

# Washington Tribal Traffic

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## Safety Summit

*Summit Report*



**May 27-28, 2009**

**Little Creek Casino and Resort      Squaxin Island, Washington**

*Prepared by Cambridge Systematics, Inc.*



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16. Abstract  This report documents the Washington Tribal Traffic Safety Summit held May 27-28, 2009, in Squaxin Island, Washington. The mission of this Summit was twofold: education and action. The information shared was intended to compel participants to develop initiatives for increasing safety on Tribal roadways. The following report includes background information, themes discussed by Summit speakers and participants, Summit results, and next steps for moving forward.				
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# Background

## Washington's 29 Tribes

- Confederated Tribes of the Chehalis Reservation
- Colville Confederated Tribes
- Cowlitz
- Hoh Tribe
- Jamestown S'Klallam Indian Tribe
- Kalispel Tribe
- Lower Elwha Klallam Tribe
- Lummi Nation
- Makah Tribe
- Muckleshoot Tribe
- Nisqually Tribe
- Nooksack Tribe
- Port Gamble S'Klallam Tribe
- Puyallup Tribe
- Quileute Tribe
- Quinault Nation
- Samish Nation
- Sauk-Suiattle Tribe
- Shoalwater Bay Tribe
- Skokomish Tribe
- Snoqualmie Tribe
- Spokane Tribe
- Squaxin Island Tribe
- Stillaguamish Tribe
- Suquamish Tribe
- Swinomish Tribe
- Tulalip Tribe
- Upper Skagit Tribe
- Confederated Tribes of the Yakama Indian Reservation

Every year, more than 40,000 motorists die and almost 3,000,000 are injured on our Nation's roadways. For ages 4 to 34, motor vehicle-related injuries are the leading cause of death in the United States,<sup>1</sup> and Native Americans are at particularly high risk. Among Native American populations, motor vehicle-related injuries are the leading cause of death up to age 44.<sup>2</sup> Between 1975 and 2002, the number of fatal crashes on Indian reservations increased over 50 percent; while nationally, they declined two percent.<sup>3</sup>

Washington State is no exception to the trend. Although data from 1980 through 2007 show an average decrease of nine traffic fatalities per year, more than 500 people die annually on Washington roadways. Native Americans in the State die at a rate between two and a half to three times higher than other racial groups. The real figure is likely worse given that researchers and traffic safety experts agree Tribal roadway crash data is under reported.

A majority of these deaths are preventable, and Washington has taken steps to deal with the problem. One of the most important of these was the development of the state Strategic Highway Safety Plan, known as *Target Zero*. The plan sets a bold vision for the future of traffic safety: "By the year 2030, Washington State will achieve zero traffic deaths and zero disabling injuries."

The Washington Tribal Traffic Safety Summit held May 27-28, 2009 was an important step toward the *Target Zero* vision. This document describes the Summit, focusing on the insights gained, lessons learned, and recommendations for moving forward.

The Summit was carried out through the collaborative efforts of Tribal representatives from Cowlitz, Kalispel, Lummi, and Squaxin Island, Federal Highway Administration (FHWA)

<sup>1</sup>Hilton J., Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes 1999-2004, DOT HS 809 956. May 2006. U.S. DOT, NHTSA.

<sup>2</sup>Subramanian R., Motor Vehicle Traffic Crashes as a Leading Cause of Death in the United States, 2005, DOT HS 810 936. April 2008. U.S. DOT, National Center for Statistics and Analysis.

<sup>3</sup>Poindexter K., Fatal Motor Vehicle Crashes on Indian Reservations 1975-2002, DOT HS 809 727. U.S. DOT, NHTSA, May 2004.

Federal Lands Highway and Washington Division Offices, Washington Traffic Safety Commission (WTSC), Washington Department of Transportation (WSDOT), Washington State Patrol (WSP), Northwest Tribal Technical Assistance Program (TTAP) at Eastern Washington University, Tribal Transportation Planning Organization (TTPO), Bureau of Indian Affairs (BIA), and National Highway Traffic Safety Administration (NHTSA).

## ■ Purpose of the Summit

The mission of this Summit was twofold: education and action. The information shared was intended to compel participants to develop initiatives for increasing safety on Tribal roadways. A list of Summit participants and the detailed Summit agenda are included in Appendices A and B.

The Summit began with an overview of road safety issues and challenges facing the Nation, Washington State, and specifically Washington's Tribes. Participants were shown the recently developed video, *Protecting Our Future – Reducing Traffic Fatalities on Tribal Lands*,<sup>4</sup> which tells of the countless tragedies that have happened on Tribal lands, the primary causes of these traffic deaths (i.e., impaired driving and speeding), and the story of how Tribal members and governments are applying for special funding and grants to help overcome these problems.

Plenary session presentations talked about the importance of multidisciplinary collaboration and how engineering, enforcement, education, and emergency medical services can work together to more effectively and efficiently improve safety on the roadways. They also discussed the critical function of crash data, examining ways to improve the collection, analysis, and sharing information. Washington State's *Target Zero* plan was introduced, which applies these concepts to improve safety on ALL public roads.

These presentations, followed by smaller breakout group discussions, provided participants the opportunity to share experiences and learn from one another about programs and resources for improving safety on Tribal roadways. The goal was to produce recommendations on how to elevate Native American priorities within the *Target Zero* process, as well as recommendations for immediate next steps at the Tribal level for stakeholders to take charge of the issue.

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<sup>4</sup>For a copy of the video and information on grant funding and Tribal traffic safety initiatives, please contact the Washington Traffic Safety Commission at [www.wtsc.wa.gov](http://www.wtsc.wa.gov) or (360) 753-6197.

The Summit is a first step. Follow-up within and among Washington's Tribes in collaboration with state and Federal partners, as well as other Tribal safety stakeholders, is required for further progress. Washington has strong safety leadership, but local grassroots initiatives are imperative to drive the numbers down.

# Themes

The Summit introduced three main themes developed by the Summit Planning Committee to set the stage for group discussions: 4Es of Safety, Importance of Data, and *Target Zero*.

