

Traffic Accident Reporting on Indian Reservations in Montana (TARS)
Final Report

by

Cordell Ringel

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Western Transportation Institute
College of Engineering
Montana State University – Bozeman

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ABSTRACT

Investigation and reporting of motor vehicle accidents by federal, state, and local governments into established databases (usually state departments of transportation) have been in effect for many years. This accident data is statistically analyzed and used to establish overall trends in accident history. The data is further analyzed to identify and develop counter measures to reduce accidents and fatalities, correct safety deficiencies, and develop safety programs to reduce accidents and encourage safer driving by the traveling public.

Historically, traffic accident reporting from Indian Reservations in Montana into the Montana Highway Patrol (MHP) statistical database by BIA and Tribal Police has been almost non-existent. This is confirmed statistically by data from the Montana Department of Transportation (MDT) and is further confirmed by a letter from MDT to Mr. Bruce Meyers, Office of the Governor, Coordinator of Indian Affairs, which states, "...that traffic accident reports investigated by Tribal and BIA Police seldom get forwarded to the Montana Highway Patrol for inclusion in the statewide statistics and traffic analysis."

Statistics developed from "Montana Indian Fatality Crash Information" prepared by the Traffic Safety Bureau, Montana Department of Transportation (MDT), show that traffic fatalities among Native Americans in Montana are nearly three times that of non-Native Americans. This report shows that from 1991-1999 fatalities among Native Americans averaged 15.6% of the statewide fatalities while the average Native American population of the state for the same period was only 6.1%. Given that traffic accidents from the Reservations are seldom reported into the state database, it is conceivable that the fatality rate among Native Americans may significantly under reported.

This project was initiated to determine the root cause for the historically low reporting of motor vehicle accidents to the MHP database from BIA and Tribal law enforcement personnel on Montana's Indian Reservations. The project looked at the problem from the Tribal and reservation law enforcement perspective to determine where the break down was in the traffic accident reporting process.

Individual meetings were held with all of the Tribal Councils for the Tribes in Montana except the Confederated Salish and Kootenai Tribes at Flathead. The primary objective was to determine if the Tribes supported reporting traffic accidents to the State. These meetings were vary objective and offered the Tribes an opportunity to express their views openly in their own council meetings. The Tribes all expressed some concerns about the accident reporting process, most of which related to confidentiality of data, past Tribal State relations and a certain mistrust of dealing with the State. Of the six Tribes visited, about half supported reporting traffic accidents using the existing system and policies; and the other half were opposed to reporting for various reasons. Some of the reasons expressed by the Tribes included: confidentiality of data, jurisdictional issues, sovereignty of Tribes, concern about racial stereotyping, a general mistrust of state, past experiences of dealing with the state, etc.

The Tribes realized the importance of collecting and reporting crash data. Some were willing to share data with the state and other expressed interest in developing a Tribal database or contributing data to a federal system, such as BIA. Some Tribes indicated a willingness to share selective data if the State was willing to modify the data input fields to be selective and remove specific data elements that referred to personal information about tribal members.

It was apparent in discussions with the MHP, BIA and Tribal law enforcement office that there is no clearly established policy on the traffic accident reporting process. Local BIA and Tribal law enforcement offices are all working under their own policies, which for the most part are not well defined. The national BIA office is also lacking on any clear policy on traffic accident reporting. Although the MHP has clear established policy for the state and other jurisdictions, there are still issues which are not clear as to how traffic accident reporting is to be accomplished on Indian reservations.

These issues are not insurmountable, but will require much more effort and clearly developed and established policy from the BIA, Tribes, and the State. It is likely that one policy will not fit all Tribes and their may have to be some exceptions or variations allowed for between Tribes, BIA and the State.

The gathering of traffic records data is absolutely essential to Tribes, the BIA and the State. It is only through the collecting, analyzing and utilizing this data that effective safety programs can be developed and implemented at all levels of government within the state. The use of this data then becomes the catalysis for lowering the loss of life and injury rate on reservations in the state and throughout the state as a whole.

This process will be further enhanced by the development of new technologies for collecting, reporting and utilizing this data.

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1. INTRODUCTION

This final report is submitted as required by section VI, Reporting Requirements, in Contract EC 060-02-Z2604.

