Medical Services-raise awareness; monies taken from I.H.S depleted by April for fiscal year takes away from other critical care patients; provide data for engineers, law enforcement, states on number of runs (April - June 754 runs on North Dakota side alone)

TRaCS Program

- ▣ Working with all agencies previously mentioned to implement program as well as:
 - Standing Rock Game and Fish
 - Standing Rock Fire Department

Limited number of officers (15), all emergency responding agencies are being incorporated to capture a truer number of crash data.

Also, shows the extent of crashes (fires caused, personnel responding, monetary resources expended)


11/19/2012

PSA'S

- ▣ KLND (Lakota, Dakota, Nakota) Tribal radio station
 - Virgil Taken Alive, Personal Story, Support
 - Targets audiences: Cheyenne River & Standing Rock
- KOLY AM/FM – Mobridge (Free AM/ after 6pm ads)
 - Targets audiences: Cheyenne River & Standing Rock
 - "Think and Drink" program in March, usually area schools to Mobridge, this March bringing to Snee and Standing Rock Schools, Free.
- Town Square (Hot 97.5, 96.5, 103.5)-Bismarck
Targets audiences: Bismarck and surrounding areas.
- PSA's Feature: Chief of Police, Head of Judicial Committee Sharon Two Bears, Sgt. Michael Crow Feather, Officer Brittany Foote
- KAT productions – Good Health TV, free ads in our Region.

Cumulous Radio

- ▣ Traffic Safety/BIA Law Enforcement PSA's



11/19/2012

National Recognition Partnering and Saving Lives

- ▣ NHTSA
- ▣ FHWA
- ▣ Federal Lands
- ▣ McLaughlin I.H.S Public Nursing
- ▣ Standing Rock BIA Law Enforcement
- ▣ NDDOT Safety Division
- ▣ SDDPS

National Awards



11/19/2012



Partnering

- ▣ CHR Program: Wakpala
 - Standing Rock District Meetings
 - District Elder Groups
 - Standing Rock Schools
 - Chemical Prevention Program
 - Adult Probation and Tribal Courts
 - Oglala Police Department
 - Fort Washakie Transportation Program
 - Rosebud Sioux Tribe

11/19/2012

Traffic Safety Activities

- ▣ Child Passenger Safety Training/Car Seat Check
 - Closed Training held on Sept. 24-27th Fort Yates
 - Empowering Tribal Programs
 - Attended Training
 - Standing Rock WIC
 - McLaughlin I.H.S. nurses
 - Three Affiliated Tribes CHR Program
 - Standing Rock Law Enforcement
 - Now 6 certified technicians on S Rock
 - Monthly district clinics, checks
 - TANF clients can purchase on card

Advantages

Partnering between States and Tribe

- ▣ Small states; networking
- ▣ Willingness to help
- ▣ Contact resources directly
- ▣ Always respond
- ▣ Additional funding opportunities
- ▣ Using limited resources strategically

11/19/2012

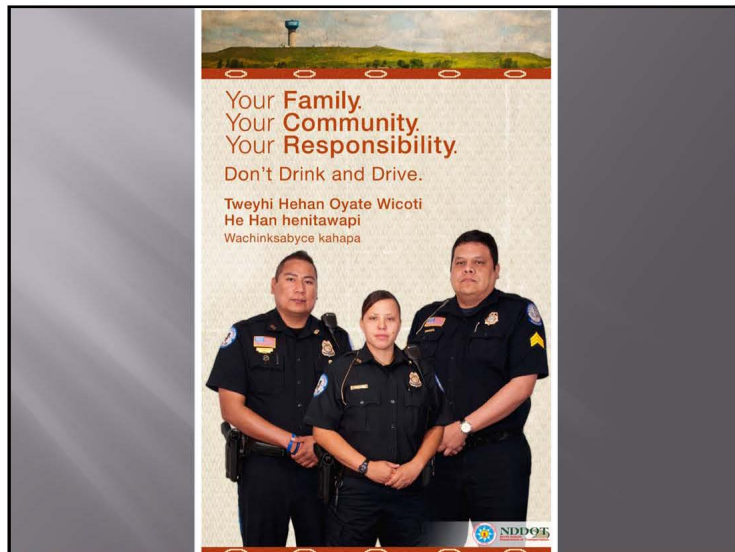
Back to School Fair

- Standing Rock Community School
October 24th, 8:30 - 11:30 am Live Broadcast
- ▣ Oglala Police Department
 - ▣ South Dakota Highway Patrol
 - ▣ North Dakota Highway Patrol
 - ▣ Standing Rock Law Enforcement
 - ▣ Standing Rock Ambulance Program
 - ▣ Standing Rock Fire Shed
 - ▣ Head Start children attending

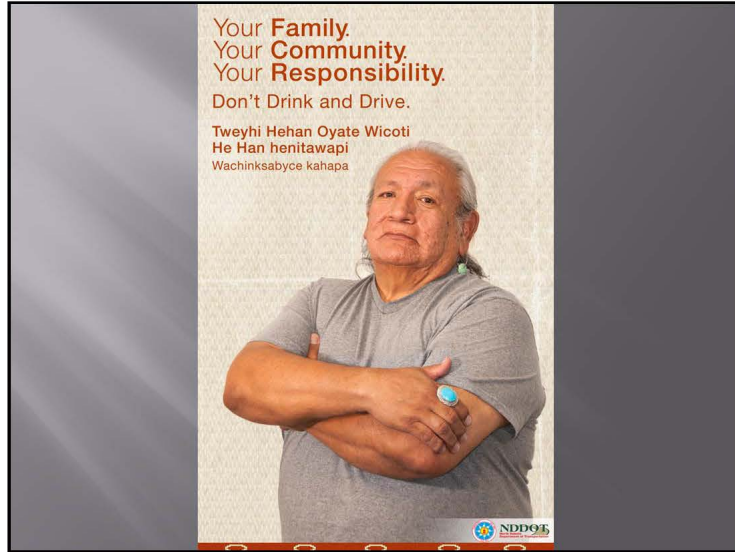
Achievements

- ▣ \$115,000 RFA FHWA TRaCS program
- ▣ Project 8 funding Car Seat program-
McLaughlin site, nurses certified
- ▣ Educating community members, schools, Head Starts
- ▣ Uniform Crash reporting process being developed between BIA police and States
- ▣ Tribal proclamation signed by Chairman
- ▣ Participating in National Campaigns, data!

11/19/2012



11/19/2012



11/19/2012

Presentations

- ▣ Standing Rock Head Start Employee Training
- ▣ Wakpala Bike Safety Presentation
- ▣ Local District Meetings
 - McLaughlin
 - Wakpala
 - Porcupine
 - Long Soldier
 - Rock Creek



11/19/2012

Doug Kinniburgh
Local Government Engineer
2012 Tribal Transportation Safety Summit
Hosted by the Rosebud Sioux Tribe

Replace substandard signs
before the accident occurs



11/19/2012



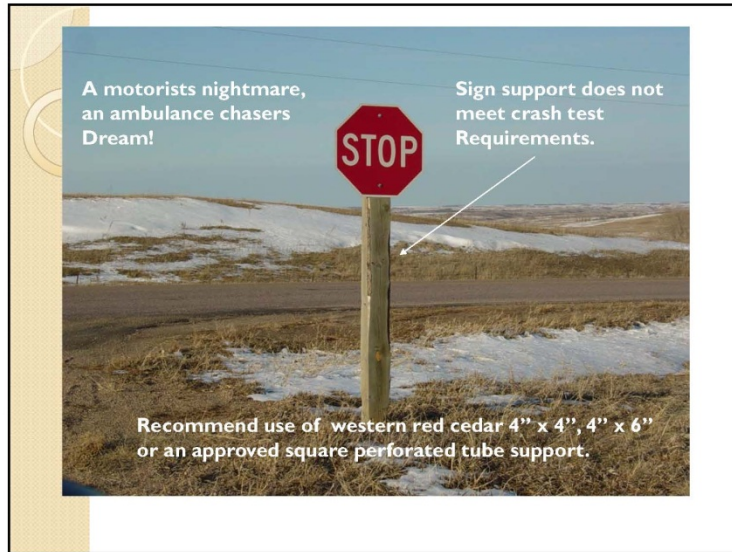
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11/19/2012



SD DOT Countywide Signing Program

Eligible entities:

- Counties
- Small Cities (smaller than 5000 population)
- Tribes
- Townships
- Road-districts

11/19/2012

Tribes Currently Participating

- Crow Creek (2013)
- Lower Brule (2013)
- Yankton (2016)
- Flandreau Santee (2019)

How to Participate

- Contact:
 - Doug Kinniburgh
(773-4284 or doug.kinniburgh@state.sd.us)
 - June Hansen
(773-3540 or june.hansen@state.sd.us)

11/19/2012



11/19/2012

SDDOT SHSP

- Steering Committee
 - Lee Axdahl, DPS
 - Sharon Johnson, FHWA
 - Dean VanDeWiele, DOT
 - Bob Wilcox, Assoc. of Counties
 - Yvonne Taylor, Municipal League
 - Diane Worrall, Towns & Townships
 - Zane Arpan, Tribal Safety

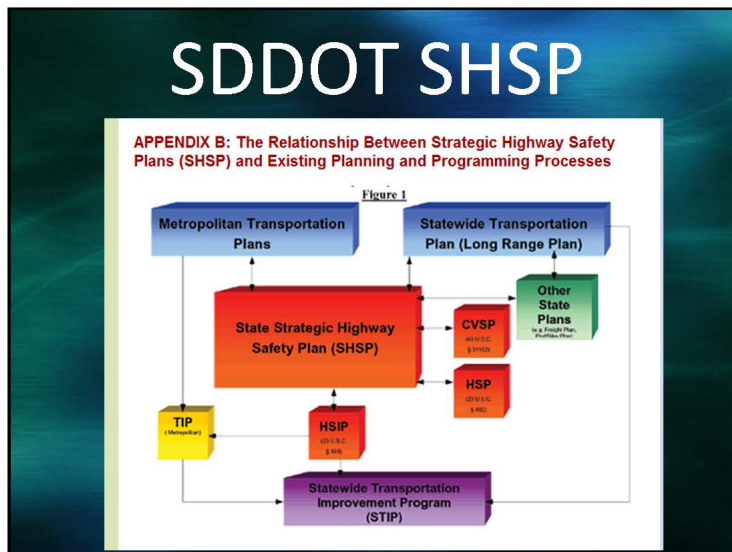
SDDOT SHSP

- SHSP
 - FHWA – “A data-driven, comprehensive, multidisciplinary plan integrating the 4E’s of Safety
 - Engineering
 - Education
 - Enforcement
 - Emergency Medial Services (EMS)
 - SHSP’s goal is to guide investments on public roadways that will decrease fatal and serious injury crashes and address key safety needs in the state.

11/19/2012

SDDOT SHSP

- Who is involved?
 - 4E's
 - Engineering
 - Education
 - Enforcement
 - Emergency Medial Services (EMS)
 - Federal Highway Administration
 - SD Dept. of Transportation
 - Other State, Local and Private Safety Stakeholders



11/19/2012

SDDOT SHSP

- Progress to date:
 - CH2M Hill obtained SD crash records, determined crash statistics and identified where many of safety improvement needs are.
 - SDDOT held a SHSP workshop April 3rd in Pierre.
 - SDDOT Traffic Safety Office sent Strategies to SDDOT personnel in June and requested feedback. . . .

SDDOT SHSP

- Seven emphasis areas identified by CH2M Hill
 - Roadway Departure
 - Unbelted Vehicle Occupants
 - Aggressive Driving and Speeding Related
 - Intersections
 - Drug and Alcohol Related
 - Young Driver
 - Motorcycle Crashes

11/19/2012

SDDOT SHSP

- The SHSP is an all encompassing document to address all types of crashes on publically traveled roads.
- A majority of the emphasis areas are not engineering related
 - Need to include a broad cross-section of stakeholders
- Engineering & Non Engineering related crashes are included to complete the traffic safety evaluation and generate strategies

SDDOT SHSP

- MAP-21....If strategies, project types and effective countermeasures are identified in the SHSP, dedicated safety funds can be accessed through such projects.
 - Example: could potentially access safety funds to address behavioral aspects for specific applications, if that is more effective than engineering solutions.