## ■ 4Es of Safety

Highway crashes are complex involving the driver, the roadway, and the vehicle. Efforts to reduce the number and severity of these crashes require comprehensive, multidisciplinary solutions from the 4Es of safety – engineering, enforcement, education, and emergency medical services. Each of these disciplines brings unique solutions to transportation safety problems. However, the actions of one discipline or even each discipline alone will not address road safety completely. Interaction and collaboration across the 4Es offers potential for greater impact and cost-effectiveness through collective action.

As an example of 4E multidisciplinary collaboration, participants were introduced to the concept of Tribal Traffic Safety Task Forces. The Colville Tribes passed a resolution and formed a Task Force in 2006. WTSC and BIA provided resources for training, equipment, and hiring a traffic safety coordinator. Today, the Task Force is a combined group of community members from planning, roads and engineering, health and family services, law enforcement, fire department, school district board members, members of the Business Council, and other community members who wish to participate in improving traffic safety on the Colville Reservation. Task Force efforts include the following actions:

### *Education*

- Establish a presence and make the Task Force known in the community;
- Encourage positive traffic safety behaviors within schools and the community at assemblies, fairs, community events, district meetings, powwows, etc.;



- Distribute awareness materials (i.e.; posters, brochures, trinkets);
- Educate citizens on the importance of occupant protection;
- Provide training on child passenger restraint use and certify car seat technicians; and
- Educate citizens about the Tribal Laws requiring safety belt use and stringent enforcement of speeding and DUI violations (Sovereign Nations may differ).

### *Enforcement*

- Ensure enforcement is consistent and fair – the message needs to be the Tribe is serious about saving lives;
- Enforce traffic laws and conduct DUI and Occupant Restraint emphasis patrols;
- Hire a Commercial Vehicle Enforcement Officer and coordinate with WSP and WTSC for training; and
- Track and manage crash data.

### *Engineering*

- Work with counties and the State on engineering improvements;
- Focus on single car rollovers as the most serious traffic crash type on reservation roads;
- Install and maintain signs and signals for school zones as low-cost, effective measures for keeping kids safe;
- Conduct Road Safety Audits (RSA) to identify needed engineering improvements;
- Analyze statistics to identify high-crash locations; and
- Utilize other cost-effective engineering measures such as guardrail, rumble strips, widening, and horizontal/vertical curve improvements.

### *Emergency Medical Services (EMS)*

- Provide timely response to crashes in rural areas;
- Work with law enforcement to describe the crash scene/location; and
- Work with Task Force partners to develop a map for 911 addresses and GIS software to locate the nearest residence or mile post marker.



## ■ Data

A central theme of the Summit was the need for accurate and timely data along with analytical tools to identify safety issues and appropriate countermeasures.

To effectively develop and implement safety countermeasures, it is necessary to understand who, what, when, where, why, and how of crashes. When data are collected and shared, these questions can be answered.

Data are used to identify issue areas and assist in developing trend and before/after studies. This analysis helps ensure investments are made at the most appropriate locations applying the most appropriate countermeasures to reduce the number and severity of collisions.

### A two-vehicle collision can contain more than 120 data elements alone:

- ✓ Time/Date/Location
- ✓ Weather/Light Conditions
- ✓ Road Surface Conditions
- ✓ Environmental Conditions
- ✓ Collision Type
- ✓ Driver Contributing Circumstances
- ✓ Severity/Injuries
- ✓ Restraint/Age/Gender
- ✓ Under the Influence of \_\_\_\_
- ✓ And many more...

On Washington State roads, the collision data elements are collected and entered, analyzed, and coded in *Collision Datamart*, a database maintained by WSDOT's Transportation Data Office (TDO). Collision reports are scanned by WSP and coded by WSDOT. Through WSDOT collision data are available in the State Repository within approximately 60 days and provided to customers as needed.

Participants were shown samples of the various data sets available through *Collision Datamart* such as driver contributing circumstance by collision severity, speed-related collisions by county, and officer reported restraint use. They also were shown an example where data analysis led to the identification of a low-cost safety improvement at a specific location, e.g., a simple median crossroad closure. Prior to the closure, there were 24 total injuries and two fatalities during a 48-month period. In the 48 months following the closure, total injuries were reduced to six and fatalities to zero.



Trooper Christian Wilson demonstrated in-car camera and electronic collision report/ticketing equipment.

Washington State officer report form was modified to include a Tribal field.

WSDOT is eager to help improve the data process for Tribes. In order to provide similar data support related to reservation roads, WSDOT needs Tribal land road maps, which will assist in identifying boundaries and ownership. The next step is collecting the data from collisions on Tribal roads. Tribes are encouraged to use either the Washington State officer report form (which was modified in 2006 to include a Tribal field) or a citizen collision report form.

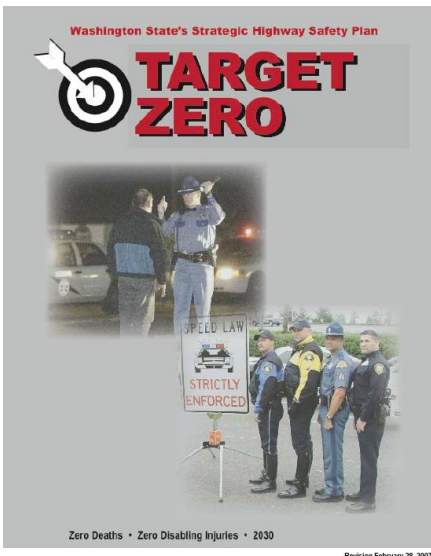
**WSDOT data policies support Federal Law 23 United States Code Section 409:** *“The Washington State Department of Transportation (WSDOT) is releasing this data to you with the understanding that you will not use this data contrary to the restrictions in Section 409, which means you will not use this data in discovery or as evidence at trial in any action for damages against the WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. If you should attempt to use this data in an action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.”*

Working together to collect and share data results in fatality and injury reduction for all Washington residents.