This report will accomplish the following:

- (1) Summarize the work accomplished for this project
- (2) Provide WTI a final report for this project
- (3) Provide opportunity for feedback, suggestions, or changes that may be beneficial to the final report
- (4) Provide the opportunity for a peer review of work completed
- (5) Meet contract requirements

2. TASK 1: PROJECT MANAGEMENT

A "Statement of Work" was developed which established the purpose for this project and outlines the specific problems associated with crash reporting on the reservations in Montana. It outlines the methods and processes to be used, the information to be presented to Tribal Governments and information to be obtained from the Tribal Councils. It identifies other potential stakeholders and outlines their possible roles and involvement.

"Statement of Work" Appendix I, Exhibit 1.

I. Preliminary Research into Accident reporting process on Indian Reservations -- Contacts and brief overview of discussions, summary of meetings held and data collected for the project.

1. Made presentation to Safety Management Steering Committee on behalf of Steven Albert, WTI, who was unable to attend. A copy of the letter requesting presentation, meeting agenda, and minutes from the meeting prepared by Pierre Jomini, Safety Engineer are included.

Appendix II, Exhibits 1, 2, 3.

Appendix I, Exhibit 2. Power Point Presentation presented to the MDT Safety Management Steering Committee.

2. Bruce Meyers, Office of the Governor, Coordinator of Indian Affairs

- a. We discussed the letter sent to his office dated August 17, 2001 from Dave Galt, Director MDT, in reference to Traffic Accident Investigation Reports. Mr. Meyers recalled the letter, but stated, that no action had been initiated and indicated it was not a priority on his agenda for the immediate future.

Appendix II, Exhibit 4, Letter from MDT to Bruce Meyers.

Note: Mr. Meyers has subsequently resigned from his position as Coordinator of Indian Affairs in the Governor's Office and a new appointment has not been made.

3. Ed Naranjo, Division V Commander, Bureau of Indian Affairs (BIA) -- Criminal Investigation Section.

- a. We discussed the accident reporting study. Mr. Naranjo acknowledged that accident reporting was important and that it likely was not being done. He noted that traffic management was not their officer's highest priority and acknowledged that accident reporting was not a high priority of most of the police departments. He did offer his full support to the study and to improving the accident reporting process. He indicated that once study was complete and recommendations made, he would work to help implement those recommendations in the Tribal and BIA Law enforcement Departments.

Appendix I, Exhibit 3, Meeting Report.

4. Telephone interview with John Sery, Indian Health Service (IHS), Injury Prevention Program.

- a. Discussed the accident reporting system with Mr. Sery. Although not directly involved in accident reporting, IHS collects data from individuals admitted to the IHS hospitals and clinics on the Reservations, consequently, they have considerable data on accident victims admitted into their facilities. Some information on location and cause of accidents is available from Emergency Medical Services (EMS). There have been some attempts to correlate this data with that reported by local Law Enforcement Agencies, but without much success. This information is another source of data that may be utilized in the traffic accident reporting process.

Mr. Sery was supportive of the study and interested in future communications as the project developed. He was also interested in possible correlation of data and results.

5. Lloyd Rue, Craig Genzlinger, and Michael Duman, Federal Highway Administration (FHWA), Division Office in Helena.
 - a. Discussed this project from FHWA's perspective. As the Federal Agency responsible for oversight of transportation programs in Montana they expressed interest and concern about the high accident statistics on Indian Reservations.
 - b. They provided copies of trip reports from 1996 that referenced visits made by FHWA and MDT to some of the reservations where they attempted to improve the accident reporting process. Their efforts largely focused on Tribal and BIA safety committees arranged by transportation planners and not on Tribal Governments and Tribal Councils. There was no apparent follow-up on their work and little change in the accident reporting process occurred as a result of their efforts.
 - c. They indicated their support for the study.

Appendix I, Exhibit 4, Meeting report,

Appendix II, Exhibit 5, 1996 FHWA and MDT "Preliminary Meeting on Transportation and Safety Issues on Indian reservations"

6. A presentation on the Traffic Accident Report Study was made to the annual Rocky Mountain/Great Plains Regional Tribal Transportation Planning Conference in February 2002.