11/19/2012

SDDOT SHSP

- Other Topics that will be included in the SHSP:
 - Behavioral Emphasis areas – DPS
 - Alcohol related
 - Seatbelts
 - Texting
 - Others
 - EMS
 - Motor Carrier
 - Tribal Safety Plans

SDDOT SHSP

- Feedback from Tribes
 - What Tribes currently have safety plans?
 - Should be referenced in the SHSP
 - What safety improvements are best implemented on SD Tribes?
 - What other safety issues are present that are not currently being addressed?

11/19/2012

SDDOT SHSP

- **Moving Forward:**
 - Currently working with stakeholders to receive feedback and move forward updating the SHSP.
 - Once feedback is received, CH2M Hill will finish compiling information and start drafting the SHSP.
 - CH2M Hill will return to Pierre and host another workshop.
 - Please stay tuned!
- Look to have SHSP completed by June, 2013

SDDOT SHSP

Nicole Frankl



NICOLE FRANKL

SDDOT

Assistant Traffic Safety Engineer

Nicole.Frankl@state.sd.us




605-773-4421



Road Safety Audits*

** Assessments, Reviews, etc.*

When do we conduct RSAs?

- Early Stages
 - Planning / scoping / feasibility
 - Preliminary (draft) design
 - Detailed design
- Construction
 - Work zones
 - Pre-opening
- Post-construction
 - Existing roads



RSA Resources

- Free RSA Peer-to-Peer Program
 - Phone: (866) P2P-FHWA
 - Email: SafetyP2P@dot.gov

- FHWA RSA Website
 - <http://safety.fhwa.dot.gov/rsa>

11/19/2012

Oklahoma – Choctaw word
okla: people *humma:* red



Southern Plains TTAP at Oklahoma State University

- The TTAP Center at OSU serves 44 tribes in four states: Kansas, Nebraska, Oklahoma, and Texas.
- The Tribal Technical Assistance Program (TTAP) centers provide information and training about the latest technological ideas and improvements related to road and bridge maintenance, repair, construction, safety, transit, and other issues.

11/19/2012



**Tribal Safety
Workshop**
February 22, 2012



Southern Plains TTAP
FHWA



Find a Passionate Ally



11/19/2012

GUEST LIST

- Tribal/BIA Enforcement
- Tribal Transportation Planner
- State or Local Enforcement (if appropriate)
- Emergency Medical Personnel
- Local School Official
- Tribal Council Member
- Tribal Leader
- DUI Task Force
- Media
- State DOT Traffic and Safety
- FHWA Division Safety Engineer
- BIA Transportation Personnel
- Tribal/Indian Health Service
- Road Maintenance Personnel
- Others interested in Safety



**You are invited to
The Cheyenne and Arapaho
Tribal Safety Workshop**






"Coordination, Collaboration, and Communication for Safer Tribal Roads"

Wednesday, Feb. 22, 2012
9 a.m. to 3 p.m.
C & A Rollin Haag
Native American Church
(NAC) Building in
Concho, OK
100 Black Kettle Blvd
Concho, OK 73022
Lunch will be provided.

Join us as we come together to discuss transportation safety issues affecting the C & A Tribal area. Be part of the discussion as we seek solutions to reduce fatalities and injuries on our roadways.

The workshop will engage stakeholders on a tribal, county and local level, representing engineering, enforcement, education, and emergency response/management.

11/19/2012



How did that happen?

(orange input cards-ENGAGE)

- http://www.youtube.com/watch?feature=player_embedded&v=liDDau8GERA
- Set the stage with a MOVIE or VIDEO
“If a picture’s worth a thousand words,
what’s a movie worth?”
 - Show a Problem (Pathways to Safety)
 - Show a Solution (i.e. Lummi Nation)

11/19/2012

Cheyenne & Arapaho Tribal Safety Workshop

AGENDA
C & A Rollin Haag Native American Church
NAC Building
100 Black Kettle Blvd
Concho, OK 73022
February 22, 2012

9:00 a.m. **Welcome by C & A Tribal Representative**

9:10 a.m. **Introductions**

9:15 a.m. **Safety Video Presentation - Karla Sisco, OSU TTAP**
Defining a Safety Management System - Karla Sisco, OSU TTAP
SMS Background and Overview - Jim Self, OSU TTAP
Review of Data by ODOT - Teresa Stephens, P.E., ODOT Traffic Safety Engineer
FWHA SMS Implementation Plan - Jim Self, OSU TTAP
Discussion of Tribal Safety Plans - Jim Self, OSU TTAP;
Craig Genzinger, Federal Lands Highway, FHWA
O&A

10:00 a.m. **Tribes existing safety approaches (This is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects.)**
 Documentation of existing programs and approaches

10:30 a.m. **Break**

10:45 a.m. **Development of a Tribal Safety Plan**
 Identification/Discussion of Safety Issues and concerns
 Safety approaches to include
 Safety approaches to develop
 Integration with other safety plans

12:00 **Lunch**

1:00 p.m. **Demonstration of Rollover Simulator and Fatal Vision Goggles -**
 Oklahoma Highway Safety Office Law Enforcement Liaison

Review of Data by ODOT

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0185
 Created: 02/17/2012 by Teresa Stephens

Collision Analysis

Legend

- ▲ Fatality
- Injury
- Property Damage

Remarks:
 CANADIAN COUNTY - COUNTY ROADS

CANADIAN COUNTY - COUNTY ROADS

Data Range: 11-01-2008 thru 10-31-2011

	Collision Severity														
	2006			2007			2008			2009			2010		
	Fat	Inj	Prop	Fat	Inj	Prop	Fat	Inj	Prop	Fat	Inj	Prop	Fat	Inj	Prop
Collisions	0	1	2	1	12	18	20	1	18	21	24	1	27	31	40
Persons	1	1	2	2	28	31	1	23	27	31	36	1	38	43	52

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total			
	Fatal	Injury	Property Damage	Total
Collisions	0	17	18	35
Persons	0	122	131	253

TOTALS INCLUDE NON-HIGHWAY COLLISIONS

Page 1/2

11/19/2012

MISSION

- Implement effective transportation safety programs to save lives while respecting Native American culture and tradition, by fostering communication, coordination, collaboration and cooperation.



GOAL

- To prevent and reduce the number of people killed and injured in transportation related crashes.




11/19/2012

Strategic Highway Safety Plan for Indian Lands


The Four E's

- Engineering
- Education
- Emergency Response
- Enforcement



Engineering

- Research
- Data Collection
- Planning
- Design
- Construction
- Operation and Maintenance of Infrastructure



11/19/2012

Education

- Modifying Behavior
- Health Education



Enforcement

*At the Oklahoma Tribal Safety Summit
held in April, 2009 in Midwest City, OK:*

- Major George Jesse of the Chickasaw Lighthorse highlighted motor vehicle injuries as a leading cause of death among Native Americans ages 1 to 44 years of age, and the overrepresentation of Native Americans in total transportation fatalities as “why we are here.”
- He also pointed to alcohol and low safety belt usage as contributing factors and the role of enforcement to “educate and preserve.”

11/19/2012

Emergency Response

When prevention steps fail:



- Organized system to provide prompt notification
- Opportunity to improve health outcomes
- Prevent further injury

Two KEY Components Needed

1. An organizational structure that allows for integration of all the entities involved in transportation safety.
2. A formal management system that will direct the activities of these entities in a manner that will achieve the mission and vision.

11/19/2012

Native Americans are two to three times more likely to die in a crash.

American Indians and Alaska Natives are at increased risk of motor vehicle related injury and death with rates 1.5 to 3 times higher than rates for other Americans. -

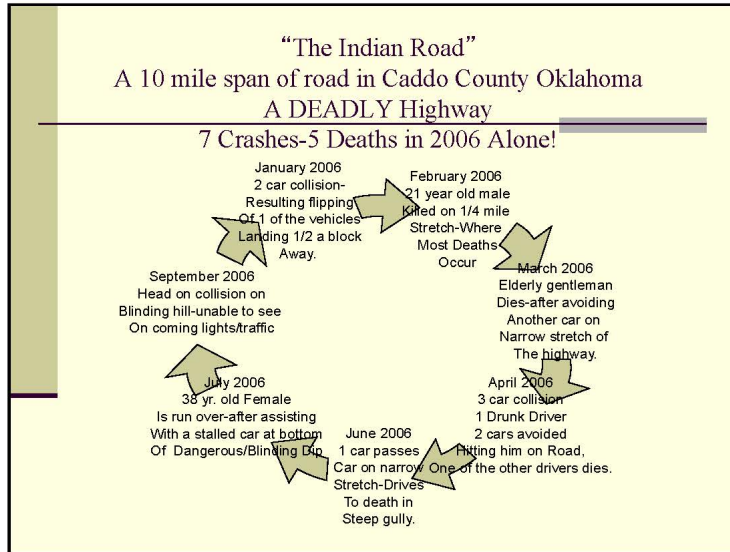


Measuring Stick for any Safety Management System

Success = reduced injuries and fatalities



11/19/2012



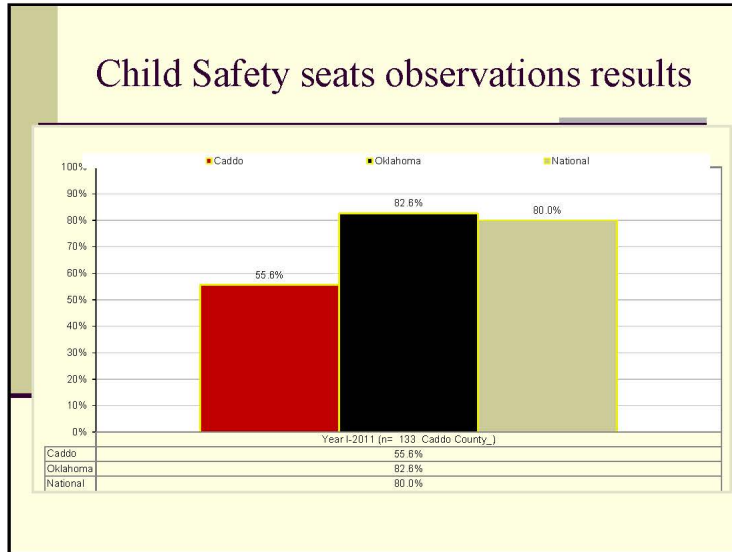
Final Design and Billboard Campaign-Rendition by:
Graphic Artist, James Martinez Caddo/Kiowa Vo-Tech Facilitator:
Scott Wright, Graphic Design Instructor
Collaborating efforts: Amy Cozad-K.I.P.P.

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Struc. No. OK - 016 - 0094 - B	
Location	
Landowner	Bound

	Kiowa Tribe Injury Prevention	11/19/12
11/19/12	11/19/12	11/19/12

11/19/2012



11/19/2012

Marketing Seat Belt Law



- Media Campaigns-Radio and Newspapers
- Check Points, Saturation Patrols
- Community Outreach – Health Fairs, Safety Summits, Parent Meetings
- Employee Payroll Inserts
- Incentives to Community Members

Primary Seat Belt Laws (Kiowa Tribe)

- Kiowa Tribe noted that many tribes have passed primary laws
- It took many meetings with Tribal Leaders to advocate for Seatbelt Law
- Passed .08 Blood Alcohol Content law at the same time

11/19/2012

What is Indian Health Service doing to reduce crashes and other injuries?

- Car Seat Distribution – Ride Safe
- Work with Intertribal Councils
- Road Safety Audits
- Records Systems Development
- State Depts. of Transportation



Just the Facts:

- On reservations, the number of motor vehicle crashes per year increased **52.5 %** (from **181** fatal crashes in 1975 to **276** fatal crashes in 2002, while the number of crashes in the nation declined **2.2%**).
- In 2003, more than **320** reported traffic fatalities occurred on IRR Roads per the USDOT and the Fatal Analysis Reporting System (FARS)

11/19/2012

What do we have to lose?

Fatalities are only part of the total picture.



Crash-Related Injuries

- For each injury-related death, there are 19 injury hospitalizations and over 300 injuries that require medical attention.
- Each year, one in four Americans will have a potentially preventable traffic related injury serious enough to require medical attention.

NAME SOME WAYS THAT INJURIES EFFECT INDIAN COUNTRY AND THE NATION...

11/19/2012



11/19/2012

2012 Click It or Ticket Campaign



MAP-21 and Tribal Safety

- Under the Tribal Safety program, funds are to be provided based on identification and analysis of highway safety issues and opportunities on tribal land.
- The IRRPCC, now the TTPCC, will be working to develop recommendations on how the program should operate.