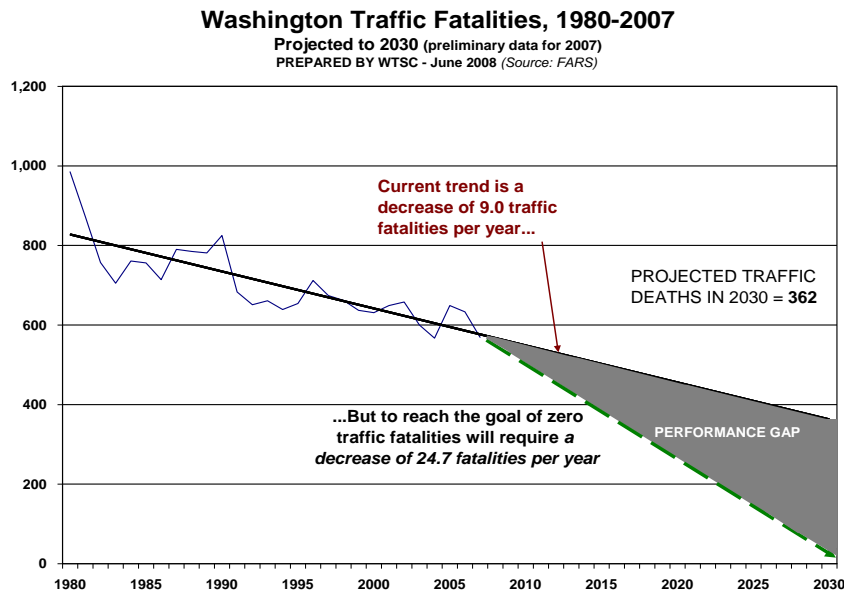
## ■ Target Zero

Washington State’s Strategic Highway Safety Plan, titled *Target Zero*, was developed to identify Washington State’s traffic safety needs and to guide investment decision to achieve significant reductions in traffic fatalities and disabling injuries on all Washington roadways, including reservation roads. Washington’s Governor, Christine Gregoire, is strongly committed to traffic safety and relies on *Target Zero* to identify traffic safety needs and provide an inventory of proven, effective strategies to meet those needs.

*Target Zero*’s goal of zero traffic fatalities and disabling injuries by 2030 recognizes the current trend is in the right direction but remains unacceptable. To reach the goal, Washington’s fatalities must decrease by 24.7 per year, rather than the current trend of 9 per year.



- Target Zero Priority Areas**
- Priority 1**
- Impaired Driving
  - Speeding
- Priority 2**
- Occupant Protection
  - Run-Of-Road Collisions
  - Intersections
  - State Traffic Records System



A data-driven, evidence-based process is used to develop traffic safety budgets to support successful strategies. Key elements of *Target Zero* include:

- Involving many partners;
- Being data-driven;
- Establishing priorities and goals;
- Implementing proven strategies and best practices;
- Aggressively evaluating results; and
- Making course corrections as warranted.

Participation in *Target Zero* is required by state agencies, such as WTSC, WSDOT, WSP, and others. Efforts also are being made to garner participation from Indian Country, local agencies, private industry, and nonprofit groups. The plan is under a complete review and rewrite this year. Summit participants were asked to aid in the process of updating *Target Zero* by developing recommendations specific to Tribal safety needs. Those recommendations are presented in the following section on Summit results and are expected to be just a first step toward increasing Tribal participation in the *Target Zero* process.

# Summit Results



The Summit objectives were to identify the most important traffic safety issues facing Tribes and to build recommendations for updating Washington's *Target Zero*. To achieve this, Summit participants were divided into four breakout groups: education, enforcement, engineering, and emergency medical services. Each group discussed ways *Target Zero* could more effectively meet the needs of Tribes, in an effort to reduce fatalities and disabling injuries on Tribal roads.

Recommendations developed during breakout sessions were reported out to the larger group and refined through a panel-led discussion about experiences, obstacles, and resources. The final recommendations from each group, along with some highlights from the larger group, are recorded below. A detailed collection of participant comments from the breakout sessions is available in Appendix C.

## ■ Education

- Provide opportunities for the Tribes to update the objectives and strategies for Tribal issues.
- Encourage Elders to be champions and involve them in Tribal safety efforts.
- Develop consistent and continuous education messages.
- Utilize existing forums (or create new ones) to share safety education ideas and information and create a clearinghouse (techniques, contacts, resources, etc.).
- Encourage the Tribes to appoint a Safety Officer/Organizer and leader.
- Ensure safety data is included in the roadway inventory.
- Involve Tribes as a priority in state efforts to reach zero deaths.
- Assist Tribes in developing a safety plan.
- Revise *Target Zero* to include a focus on rural roads.

## ■ Enforcement

- Establish an outreach partnership with the Northwest Association of Tribal Enforcement Officers (NATEO) to educate Tribal Council and Elders to build trusting relationships targeting data-driven traffic safety issues.
- Assist Tribal leaders in using a problem solving model to identify their needs. Follow up with *Target Zero* education and countermeasures.
- Review and analyze a menu of countermeasure options to address the needs identified by Tribal leaders. Implement the countermeasures in cooperation with Tribal law enforcement.
- Conduct an ongoing review of successes with Tribal leaders and recognize individual Tribes for their accomplishments. Refine the goals and directions as determined by Tribal leaders.
- Assist non-Tribal partners in understanding Tribal needs and cultural differences.

## ■ Engineering

- Integrate the *Strategic Highway Safety Plan for Indian Lands*<sup>5</sup> with *Target Zero*.
- Include recognition of Tribal and BIA design standards.
- Identify policies and processes for setting or revising speed limits.
- Ensure safety criteria are considered by metropolitan planning organizations (MPO) and regional transportation planning organizations (RTPO) in grants/project selection.
- Include objectives and strategies for evaluating and considering pedestrian and bicycle safety needs in all projects.
- Expand on weather-related hazards and best practices for responding to them (i.e., better road delineation and passing lanes/turnouts for slow moving vehicles along rural two-lane roadways).