Appendix I, Exhibit 5, Power Point Presentation "Billings Tribal Transportation Meeting" Billings, Montana, February 2002

7. Joseph Bonga, Regional Engineer, and Janelle White, Staff Engineer, Northwest Regional Office (NWRO), Bureau of Indian Affairs (BIA)
 - a. The Northwest Regional Office of BIA submitted a Coordinated Technology Implementation Program (CTIP) proposal to the Federal Lands Highway Office in May 2001.
 - b. We discussed the similarities and differences between CTIP project and the TARS project sponsored by WTI. After reviewing the "Statements of Work"

for both projects it was determined that they were both oriented toward accident identification and safety improvements. The CTIP from NWRO deals primarily with performing safety audits of roadways every five years, developing solutions to improve the problem areas and establishing a priority system to program the project for safety improvements. The TARS is oriented more towards developing a system to accurately and consistently report crash data into a central database to provide information for identifying and programming safety improvements in the future.

- c. The CTIP project was funded for a total of \$324,000 for 3 years. This project was just getting under way so it was difficult to evaluate how it is going to be developed and carried out.
- d. It was agreed that information from the two projects should be shared and that information from each study would be beneficial to the other projects. The TARS study would be especially beneficial to the CTIP Project because it would establish a better method of developing a statistical database for identifying crash locations required in the inventories.

Appendix I, Exhibit 6, Meeting Report;

Appendix II, Exhibits 6 and 7, CTIP Scope of Work and Safety Brochure.

Note: Steve Albert, Director, WTI met Kyle Kitchell, a researcher on this project from the BIA at TRB and requested that I follow-up with him on this project because it had similarities to the TARS project.

3. TASK 2: DETERMINE ACCIDENT REPORTING PROCESS

- II. Determine the Accident Reporting Process through meetings with Montana Highway Patrol and MDT. Determine the process for investigating, reporting and submitting crash data into the MHP database. Investigate issues of confidentiality, motor vehicle licensing and insurance reporting for accidents occurring on Indian Reservations.
- III. 1. Meeting with Pierre Jomini, Montana Department of Transportation (MDT) Traffic Safety Bureau.
- a. Collected crash data reports for reservations in Montana.
Appendix II, Exhibits 8-15.
 - b. Obtained a copy of the Montana Code Annotated (MCA), Title 61, Chapter 7 preparing to Uniform Accident Reporting Act. Also reviewed the MCA- 61-7-114 on confidentiality for use of accident data and MCA 61-7-116 reporting of accidents by incorporated cities.
Appendix II, Exhibit 16.
 - c. Discussed the general nature of the project, reviewed the accident reporting process and methods to generate the statistical data and received full endorsement for the project.
Appendix I, Exhibit 7, Letter to MDT re. Traffic Accident Reporting Study.
2. Meeting with Colonel Bert Obert and Captain Randy Yeager, Montana Highway Patrol.
- a. The MHP is the owner of the accident data, so it was necessary to determine the traffic accident reporting policies and procedures used by the MHP and how they applied to other local law enforcement jurisdictions.
 - b. The process for reporting accidents were thoroughly explained and examples provided of all forms and methods used to fill out those forms. The MHP has attempted to increase the frequency of accident reporting from the reservations over the passed few years with little success, except at Flathead.
Appendix I, Exhibit 8, Meeting report.
Appendix II, Exhibits 17-19, Accident Reporting Forms and Instructions.
 - c. There are many jurisdictional issues that often carry over into the accident reporting process. Examples, Newspaper articles from Billings Gazette, 4-14-02 and Great Falls Tribune, 5-10-02.
Appendix II, Exhibits 20 – 21.

4. TASK 3: DEVELOP TRIBAL PRESENTATIONS

Power Point presentation was prepared to present to the individual Tribal Councils in Montana to discuss and review the issues associated with traffic accident investigations on Indian Reservations and reporting accidents to the MHP data base. The presentation considered the following issues which were presented in a Power Point Presentation to the Tribal Councils:

1. History of accident reporting for reservations into the MHP data base
2. Statistical data on reporting of traffic accidents from reservations
3. Discussion of why traffic data is not being reported accurately to MHP
4. Discussion on how data is used and confidentiality issues for the Tribes
5. Tribal feedback on pros and cons of reporting traffic accident data
6. Determine position of Tribes on reporting data to the MHP data base

The first Tribal presentation was presented to Fort Peck Tribes. Based of the feedback and interaction with the Tribal Government this presentation was revised to add to, change or better clarify the issues. A copy of the original Power Point Presentation is included in Appendix I, Exhibit 9, Fort Peck Power Point Presentation.

