Today’s Presenters

• Moderator
  SD2005-14 Improving Motor Vehicle Crash Reporting on Nine South Dakota Indian Reservations
  David Huft, South Dakota Department of Transportation

• NCHRP Report 788 – Guide on Effective Tribal Crash Reporting
  Project Overview
  David Noyce, University of Wisconsin-Madison

• NCHRP Report 788 – Guide on Effective Tribal Crash Reporting
  Research Methods & Findings

• NCHRP Report 788 – Guide on Effective Tribal Crash Reporting
  Research Application
  Alyssa Macy, Confederated Tribes of Warm Springs, Oregon
NCHRP is...

A state-driven national program

• The state DOTs, through AASHTO’s Standing Committee on Research...
  - Are core sponsors of NCHRP
  - Suggest research topics and select final projects
  - Help select investigators and guide their work through oversight panels
NCHRP delivers...

Practical, ready-to-use results

- Applied research aimed at state DOT practitioners
- Often become AASHTO standards, specifications, guides, manuals
- Can be directly applied across the spectrum of highway concerns: planning, design, construction, operation, maintenance, safety
A range of approaches and products

- Traditional NCHRP reports
- Syntheses of highway practice
- IDEA Program
- Domestic Scan Program
- Quick-Response Research for AASHTO

Other products to foster implementation:
- Research Results Digests
- Legal Research Digests
- Web-Only Documents and CD-ROMs
NCHRP Webinar Series

• Part of TRB’s larger webinar program
• Opportunity to interact with investigators and apply research findings.
Research Motivation

• Motor vehicle crashes contribute significantly to Native American death and injury
• Crashes on Indian lands in South Dakota appear to be significantly underreported
• Complete and reliable crash data is needed to:
  - Identify and correct safety problems
  - Substantiate need and funding requests
  - Resolve insurance claims for motorists
  - Ultimately, save lives
Potentially Contributing Causes

• Lack of trained and experienced law enforcement staff
• Unclear or misunderstood state reporting requirements
• Varying crash reporting policies among tribal administrations
• Limited availability of electronic databases and technology
• Concern about ultimate uses of crash data
• Privacy concerns
• Conflicting requirements by SD and BIA
• Different crash investigation and reporting protocols
• Poorly established networks of communication
• Inadequate institutional arrangements
Study Participants

Memoranda of Understanding

- Flandreau Santee Sioux Tribe
- Standing Rock Sioux Tribe
- Cheyenne River Sioux Tribe
- Sisseton-Wahpeton Oyate
- Yankton Sioux Tribe
- Rosebud Sioux Tribe
- Oglala Sioux Tribe
- Crow Creek Sioux Tribe
- Lower Brule Sioux Tribe
- SD Dept. of Transportation

Partners

- Indian Health Service
- Bureau of Indian Affairs
- National Highway Traffic Safety Administration
- Federal Highway Administration
- Northern Plains Tribal Technology Assistance Program
- SD Tribal Government Relations
- SD Dept. of Public Safety
- ICF International
Study Goals

• Describe and evaluate current practices
• Identify barriers
• Recommend practical improvements
• Improve the completeness and quality of crash data reported to SD Department of Public Safety for calendar year 2005
• Facilitate crash reporting agreements between tribal governments and the SD Department of Transportation or Public Safety
Field Visits
Other Input

- BIA Law Enforcement Meeting
- Montana – FHWA Division
- Wisconsin Department of Transportation
- Inter-Tribal Council of Arizona
- Navajo Nation
Findings: Crash Reporting Concerns

• Legal Framework
  - Tribal sovereignty
  - Tribal laws and codes
  - SD state statutes

• Law Enforcement
  - Training on reporting form
  - Tribes’ internal data systems
  - Staff shortage

• Political
  - Lack of political support from tribal government
  - Use of personal identifiers (some tribes)
Findings

Crashes Reported for 2005
Within Reservation Boundaries (2000 Census)

- Cheyenne River Sioux
- Crow Creek Sioux
- Flandreau Santee Sioux
- Lower Brule Sioux
- Oglala Sioux/Pine Ridge
- Rosebud Sioux
- Sisseton-Wahpeton Sioux
- Standing Rock Sioux
- Yankton Sioux