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<sup>5</sup>In 2004, the *Strategic Highway Safety Plan for Indian Lands* was completed as a policy statement defining national goals to improve Tribal transportation safety. The document can be accessed at: <http://flh.fhwa.dot.gov/programs/irr/safety/sms.htm>.

- Develop material describing data sharing strategies (government-to-government) emphasizing the confidentiality clause.
- Provide Tribes with engineering resources.
- Identify solutions to meet elderly driver needs (i.e., appropriate illumination, signing font, transitioning from driving to transit use, etc.)
- Ensure the accuracy of the Indian Reservation Roads (IRR) Inventory.
- Provide the Tribal liaison with continual support.

### ■ Emergency Medical Services

- Provide data mapping for response times and traffic fatalities to identify underserved areas (gap analysis).
- Develop and fund a demonstration project/corridor model to complete an assessment of the status of EMS services in order to determine steps for improving overall EMS services. Illustrate successful urban application and how it can be applied in rural areas.
- Revise *Target Zero* Strategy 8.1.A13 to replace “CODES” with “Washington Strategic Plan.”
- Develop a Tribal traffic safety section in *Target Zero*.

### ■ Panel Led Discussion

The breakout groups reported to an expert panel who addressed the issues and offered advice and guidance. The discussion produced a set of action steps and other “take aways” or general statements.

#### *Action Steps*

- Involve Tribes in *Target Zero* update and list them as partners throughout the document.
- Encourage the Tribes to develop individual safety plans through strategic planning processes.
- Offer Federal/state visitations and assistance to the Tribes to aid development and implementation of individual Tribal safety plans.



- Allow Tribal participation at future meetings taking into account Tribal schedules and seasonal activities.
- Partner with the Northwest Portland Area Indian Health Board (<http://www.npaihb.org/>) to create a stronger focus on Indian health issues and EMS.
- Encourage Tribal involvement on the Traffic Records Coordinating Committee (TRCC).

### *Take Aways*

- FHWA's Western Federal Lands (WFL) and Central Federal Lands (CFL) Offices are committed. WFL will act on behalf of Tribes as facilitators with other agencies. WFL will continue to work with WSDOT and WTSC to improve Tribal safety and identify technical and financial resources available to the Tribes.
- WTSC is committed to working with Tribal safety stakeholders in the process of updating *Target Zero* and is willing to adjust the schedule if necessary to consider input from Tribes, although the plan will be completed by the end of the year.
- To design a tailored approach for each Tribe, relationships must first be built and safety issues identified.
- Traveling to individual Tribes is the key outreach tool for safety partners to spread awareness and gain Tribal participation in regional, statewide, and national efforts.
- Inexperienced Tribes benefit from communication with experienced Tribes.
- The Colville Tribes have examples of successfully developed tailored programs specific to their Tribal needs.
- The TRCC has good data records. Linking data system reports allows all parties to share data.
- NHTSA will organize safety assessments for Tribal lands with support from WTSC.



# Moving Forward

Washington State is committed to take the next steps in the pursuit of safer Tribal roadways. WTSC, with support from the TTPO, will use the recommendations listed above in the update of Washington's *Target Zero* this year.

Tribes are encouraged to begin implementing applicable recommendations immediately. Participants will inform the Tribal Elders, leaders, and other safety stakeholders in their communities about the Summit results and lessons learned to determine future directions in transportation safety education, enforcement, infrastructure, and data. Resource materials and grant applications were provided in an effort to aid implementation.

Notes captured during this Summit were carried forward and used between the Governor and Tribal leaders at the Centennial Accord (CA) on June 23, 2009, resulting in the following four CA Action Items specifically addressing Tribal traffic safety:

1. WSDOT and WTSC will develop a one-page briefing paper on the BIA Traffic Safety Grant Program issues and initiate a request to U.S. DOT to evaluate the program for potential improvements.
2. WTSC and TTP will work to increase Tribal involvement in the update of *Target Zero*.
3. WTSC will continue to hold Tribal Advisory Committee meetings.
4. WTSC will continue to work with Tribal law enforcement group to invest the WTSC block grant.

More information about resources available from the state, regional, and Federal partners involved in the Summit can be found at:

**WTSC:** <http://www.wtsc.wa.gov>;

**WSDOT:** <http://www.wsdot.wa.gov/safety>;

**WSP:** <http://www.wsp.wa.gov>;

**NW TTAP:** <http://www.ewu.edu/ttap>;

**FHWA Office of Federal Lands Highway:**

<http://flh.fhwa.dot.gov/programs/irr/safety>;

**FHWA Office of Safety:** <http://safety.fhwa.dot.gov>;

**BIA:** <http://www.doi.gov/bia>; and

**NHTSA:** <http://www.nhtsa.dot.gov>.

# Appendix A: Participants

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# Appendix B: Agenda

**MAY 27-28, 2009**

## **WASHINGTON TRIBAL TRAFFIC SAFETY SUMMIT AGENDA**

### **WEDNESDAY, MAY 27TH      TRIBAL TRAFFIC SAFETY SUMMIT SESSION I**

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11:00 AM – 12:00 PM	Registration
12:00 PM – 12:15 PM	<b>Welcome and Introductions</b> <i>Brian Thompson, Squaxin Island Tribe</i>
12:15 PM – 1:00 PM	<b>Opening Session</b>  <b>U.S. Traffic Safety Issues</b> <i>David Nicol, Director, FHWA Office of Safety Design</i>  <b>Washington Traffic Safety Issues</b> <i>Ted Trepanier, Washington Department of Transportation</i>  <b>Tribal Traffic Safety Issues</b> <i>Brian Cladoosby, Chairman, Swinomish Indian Tribal Community</i>
1:00 – 1:45 PM	<b>Plenary Panel: Safety</b>  <b>The 4Es of Safety</b> <i>Brian Clark, Confederated Tribes of the Colville Reservation</i>  <b>Importance of Data</b> <i>Geneva Hawkins, WSDOT Transportation Data Office</i>  <b>Washington's Target Zero</b> <i>Lowell Porter, Director, WA Traffic Safety Commission</i>
1:45 PM – 2:00 PM	Break
2:00 PM – 3:30 PM	<b>4E Breakout Groups – Developing Recommendations for Tribal Safety</b>
3:30 PM – 3:45 PM	Break
3:45 PM – 5:00 PM	<b>4E Breakout Groups (Continued)</b>
5:00 PM – 7:00 PM	<b>Dinner, Networking, and Resource Tables</b>