5. TASK 4: MAKE PRESENTATIONS TO INDIVIDUAL TRIBAL GOVERNMENT

Appointments were scheduled with the Tribal Councils to make the presentation to the full Tribal Council as the presiding body of each Tribe and decision makers for the Tribal Government. Meeting times and dates were scheduled with each Tribal Chairman office and subsequently followed-up by letter. Additional follow-up was made through the Tribe's administrators office to confirm the scheduled times and dates for the presentation.

Appendix I, Exhibit 10, typical letter to Tribal Chairman requesting meeting with Tribal Council to discuss the Traffic Accident Reporting Project.

This process took considerable time to arrange available meeting times with the various Tribes. In some cases, meeting times had to be scheduled and rescheduled because of conflicts that were of higher priority for the Tribal Governments. Setting up the meetings was also complicated by Tribal elections in November for the Blackfeet, Crow, Rocky Boy and Northern Cheyenne Tribal Councils. There were some other set backs because of internal tribal problems that further complicated this process.

After overcoming these problems, meetings were finally arranged with all the Tribal Governments except Flathead, as shown below:

| | |
|----------------------------------|-------------------|
| Fort Peck Tribes (1) meeting | June 13, 2002 |
| Chippewa Cree Tribes | July 8, 2002 |
| Blackfeet Tribes (1) meeting | July 9, 2002 |
| Fort Belknap Tribes (1) meeting | July 29, 2002 |
| Crow Tribes (1) meeting | August 30, 2002 |
| Northern Cheyenne Tribe | October 7, 2002 |
| Blackfeet Tribes (2) meeting | October 22, 2002 |
| Fort Peck Tribes (2) meetings | November 20, 2002 |
| Crow Tribes (2) meeting | December 6, 2002 |
| Fort Belknap Tribes (2) meetings | January 13, 2003 |

6. TASK 5: REPORT ON PRESENTATION TO TRIBES

A brief recap of each of the meeting with Tribal Councils is presented here along with a summary of the position of the Tribal Government on traffic accident investigation and reporting to the MHP (State) data base.

Appendix I, Exhibit 11-18, Contains full meeting reports summarizing the discussions held with the individual Tribal Councils.

6.1. Fort Peck – Assiniboine Sioux Tribes

The Fort Peck Tribal Executive Board (FPEB) realized the importance of good accident investigation and reporting. They also realized that accident data is critical to promoting safety and gaining access to safety funds and programs for their people. The Tribes have some concerns about confidentiality and how the personal identifier data will be used. This is probably a carry over from other experiences the Tribes have had with the state and a general distrust that exists.

The FPEB did support reporting of data to the State in some format that queried the data to remove all personal information and reported on statistical data.

At the present time, most of the accidents are being investigated by the MHP in cooperation with the Tribal Police. It is assumed that data is being reported to the MHP data base by the investigating MHP officer and should be showing up in the MHP data base.

6.2. Chippewa Cree Tribes, Rocky Boy

The Tribal Council was generally opposed to reporting accident data to the State. The reservation has no State highway running through the reservation and the majority of the roads on the reservation are on the BIA Road System and under Tribal law enforcement jurisdiction. Accidents are investigated and reported on Tribal accident reporting forms. It was not clear how well this data is being collected and to the extent the data is being maintained. There is one person assigned to maintain the accident data but it appeared to be filed away and not used very effectively.

The Tribe Council indicated a willingness to investigate and report data into a tribally approved system. They suggested that a system needed to be developed and set in place to effectively collect the required data. The Tribal Council also realized the importance of collecting data to support highway safety programs and funding sources.

Note: There have been changes made in the Tribal Law Enforcement, Chief of Police so a re-evaluation needs to be made to determine the procedures being followed under the new administrator.

6.3. Blackfeet – Blackfeet Tribal Council

The Blackfeet Tribe has been supportive of accident reporting to the MHP database. The Tribe is concerned about the high accident rate on the Blackfeet Reservation and is actively working to reduce the number of accidents. They view reporting in the MHP database as a benefit to the accident reporting process. They have had a cooperative agreement in place between the MHP and the Blackfeet Tribe which has worked effectively in the accident reporting process. Even though this agreement has experienced some difficulty over the past years it is still functioning effectively.

