

New Mexico

Tribal Traffic Safety Summit

Summit Report



August 18, 2009

Isleta Casino and Resort

Albuquerque, New Mexico

Prepared by Cambridge Systematics, Inc.



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16. Abstract This report documents the New Mexico Tribal Traffic Safety Summit held August 18, 2009, in Albuquerque, New Mexico. The mission of this Summit was to define Tribal transportation safety issues, identify good practices and challenges, propose solutions to the problem areas, and suggest action steps. In addition, the Summit offered an opportunity for safety partners to foster working relationships. The goal is to prevent death and injury on the roadways in Indian Country and on all public roads in New Mexico. 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

New Mexico's 22 Tribes, Pueblos, and Nations

- Jicarilla Apache Nation
- Mescalero Apache Tribe
- Navajo Nation
- Ohkay Owingeh
- Pueblo of Acoma
- Pueblo of Cochiti
- Pueblo of Isleta
- Pueblo of Jemez
- Pueblo of Laguna
- Pueblo of Nambe
- Pueblo of Picuris
- Pueblo of Pojoaque
- Pueblo of Sandia
- Pueblo of Santa Ana
- Pueblo of Santa Clara
- Pueblo of San Felipe
- Pueblo of San Ildefonso
- Pueblo of Santo Domingo
- Pueblo of Taos
- Pueblo of Tesuque

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,¹ 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 44.² Between 1975 and 2002, the number of fatal crashes in Indian Country increased over 50 percent, while nationally they declined 2 percent.³

Across the country, in a comparison of statewide and Native American fatality rates by population, Native Americans are between two and three times more likely to be killed in motor vehicle crashes than other citizens. New Mexico is no exception to the trend. While Native Americans represent 9.5 percent of the populations, they represent 17 percent of motor vehicle fatalities.

The New Mexico Tribal Traffic Safety Summit held August 18, 2009 is an important step toward reducing traffic fatalities and injuries among Tribal members. This document describes the Summit, focusing on the insights gained, lessons learned, and ideas for moving forward.

The Summit was carried out through the collaborative efforts of Tribal representatives, New Mexico Department of Transportation (NMDOT), Bureau of Indian Affairs (BIA), National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA) Federal Lands Highway and New Mexico Division Offices, All Indian Pueblo Council, New Mexico State Police, New Mexico Higher Education Department, and the City of Albuquerque – Office of the Mayor.

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

²Subramanian 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.

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

■ Purpose of the Summit

The mission of this Summit was to define Tribal transportation safety issues, identify good practices and challenges, propose solutions to the problem areas, and suggest action steps. In addition, the Summit offered an opportunity for safety partners to foster working relationships. The goal is to prevent death and injury on the roadways in Indian Country and on all public roads in New Mexico. A Summit agenda is included in Appendix A.

The Summit began with opening remarks of encouragement and support from state and Federal transportation safety officials. Plenary session presentations introduced current transportation safety initiatives in Indian Country at both the state and local level. They also described success stories on mounting multi-jurisdictional traffic safety enforcement campaigns and examples of how road safety assessments and other engineering solutions have been applied to improve safety for New Mexico's Native American communities.

These presentations were followed by smaller breakout group discussions focusing on three critical areas:

- Building capacity to meet unmet Tribal transportation needs;
- Building Tribal capacity to enforce traffic safety; and
- Universal data issues.

The breakout discussions provided an opportunity to share experiences, learn from one another about programs and resources, and suggest actions for improving safety on Tribal roadways.

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

Themes

Several key themes emerged from the Summit as recurring emphasis areas in presentations and discussion groups.

■ Youth

A number of speakers echoed the need to protect the safety of Native American *youth* and to engage youth in safety improvement efforts. Highlighting this theme, participants were shown the winning entry from a contest specifically targeting Native American youth perspectives on traffic safety in New Mexico and how concerns are being addressed (sponsors of included the Indian Pueblo Cultural Center, Tsay Corporation of Ohkay Owingeh Pueblo, Three Stars Consulting, and All Native Alliance-Teaching Voices, Inc.). The New Optical Image Club at the Southwestern Indian Polytechnic Institute (SIPI) produced the winning film, “Through the Eyes of a SIPI Student,” which documents road conditions on Coors Boulevard and South of Paseo Del Norte where there is high traffic volume with no crosswalk for pedestrians. In the audience were Mr. Elias Archuleta, State Traffic Engineer for the NMDOT and Ms. Gaylord Siow from the Metropolitan Planning Organization, who have since have expressed concern and interest to follow up with SIPI.