**THURSDAY, MAY 28TH**

**TRIBAL TRAFFIC SAFETY SUMMIT SESSION II**

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7:00 AM - 8:00 AM	Registration
8:00 AM – 9:00 AM	<b>4E Breakout Groups</b> ( <i>Continued</i> )
9:00 AM – 10:00 AM	<b>Breakout Group Reports and Panel Led Discussion</b>  <i>Mike Lasnier, Chief, NATEO</i> <i>Dan Mathis, Division Administrator, FHWA</i> <i>John Moffat, Regional Administrator, NHTSA</i> <i>Lowell Porter, Director, WA Traffic Safety Commission</i> <i>Kirk Vinish, Chairman, TTPO</i>
10:00 AM – 10:15 AM	Break
10:15 AM – 11:15 AM	<b>Breakout Group Reports and Panel Led Discussion</b> ( <i>Continued</i> )
11:15 AM – 11:30 AM	<b>Adopt Summit Recommendations</b>
11:30 AM – 12:00 PM	<b>Closing Session</b>  <b>Continuing the Dialogue &amp; Next Steps</b> <i>Kathleen Davis, Director, WSDOT Highways &amp; Local Programs</i>  <b>Closing Thoughts</b> <i>Craig Bill, Governor’s Office of Indian Affairs</i>

# Appendix C: Breakout Group Comments

In addition to the specific recommendations listed in the Summits Results section of this report, the following notes reflect other comments and suggestions made by Summit participants during the breakout group discussions.

## ■ Education

Over half of the accidents on Tribal roadways involved at least two of the three most common contributing factors (impairment, unrestrained, speeding). This must be addressed.

Emphasize the 4Ds (drugging, drinking, driving, distractions), not just drinking.

Create a compare and contrast document to educate about the variation in Tribal and non-Tribal laws. Post it, print it, get it out there, and enforce it.

There must be ongoing dialogue and continuing efforts among stakeholders. This cannot just be a periodic topic of discussion.

Educate teachers, law enforcement, council, staff, etc.; not just the public.

Promote healthy communities via multidisciplinary partnerships. It is not just traffic (DOH, law, elders, youth, social services, feds, state, county, etc.).

Continuing education (theme repetition) is important for raising awareness.

Everyone needs to be on board promoting the same theme but in ways that reach the various age/education/income groups. Examples include: elder PSAs/storytelling, peer mentoring, real life stories from the people impacted, signage, SADD, kids teaching kids, child “peer pressuring” of the adults, TV, radio, newspapers, classes (drivers education for youth and adults,

empowering life decision/leadership courses, offenders class (funded via ticketing)), fun week for youth (basketball tournament) that requires class attendance to participate, annual long house memorial (remembering those who died on roadways) for the community (make it personal).

Advocating for kids is needed – they don't get to choose who they ride with. Teen drivers (high-risk group) put a higher risk on their younger siblings when they have to drive them to preschool.

Take ownership of your own local issues – use of elders has been a huge success. Helping to connect the generational gap with youth and elders also is working (pride in heritage).

Develop maps with data and include in community presentations and publications.

Identify similar issues and promote best practices for small and rural communities.

Need a clearinghouse for stakeholders; i.e., what worked, resources, points of contact, funding sources, etc.

Utilize existing functions/resources (clearinghouse, forums, groups, etc.)

Go to the Tribal Council first to start the education process. Get them on board. Councils need to create a department with staff to implement programs and projects for continuous educational opportunities, activities, resource development, meetings, community outreach, publications, strategic planning, etc.

Cultivate partnerships with Tribes, regional, state, and Federal groups.

Tribal representatives need to be included in stakeholders/partners lists. Need to have the Tribal councils involved. There are 14 council members. One way would be through the Affiliated Tribes of NW Indians. The Centennial Accord Meeting on June 23 and 24 would be a good time to raise awareness. A letter could be sent to Tribal Chairs to say we have problems and would like to present those to the Councils.

Encourage both State and Tribes to be involved with the WTSC. How do we get all 29 Tribes to come to the table? Don't be afraid to call the Tribes to come to meetings. Reach out! Recruit Tribal person to be on the Commission.



WTSC has an Advisory Board that includes a Tribal member, but it should be encouraged to have a Tribal member on the WTSC. This Board was created after the development of *Target Zero*.

Increased communication between Tribes and the Transportation Data Office (WSDOT) will help Tribes understand the need for data and use standardized processes, forms, etc.

Tribal data must be protected from other entities to ensure sovereignty and cultural preservation (no names released just data, effects on historically significant sites).

Tribes are sovereign Nations, which distinguishes them from other minority groups.

Tribal governments are not required to follow state regulations.

*Target Zero* should be inclusive of all populations, but should consider sovereign Tribal governmental regulations, ordinances, policies, data, etc.

A separate chapter in *Target Zero* should focus specifically on Tribes or there should be a *Target Zero* supplement for Tribes.

MOUs and MOAs may be appropriate instead of addressing Tribal issues in a separate chapter of *Target Zero*. The State may need to work with individual Tribes to ensure their needs are met. Make sure to emphasize Tribal sovereignty.

*Target Zero* may need a statement recognizing each tribe is different; hence, the State needs to work with them individually. Specific Tribal objectives and strategies developed and reviewed by the Tribes should be included in each chapter. Provide more emphasis on rural roads.

WA Tribes need to establish a forum to address *Target Zero* issues.

Lack of resources continues to be a major barrier.