Note: The Blackfeet Chief of Police stated that the Tribe calls in the Montana Highway Patrol for most of the accident investigations on the reservation except for minor accidents (fender benders). This procedure is utilized to increase accident investigation and reporting credibility and to reduce the liability in accident investigation and reporting which reduces the problem in future litigation.

6.4. Fort Belknap – Fort Belknap Community Council

Two meetings were held with members of the FBCC and considerable discussion was held. In general there was opposition to any accident reporting to the MHP. Confidentiality and mistrust of the State was the major concern and the cause of the opposition. At the present time they are not willing to report data to the state.

6.5. Northern Cheyenne Tribe

The Northern Cheyenne Tribal Council has a good understanding of the traffic accident reporting process and the benefits and consequences of reporting accidents to the State.

They realize the need to report accident data and the benefit it can provide but were not willing to provide personal data to the State. Again, there is distrust and concern about how this data will be used. The Tribe was willing to consider alternatives in accident reporting that would allow for the reporting of selective data without personal information, if an acceptable process is developed which can protect the confidentiality of the Tribal data and still provide the statistical data needed by the M.H.P.

The tribe passed a resolution supporting accident investigations and reporting in to a tribal or federal data base or reporting selective non confidential data to the state.

Note: Accidents on the N.C. reservations are generally investigated by the MHP at the request of the BIA- law enforcement office and it assumed that accident reports are submitted to the MHP data base.

6.6. Crow Tribe

The Crow Tribe has been supportive of reporting accident data to the MHP. The problem is more logistical than an issue with reporting. The BIA Law Enforcement generally calls in the MHP for investigation of major accidents. Again this is to provide better information from more qualified accident investigators.

The Crow Chief of Police is very concerned about improving the quality of accident reporting and improving the accident reporting process.

General Note: Information presented and summarized in these reports reflects the position of the sitting Tribal Councils or Executive Boards at the time of the meeting were held and these positions are subject to change as new Tribal leaders are elected and new Tribal Councils take office. This is part of the normal political process and no different than in any other governmental body, whether it is at the national, state, county or tribal government level.

7. TASK 6: INVESTIGATE NEW TECHNOLOGIES FOR THE ACCIDENT REPORTING SYSTEM

This phase of the project was completed under a separate agreement between WTI and the Computer Science Department at Montana State University. The final report is “Electronic Accident Reporting Form”, by David Kunkle, Computer Science Graduate. The Scope of Work objectives for this task are outlined below:

Determine what can be done to reduce time, increase efficiency, accuracy, and encourage more responsive accident reporting. Explore the feasibility, development and implementation of new technologies such as PDA's, enhanced computer software, reporting via the Internet with pull down menus, GPS interface, etc. If applicable, methods of reporting can be developed as a separate phase of study. Develop a set of procedures that can be implemented at the reservation level which will encourage, train, and if possible, provide incentives for law enforcement personnel to report all accident data accurately and promptly into the State database.

The work completed in this report “Electronic Accident Reporting Form”, by David Kunkle meets the requirement of this task and the completed report is included. Appendix II, Exhibit 22,

8. TASK 7: EVALUATE THE EFFECTIVENESS OF TRIBAL TRAFFIC ACCIDENT REPORTING SYSTEMS AND RECOMMENDATIONS

To evaluate the effectiveness of traffic accident reporting on reservations in Montana several things must be considered. (1) The willingness of the Tribal Governments to participate in the accident reporting process. (2) The affect accident reporting may have on the sovereignty of the Tribes is a concern to the Tribes. (3) Past history of the Tribal – State relations on other major issues, such as, water rights, gambling, welfare, jurisdiction on reservation lands and other major issues are continually issues where the States and Tribes may have disagreements. These issues, although separate und unrelated to the problem of accident reporting still carry over when you discuss cooperative relations between the Tribes and State.

This study revealed that about half of the Tribes Governments in Montana are in favor of reporting traffic accident data to MHP (state) and realize the benefits in reporting this data. The other half of the Tribes are generally opposed to reporting data under the current system and think that some changes need to be made to assure confidentiality of the data before they can fully support the release of data to the state.