Legend:
- State, County, City
- Tribal/BIA Law Enforcement
- Collected by Study
Benefits of Collected Data

Traffic Crashes in Eagle Butte
Cheyenne River Indian Reservation

2005 Previously Collected Crashes

2005 Collected by Study
# Tribe by Tribe: Crash Reporting Challenges

<table>
<thead>
<tr>
<th>Tribe</th>
<th>Full Crash Report</th>
<th>Enforcement Capacity</th>
<th>Tribal Data System</th>
<th>Data Sharing w/ State of SD</th>
</tr>
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<tbody>
<tr>
<td>Cheyenne River</td>
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<tr>
<td>Crow Creek</td>
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<td>Flandreau-Santee</td>
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<td>Lower Brule</td>
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<td>Oglala Sioux</td>
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<td>Rosebud Sioux</td>
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<tr>
<td>Sisseton-Wahpeton</td>
<td>(SDHP)</td>
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<td>Standing Rock</td>
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<tr>
<td>Yankton Sioux</td>
<td>(N/A)</td>
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<td></td>
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</tr>
</tbody>
</table>
Best Practices: SD Tribes

• Primary Collection Phase
  - Flandreau Santee Sioux
  - Rosebud Sioux
  - Indian Highway Safety officers

• Data Processing Phase
  - Rosebud Sioux: Cisco software
  - Flandreau Santee Sioux: spreadsheet
  - Oglala Sioux: spreadsheet, dedicated staff
Pathways to Full Crash Reporting

• Paper-based system
• Specialized software systems
  - Cisco
  - Other software packages
• TRACS software system
  - Crash data input at roadside or office
  - Software provided by State of South Dakota
  - Electronic input to SD Accident Reporting System
Researchers’ Recommendations

• SDDPS: Provide training tailored to tribal law enforcement
• SDDOT/SDDPS: Work with tribal councils and governments to establish crash reporting as a priority for tribal and BIA law enforcement
• SDDPS: Provide funding opportunities for tribes to improve crash reporting & tracking
• SDDPS: Make reporting as easy as possible (e.g., TRACS)
• SDDOT: Provide funding opportunities for hazard elimination on tribal lands
Relationship to NCHRP Report 788

- SD2005-14 inspired research suggestion from Northern Plains TTAP to NCHRP
- NCHRP Project 17-49 significantly expanded research to national venue
- NCHRP Report 788 expands breadth and depth of research findings
Today’s Next Presenter

- NCHRP Report 788 – Guide on Effective Tribal Crash Reporting Project Overview
  David Noyce, University of Wisconsin-Madison
NCHRP Report 788 – Guide on Effective Tribal Crash Reporting

David A. Noyce, Ph.D., P.E., F.ASCE
Principal Investigator
Underreporting (or no reporting) of crash data that involves crashes on Tribal lands creates a significant void in data necessary to support State Department of Transportation (DOT) and Tribal safety programs.

Imperative to identify and facilitate the implementation of complete, accurate, and timely Tribal crash reporting systems and to document how these systems can contribute to more effective transportation safety programs.
Research Objectives

- Produce a guide for the development and implementation of effective tribal crash reporting programs in order to improve tribal transportation safety planning and programs.

- The guide provides:
  - Root 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;
  - Effective communication, cooperation, and collaboration strategies;
  - Recommendations on implementing crash reporting programs.
The guide provides:

- Methods that state and federal agencies can use to assist tribes on the implementation of safety programs, including methods to access appropriate funding sources;
- Recommendations on how the implementation of effective tribal crash reporting systems can be used to improve transportation safety planning and programs;
- Applicability to tribes across the United States, taking local laws, regulations, and cultural and political differences into account; and
- Methods to evaluate and communicate the effectiveness of the programs identified in the guide.
Project Information

NCHRP 17-49 Guide for Effective Tribal Crash Reporting

- Funds: $200,000
- Contract Time: 18 months
- Authorization to Begin Work: 8/1/2011
- Contract Completion Date: 3/15/2013
- NCHRP Staff Responsibility: Christopher J. Hedges
Success Story - NCHRP 17-49 Team