11/19/2012

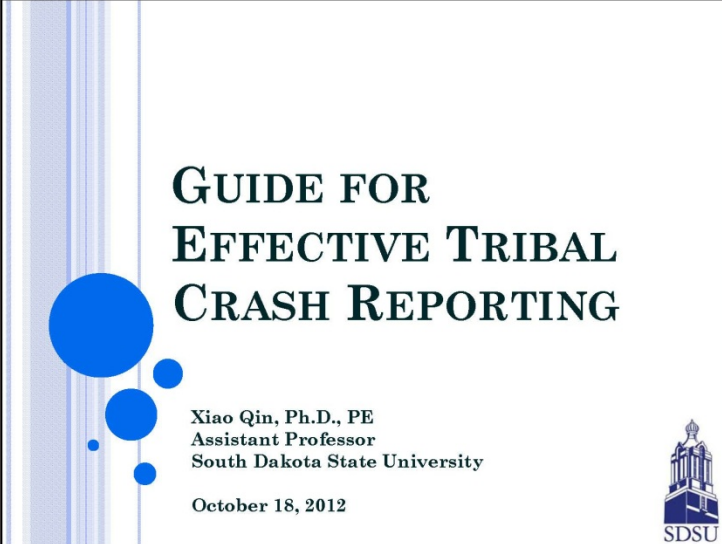
Contact Information:

Southern Plains TTAP at
Oklahoma State University
Website: <http://ttap.okstate.edu>

Jim Self, Director
jim.self@okstate.edu

Karla Sisco, TTAP Specialist
karla.sisco@okstate.edu

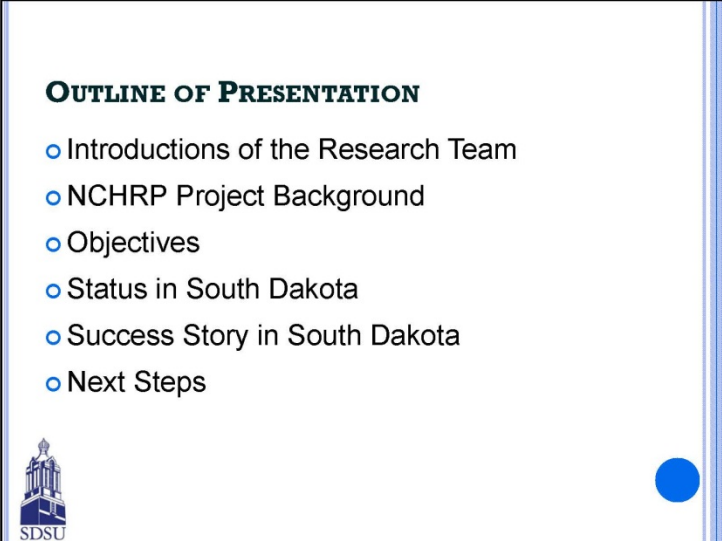

11/19/2012



**GUIDE FOR
EFFECTIVE TRIBAL
CRASH REPORTING**



Xiao Qin, Ph.D., PE
Assistant Professor
South Dakota State University

October 18, 2012

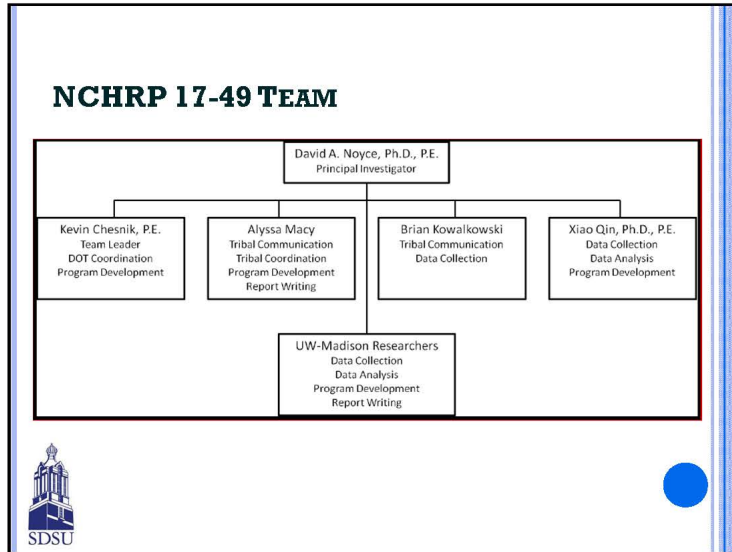


OUTLINE OF PRESENTATION

- Introductions of the Research Team
- NCHRP Project Background
- Objectives
- Status in South Dakota
- Success Story in South Dakota
- Next Steps



11/19/2012



PROJECT INFORMATION

NCHRP 17-49 “Guide for Effective Tribal Crash Reporting”

- Funds: \$200,000
- Contract Time: 18 months (08/01/2011-03/15/2013)
- NCHRP Staff Responsibility:
Christopher J. Hedges Phone: 202/334-1472

SDSU

11/19/2012

BACKGROUND

- Safety is a major concern for roadway practitioners across the United States.
- Native American population is disproportionately represented in fatalities and crash statistics.
- Native Americans' risk of motor-vehicle related death is about **4 times** that of the general population. The risk is even higher for the population between 4 and 44 years old.



BACKGROUND (CONTINUED)

- Improved crash reporting by **tribal law enforcement agencies** would enable tribes to apply more successfully for state and federal funds for **safety improvements**.
- Some of the causes behind the underreporting include tribal law enforcement capacity (e.g., staffing shortages and turnover, and lack of equipment, software, and training), lack of standardization in crash reporting forms and protocols, and issues of relations between the state and tribes. (*Improving Crash Reporting: Study of Crash Reporting Practice on Nine Indian Reservations*, TRR No. 2078, 2008)
- Improving crash reporting systems requires a **relationship** with the state agencies built on trust and effective collaboration.
- Without accurate reporting of all crashes on tribal lands, it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures.



11/19/2012

RESEARCH OBJECTIVE

To produce a guide for the development and implementation of effective tribal crash reporting programs in order to improve tribal transportation safety. The guide should assist state agencies in working with tribal law enforcement agencies and should include, at a minimum, the following:

- A critical review of the causes of the issues and deficiencies related to tribal crash reporting systems and programs;
- Methods to convey the importance and benefits of implementing better crash reporting to stakeholders;
- Methods of communication, cooperation, and collaboration between state and tribal governments;
- Methods that state and federal agencies can use to assist tribes on the implementation of programs identified in this research, including methods to access appropriate funding sources;
- Methods to evaluate and communicate the effectiveness of the programs identified in the guide.
- Recommendations on how to implement the crash reporting programs identified in this research;
- Recommendations on how the implementation of effective tribal crash reporting systems can be used to improve transportation safety planning and programs.



PROJECT SCHEDULE

Task	Scheduled Completion Date	Actual/Projected Completion Date
Task 1: Literature & Implemented Program Review	November 30, 2011	November 30, 2011
Task 2: Development of a survey tool & evaluation criteria	October 31, 2011	December 1, 2011
Task 3: Conduct the data collection process	March 31, 2012	Delayed
Task 4: Compile data and identify programs that meet or exceed the developed selection criteria	May 31, 2012	Delayed
Task 5: Interim Report	May 31, 2012	Delayed
Task 6: Develop first draft of the Guide for Effective Tribal Crash Reporting	October 31, 2012	Delayed
Task 7: Final Report	December 31, 2012	Delayed



11/19/2012

SURVEY QUESTIONNAIRE

Section 1: Current Crash Reporting Methods (13 questions)

1. What tribal crash reporting method(s) currently exist? (check all that apply)
- data not collected
 - paper form
 - computerized at time of incident with laptop in vehicle
 - computerized completed later
 - other, please describe: _____
7. When a crash happens on tribal land and *tribal members* are involved, what agency responds to the crash? (check all that apply)
- tribal law enforcement municipal law enforcement county law enforcement
 - state law enforcement federal/ BIA law enforcement
 - other, please describe: _____
10. Do you have a 'mutual aid agreement,' providing or receiving emergency services with neighboring law enforcement agencies?
- no yes; who is involved?, please describe: _____



Section 2: Tribal Crash Database (14 questions)

18. Does the tribe have a tribal crash report database?
- no (skip to question 35) yes (continue to question 19)
21. Is there an established timeframe requirement for submission of crash reports to the database?
- no yes
25. Is information within the database available to other eligible users, such as state or federal agencies?
- no yes




11/19/2012

Section 3: Current Crash Reporting Relationship with State Department of Transportation (9 questions)

32. Does the tribe withhold any data elements from crash reports submitted to state agencies?
 no yes

35. Is there an agreement in place between agencies for crash data reporting?
 no yes; what was done to create this agreement? _____

40. Do any of the following prevent the tribe from reporting crash data to the state agency?
 tribal regulations/laws
 state regulations/laws
 fear of 'double jeopardy' with both tribal and state laws for tribal members
 privacy concerns with information on crash reports
 local customs
 political differences
 other, please describe: _____





Section 4: Other Crash Reporting Issues (6 questions)

43. Does the tribe have experienced grant writers for applying for state and federal financial support of the crash reporting system?
 no yes

49. Has the tribe requested BIA support for the collection of tribal crash data?
 no (continue to question 52) yes (continue to question 50)


50. If you answered "yes" to question 49 above, what level of *financial support* would you say the tribe received from the BIA?
 no support low level of support medium level of support high level of support




11/19/2012

SURVEY STATUS


- Cheyenne River Sioux Tribe
- Crow Creek Sioux Tribe
- Flandreau Santee Sioux Tribe
- Oglala Sioux Tribe
- Rosebud Sioux Tribe



221 surveys were distributed, nearly 40 have been returned, 18% response rate!



SOUTH DAKOTA SUCCESS STORY



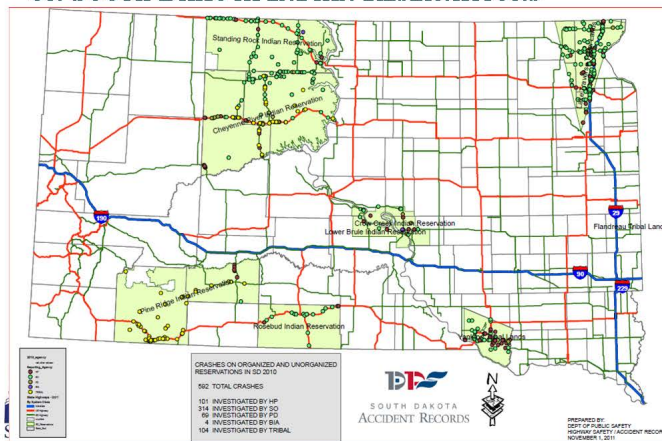
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**A SUCCESSFUL DEPLOYMENT OF TRACS IN SD
— CRASH REPORTING ON INDIAN RESERVATIONS
USING TRACS**

- In South Dakota, the lead agency for TraCS deployment is the South Dakota Department of Public Safety (SDDPS)
- In May 2010, the Oglala Sioux Tribe Department of Public Safety (OST-DPS) was given TraCS training.
- Now, tribal law enforcement officers use TraCS to report crashes in the Pine Ridge Indian Reservation to SDDPS



**A COLLECTIVE EFFORT TO REPORT CRASHES
ON SOUTH DAKOTA INDIAN RESERVATIONS**



11/19/2012

NEXT STEPS

- Collect survey results
- Meet with various tribes
- Analysis of the data
- Final Report



CONTACT

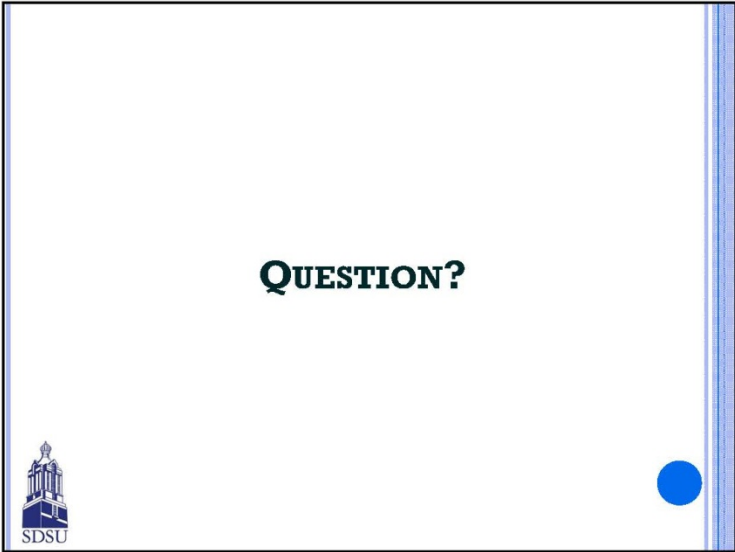
Xiao (Shaw) Qin (Chin), Ph.D., PE
Assistant Professor
CEH 148, Box 2219
Department of Civil and Environmental Engineering
South Dakota State University
Brookings, SD 57007
Phone: (605)6886355
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Dr. David Noyce, Principle Investigator, University of Wisconsin-Madison, noyce@engr.wisc.edu



11/19/2012




11/19/2012



OGLALA SIOUX TRIBE
DEPARTMENT OF PUBLIC SAFETY
HIGHWAY SAFETY DIVISION

SACRED CARGO
TAKU WAKAN YUHA MANI



Goals of the IHSP

- To reduce the MVC fatalities & injuries
- To promote & increase seat belt use
- To promote & increase the use of child safety seats
- To enforce the Oglala Sioux Tribe traffic codes
- Improve Education & Roadways

11/19/2012

TRACS MVC Reporting System

- TRACS stands for Traffic and Crime System
- Through TRACS we were able to have a standardized Accident Form, which in turn helped us identify MVC trouble areas within the reservation boundaries.
- In turn we received funding to improve education, roadway engineering and enforcement equipment.