■ Leadership

Leadership is reflected in a call for adults to serve as role models for the children by demonstrating safe driving behavior and for Tribal leaders and other local and state officials to champion the safety cause and make it a priority.

The importance of leadership, particularly as it relates to youth, was emphasized by the opening statements from Grandma Marjorie Thomas, Diné Advocate and Educator, who walks 75 miles every year to the capital of Navajo Nation to bring attention to issues affecting Tribal youth. Grandma Thomas stressed the importance of adults serving as teachers and role models, and taking a leadership role to ensure the safety of children.

NMDOT Guiding Principle

*We are committed to the principle of **partnership** with Tribal Governments. Our Department recognizes, respects, and supports the unique sovereign status of the Tribes and Pueblos in New Mexico. We will be a national leader in developing government-to-government **relations** on all **matters of transportation** in a **consultative** manner that is respectful of each Tribe's culture and traditions.*

■ Partnerships

Opening remarks by Jackson Gibson, District 6 Highway Commissioner, emphasized the importance of strong partnerships where two or more groups share equitable distribution of work and riches, and noted sharing is facilitated when safety is the benefit. Tribal safety stakeholders are encouraged to work with Tribal elders and advisors, Federal agencies, and state partners to elevate road safety as a priority and implement Tribal safety initiatives. The value of collaboration was reinforced in presentations and group discussions throughout the Summit.

John Don Martinez, FHWA's New Mexico Division Administrator, highlighted how cooperative efforts have led to New Mexico's recent improvements citing reductions in fatalities due to reductions in alcohol-related and pedestrian crashes and increases in safety belt use. However, he also emphasized any life lost is one too many, and it will take everyone working together to further reduce injuries and fatalities.

John Baxter, Associate Administrator of FHWA's Office of Federal Lands Highway, also noted recent road safety successes along with new challenges associated with motorcycle riders and text messaging while driving. Strategies presented for consideration highlight the importance of partnerships - outreach to partners to leverage resources and expertise, Tribal safety plans, 4E approaches working with engineering, education, enforcement, and emergency medical services, and road safety audits.

Pat Tucker, NHTSA's Region 6 Programs Manager, rounded out the opening discussion suggesting the safe movement of people and goods takes a partnership between the roads and the people.

Participants heard about the following examples of collaborative efforts to improve traffic safety for Native Americans throughout New Mexico:

- The BIA Indian Highway Safety Program (IHSP) participates in quarterly meetings with Federal partners including NHTSA, the Center for Disease Control and Prevention, BIA Office of Justice Services, Indian Health Services (IHS), among others. At the state level, IHSP collaborates with BIA law enforcement, IHS, and highway safety office personnel on a variety of efforts such as impaired driving courts, child passenger safety, and traffic records.
- NMDOT's Transportation Safety Bureau (TSB) is partnering with the New Mexico State Police (NMSP); e.g., Click It or

New Mexico State-Tribal DWI Strategic Plan Focus Areas:

- Tribal Justice Enterprise (cops, courts, corrections)
- Information Sharing
- Treatment and Intervention
- Prevention
- Public Awareness

Ticket, teen safety belt initiatives, checkpoints, and saturation patrols. Through collaboration with the New Mexico Activities Association, student athletes are required to participate in alcohol prevention programs.

- The New Mexico Motor Vehicle Division is supporting alcohol enforcement by partnering with Tribes on Administrative License Revocation for DWI offenders.
- In December 2006, New Mexico Governor Bill Richardson established the New Mexico State-Tribal DWI Task Force to address the growing number of Native American alcohol-related crash fatalities. Task Force members include leadership from New Mexico's 22 Pueblos, Tribes, and Nations, community members, and representatives from state agencies and DWI prevention organizations.

Panelists described multijurisdictional enforcement initiatives as prime examples of successful partnerships.

- The Navajo Nation kicked off a DUI initiative at the same time Governor Richardson started the State DWI program. The guiding principles of this campaign brought together a partnership between the Nation and the State to educate K-12 students and adults about the risks associated with DUI, as well as credentialing, cross-training, and cross-deputizing officers to enforce DUI/DWI laws on and off Tribal lands.
- A ground breaking "cross-commissioning" agreement in 2007 between the Navajo Nation and the McKinley County Sheriff's office allows officers from the Navajo Nation to patrol for suspected drunk drivers in McKinley County, and for McKinley County officers to patrol for drunk drivers on Navajo lands. As a result of the agreement, the Gallup Police Department, the New Mexico State Police, the McKinley County Sheriff, and the Navajo Police Department, working with NMDOT, have joined together to create a special DWI Task Force to increase DWI checkpoints and saturation patrols in McKinley County, and to convince the public if they drink and drive, they will be caught.
- The Santa Clara Pueblo is working cooperatively with the State Police and the Sheriff's Department on cross-jurisdictional enforcement to reduce DWI's.