David A. Noyce, Ph.D., P.E.
Principal Investigator

Kevin Chesnik, P.E.
Team Leader
DOT Coordination
Program Development

Alyssa Macy
Tribal Communication
Tribal Coordination
Program Development
Report Writing

Brian Kowalkowski
Tribal Communication
Data Collection

Xiao Qin, Ph.D., P.E.
Data Collection
Data Analysis
Program Development

UW-Madison Researchers
Data Collection
Data Analysis
Program Development
Report Writing
Data Sources

- 225 tribes selected for the mailing list for survey information.
- Tribes selected based on the Indian Reservation Roads (IRR) data base information. Screened by number of routes a tribe has in the IRR Data Base. Tribes with more than 25 IRR routes were included.
- 48 Tribes included, with support form many others.
Keys to Project Success

- Communication!
- Survey instrument developed to support communication.
- Letter to selected tribes.
- Attended the South Dakota Tribal Safety Summit, National Tribal Transportation Conference, Intertribal Transportation Association Conference
- Continued creation of communication and coordination with tribal contacts.
- Develop DOT, BIA and other government contacts and research participation.
- Success stories.
Guidebook Overview

- Guidebook developed based on:
  - Best practices
  - Success stories
  - Lessons learned
  - Published literature, and
  - Data from Tribes and States that were involved in the data collection and analysis phase of this research
“A Crash reporting system can help implement ideas from the safety plan. So many times we see new construction with no implementation of the ideas brought up in our meetings and/or safety plan.”

--- Robert Brandenburg
Chief of Police
Lac du Flambeau Tribe

“The benefit is improvement of high traffic areas which have blind spots.”

--- Brandon Achechek
Executive Director
Native Village of Scammon Bay

“A crash reporting system can reduce accidents, plan for future expansions, and changing current problems areas.”

--- Robin Souvenir
Chief of Police
Shoalwater Bay Indian Tribe

Benefits to effective crash reporting

- Facilitating identifying traffic safety issues on tribal lands
- Promoting funding opportunities
- Saving lives on tribal lands

Communication is the key

- Convey the concerns and requests to the state agency via formal meetings or informal talk with the tribal liaison.
- Reach agreements with state agencies (e.g. MOU).
- States can provide with training and assistance for system implementation.
- With crash data states can help identify and improve problem areas.

Guide to Effective Tribal Crash Reporting

A Choice for Improving Traffic Safety on Tribal Lands and Saving Lives
A Guide to lead you through the tribal crash reporting process

- A Guide for both tribes and state agencies, which creates a best practice of tribal crash reporting
- A complete process with multiple topics in each step and alternatives to suit the capability and resource of tribes and state agencies
- Information available on applying federal and state grants for low-cost implementation
- How states can help train tribal law enforcement officers at the state academy
- How tribes can work with the state to identify safety issues and improve traffic safety on tribal lands

Guidelines to follow

- Establish and maintain communication and relationship between tribes and states
- Establish tribal crash data collection system
- Establish the tribal-state crash data sharing system
- Improve tribal traffic safety using the crash data
- Self-Assess the effectiveness of tribal crash reporting

Case studies of success stories

- Tribal liaison
- Tribal crash report form filling
- Tribal crash data processing and sharing with the state agency
- Maintaining state-tribal relationship

The full Guide can be downloaded at

Case Study Flyer

Guide for Effective Tribal Crash Reporting
Case Study: Tribal Crash Data Report
Form Filling

Source
- Adapted from a South Dakota Department of Transportation Study.

Situation
- Crashes on Indian reservations in South Dakota were significantly underreported.
- The first phase in the tribal crash reporting process is filling out tribal crash report forms at the crash scene.
- In this phase, an officer visits the scene of a crash and fills out one or more reports on the crash. Issues happened or originated in the crash data collection phase.

Identified Issues
- Issue 1: Inconsistent training for officers who work on reservations through BIA. The inconsistency was also due to the lack of communication about new forms and procedures in place at the South Dakota Department of Public Safety (SDDPS). As a result, law enforcement officers on tribal lands were sometimes unfamiliar with the South Dakota crash forms. Also personal ties between tribal or BIA officers and state officials, which could otherwise improve crash reporting, may be missing.