TRACS Cont.

- Through the MOA between our tribal leaders and the State Officials we ensured that the information gathered by TRACS was not used by State DMV or State Courts.
- Another benefit of the TRACS system is to be able to receive Pin Maps of whatever MVC data or Roadway Data.

11/19/2012

TRACS Cont.

Equipment made available through the aid of TRACS:

- 2 Speed Trailers (Stats & Enforcement)
- 1 Rollover Simulator (Education)
- 5 RADAR (Enforcement)
- 7 In Car Cameras (Enforcement)
- 5 Panasonic Tough Books (Education & Stats)

Traffic Code Revision

- Primary Seat Belt/Child Restraint Law
 - \$35.00 plus \$25.00 Court Cost
 - \$250.00* plus \$25.00 Court Cost
- DUI/DWI Law Proposal
- Speeding
 - New speeding fines set
 - 1 to 14 over the Speed Limit = \$5.00 per Mile
 - 15 to 24 over the Speed Limit = \$7.00 per Mile
 - 25 to 30 over the Speed Limit = \$10.00 per Mile
 - 31 and over is Reckless Driving = Arrest or \$500.00 fine

11/19/2012

Child Restraint

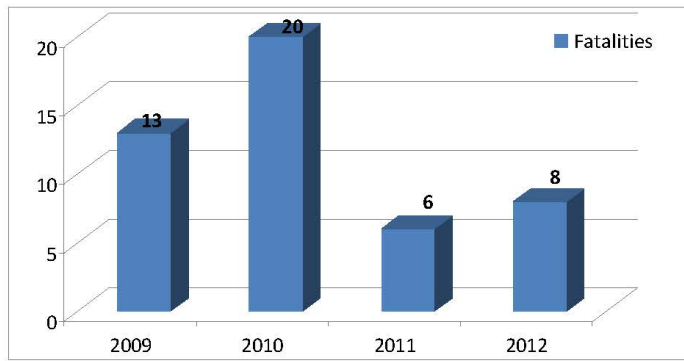
Sacred Cargo

1. Has 11 Certified Child Seat Technicians

- 4 Hwy Safety Officers
- 3 IHS Office of Environmental Health Employees
- 1 Injury Prevention Coordinator
- Chief of Police
- 2 OST Child Care Employees

MVC Fatalities

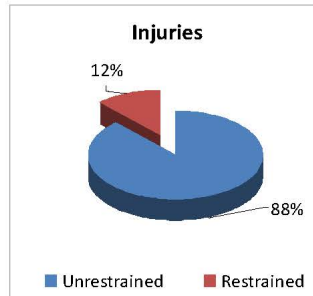
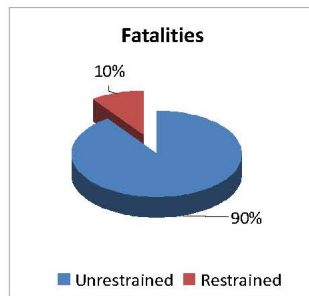
Decreased MVC fatalities by more than %70
20 (FY10) to 6 (FY11)
(FY12) we had 8 with 11 Fatalities



11/19/2012



2010 MVC Seat Belt Use



*OST DPS Records Dept

11/19/2012



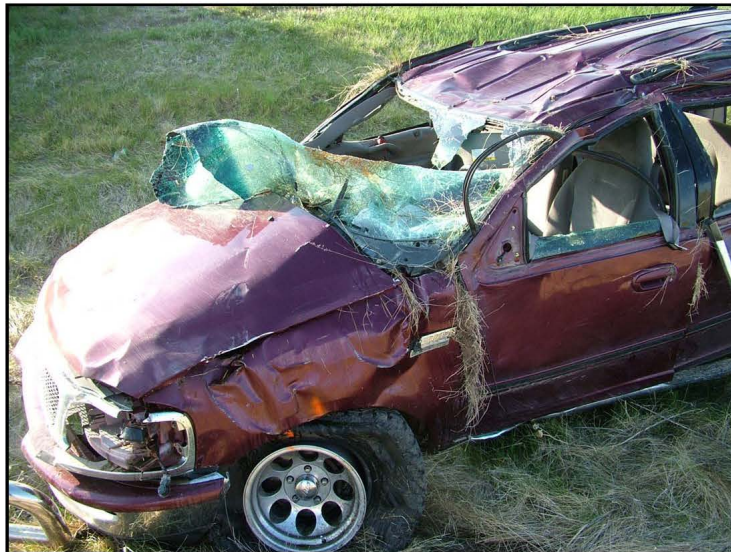
OST DPS Highway Safety Division 2011 FY Citations

- Speeding Citations:
 - 2,079 Total OST DPS
 - Increase of 555 citations from 2010
- Seat Belts:
 - 1,380 Total OST DPS
 - Increase of 332 citations from 2010
- Child Restraint:
 - 331 Total all OST DPS
 - Increase of 131 citations form 2010

11/19/2012

Child Restraint Cont.

1. Gave out and installed over 500 Child Seats
 - During District Visits
 - Every Thursday Appointments
 - Safety Checkpoints
 - After Personal Contacts
2. OST Court purchased \$25,000 worth of Car Seats from the fines collected on citations issued by OST Law Enforcement which was over \$400,000 for the Fiscal Year 2011

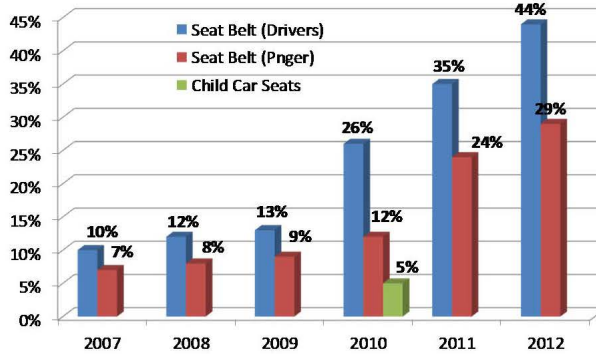


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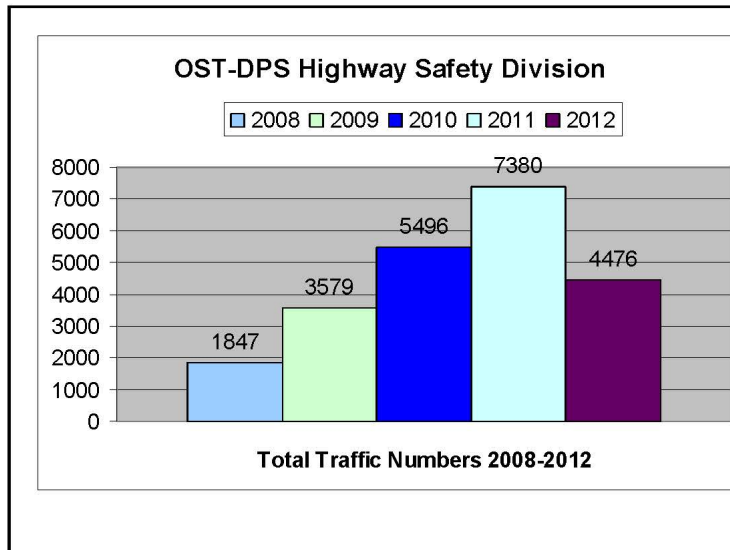
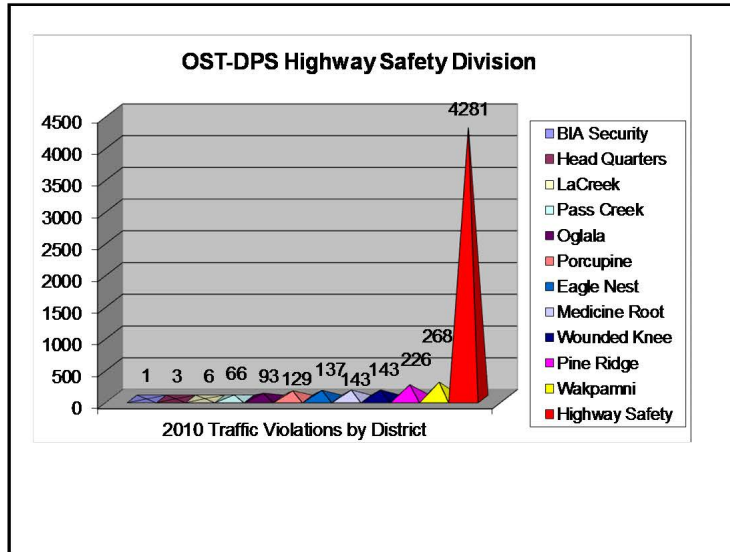
OST DPS Highway Safety Division 2012 FY Citations

- 4,476 Citations Issued
- 1,324 Speeding Citations Issued
- 861 Seat Belt Citations Issued
- 249 Child Restraint Citations Issued
- 614 DUI/DWI Arrests were made

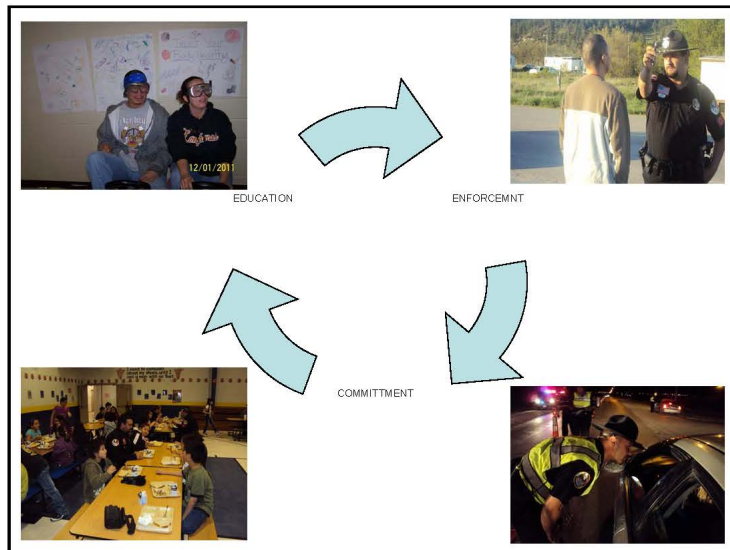
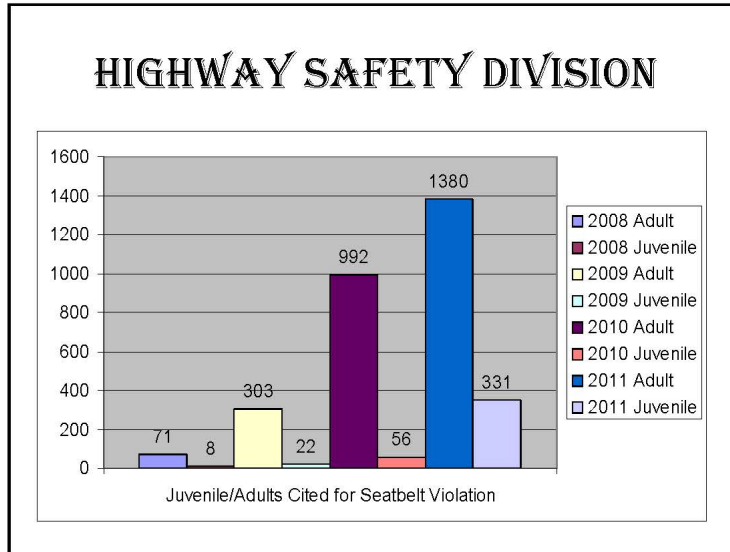
Seat Belts & Child Car Seats Usage Rates