Tribes can use *Target Zero* as a policy document to justify funding requests to State and other sources.

## ■ Enforcement

Continue child seat and similar programs because it changes a mind-set. Need to educate people about these things (i.e., resources for seats).

Explore ways to help enforcement with driving while impaired, other than alcohol.

Tribal police should be better trained on DUI, Drug Recognition Evaluation competency, ARIDE (crash intervention), and Standard Field Sobriety Testing.

Dedicate funding to local Tribes for high visibility enforcement initiatives and established employee patrol.

Some Tribes do not want to hear about a hard approach to DUI.

Conduct a training needs assessment in Tribes.

Overtime funding to fill in when officers are at training would allow more Tribal officers to attend training.

Provide technical assistance in problem identification, developing safety plans, and developing grant applications.

Provide data to Tribes to help identify their issues and help them solve their problems. Do not assume Tribes want to do things the way the State has done it.

Need for a traffic safety resource position for code development and technical assistance.

Distribute Tribal safety video and announce a \$5,000 grant to all Tribes and police department chiefs.

Only 18 of 29 Tribes have been supported with grants. Need to do more to make sure all Tribes understand grants are available and reach out to Tribes that have not received grants in the recent past.

Need to focus on relationships and communication with Tribes.

A new approach may earn trust with some Tribes.

Tribal Leadership needs to play a strong role in these education/enforcement programs. This partnership needs to be worked on. Educate them and find champions within Tribal leadership.

## ■ **Engineering**

Some areas do not have a policy or process for reducing the speed limit on their roadways. Whatcom County uses MUTCD.

The Shoalwater Bay Tribe worked successfully with the state DOT engineers on reducing speed limits along highways.

Tribes may have difficulty working with MPOs due to unclear project selection criteria.

RTPOs and MPOs are not subject to growth management accountability; hence, incorporating Tribal plans may be difficult.

The MPOs and RTPOs must comply with grant program criteria that sometimes restrict what the funds can be used for (e.g., Safe Routes to Schools). Tribal transportation plans and projects must have data supporting the need.

MPO processes (i.e., scoring of projects for funds) should be linked to *Target Zero*.

More reservation maps are needed (WSDOT, Data, TLO, TTPO, and BIA).

BIA road inventory needs to be accurate (no funding equals poor safety).

The State should assist and support Tribes in the production of accurate road inventories.

Federal Lands should add to their FAQs the reason Tribes need to have letters from local agencies regarding road inventory data.

Of the State's 29 Tribes, 27 have reservation lands. Only 4 Tribes have submitted data to WSDOT. Trust and confidentiality remain factors despite the government-to-government agreement for courts.

Developing a Frequently Asked Questions brochure on data sharing may be beneficial; however, face-to-face meetings (with the Attorney General, et al.) to ensure understanding of legalities may be necessary.

To save on costs, Tribes often hire engineers for specific projects, rather than keeping one on staff. Getting engineering help is a problem for the Tribes. Would it be possible for WSDOT engineers to assist the Tribes by coming out to "walk" the project and provide feedback on the issues and suggest potential solutions?

It would be helpful to cite examples of state/local agency policies and processes in the *Target Zero* document showing implementation methods related to the various objectives.

Revise *Target Zero* to evaluate and accommodate pedestrian needs on every project.

Transit accommodations (i.e., pullouts) should be considered as safety measures. *Target Zero* provides little information or guidance regarding transit (e.g., the safety of pedestrians traveling to and from transit stops).

*Target Zero* should provide a stronger focus on the challenges faced by older drivers (size/reflectivity of signs, lighting, etc.) and address transitioning the elderly to transit when they should no longer drive.

New state requirements are forthcoming addressing sign reflectivity. Update signs in compliance with new guides.

FHWA does not advise the state/local governments about the frequency with which signs should be changed to ensure reflectivity.

Strategies should be added to *Target Zero* for weather-related hazards (e.g., water over the roadway) and better delineation (e.g., safety markers versus snow plows).

More turnouts (or passing lanes) are needed along roadways to allow slow-moving vehicles to pull over and let others pass (related to *Target Zero* strategies on page 77 and page 86).

*Target Zero* should drill down to the next level and include more detail about how to implement the objectives and strategies (i.e., provide sample policies in an appendix).

Reservation roads need to be brought up to design standards (i.e., guardrail, slopes, etc.) to avoid run off the road problems and safety audits should be required.

Need to address the differing design standards between BIA and WSDOT.

The application of standards for pedestrian facilities (what is acceptable/not acceptable) needs to be clarified.

Utilize core safety groups plus traffic safety task forces.

## ■ Emergency Medical Services

EMS covers what happens after a crash occurs and how it affects survivability.

Need a seamless delivery of service!

Tribal and non-Tribal responders need proper attire and training to handle work areas and blockages on the road.

An E-911 committee develops criteria for dispatch centers, provide funding and training, but each county has their own dispatch protocol. Some dispatch centers do not have adequate medical training to ensure appropriate use of EMS resources.

In rural areas (including reservations), a crash most likely resulting in an injury somewhere else may become a fatality due to the long response time and the time to get the victim to an adequate medical facility. This situation is actually getting worse in Washington as Level II trauma services disappear.

The issues many of the Tribes deal with are the same as or similar to rural communities. A joint meeting could be held engaging both communities to discuss common issues.

*Target Zero* could be used as a great foundation for a rural/Tribal fair.

The state highway patrol was formed in part to provide enforcement and safety on remote and rural highways across the State. EMS could follow a similar pattern recognizing that fatality reductions require quicker response times in rural than in urban or suburban areas.

Develop collaboration among EMS providers and agencies across jurisdictional boundaries (similar to law enforcement cross-deputization agreements).

Ensure Tribal, state, and local leaders understand where EMS coverage and coordination gaps exist and the ramifications of these gaps.

An overview of current Washington EMS data includes:

- EMS transport data (but it is not complete);
- Hospitalization data;
- Trauma registry and fatality data;

- Trauma center maps;
- Strategic traffic data coordinating committee and plan (Section 408); and
- Don't have emergency department data.