“737 crashes were documented by tribal and Bureau of Indian Affairs (BIA) law enforcement agencies for nine reservations in 2005. However, only 52 crashes were reported with enough detail to be included in the South Dakota Accident Reporting System.”

Practice Implemented
- **Practice to address Issue 1:** Provision of training. Law enforcement officers must be trained in basic crash reconstruction. Supervisors must prioritize and make time for forms to be filled out, and BIA must implement full crash reporting as part of its mission in reservation law enforcement. The law enforcement officers are trained at the South Dakota Police Academy operated by the Division of Criminal Investigation in the Office of the Attorney General. By undergoing training specific to South Dakota law enforcement, the officers are more familiar with the state’s crash report form.

- **Practice to address Issue 2:** Special training on crash reconstruction. Several tribes in South Dakota have received grants from the Indian Highway Safety office of the BIA. These grants generally provide funds for a highway safety officer who has special training in crash reconstruction and reporting. For example, at the Cheyenne River Sioux Tribe, the highway safety officer is certified in full crash reconstruction. At the Rosebud Sioux Tribe, the highway safety officer also reviews crash reports made by other police officers.

- **Practice to address Issue 3:** Law enforcement mutual aid with neighboring agencies. For example, the Flandreau Santee Sioux Tribe fully reports its crashes to the state. The tribal police force operates under special circumstances, however. The tribe and the City of Flandreau have formed a combined police department that provides law enforcement services to both the city and the reservation.
Thank you!

David A. Noyce, Ph.D., P.E., F. ASCE
University of Wisconsin-Madison
danoyce@wisc.edu
NCHRP Report 788 – Guide on Effective Tribal Crash Reporting
Why is Reporting Crash Data Necessary?

- Underreporting (or no reporting) of crash data that involves crashes on Tribal lands creates a significant void in data necessary to support State Department of Transportation (DOT) and Tribal safety programs.

- It is therefore imperative to identify and facilitate the implementation of complete, accurate, and timely Tribal crash reporting systems and to document how these systems can contribute to more effective transportation safety programs.
Research Approach

- **Overview**
  - Research approach was designed to be query-based data collection and analysis.
  - A data collection tool was developed to gather data from various tribal and state agency stakeholders.

- **Selection of tribes and states to query**
  - Based on IRR (Indian Reservation Roads) miles.
  - Fiscal Year 2010 IRR inventory published by the BIA Department of Transportation (BIADOT) was used as basis for state and tribe selection.
Research Approach

- **Selected Tribes**
  - Tribes that had 25 or more routes identified on the IRR system.
  - A total of 221 tribes were selected to be included in the query process.

- **Selected States**
  - Ninety-four percent of the IRR roadway mileage amount was found to be located in 16 states.
### Research Approach

- **Selected States**

<table>
<thead>
<tr>
<th>State</th>
<th>IRR Route Mileage Reported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oklahoma</td>
<td>21,028.5 miles</td>
</tr>
<tr>
<td>Alaska</td>
<td>15,456.4 miles</td>
</tr>
<tr>
<td>Arizona</td>
<td>14,744.5 miles</td>
</tr>
<tr>
<td>New Mexico</td>
<td>10,464.1 miles</td>
</tr>
<tr>
<td>Montana</td>
<td>9,682.0 miles</td>
</tr>
<tr>
<td>South Dakota</td>
<td>9,515.0 miles</td>
</tr>
<tr>
<td>Minnesota</td>
<td>6,933.3 miles</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>6,341.5 miles</td>
</tr>
<tr>
<td>Washington</td>
<td>5,326.0 miles</td>
</tr>
<tr>
<td>Utah</td>
<td>5,187.3 miles</td>
</tr>
<tr>
<td>Michigan</td>
<td>4,916.1 miles</td>
</tr>
<tr>
<td>California</td>
<td>3,362.6 miles</td>
</tr>
<tr>
<td>North Dakota</td>
<td>2,913.3 miles</td>
</tr>
<tr>
<td>Idaho</td>
<td>2,722.4 miles</td>
</tr>
<tr>
<td>Wyoming</td>
<td>2,011.8 miles</td>
</tr>
<tr>
<td>Oregon</td>
<td>1,779.3 miles</td>
</tr>
</tbody>
</table>
Research Approach
Methodology: Tribal Survey