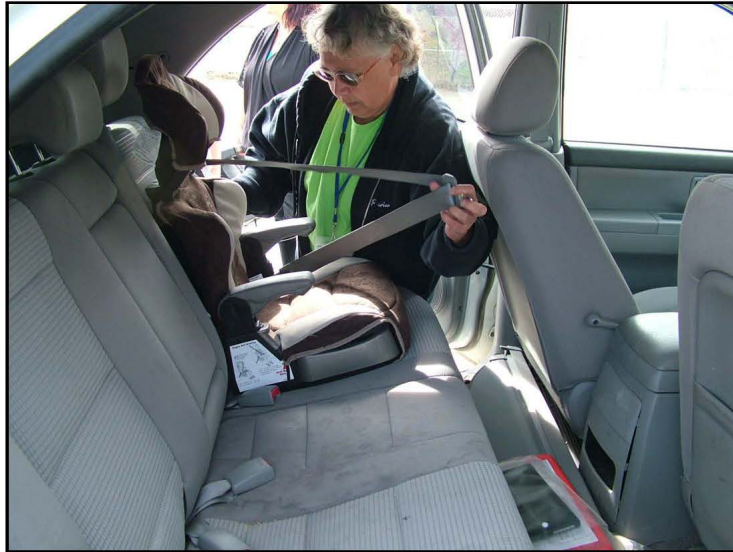
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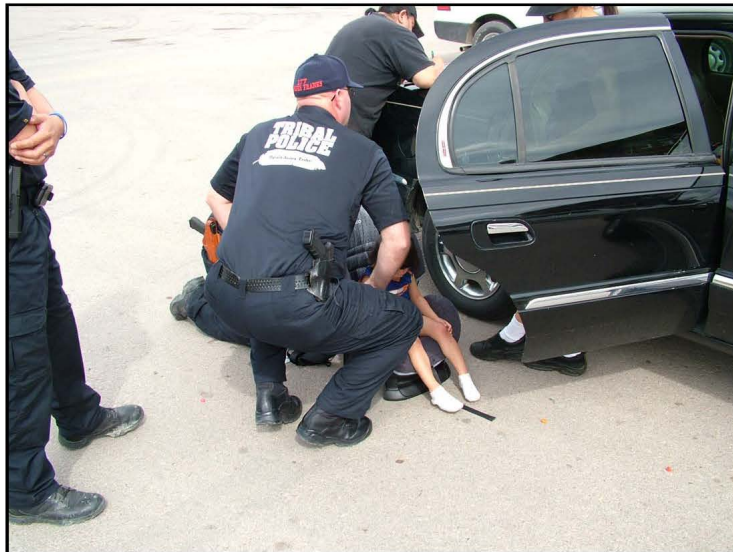
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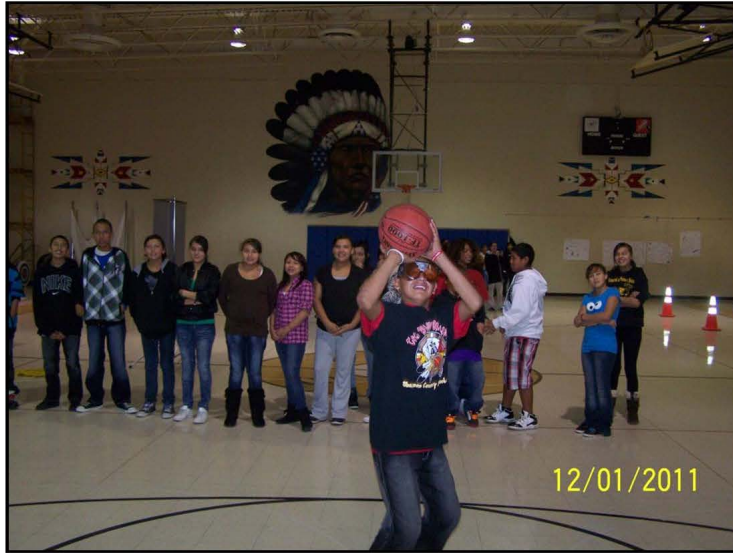
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APPENDIX D: HANDOUTS

Oklahoma TTAP Tribal Safety Management Plan Example HandoutD-2

SDSU Questionnaire Handout.....D-23

OST MOA for Motor Vehicle Crash Reporting HandoutD-31



Cheyenne and Arapaho Tribal Safety Plan

~ Striving for strong, effective safety management plans for Indian Country ~

March 2012

Draft Document

Developed by the Cheyenne and Arapaho Tribes and the Oklahoma State University Tribal Technical Assistance Program (TTAP), in conjunction with the Federal Highway Administration.

THE CHEYENNE AND ARAPAHO TRIBES
DRAFT SAFETY MANAGEMENT PLAN
March 2012

The Cheyenne and Arapaho (C & A) Tribes are committed to reducing the number of deaths and serious injuries and improving the overall safety of the transportation system. As part of an ongoing effort to make safety improvements, this Safety Management Plan has been developed with input from a variety of agencies and individuals within the Tribe in cooperation with the Federal and Oklahoma State Governments. The plan is intended to outline existing programs and policies, as well as identify issues and procedures or projects that can be implemented to further improve transportation safety for the Cheyenne and Arapaho Tribes, its people and visitors to the Cheyenne and Arapaho tribal area. A draft of the Safety Management Plan will be submitted to the Cheyenne and Arapaho Tribes tribal council and leadership.

The Tribe has implemented or are currently working on a number of programs and have developed relationships with other government entities to help assist in safety improvements. A complete list of these, as well as other safety issues that have been identified, is included in Attachment A, but below are some of the highlights:

- *Safe Kids* Program in Oklahoma.
- Flashing stop sign installed by Lucky Star Casino before entering Highway 81.
- Safety brochures distributed at community meetings.
- “*Drive Sober or Get Pulled Over*,” Oklahoma Highway Patrol campaign in area.
- “*Click it or Ticket*” Oklahoma Highway Patrol campaign addresses seatbelt usage.
- *Recreation, Exercise, & Sports for the Elders and Children of our Tribes*. (R.E.Sp.E.C.T.), multi-faceted tribal program for the Cheyenne and Arapaho Tribes.
- Substance Abuse Program at The George Hawkins Memorial Treatment Center.
- Identified area of high crash risk as candidate for *Safety Corridor*. The Oklahoma Department of Public Safety is awaiting approval of designation.
- “*More Cops, More Stops*” initiative at designated times of year.
- Installed guardrails on West Concho Road.
- El Reno City Police assists casino with special events.
- Highway 150 has been straightened; site distances have been improved.
- More delineators and retroreflective signs have been added.
- Kingfisher County and the C & A Tribe have entered into an MOU/MOA for a Loyal/Lomega Safe School Route, west of Kingfisher.

In an effort to further enhance safety efforts and save lives, the following items have been identified as a priority for expansion or initiation within The Cheyenne and Arapaho Tribes over the next few years:

- Data Collection Access and Training

- Oklahoma Department of Transportation (ODOT) Data Training

The Tribe was unaware that the Oklahoma Department of Transportation Traffic Safety Engineering Office provides access to crash data following training on using their database. Training will be provided by ODOT to facilitate access to the ODOT system, as well as data extraction and interpretation. The Tribe will use the data to discern whether the records support improvements to those areas.

Issue Champion: The Oklahoma State University Tribal Technical Assistance Program (TTAP) and ODOT (Teresa Stephens, Safety Engineer).

Implementation: Implementation of Data Collection Access and Training is scheduled for April 10, 2012. Jim Self and Karla Sisco of the Oklahoma State University TTAP are coordinating the training with Teresa Stephens, ODOT. Representatives from other tribes have also been invited to participate at the training, which will be held at the ODOT Training Center Computer Lab on SE 59th Street in Oklahoma City, OK.

- Road Safety Audits

A particular area of concern is the Loyal-Lomega School area in Kingfisher County. A fatality crash recently occurred in this area. Specifically, this area includes IRR Routes 7528 and 7531, beginning at the SW corner of Section 29, T17N, R9W, thence North 4 miles, thence East 4 miles. This stretch is also known as county roads NS2700 & EW0720.

Issue Champion: ODOT, The C & A Tribes Roads Department, The C & A Tribes Transit Department.

Implementation: The initial steps in implementation are to review the data from ODOT on the incidences of crashes in the C & A Tribal area, as representatives from the C & A Tribes plan to attend the ODOT Data Collection and Access Training. This group will also work with ODOT and the OSU-TTAP to coordinate any Road Safety Audits that might be needed following the training. A survey for transit drivers could be compiled that will allow the Tribe to have another “set of eyes” on the road. This information will assist the Tribe’s awareness of safety concerns as they arise.

- Enforcement

- Security Department

The C & A Tribes do not have a tribal police department. They do, however, have a Security Department. The Security Department has limited enforcement authority. Their responsibility

is to maintain security within the tribal complex area. The possibility of transitioning the Security Department to a Tribal Police Department was discussed.

- Investigate grant opportunities with the Indian Highway Safety Program for a traffic safety officer.
- Explore grant opportunities with the Department of Justice COPS (Community Oriented Policing Services) program.

Issue Champion: The C & A Roads Department.

Implementation: The C & A Roads Department will look at grant opportunities to possibly fund a traffic safety officer for the Tribe.

- Speed Management

The C & A Tribal representatives identified speed control as an issue that needed more attention. A suggestion to lower the speed limit on Highway 81 as the road approaches the Lucky Star Casino was discussed.

- Seatbelt Enforcement

A continued focus on the “Click it or Ticket” campaign will be carried out.

Issue Champion: The Oklahoma Highway Patrol, ODOT, the C & A Roads Department.

Implementation: The Tribe will request that ODOT conduct a traffic study on Highway 81 on the approach to the casino to assess whether a lower speed limit is warranted. The Oklahoma Highway Patrol will place increased emphasis on speed management and seatbelt enforcement in their areas of jurisdiction.

- Low Cost Mitigation

As data is collected during the ODOT Data Collection Training, the Tribe may see areas that could benefit from low cost safety mitigations. This data could provide justification for funding of needed road improvements in certain areas.

The C & A Roads Department is encouraged by safety engineers from ODOT to visit www.cmfclearinghouse.org/, a website showing the success of certain low-cost mitigation techniques used. A crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. The Crash Modification Factors Clearinghouse maintains a Web-based database of CMFs along with supporting documentation to help transportation engineers identify the most appropriate countermeasure for their safety needs. Using this site, one can search to find CMFs or submit a jurisdiction for CMFs to be included in the clearinghouse.

Some examples of low-cost mitigation techniques include lighting intersections and using reflective striping. Delineators and more retroreflective signs were other improvements that were discussed.

Pavement edge drop-off on highways has been linked to many serious crashes, including fatal collisions. To mitigate vertical drop-offs, FHWA advocates installing the Safety EdgeSM on pavements during paving or resurfacing projects. This technology allows drivers who drift off highways to return to the pavement safely.

Issue Champion: The C & A Roads Department and ODOT.

Implementation: The C & A Roads Department will look at areas where low-cost mitigation efforts could reduce crash fatalities. A sign management system will be implemented, so that signs can be replaced in a timely manner.

- Education
 - DUI and Alcohol Abuse

DUI and alcohol abuse continues to be a concern in the Cheyenne and Arapaho Tribes. An assessment of the education programs that are in place to combat underage drinking, while educating drivers of all ages on the dangers of drinking and driving is needed.

The Adult Education Program, The Tribal Youth Program, and the R.E.SpE.C.T. program all fall under the C & A Department of Education. These curriculums could all be expanded to include more presentations and education on alcohol abuse. Impact speaker panels, provided by the Department of Public Safety, can be used in the various youth programs. SIDNE (Simulated Impaired DrivINg Experience) is another tool used by the Department of Public Safety. This vehicle gives sober people the chance to know what it is like to drive drunk or under the influence of drugs.

Also, driver education programs can enhance their emphasis on drinking and driving. A look at what other tribes are doing to address the issue of alcohol abuse will be beneficial as the C & A Tribes go forward in furthering their safety efforts.