A data analysis overview was shared looking specifically at state data versus Tribal data. Lots of specific elements are outside the norm for Tribes as compared to the State (i.e., safety belt usage, rollovers, etc.).

Maps are available that show response times to all areas across the State. A map showing response times and reservation locations could be developed and used for educational purposes and to identify locations where the 30-minute goal is not met (identifying "dead zones" where services are needed). This also may show if a connection exists between high Tribal/rural fatality rate and response times. Additionally, mapping can be used to look at the location of development (particularly Casinos) and the response time or need for additional EMS providers.

NHTSA is working with OnStar to gather data.

A basic level of training for fire and EMS responders is needed.

Certification of EMS providers is provided by the State and the group is not aware of any separate certification provided by BIA or IHS.

Encourage recruitment and retention of EMS technicians.

If Tribes had money, they could contract EMS Services with IHS.

EMS is eligible for grants through the BIA 402 Indian Highway Safety Program.

Demand for public safety within Tribal policy is generally lacking.

No one was aware of any Tribe with a policy for EMS response, coordination, and communication.

Non-Tribal entity (county, service provider, fire) could provide Tribal governments with applicable examples of EMS policies for response, coordination, and communication.

Develop policy language in *Target Zero* Tribes could adopt.

Best practices and information should be shared among all entities, including Tribal governments.

The Quinault ambulance service should be a model for other Tribes.

*Target Zero* currently includes 13 strategies to reduce injury deaths and hospitalizations.

To keep in line with *Target Zero's* long-term plan, a pilot assessment or demonstration project of the EMS status and needs on one reservation could be carried out and used to determine how it might be applied with other Tribes (possibly start with the Colville Tribe).

Encourage Tribes to become more involved in Washington Fire Chiefs Association.

Need better communication, participation, and feedback with Tribal governments pertaining to EMS.

# Appendix D: Speaker Bios

## ■ David Nicol

David Nicol is the Director of the Federal Highway Administration's Office of Safety Design, a position he has held since January 2008.

David previously served as the Division Administrator of FHWA's Colorado Division. He has held management positions with Federal Highway Administration in California and Delaware, and various engineering and planning positions in FHWA's Georgia Division.

David holds a Bachelor's degree in Civil Engineering from Southeastern Massachusetts University, and is a Registered Professional Engineer in the State of Georgia.

## ■ Ted Trepanier, P.E.

Ted Trepanier is the Director of Traffic Operations for the Washington State Department of Transportation, with 25 years of experience in traffic and transportation engineering. He has a comprehensive background with experience in traffic operations, planning and project management. Ted is a member of the AASHTO Standing Committee on Highway Traffic Safety, the Subcommittee on Systems Operations and Management, the Subcommittee on Traffic Engineering, and has recently been appointed to a technical committee focused on Safer Road Operations for the World Road Association. Ted earned his Bachelor's degree in Civil Engineering from Washington State University and his Master's in Civil Engineering from the University of Washington.

## ■ Chairman Brian Cladoosby

Brian Cladoosby has served in the Senate of Swinomish Indian Tribal Community for 25 years. He was elected as the Vice Chair of the Senate in 1996 and the Chairman in 1997. Last year,



Chairman Cladoosby was elected as the Chairman of the Affiliated Tribes of Northwest Indians (ATNI) and to the Executive Board of the National Congress of American Indians (NCAI). He has been happily married to his wife Nina (Lummi) for 31 years and has two daughters, one son-in-law, and one granddaughter.

### ■ **Brian D. Clark, P.E.**

Brian is in charge of the Roads and Transportation Office for the Colville Tribe in Nespelem, Washington. He oversees all transportation matters for the Tribe, including roads maintenance, construction, engineering, transportation planning, traffic safety, and the Inchelium-Gifford Ferry. He also serves as a member of the Washington State Tribal Traffic Safety Advisory Board along with several other transportation-related organizations.

Before returning home to work for his Tribe in 2004, he worked in the Consulting Business for 10 years at the offices of Womer and Associates in Spokane. He graduated from the University of Washington with a Bachelor's degree of Science and Civil Engineering in 1994. Some of his current transportation projects and accomplishments include the design and construction management of the new road improvements for the Peter Dan road safety improvement project, North End Omak Lake Road (Paschal Sherman Indian School roadway), design of the Nespelem Bike Path on S.R. Hwy 155, Cache Creek Road Safety Improvements, and management of a comprehensive inventory of over 2,000 miles of Indian Reservation Roadways (IRR) within the bounds of the Colville Reservation.

### ■ **Geneva R. Hawkins**

Geneva Hawkins works for the WSDOT Transportation Data Office in the Collision Data and Analysis Branch. She has spent the last nine years accurately capturing, analyzing, and reporting motor vehicle collision data. Geneva has participated in all aspects of collision data analysis and has extensive customer service experience. Her technical experience includes involvement with developing new publications, i.e., annual collision summaries, as well as assisting with departmental programs that identify roadway safety deficiencies. Because of her exceptional understanding of collision data and dedication to service, many internal and external customers rely on her expertise to provide them the data they need. Geneva's dedication and passion for her work within the traffic safety community is outstanding.

## ■ Lowell Porter

Lowell M. Porter was appointed Director of the Washington Traffic Safety Commission on March 1, 2005, by Governor Christine Gregoire. Mr. Porter began his career with the Patrol in 1980 and rose up through the ranks to become Chief at age 47, replacing Ron Serpas in 2004.

Prior to his appointment as Chief, he headed the Patrol's Field Operations Bureau which includes management of over 900 uniformed officers, security for the Washington State ferries, the aviation section, and the Governor's executive protection unit. Porter is a graduate of the 195<sup>th</sup> session of the FBI National Academy.

Mr. Porter is a graduate of Woodrow Wilson High School in Tacoma and has a Bachelor's degree in Business Administration from City University, and a Master's degree from Gonzaga University in Organizational Leadership.