- Surveys were distributed to 225 Tribes with more than 25 IRR routes.
- Forty-eight (48) tribes from 15 states completed and returned the survey.
Research Approach

- **Tribal data collection queries**
  - What tribal crash reporting systems currently exist and how are these systems facilitated?
  - What are the best methods for communicating the benefits of crash reporting?
  - How can we improve the communication and cooperation between state and tribal governments?
  - What tools are needed to implement a crash reporting system?
  - What resources are needed to implement a crash reporting system?
  - What can the state agency do to help tribes in implementing a crash reporting system?
  - How can a crash reporting system help the tribe?
  - How can a crash reporting system contribute to more effective transportation safety program?
  - What is the threshold of success (i.e., baseline) that quantifies which safety programs may be utilized?
  - What local laws and regulations inhibit the tribe from reporting crash data?
  - What cultural or political differences inhibit the tribe from reporting crash data?
  - What is the law enforcement capacity of the tribe and the consistency of law enforcement personnel?
  - What equipment, software, and training are available to establish a crash reporting system?
  - Does the tribe have experienced personnel for the writing, filing, and reporting of tribal crash reports to state (or other) agencies?
  - Does the tribe have experienced grant writers for applying for state and federal financial support of the crash reporting system?
  - What are the issues with state funds (i.e., DBE requirements, profit, and grants)?
Research Approach

- **State agency data collection queries**
  - Determine the number of recognized tribes in state and associated land area and roadway miles;
  - Does the state have someone designated as a tribal liaison?
  - What is the background and experience of this individual?
  - What programs or incentives have been established to maintain or improve tribal communication?
  - To what extent is tribal crash records unreported or reported?
  - What methods have been created to establish tribal safety records and identify safety needs and associated countermeasures?
  - How is funding established to support these programs?
  - What can be done to improve or expand the source and amount of available funding?
Summary of Interim Report
- Findings: Challenges and Things to be Improved (From Tribal Survey)

• Reasons for Not Reporting Crashes to the State Agency
  o Detailed reasons indicated in the surveys include:
    – (1) The tribal council has decided not to disseminate the crash records unless non-member is involved in the crash. And, this tradition has been there for many years;
    – (2) Reporting crash data to the state is in contradiction with the sovereign status of the tribe;
    – (3) Council has a strict policy of sharing information like crash data;
    – (4) There is fear of losing tribal sovereignty;
    – (5) The tribe does not have a working relationship with the state;
    – (6) The state does not recognize the jurisdiction authority of the tribe;
    – (7) Reporting to state is not a high priority, and there is also lack of personnel when the personnel has other priorities.
• Resources and Assistance Needed from the State Agency

  o Resources needed include:
    – (1) Knowledge of what data is needed;
    – (2) New and better mapping system;
    – (3) Incorporation of the MMUCC data into the state crash form;
    – (4) More up-to-date equipment like computers and LIDAR.

  o Assistance needed include:
    – (1) Assistance of registration in the state crash report site;
    – (2) Assistance of training at the police academy;
    – (3) States accepting redacted crash data;
    – (4) More funding support and assistance in applying federal funding and grants;
    – (5) Assistance in supporting law enforcement;
    – (6) Explanation of the benefits of having the crash data system;
    – (7) Assistance in software training;
    – (8) A liaison between the state and tribal agencies;
    – (9) Better communication;
    – (10) Assistance in comparing statistical information.
Summary of Interim Report
- Findings: State Best Practice

- Best Practice Identified from Grade A&B States
  - Showcase success stories based on the tribal and DOT survey answers from several Grade A&B states, which **successfully established relationships** between tribes in terms of tribal crash reporting.
  - The best practices included in the Interim report are from the states of:
    - South Dakota
    - Wisconsin
    - Arizona
  - The included best practices are three typical examples found in the research report.
A Guidebook on Reporting Crash Data

- Intended Audience
  - Any Tribal member involved in law enforcement, crash data collection, crash data dissemination and analysis, or communication with State agencies.
  - Any member of a State DOT or crash data collection agency who is assigned to work with Tribal communities in obtaining crash data and supporting safety improvements.