News television and radio stations will soon be on the air for the C & A Tribal area. These mediums can be used to spread educational messages about drinking and driving.

Indian Health Service representatives noted that their facilities have TV monitors in common areas that could be used to display public service announcements that are related to safety, including alcohol abuse.

Issue Champion: The C & A Department of Education, Indian Health Services, the Department of Public Safety, and C & A Community Health Representatives.

Implementation: The Tribe will collaborate with area schools, the Department of Education, Indian Health Services, the Department of Public Safety, and others to assess the education efforts that are currently underway to combat drinking and driving. The Tribe will work to collaborate on those efforts. A grant application on the Oklahoma Highway Safety Office website may be able to assist the Tribe in some of their educational initiatives. See the link to the application: http://www.ok.gov/ohso/Grant_Information/Grant_Application/index.html.

- Seatbelt Usage

Seatbelt usage is another area of concern in the C & A Tribes. An assessment of the education programs that are in place to address seatbelt usage and the need for marketing campaigns to target these issues will be examined.

A grant from the Center for Disease Control (CDC) might be able to address the Tribe's vacant Injury Prevention Coordinator position. Grant information for the CDC can be found at <http://www.cdc.gov/od/pgo/funding/grants/foamain.shtm>.

Again, Indian Health Services, the Education Department, television, and radio can disseminate seatbelt messages through their appropriate channels.

Issue Champion: Indian Health Services; Community Health Representatives; The C & A Education Department; Procurement, Grants, and Contracts; and Television and Radio Stations.

Implementation: The Tribe will contact Indian Health Services, The C & A Education Department, Community Health Representatives, and Television and Radio Stations to assess the efforts that are currently underway to address seatbelt usage. Possible marketing campaigns and seatbelt surveys may follow these assessments. Procurement, Grants, and Contracts will explore grant opportunities.

- Distracted Driving

The problem of distracted driving is becoming an area of increased concern for the C & A Tribes. The Oklahoma Traffic Engineering Association is available to do short presentations to various groups to address this topic. Teresa Stephens, Traffic Safety Engineer, ODOT, can coordinate these presentations.

Issue Champion: The C & A Education Department, C & A Community Health Representatives, C & A Public Information Office, in cooperation with the Oklahoma Traffic Engineering Association.

Implementation: The C & A Education Department should contact the Oklahoma Traffic Engineering Association to schedule presentations on distracted driving.

- Billboard, Newspaper, and Web

Various tools are available to disseminate the message of safety. The C & A Education Department, the Public Information Office, Indian Health Services, and Community Health Representatives can utilize these various forms of media to share the safety message.

Issue Champion: The Community Education Program and Community Health Representatives in collaboration with the C & A Public Information Office.

Implementation: As Community Health Representatives and the Community Education Department prioritize safety issues for the C & A Tribes, marketing campaigns can be developed and disseminated through the Public Information Office.

- Rural Road Safety

Rural road safety continues to be an area of great concern in the C & A Tribal area. The Tribe has identified “hot spots,” such as the Loyal-Lomega school area, and will use the data to discern whether the records support improvements to those areas. In response to the known issues on rural roads, educational programs should be developed to inform the public about dangers on the roadway. Some of these hazards include distracted drivers, poor site distances, animals on the roadway, speeding vehicles, narrow roads, and drunk drivers. Providing education on driving defensively and attentively, while expressing to the public the specific challenges of rural roads should be an area of emphasis in the schools and in public service messages. Drivers who see safety problems on the roadways are encouraged to contact the C & A Tribes Roads Department office.

Issue Champion: The C & A Roads Department in collaboration with the C & A Education Department and the Public Information Office.

Implementation: The Tribe will work with the County, the Department of Public Safety, the C & A Education Department, and C & A Roads Department officials to identify those specific locations where safety issues exist. As those areas are identified, information and education will be disseminated on how drivers should handle certain situations. Educational programs in the schools and community will not only target prevention, but will look at defensive driving techniques that can be employed to best respond to the challenges on the road.

- Safety Coordinator Position

Tribal Roads Department officials expressed a need for a person wholly devoted to safety. The Safety Coordinator would keep abreast of the latest safety trends and communicate safety initiatives within the tribe. This person would also be charged with coordinating safety efforts between departments and calling department officials together to meet on safety concerns.

Issue Champion: The C & A Roads Department in collaboration with the National Highway Traffic Safety Administration (NHTSA).

Implementation: The C & A Roads Department will explore the possible funding of this position with State 402 funds from NHTSA.

- Transportation Safety Coordinating Committee

- Work Plan Group

The process of building a viable Safety Management System will require various stakeholders to maintain communication. The Tribe desires to establish a core Transportation Safety Coordinating Committee, which includes participants of the C & A Tribal Safety Workshop. This team would meet on a regular basis to assess ongoing safety efforts within the Tribe, City, County, and State. Players that could contribute to this group include the Sheriffs, Tribal Security Department, Tribal Roads Department, Tribal Education Department, the Tribal Public Information Office, Indian Health Services, Department of Public Safety, Cities, Schools, and Tribal Transit. This group could also help identify funding sources that can help supplement stretched assets.

- Safe Routes to Schools

Identify grant funds available through the Safe Routes to Schools program. Safe Routes to School (SRTS) programs are impacting communities across the country in measurable ways. Local SRTS programs can help reduce traffic congestion in neighborhoods and around schools, improve driver behavior, and increase bicycling and walking to school.

Issue Champion: The C & A Tribal Roads Department and Kingfisher County officials, including Mr. Keith Schroder, Kingfisher County Commissioner for District 3.

Implementation: The C & A Tribal Roads Department has already begun the process of collaborating with Kingfisher County Officials for a Safe School Route in the Loyal-Lomega area. An MOU/MOA was secured with Kingfisher County and this route is now on the Tribal Transportation Improvement Plan (TTIP) for the C & A Tribes, pending FHWA approval. Specifically, this area includes IRR Routes 7528 and 7531, beginning at the SW corner of Section 29, T17N, R9W, thence North 4 miles, thence East 4 miles. This section of roadway is also known as county roads NS2700 & EW07.

ATTACHMENT A

Existing Programs Identified:

- *Safe Kids* Program in Oklahoma.
- Flashing stop sign installed by Lucky Star Casino before entering Highway 81.
- Safety brochures distributed at community meetings.
- “*Drive Sober or Get Pulled Over*,” Oklahoma Highway Patrol campaign in area.
- “*Click it or Ticket*” Oklahoma Highway Patrol campaign addresses seatbelt usage.
- *Recreation, Exercise, & Sports for the Elders and Children of our Tribes*. (R.E.Sp.E.C.T.), multi-faceted tribal program for the Cheyenne and Arapaho Tribes.
- Substance Abuse Program at The George Hawkins Memorial Treatment Center.
- Identified area of high crash risk as candidate for *Safety Corridor*. The Oklahoma Department of Public Safety is awaiting approval of designation.
- “*More Cops, More Stops*” initiative at designated times of year.
- Installed guardrails on West Concho Road.
- El Reno City Police assists casino with special events.
- Highway 150 has been straightened; site distances have been improved.
- More delineators and retroreflective signs have been added.
- Kingfisher County and the C & A Tribe have entered into an MOU/MOA for a Loyal/Lomega Safe School Route, west of Kingfisher.

Issues Identified:

- Seatbelt usage
- Distracted Driving
- DUI
- Data Collection and Access to Data
- Speeding
- Rural road conditions (limited site distance, vegetation, animals on road, outdated design, weather conditions)
- Lack of communication/coordination between entities
- RSA needed at Loyal-Lomega School area (solutions in process). Other areas may be identified
- Sign Management System needed
- Distracted Driving
- Funding Sources
- More low cost mitigation needed

ATTACHMENT B

Cheyenne & Arapaho Tribal Safety Workshop

AGENDA

C & A Rollin Haag Native American Church

NAC Building

100 Black Kettle Blvd

Concho, OK 73022

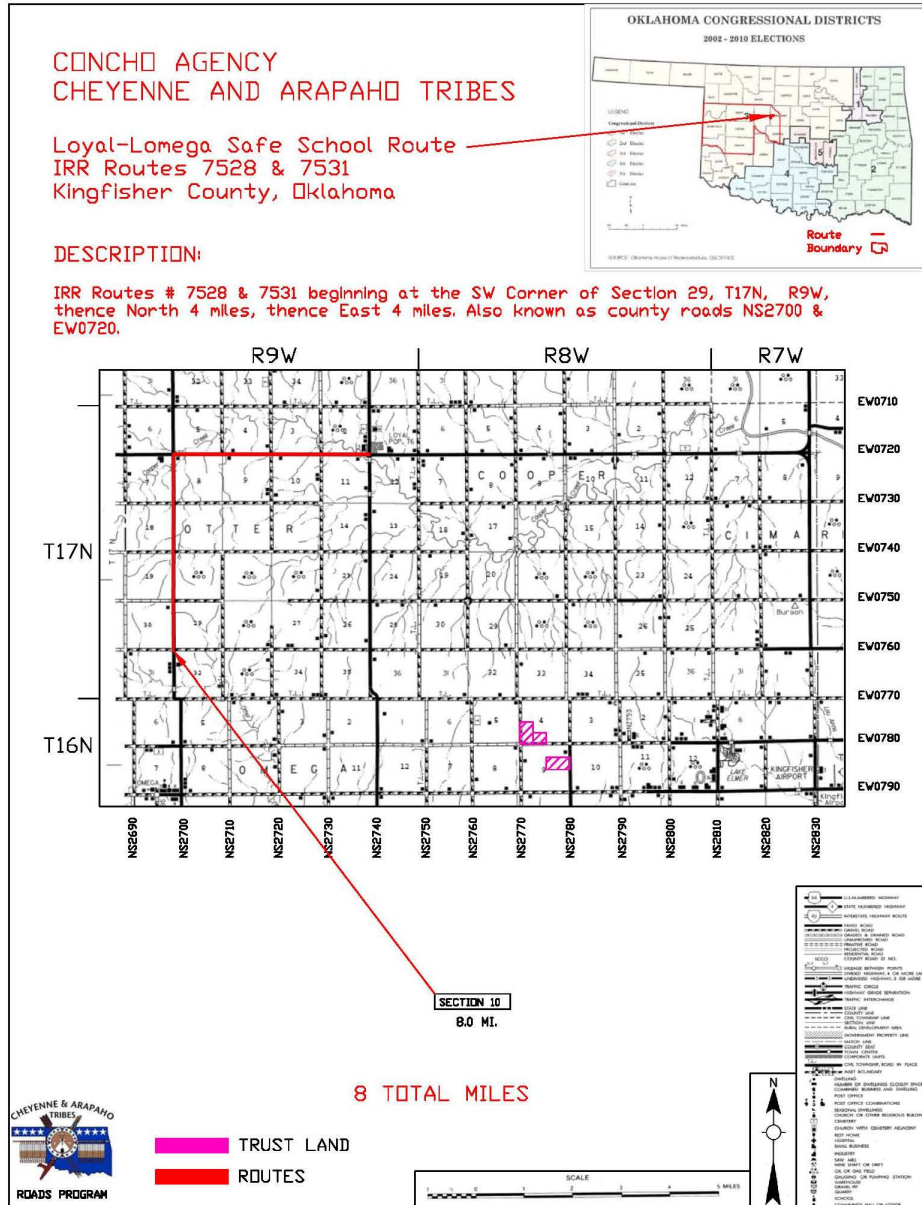
February 22, 2012

- 9:00 a.m. **Welcome by C & A Tribal Representative**
- 9:10 a.m. **Introductions**
- 9:15 a.m. **Safety Video Presentation - Karla Sisco, OSU TTAP**
Defining a Safety Management System – Karla Sisco, OSU TTAP
SMS Background and Overview – Jim Self, OSU TTAP
Review of Data by ODOT – Teresa Stephens, P.E., ODOT Traffic Safety Engineer
FHWA SMS Implementation Plan – Jim Self, OSU TTAP
Discussion of Tribal Safety Plans – Jim Self, OSU TTAP;
Craig Genzlinger, Federal Lands Highway, FHWA
Q&A
- 10:00 a.m. **Tribes existing safety approaches** (*This is any practice the Tribe is utilizing to address transportation safety i.e. education to public, crash reporting/processes, EMS or engineering projects.*)
 Documentation of existing programs and approaches
- 10:30 a.m. *Break*
- 10:45 a.m. **Development of a Tribal Safety Plan**
 Identification/Discussion of Safety issues and concerns
 Safety approaches to include
 Safety approaches to develop
 Integration with other safety plans
- 12:00 *Lunch*
- 1:00 p.m. **Demonstration of Rollover Simulator and Fatal Vision Goggles - Oklahoma**
 Highway Safety Office Law Enforcement Liaison

- 1:30 p.m. **Identification of implementation steps**
Identification of responsible parties/champions for specific elements
- 2:30 p.m. **Questions/Discussion of process and continued efforts**
- 3:00 p.m. **Wrap-Up**

Thanks for attending the Cheyenne and Arapaho Tribal Safety Workshop!