Participants learned about road safety assessments and other collaborative engineering solutions to improve safety in Indian Country and across the State.

- Safety is a major concern for the BIA Indian Reservation Roads program. The BIA Southwest Region maintains roads

In 2008, NMDOT was awarded the *Making a Difference Silver Award for Risk Taking* by the National Partnership for Highway Quality for a venture including pavement milling and inlay, ramp reconstruction, construction of accel/decel lanes on I-40, road intersection improvements, construction of a bike/pedestrian path, drainage improvements, ADA-compliant improvements, materials testing, and other associated activities to support the reconstruction and rehabilitation project. The ingenuity of this collaboration led to the successful design, planning, management, and completion of this project with a cost savings of 30 percent.

and has increased its inventory substantially over the past few years. The BIA helps Pueblos by facilitating the process for them to reach their goals with a focus on the infrastructure. BIA has supported a number of memoranda of understanding (MOU) between tribes and NMDOT to implement infrastructure projects.

- NMDOT is partnering on a range of infrastructure projects with the Navajo Nation, Pueblo of Jemez, Pueblo of Acoma, Pueblo of Laguna, and Pueblo of Zuni. Examples of ongoing, completed, and upcoming projects involve intersection improvements; mill and overlay; reconstruction; interchange repair; cutler repaving; bridge repair, widening, and construction; road extension: and corridor studies.
- In 1999, Pueblo of San Felipe Governor Ortiz submitted a letter to NMDOT citing safety issues with a narrow bridge on the reservation border. NMDOT met with tribal leaders and indicated the project would be added to project listings. Following complications from the bridge's designation as a historic site because it was only the eighth bridge ever built in New Mexico, the bridge was successfully reconstructed through the cooperative effort between the Pueblo, the Mid-Region Council of Governments, NMDOT, and BIA.

■ Resources

Summit participants mentioned an acute lack of resources as a major obstacle to improving safety. An important advantage highlighted in all the above cases of successful partnerships is access to and leveraging of resources. Examples include:

- IHSP receives 2 percent (currently about \$4.6 million) of the of Federal Section 402 dollars to address priority program areas including alcohol, police traffic services, data, and occupant protection. A request for proposal is distributed to every tribal leader in the country along with publication of a Federal Registry Notice. IHSP hosts grants writing training and receives around 40 proposals each year. Selected projects are included in the Highway Safety Plan and funded on a reimbursement basis. One quarter (10) of current IHSP projects are in New Mexico.
- TSB currently provides funding for 10 Tribal agencies to implement checkpoints and saturation patrols.

Agencies of the McKinley County DWI Task Force

- McKinley County Sheriff
- Navajo Police Department
- Gallup Police Department
- State Police
- Gallup District Attorney's Office
- *With funding from the NMDOT Traffic Safety Bureau*

- Partnering has helped the Navajo Nation's DUI program overcome some of its limited resources. For example, IHS has supplied Intoxilyzer 8000s and other supplies.
- The McKinley County DWI Task Force originally began with hiring one full-time law enforcement officer through a grant from NHTSA. The State began investing funds in the Task Force and it has since grown into the large cooperative effort it is today.
- The Santa Clara Pueblo has received overtime funding for law enforcement through both IHSP and TSB (Safer New Mexico).
- When Tribes were struggling to meet matching requirements in their MOUs with NMDOT for infrastructure projects, the Indian Reservation Roads program entered Joint Project Agreements with NMDOT and used BIA funding to fulfill the match requirements.
- Infrastructure projects have been funded through a variety of other Federal, state, and Tribal sources including, among others, the highway safety improvement program (HSIP), Governor Richardson's Investment Partnership (GRIP) II, and, more recently, the American Recovery and Reinvestment Act.
- The Pueblo of San Felipe Bridge 8 project cost \$1.2 million and was jointly funded through BIA, GRIP II, and the Pueblo.