The study further revealed that a majority of the Tribal and BIA Law Enforcement Offices are routinely having the MHP assist on reservation accident investigations. It is unclear how and where accident data is reported when traffic accidents are investigated concurrently by BIA or Tribal Law Enforcement Officers and officers from the MHP. In order to determine how the data is being reported it will be necessary to set up a cooperative project with one or two of the Tribal or BIA Law Enforcement Offices and the local MHP office and track the investigation and reporting of specific accidents from accident investigation at the scene until a final accident report is generated by the investigating officers and filed either with the MHP, Tribal or BIA Law enforcement offices. The reporting process may vary between reservation and law enforcement offices, therefore the process may have to be looked at on a reservation by reservation basis.

Other important issues that directly affect the accident reporting process, but have not been considered by the Tribes or the State include the basic organizational structure of the Law and Enforcement programs at the State, Tribal and BIA level. Here in is probably the biggest problem with the accident reporting system.

The State Law Enforcement personnel probably do not have a good understanding of the Tribal and BIA Law Enforcement Programs. They do not understand the difference between 93-638 contracted Tribal and direct service BIA programs. Additionally, the Tribal and BIA Law Enforcement Programs are directed much more toward maintaining a comprehensive law enforcement program while the MHP is more oriented toward a highway traffic enforcement program.

This was apparent when discussing traffic accident investigation and reporting process with the Chief, Law Enforcement Services for the BIA in Albuquerque and the Regional Commander for the Rocky Mountain and Northwest Regions in Billings. They stated flatly that traffic enforcement was fairly low on their priority list. This is not because it isn't important; it is just that their resources are spread so thin so they concentrate their time and recourses on higher priorities that they are faced with.

In order to improve the accident reporting process there needs to be a greater emphasis placed on the accident investigation and reporting process by Tribal and BIA law enforcement. There needs to be more and better training. There needs to be additional resources allocated to this effort. Tribes need to be better educated as to the seriousness of the problem, the cost to the Tribes and the public for not doing a better job.

This is where the MHP, State, Tribal and BIA law enforcement programs can work together to assist each other in improving this over all process. If the resources are shared and used to match other available resources the programs can be expanded and improved.

Another problem is that many of the safety and injury prevention programs are provided in the form of grants to Tribes and are not well coordinated by the Tribes. Tribes need to make safety, fatalities and injuries reduction a priority by consolidating these programs to maximize the benefit to the Tribe.

The process of developing an acceptable system between the Tribes, MHP and the BIA is not insurmountable. It will take some give and take coordination to develop an acceptable process that all entities can accept and implement.

9. TASK 8: UPDATE NATIVE AMERICAN ACCIDENT DATA

Compile annual accident statistics on Native Americans to determine the effect the Accident Reporting System had on the number of accidents involving Native Americans. (To be done by others)

Completion of this task will need to be done after a process is developed to coordinate the accident reporting system between Tribes and the State. Once a system is functioning the data should be available to evaluate the effectiveness of the system from the State, BIA or Tribal databases.

10. TASK 9: FINAL REPORT AND TECHNOLOGY TRANSFER

This report documents the findings of this study and will assist other Tribes, States and Federal Agencies in assessing the accident reporting process and challenges faced in effectively reporting accidents on Indian Reservation throughout the country. These problems are not unique to Montana but are wide spread throughout Indian Country and affect Tribes and States universally.

Data derived from this study and results from meetings with the Tribes, State and BIA have been presented in several forums across the country. These include the following:

“Montana Safety Management System Steering Committee” in Helena, MT January 2002

“Billings Tribal Transportation Meeting” in Billings, Montana in February 2002

“National Traffic Records Forum” held in Orlando, FL in August 2002

“WTI Governing Board Meeting” Bozeman, MT October 2002

“4th Annual Las Vegas Tribal Transportation Meeting” in Las Vegas, NV December 2002

“Transportation Planning Meeting” in Billings Montana in February 2003

“Third Annual Reservation Transportation Planning Conference” Saint Mary’s, MT in July 2003

Copies of program announcements and agendas are included.