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8. Karla Sisco	Specialist	OSU TTAP
9. Jim Self	Director	OSU TTAP
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12. Chris West	Oklahoma Highway Patrol	DPS
13. Garrett Vowell	Oklahoma Highway Patrol	DPS
14. Tom Barton	Oklahoma Highway Patrol	DPS
15. Jack Stewart	County Commissioner	Canadian County
16. Christina Crofford	Security Department	C & A Tribes
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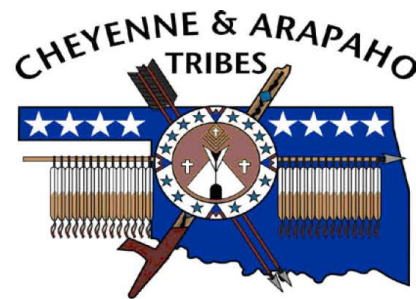
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 27406 Kim Kannady, Child Protective Services Caseworker

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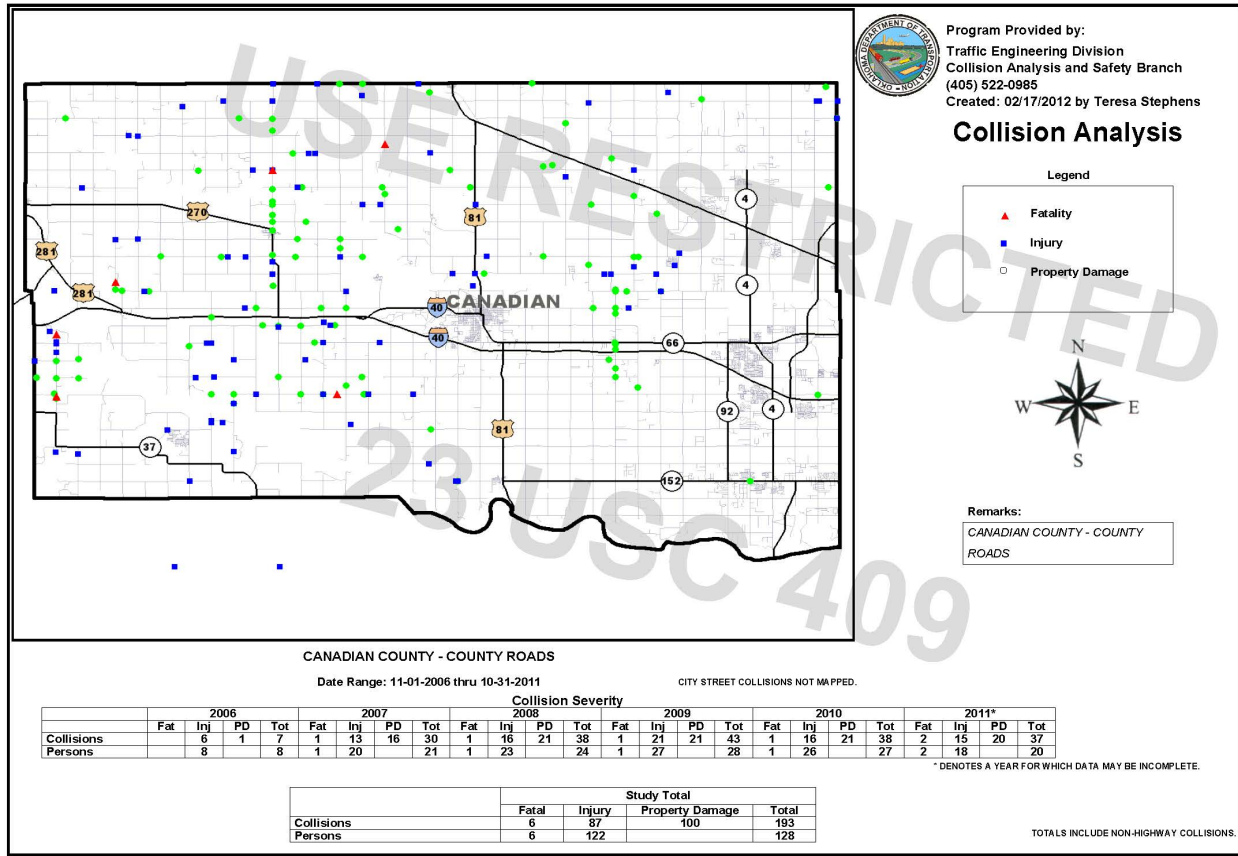
Hammon Area

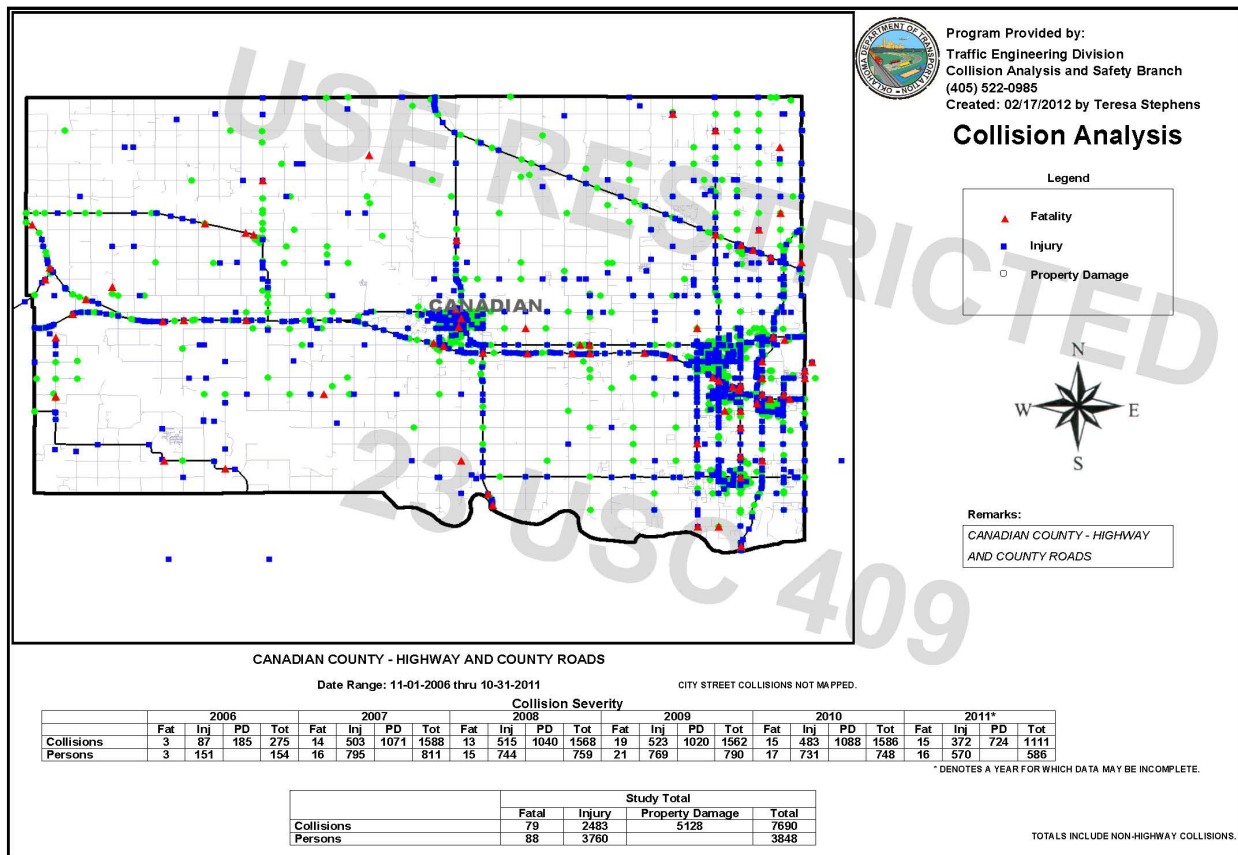
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UPDATED 1/5/2012







Posoh!
Greetings!



The College of Menominee Nation, in collaboration with the University of Wisconsin-Madison, is asking for your assistance to help create a guide that will inform state agencies how to work with tribal law enforcement agencies to develop and implement effective tribal crash reporting systems in order to improve tribal transportation safety planning and programs across the United States. By your completing this survey you will be providing us with valuable information about existing tribal crash reporting systems and identifying issues and potential barriers to creating effective crash reporting systems. We estimate that it will take you 15 to 25 minutes to complete.

Tribal Nation you are representing: _____

Please provide us with the following contact information:

Name: _____

Title: _____

Phone: _____

Address: _____

Website or web link: _____

E-mail: _____

Tribal contact for crash data: _____

If the Tribal contact for *traffic crash data* is not you, please provide us with contact information for that individual:

Name: _____

Title: _____

Phone: _____

Address: _____

Website or web link: _____

E-mail: _____

Section 1: Current Crash Reporting Methods

1. What tribal crash reporting method(s) currently exist? (check all that apply)
 - data not collected
 - paper form
 - computerized at time of incident with laptop in vehicle
 - computerized completed later
 - other, please describe: _____

2. Has a form been created by the tribe specifically for the purpose of collecting crash data?
 - no (please proceed to question 6) yes

3. Is the tribal crash report form based on your state’s crash data collection agency (DOT/DMV/DPS/HP/etc.) crash report form?
 - no yes

4. Is the tribal crash report form the same as the state’s crash report form?
 - no yes

5. Was NHTSA’s *Model Minimum Uniform Crash Criteria* (MMUCC) consulted during development of the tribal crash report form?
 - no yes

6. Who has police jurisdiction on tribal lands? (check all that apply)
 - tribal law enforcement municipal law enforcement county law enforcement
 - state law enforcement federal/ BIA law enforcement
 - other, please describe: _____

7. When a crash happens on tribal land and *tribal members* are involved, what agency responds to the crash? (check all that apply)
 - tribal law enforcement municipal law enforcement county law enforcement
 - state law enforcement federal/ BIA law enforcement
 - other, please describe: _____

8. When a crash happens on tribal land and *non-tribal members* are involved, what agency responds to the crash? (check all that apply)
 - tribal law enforcement municipal law enforcement county law enforcement
 - state law enforcement federal/ BIA law enforcement
 - other, please describe: _____





9. Under what conditions must a crash form be competed?
Please describe: _____

10. Do you have a 'mutual aid agreement,' providing or receiving emergency services with neighboring law enforcement agencies?
 no yes; who is involved?, please describe: _____

11. Is the initiation and completion of a crash form dependent on who is involved?
 no yes

12. When documenting the location of the crash, what location method do you use?
 GPS Coordinates Geo- referencing- latitude and longitude
 Street Address ON Highway/Street, Feet/Miles FROM nearest cross street
 other; please describe: _____

13. Is there formal training available for tribal police officers filling out crash reports?
 no yes

14. If the tribe does not report crash data to the appropriate state agency, which of the following are reasons for not reporting? (check all that apply)
 tribal regulations/laws
 state regulations/laws
 fear of 'double jeopardy' with both tribal and state laws for tribal members
 privacy concerns with information on crash reports
 local customs
 political differences
 other, please describe: _____

15. If you selected any of the responses in question 14 above, please further explain why the selected response(s) prohibit crash data reporting: _____



Section 2: Tribal Crash Database

16. Check the following publications concerning crash data improvement that you are familiar with:
- Crash Data Improvement Program Guide* (FHWA, 2010)
 - Model Minimum Uniform Crash Criteria* (NHTSA, 2008)
 - Model Performance Measures for State Traffic Records Systems* (NHTSA, 2011)
 - State Traffic Information System Improvements: Promising Practices* (NHTSA, 2011)
 - National Agenda for the Improvement of Highway Safety Information Systems* (NSC, 1997)
17. Is the tribe able to access a non-tribal database for purposes of identifying locations with safety problems?
 no yes; what is the source of the database? _____
18. Does the tribe have a tribal crash report database?
 no (skip to question 35) yes (continue to question 19)
19. Are there methods in place to evaluate the accuracy of submitted crash reports?
 no yes
20. Are there methods in place to evaluate the completeness (absence of blank fields) of submitted crash reports?
 no yes
21. Is there an established timeframe requirement for submission of crash reports to the database?
 no yes
22. If the answer to question 21 above was "yes", what is the timeframe?
 less than 24 hours up to 7 days up to 30 days other; please describe: _____