- How to use the Guide?
  - Reader begins with completing the self-assessment tool included in Part 1.
  - The results of the self-assessment will also lead readers to the appropriate chapters of Part 2 of the Guidebook.
The Guidebook Overview

- Guidebook developed based on:
  - Best practices
  - Success stories
  - Lessons learned
  - Published literature, and
  - Data from Tribes and States that were involved in the data collection and analysis phase of this research

<table>
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<tr>
<th>Stage</th>
<th>Step</th>
<th>Description</th>
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<tr>
<td>ASSESS</td>
<td>State and Tribal Self-Assessment</td>
<td>Part 1</td>
<td>Chapter 1  Chapter 2</td>
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<td>COMMUNICATE</td>
<td>Building Relationships between State and Tribes</td>
<td>Part 2</td>
<td>Chapter 1</td>
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<td>DEVELOP</td>
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<td>Chapter 2</td>
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<td>IMPLEMENT</td>
<td>Implementing State-Tribal Crash Data Sharing</td>
<td>Part 2</td>
<td>Chapter 3</td>
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<tr>
<td>ENHANCE</td>
<td>Improving Tribal Traffic Safety using Crash Data</td>
<td>Part 2</td>
<td>Chapter 4</td>
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</tbody>
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PART 1 OVERVIEW AND SELF-ASSESSMENT
## Self Assessment Tools

### Assessment for Tribal Agencies
- Self-Assessment for Implementing Tribal Crash Data Collection System
- Self-Assessment for State-Tribal Crash Data Sharing
- Self-Assessment for Tribal Traffic Safety Improvement

<table>
<thead>
<tr>
<th>Assessment Question 1. What is your current crash data collection method(s)?</th>
<th>Answer</th>
<th>Response</th>
</tr>
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<tbody>
<tr>
<td>Data not collected</td>
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<tr>
<td>Paper form</td>
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<tr>
<td>Computerized - at time of incident with laptop in vehicle</td>
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<tr>
<td>Computerized - completed later</td>
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</table>

<table>
<thead>
<tr>
<th>Assessment Question 6. Is there an agreement (e.g., MOU) in place between your Tribe and the State agency for crash data sharing?</th>
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<td></td>
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<table>
<thead>
<tr>
<th>Assessment Question 1. Does your Tribe use crash data to identify the locations with a high number of crashes?</th>
<th>Answer</th>
<th>Response</th>
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<tbody>
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<td></td>
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<tr>
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## Self Assessment Tools

### Assessment for State Agencies

- Self-Assessment for Effective Communications with Tribes
- Self-Assessment for State-Tribal Crash Data Sharing
- Self-Assessment for Assistance in Tribal Traffic Safety Improvement

<table>
<thead>
<tr>
<th>Assessment Question 1. Does the State agency have a standard method or process for State agency/Tribal interactions?</th>
<th>Answer</th>
<th>Response</th>
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</thead>
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<th>Assessment Question 3. What method(s) are supported by the State agency for Tribes to submit crash records?</th>
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<tr>
<td>Electronic/Online</td>
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<td>Part 2: Chapter 3</td>
<td></td>
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</table>

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<thead>
<tr>
<th>Assessment Question 3. Does the State agency provide Tribal agencies with shape/tailor proffered engineering solutions/countermeasures to best suit Tribes?</th>
<th>Answer</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Continue</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>Part 2: Chapter 4</td>
<td></td>
</tr>
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</table>
PART 2 GUIDE FOR EFFECTIVE TRIBAL CRASH REPORTING
Chapter 1 Establishing and Maintaining Communication and Relationship Between Tribes and States

- This section provides guidance on how a Tribe and a State agency can maintain effective communication and develop mutual understanding.