## ■ Susan B Herbel

Dr. Susan Herbel is a Principal of Cambridge Systematics, Inc. with more than two and a half decades of experience developing, implementing, and evaluating safety programs at the Federal, state, local, and Tribal levels. She has facilitated and managed large, multidisciplinary groups and projects in support of safety planning processes. She developed a concept for, facilitated, and documented a Tribal Transportation Safety Planning Forum in Montana; participated in a project to develop a training program on integrating safety into the Tribal planning processes, provided oversight in the identification and documentation of Noteworthy Practices reports on the Navajo and Lummi Nations Indian Tribes; has provided consultation and leadership in several states on Tribal issues during the development of Strategic Highway Safety Plans; and most recently for FHWA facilitated Tribal safety summits in Arizona and Minnesota and is assisting with the planning and facilitation for another in New Mexico.

## ■ Daniel M. Mathis, P.E.

Dan Mathis is the Division Administrator for the Washington Division of the Federal Highway Administration (FHWA) in Olympia, Washington. He is responsible for overall coordination, stewardship, and oversight in delivering the American Recovery and Reinvestment Act (ARRA) funds and the Federal-aid Highway funds, to the State of Washington. He has been in this position since July 2001.

A native of Minneapolis, Minnesota, Dan attended Moorhead State University (Moorhead, Minnesota) and received a Bachelor of Science in Civil Engineering from North Dakota State University (Fargo, North Dakota) in 1979. He is a Registered Professional Engineer in California and a member of the American Society of Civil Engineers (ASCE).

Dan joined FHWA in 1979 and has worked in Wisconsin, Oklahoma, California, Washington, D.C., Iowa, and Illinois prior to coming to Washington State.

Dan and his wife, Mary, have three children - two in college and one in high school. Dan loves the outdoors and is an avid runner, biker, and hiker.

## ■ Kirk Vinish

Kirk Vinish, AICP serves as the Transportation Planner for the Lummi Nation. He is presently developing a comprehensive safety element to the Nation's Transportation Plan. He has actively participated with several Tribal transportation organizations, including: Alternate to the Intertribal Transportation Organization, representative to Transportation Committee of the Affiliated Tribes of Northwest Indians and chairman of the Tribal Transportation Planning Organization. Mr. Vinish has a degree in Urban and Regional Planning and has been certified by the American Institute of Certified Planners.

## ■ Chief Mike Lasnier

Suquamish Police Chief Mike Lasnier has been in Law Enforcement since 1987, and has been serving Indian Country for over a decade as a Police Chief. He served the Lower Elwha Klallam Tribe for eight years, and has worked for the Suquamish Tribe for the past five years. The Chief is a graduate of Northwestern University School of Police Staff and Command, has served two terms as President of the N.W. Association of Tribal Enforcement Officers, and is an active member of the Indian Country Section for the International Association of Chiefs of Police. He is an active advocate for Tribal Law Enforcement issues, and currently is the Chairman of the NATEO Legislative Committee. He previously served six years as a Narcotics Detective, as well as tours as a Major Crimes Detective and Training Manager. He spent eight years on a regional SWAT team in King County, and also served as a firearms instructor, Field Training Officer Instructor, Tactical Tracker, Reserve Academy Commander, and has been a Master Defensive Tactics

Instructor since 1989. He is a Marine Corps Veteran, serving as a Platoon Sergeant for a Scout/Sniper unit. He has two wonderful teenaged sons, is an amateur boxer, and likes to go trout fishing.

## ■ **John M. Moffat**

John Moffat is a Regional Administrator for the National Highway Traffic Safety Administration. He manages the Federal highway traffic safety program covering the region that includes Oregon, Washington, Idaho, Montana, and Alaska (Region 10).

Previously, he was Director of the Washington Traffic Safety Commission, the State's office of traffic safety. He served in that capacity as an appointee of Governors Lowry and Locke.

Prior to WTSC, he served for 25 years as a police officer in Seattle, much of the time as Captain of the Traffic Section. He retired in 1994 as chief of the narcotics detectives. Moffat is widely known in traffic safety circles for his work on pedestrian safety law enforcement and for his advocacy of "Target Zero," the elimination of traffic fatalities and death in America.

## ■ **Kathleen B. Davis**

Kathleen Davis has worked within WSDOT for the last 27 years and within the Highways and Local Programs Division since 1992.

As the Director of Highways and Local Programs, Kathleen is the advocate for local agencies. She works hard to ensure local roads and streets, bicycle paths, and pedestrian walkways are adequately represented and supported in all of Washington State's transportation plans. As Director, Kathleen administers the Federal-aid program on behalf of cities, counties, and Tribes within WSDOT. She takes pride in promoting cooperative planning and partnerships between local agencies within WSDOT to support statewide transportation systems.

Kathleen holds a Bachelor's in Financial Management from the University of Maryland. She also has been deeply involved in discussions and policy developments for many transportation committees, state legislative committees, and participates on the national American Public Works Association's SAFETEA-LU Reauthorization Task Force.

Kathleen's three daughters have graduated from Washington colleges. She and her husband, Bryan, reside in Olympia, Washington.

## ■ Craig A. Bill

Craig A. Bill was appointed Director of the Governor's Office of Indian Affairs (GOIA) by Governor Gregoire in July 2005. As the Director of the GOIA, he serves as an advisor on Tribal issues and liaison between the State of Washington and Indian Tribes and Tribal organizations for the Governor's Office. The GOIA also is responsible for promoting the government-to-government principles outlined with the 1989 Centennial Accord signed between the State and Tribes. Prior to his appointment at the GOIA, Craig was the Director of Intergovernmental Affairs and Advisor to the Tribal Chairman for the Lummi Nation Tribal government located in Bellingham, Washington. He is a graduate of Central Washington University with a Bachelor's degree and double major in Political Science and Social Science. While at Central, Craig was a four-year letter winner in football and member of the 1995 NAIA National Championship team. Craig is an enrolled member of the Swinomish Tribe and descendent of the Colville Confederated Tribes and Choctaw Nation of Oklahoma, respectfully.