23. Are there methods in place to evaluate the timeliness of submitted crash reports?
 no yes
24. Is there a means of integrating the crash report database with other databases, such as roadway inventories or healthcare?
 no yes
25. Is information within the database available to other eligible users, such as state or federal agencies?
 no yes
26. Are paper copies of each accident report kept/stored in addition to the electronic database?
 no yes



27. What resources are needed to implement or improve a tribal crash reporting system? Please describe: _____

28. What equipment, software, and training are available to establish or improve a tribal crash reporting system? Please describe: _____

29. What can state agencies do to help tribes in implementing or improving a tribal crash reporting system? Please describe: _____

Section 3: Current Crash Reporting Relation with State Agencies

- 30. Does the tribe provide crash data to the state agency?
 no (please skip to question 40) yes (continue to question 31)
- 31. How often does the tribe provide data to the state agency?
 quarterly semi-annually yearly
- 32. Does the tribe withhold any data elements from crash reports submitted to state agencies?
 no yes
- 33. After the crash report and data is submitted, can the tribe access the data again at a later time?
 no yes
- 34. If you responded "yes" to question 33 above, what type of data is accessible?
 data submitted actual crash report summary reports
 crash maps other; please describe: _____

- 35. Is there an agreement in place between agencies for crash data reporting?
 no yes; what was done to create this agreement? _____



36. Does the tribe have experienced personnel for the writing, filing, and reporting of tribal crash reports to state (or other) agencies?
 no yes
37. Do you use crash data for any purpose other than collecting and archiving them?
 no yes; for what purpose? _____

38. Do you use crash data to identify the locations with a high number of crashes?
 no yes
39. Do you work with County Agencies, D.O.T., and/or other agencies to evaluate problem areas?
 no yes; how do you identify the areas?, please describe: _____

40. Do any of the following prevent the tribe from reporting crash data to the state agency?
 tribal regulations/laws
 state regulations/laws
 fear of 'double jeopardy' with both tribal and state laws for tribal members
 privacy concerns with information on crash reports
 local customs
 political differences
 other, please describe: _____
41. If you selected any of the responses in question 40 above, please further explain why the selected response(s) prohibit crash data reporting to the state agency: _____

42. Is the tribe involved with the state's Traffic Records Coordinating Committee?
 no yes



Section 4: Other Crash Reporting Issues

- 43. Does the tribe have experienced grant writers for applying for state and federal financial support of the crash reporting system?
 no yes

- 44. Are there requirements tied to state/federal funds that make the funds less desirable? (i.e., DBE requirements, profit, grants)
 DBE requirements profit limitations extensive documentation
 other; please describe: _____

- 45. What can state agencies do to help tribes to create a crash reporting system?
Please describe: _____

- 46. What can state and federal agencies do to assist tribes in implementing or expanding a crash data system? Please describe: _____

- 47. What can state and federal agencies do to assist tribes in finding financial resources to establish or expand a crash data system? Please describe: _____

- 48. If the tribe has/had an effective crash reporting system, how can it be used to improve transportation safety and planning? Please describe: _____

- 49. Has the tribe requested BIA support for the collection of tribal crash data?
 no (continue to question 52) yes (continue to question 50)

- 50. If you answered "yes" to question 49 above, what level of financial support would you say the tribe received from the BIA?
 no support low level of support medium level of support high level of support



51. If you answered "yes" to question 49 above, what level of technical support would you say the tribe received from the BIA?
 no support low level of support medium level of support high level of support

52. If you answered "no" the question 49 above, why hasn't the tribe requested BIA support?
Please describe: _____

53. Are there any barriers, not addressed in this survey, that hinder Tribal law enforcement from working effectively with the state agency to develop an effective tribal crash reporting system?
 no yes; please describe? _____

Waewaenen.
Thank you.

Your sharing of your time and knowledge is greatly appreciated!



**MEMORANDUM OF AGREEMENT
FOR MOTOR VEHICLE CRASH REPORTING**

This Agreement is by and between the South Dakota Department of Transportation (the "DOT"), the South Dakota Department of Public Safety (the "SD - DPS"), and the Oglala Sioux Tribe (the "Tribe"), and the Oglala Sioux Tribe Department of Public Safety, Highway Safety Program. (OSTDPS-HSP)

The DOT, the DPS and the Tribe believe it is mutually beneficial to enter into this Agreement for the safety of the traveling public and the improvement of highway systems within the exterior boundaries of the Pine Ridge Reservation.

This Agreement applies to those circumstances when the provisions of SDCL Chapter 32-34 are inapplicable.

The parties agree as follows:

- 1) The success of this Agreement is predicated upon each party acting in accord with the following principles:
 - a) Each party states that it is interested in:
 - i) Ensuring the motor vehicle crash data will be used for data analysis and generating supporting documentation for highway improvements; and
 - ii) Eliminating high hazard areas on the highway system within the reservation.
 - b) Compliance is the responsibility of each party. Each party agrees to conduct all activities in this regard with mutual respect for each other's respective jurisdictions.
 - c) The Tribe agrees to do the following:
 - i) Provide complete motor vehicle crash reporting data for all reportable motor vehicle accidents over which the Tribe has jurisdiction;
 - ii) Utilize the Traffic and Criminal Software (TraCS) for crash reporting within five (5) business days of the completion of classroom training and software installation; and
 - iii) Utilize funding provided by the Office of Highway Safety Project Agreement for FFY10 and subsequent years, if any, to purchase equipment and training of tribal law enforcement and support staff necessary to implement TraCS.

- e) The SD-DPS agrees to do the following:
 - i) Collect all motor vehicle crash reporting data and use the information for motor vehicle crash analysis and reporting purposes;
 - ii) Provide the OST-DPS with quarterly reports concerning the data submitted pursuant to section 1(c)(i) of this agreement;
 - iii) If funding is needed above awards provided through the Office of Highway Safety Project Agreements, the SD-DPS may provide additional funding, if available, for equipment and training;
 - iv) Provide ongoing technical support on TraCS to Tribal law enforcement and support personnel.
 - f) The DOT agrees to do the following:
 - i) Analyze motor vehicle crash reporting data and use information for the purpose of identifying projects for the Five-Year Statewide Transportation Improvement Program (STIP) in an effort to improve highway safety within the reservation boundaries;
 - ii) Conduct research projects and other technical analysis of motor vehicle crash reporting data, as recommended and approved by the DOT Research Review Board;
 - iii) Provide reports and technical analysis concerning motor vehicle crash reporting data submitted by the OST-DPS; and
 - iv) Provide technical assistance to Tribal planning and highway departments relating to the motor vehicle crash reporting data submitted by the OST-DPS/Tribe.
- 2) To provide for stability and predictability in the motor vehicle crash reporting analysis, each party agrees to maintain this Agreement through the term specified below. Modifications or changes to the Agreement can be made only through mutual consent and will be effective after being reduced to writing and signed by an official for each party.
- 3) It is the intent of each party that this Agreement shall be implemented on a cooperative basis without regard to jurisdictional issues. Each party further agrees it will encourage informal resolution of any problem prior to instituting litigation. Each party further agrees that nothing herein shall prevent the Tribe, OST-DPS, the DOT, or the SD-DPS from instituting any litigation pertaining to any jurisdictional issue with regard to motor vehicle crash reporting or any other matter.
- 4) This Agreement shall be in effect as of the date of last signature below and shall remain in effect for a period of five (5) years thereafter, unless sooner terminated by any party hereto. Any party may terminate this Agreement by providing sixty (60) days' notice, in writing, to the other parties.

OGLALA SIOUX TRIBE

Theresa Two Bulls

Theresa Two Bulls
Tribal President
Oglala Sioux Tribe

Date: 5-12-2010

Everette Little Whiteman

Everette Little Whiteman
Chief of Police
Oglala Sioux Tribe Dept of Public Safety

Date: _____

Rosalie Janis

Rosalie Janis, President
OST-DPS Board of Trustees

Date: _____

STATE OF SOUTH DAKOTA

Tom Dravland
Secretary
Department of Public Safety

Date: _____

Darin P. Bergquist
Secretary
Department of Transportation

Date: _____

Approved as to form:

Special Assistant Attorney General
Department of Transportation

APPENDIX E: LETTERS FROM CONGRESSIONAL DELEGATION

Senator John Thune Letter..... E-2

Representative Kristi Noem Letter E-3

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COMMITTEE ON AGRICULTURE
COMMITTEE ON EDUCATION AND
THE WORKFORCE
COMMITTEE ON NATURAL
RESOURCES

Congress of the United States
House of Representatives
Washington, DC 20515-4100

2012 Tribal Transportation Safety Conference

Dear Friends,

Thank you for inviting me to attend the 2012 Tribal Transportation Safety Conference being held on the Rosebud. A previous commitment prevents me from attending, but I appreciate the opportunity to share a few thoughts with you in writing here today.

I've heard from many of our tribes about the challenges that remain in finding adequate funding to improve our road conditions and enhancing our safety programs. Statistics show that Native American pedestrians are up to four times more likely to be injured or killed than the population as a whole. Additionally, many of the most heavily traveled roads in Indian Country remain waiting for adequate funds to be improved. While some improvements have been made and safety projects are being prioritized, much work remains.

As many of you may know, Congress passed the MAP-21 transportation bill to fund these programs through 2014. While I supported a longer 5 year plan, the biggest issue I heard from the tribes and those involved with transportation was the uncertainty not having a bill created. Although we will need to continue to be good stewards of taxpayer funds, the health and safety of our residents has to be a top concern.

I commend you for holding this conference to talk with each other and my office on what has worked that we can all learn from. Your Best Practices and Success Stories are important to share. Better crash reporting, cracking down on DUI and other driving offenses, as well as better road signage are all ways you have taken the initiative to reduce these preventable issues.

It is also good to note the high level of cooperation in planning with the tribes, counties, the state and the federal government to do what needs to be done. Working towards a common goal is something more agencies should participate in.

I look forward to receiving the conference's recommendations, and I will keep your thoughts in mind as Congress works to address needed improvements to our nation's infrastructure and safety programs in the years ahead.

Sincerely,

Kristi Noem
Member of Congress

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JOHN THUNE
SOUTH DAKOTA

COMMITTEES
AGRICULTURE, NUTRITION & FORESTRY
BUDGET
COMMERCE, SCIENCE & TRANSPORTATION
FINANCE

United States Senate
WASHINGTON, DC 20510-4105

<http://thune.senate.gov>

October 17, 2012

2012 Tribal Transportation Safety Summit

Dear friends:

Thank you for inviting me to attend the 3rd annual Tribal Transportation Safety Summit. I apologize that I am unable to participate in person, but I appreciate the opportunity to address you in writing.

On July 6, 2012 the President signed into law H.R. 4348, the Moving Ahead for Progress in the 21st Century Act (MAP-21). This bipartisan reauthorization will provide highway and transit funding through Fiscal Year 2014. As a member of both the Senate Finance Committee and the Senate Commerce, Science, and Transportation Committee I was able to help craft this important legislation and protect South Dakota's share of transportation funding.

I fully understand the importance of ensuring there is adequate infrastructure in and around our tribal communities. In states like South Dakota, with large land-based tribes and where travel to the nearest hospital or school can be many miles, transportation needs are extremely important and literally often a matter of life and death. I believe the reforms and funding certainty provided by this long-term transportation bill will help ensure that highways and bridges are properly maintained and repaired to keep roads safe for my family and yours.

Thanks to the strong leadership and persistence of many of you here today, improvements were made to the Indian Reservations Roads (IRR) Program funding formula to increase simplicity and transparency. Through your input and recommendations, I worked to ensure that the Great Plains region would not be negatively impacted by these changes. Overall, the Great Plains region will receive an increase in funding, and large land-based tribes will receive a fairer share of the funds. Additionally, funding for the Public Transportation on the IRR Program was increased to \$30 million for each fiscal year.

I believe this bill is a positive step toward improving transportation investment and safety across the country, while also increasing flexibility and transparency in federal transportation programs. Thank you again for inviting me to be there today, and thank you also for your continued commitment to improving safety in your communities. I look forward to hearing the positive results that come from this summit.

Kindest regards,



JOHN THUNE
United States Senator

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