- Primary components include:
  - Creating Tribal Liaisons: Establish a State agency point of contact for Tribe/State communication and cooperation.
  - Develop and Maintain Tribal Contact Database: Know who to contact and the roles key Tribal members have related to crash reporting.
  - Standard Procedures for Communications and Meetings: Create a standard procedure that outlines the communication and meeting process with Tribes is beneficial to keeping a consistent Tribal communication practice within the State agency.
Primary components include (Cont’d):

- **Communicating Interests and Concerns:** Encourage Tribes to express and convey their interests or concerns to the State agency through formal meetings with the State agency or informal communication with the Tribal Liaisons. One of the most significant barriers in developing effective Tribal crash reporting systems is a Tribe’s concern about sharing crash data with State agencies.

- **Employing the Transportation Agency/ Tribal Collaboration Guidebook:** Use the principles presented in NCHRP Report 690 to provide additional insight into successful communication, cooperation, and coordination strategies between transportation agencies and Tribal communities.
Role of Tribal Liaison

State Transportation Agency
- Technical Staff
- Decision Makers
- Tribal Liaisons

Tribes and Government Agencies
- Tribes
- State Office of Indian Affairs
- BIA Offices
- Other State and Federal Agencies

Standard formal State-Tribe consultation procedure

Standard State-Tribe Communication Procedures

Communication Protocol
- Standard correspondence types
- Standard carbon copy (CC) recipients for electronic copies of the correspondence
- Standard procedure for delivering time sensitive information
- Periodical maintenance of tribal contacts list

Consultation Protocol for Policy & Statewide Issues
- Consultation meetings
- Meeting notification process
- Tribal review of draft documents
- Workgroups and Indian Transportation Policy Advisory Committees
- Tribal participation on formal DOT committees
- Protocol implementation
Chapter 2 Tribal Crash Data Collection System

- This section presents topics related to establishing a Tribal crash data collection system that meets the above mentioned criteria.
- Primary components include:
  - Benefits of Crash Data Collection System: State Agencies may need to demonstrate the benefits of a crash data collection system and provide the data collection tools.
  - Tribal Concerns with Collecting Crash Data: State agencies must be aware of the common concerns that Tribes have with crash reporting and work with Tribes to resolve these concerns.
  - Law Enforcement Assistance Agreements on Tribal Roads: Law enforcement assistance agreements (mutual aid) can overcome a lack of law enforcement resource under emergency conditions and provide additional resources for crash reporting.
Primary components include (Cont’d):

- **Funding for Implementing the Crash Data Collection System**: State agencies should work with Tribes in generating the resources needed to implement the crash data collection system and program.

- **Implementing the Tribal Crash Data Collection System**: Implementing the Tribal crash data collection system after resources have been obtained.

- **Creating a Tribal Crash Database**: A Tribal crash database that can store, archive, query, and share crash records will assist Tribes in future safety analyses and grant applications.
Chapter 3 State-Tribal Crash Data Sharing

- Tribes share the collected crash data with the State agency while the State agency offers access of State crash database for retrieval of the shared crash data for analysis purpose.

- Primary components include:
  - Concerns and Benefits of Sharing Crash Data: Tribes and State agencies must be aware of the concerns and the benefits with sharing crash data.
  - Crash Data Sharing Agreement: Creating a crash data sharing agreement, or MOU, defines the problem both the State agency and the Tribe intend to solve, states the goal and objective, and includes both the Tribe’s and State agency’s agreement.
  - Establishing a Tribe-State Crash Data Sharing System: Once an MOU is signed between the State agency and the Tribe, the Tribe may seek assistance from the State to implement the crash data sharing system.
  - Providing Access to the State Crash Database: Crash data sharing is mutually beneficial between Tribes and the State agency.
Standard crash data collection and sharing process

1. Source: Ceifetz 2012
This section covers topics related to how Tribes and the State collaborate to improve Tribal traffic safety using the reported Tribal crash data.

Primary components include:

- **Engineering Studies to Identify and Address Tribal Traffic Safety Issues**: Comprehensive Tribal crash data allows for crash studies to be completed, such as the road safety audit, to identify Tribal traffic safety issues.

- **Grants (funding) for Tribal Roadway Safety Improvements**: After safety issues are identified on Tribal roads, Tribes can seek grants or funding to support their roadway safety improvement projects.
State-Tribal Crash Data Sharing

1. Source: Shinstine and Ksaibati, 2013-1
Thank you!
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Questions?