Appendix IV, Exhibits 1-7,

11. APPENDIX A: SUPPORTIVE DOCUMENTS PREPARED AS PART OF THE PROJECT

- Exhibit 1: “Statement of Work” for the Project
- Exhibit 2: Power Point Presentation to MDT Safety Committee
- Exhibit 3: Meeting Report, Ed Naranjo, Division V Commander, BIA
- Exhibit 4: Meeting Report, FHWA Division Office, Helena, Montana
- Exhibit 5: Power Point Presentation “Billings Tribal Transportation Meeting” in Billings, Montana in February 2002
- Exhibit 6: Meeting Report, Joseph Bonga, Regional Engineer, NWRO, BIA
- Exhibit 7: Letter to MDT re. Traffic Accident Reporting Study.
- Exhibit 8: Meeting Report, Colonel Bert Obert, MHP
- Exhibit 9: Fort Peck Power Point Presentation
- Exhibit 10: Typical letter sent to Tribal Chairman requesting meeting with Tribal Council to discuss the Traffic Accident Reporting Project.
- Exhibit 11-17: Contains full meeting reports summarizing the discussions held with the individual Tribal Councils.

12. APPENDIX B: REFERENCE DOCUMENTS FROM OTHERS THAT RELATE TO THE PROJECT

- Exhibit 1, 2, 3: Memorandum from MDT announcing Safety Management Meeting for Thursday January 24, 2002, Meeting Agenda, and Safety Committee minutes by Pierre Jomini, MDT
- Exhibit 4: Letter from MDT to Bruce Meyers, Office of the Governor
- Exhibit 5: 1996 FHWA and MDT “Preliminary Meeting on Transportation and Safety Issues on Indian Reservations”
- Exhibit 6: CTIP Problem Statement, Northwest Regional Office, Portland, Oregon, BIA, May 2001
- Exhibit 7: Safety Brochure prepared by NWRO, BIA
- Exhibit 8: Native American Traffic Fatalities, October 1996
- Exhibit 9: Native American Traffic Fatalities, October 1997
- Exhibit 10: Updated Montana Indian Fatality Crash Information, 1991-1999
- Exhibit 11: Montana Seat Belt Usage Report, 1991-1999
- Exhibit 12: Fatalities, Native Americans and Drinking, 1991-1999
- Exhibit 13: Native American Fatality Location, On and Off Reservations, 1991-1999
- Exhibit 14: Native American Fatalities by Gender, 1991-1999
- Exhibit 15: Ages of Native American Traffic Fatalities, 1991-1999
- Exhibit 16: Montana Code Annotated (MCA) 61-7-101-118
- Exhibit 17: Montana Highway Patrol Vehicle Crash Report (long form)
- Exhibit 18: Montana Highway Patrol Vehicle Crash Report (with key for computer input)
- Exhibit 19: Montana Highway Patrol Vehicle Crash Report (non law enforcement report)
- Exhibit 20: “Blackfeet Tribe says MHP officers are racist,” Billings Gazette, 4-14-02
- Exhibit 21: “Blackfeet renew pact for MHP jurisdiction,” Great Falls Tribune, 5-10-02
- Exhibit 22: “Electronic Accident Reporting Form”, by David Kunkle

13. APPENDIX C: MISCELLANEOUS INFORMATION AND LETTERS NOT SPECIFICALLY REFERENCED IN REPORT

News Paper Articles:

Billings Gazette 5-05-2002, "Crow Tribal Leaders Indicted"

E-mail that was received which provides additional information for this project.

Updated statistical accident reports from MDT for 2000 and 2001

Letters from:

Pierre Jomini , MDT Safety Management Engineer, May 27, 2003"Crashes on Indian Nations" Updated statistical data from the MHP for 1998 - 2002.

**14. APPENDIX D: LIST OF CONFERENCES AND FORUMS WHERE
PRESENTATIONS WERE MADE ON THE TRAFFIC RECORDS
ACCIDENT REPORTING STUDY**

- Exhibit 1: “Montana Safety Management System Steering Committee” in Helena, MT, January 2002
- Exhibit 2: “Billings Tribal Transportation Meeting” in Billings, Montana, February 2002
- Exhibit 3: “National Traffic Records Forum” held in Orlando, FL, August 2002
- Exhibit 4: “WTI Governing Board Meeting” Bozeman, MT, October 2002
- Exhibit 5: “4th Annual Las Vegas Tribal Transportation Meeting” in Las Vegas, NV, December 2002
- Exhibit 6: “Transportation Planning Meeting” in Billings Montana in February 2003
- Exhibit 7: “Third Annual Reservation Transportation Planning Conference” Saint Mary’s, MT in July 2003