■ **Data**

Another overarching theme of the Summit is the importance of data and analytical tools to identify and document safety problems. Appropriate analysis not only improves success in receiving funding but ensures the underlying causes of safety problems are understood. Without this analysis, it is possible to misunderstand the problem or apply the wrong solution, leading to wasted resources and perhaps additional unsafe conditions.

- Participants were reminded of shrinking resources at all levels and the need for data to show where to put the dollars most effectively. They were encouraged to work together to devise a plan to address data collection challenges.
- The IHSP is a performance-based, data-driven program. Projects must be justified, and monthly reports are required. The program is piloting a Tribal traffic records project in eight tribes in three states. IHSP provides hardware, training, and traffic records software.

- Likewise, with shrinking resources, the Indian Reservation Roads program relies heavily on crash data to rank high-priority projects.
- The Governor’s State-Tribal DWI Task Force uses data, such as a survey showing a majority of drivers with low perceptions of the likelihood of being convicted for DWI, to reinforce the need for high-visibility enforcement programs. Data is also used to monitor progress such as increases in license revocations from DWI arrests since 2007.
- The McKinley County Task Force effort relies largely on volunteer efforts. To maximize the effectiveness of enforcement efforts, the Task Force maintains statistics and uses GIS mapping to identify “red dots” (hazardous locations) to guide deployment.

Summit Results

A primary Summit objective was to provide a forum to share their experiences, learn from one another, and work together to begin identifying solutions and action steps. To achieve this, Summit participants were divided into breakout groups around specific topics and asked to identify issues and challenges in those areas, current programs, recommended solutions, and action steps. The following sections reflect participant comments during the breakout discussions.

■ Building Capacity to Meet Unmet Tribal Transportation Needs

Issues and Challenges

- A number of Tribes lack adequate expertise and resources to meet transportation safety needs.
- Federal, state, city, and MPO policies and processes often make it difficult for Tribes to participate.
- Stringent ARRA requirements (i.e., design specifications) left many Tribes unable to develop eligible “shovel ready” projects.
- Many Tribes find it difficult to meet GRIP II match requirements.
- GRIP II projects are limited to only local roads, i.e., a state road through a reservation is not eligible for funding.
- Having to fulfill the full National Environmental Policy Act (NEPA) process when purchasing right-of-way is too burdensome.
- It is difficult for rural areas to compete with urban needs for transportation resources.
- Once Tribes receive funds, some lack adequate development capacity to actually use the money and complete the projects.

- Standards are often not considered when Tribal roadway projects are designed and implemented, i.e., cows on the road because shoulders are lacking.
- Lack of coordination among Tribal entities often hampers progress in solving common problems.

Current Programs

- NMDOT Tribal Liaison is actively trying to identify areas where NMDOT can support Tribes.
- One of the Pueblos has an established evacuation plan.
- NMDOT is organizing a group to examine rural/urban distribution of resources and consider adjusting facility classifications.

Solutions and Action Steps

- Form consortia to share resources among Pueblos and Tribes, i.e., Tribe to Tribe agreements.
- Hire personnel to work for more than one Pueblo.
- Use “round robin” funding agreements among Tribes with pooled funds to improve roads, i.e., one tribe gets a project this year; another one next year; etc.
- Establish/organize a group or association based on this Summit to advocate for Tribal needs.
- Get involved in the decision-making process. Contact elected officials, commissioners, etc., to let them know your needs and recommended solutions.
- Make the case now for more rural support under transportation reauthorization bill. Visit transportation committees and subcommittees when visiting Washington officials. Establish a subcommittee under the State-Tribal Task Force to develop a policy proposal.
- Challenge Congress to look at mechanisms in addition to urban/rural and develop new methods for funding distribution that is more equitable for rural America.
- Approach state legislators and others who can provide more resources and establish better processes.
- Establish a clear process for cooperative agreements between Tribes and the State.
- Assign an engineer in each regional planning organization (RPO) to provide Tribal technical assistance.

- Use the categorical exclusive process which does not require a full NEPA process.
- Seek a policy to avoid the NEPA process when the environment has already been disturbed, i.e., when BIA builds a road but does not purchase right-of-way.
- Coordinate efforts among all tribes to address evacuation issues, i.e., how to handle a hazard spill, transfer of nuclear waste, etc.

■ **Building Tribal Law Enforcement Capacity to Enforce Traffic Safety**

Issues and Challenges

- Speeding and impaired driving are top concerns.
- Many Tribal courts are not ordering ignition interlocks.
- Tribes lack law enforcement officers and equipment. Resources go to highways, lighting, bridges, expansion, etc.
- Difficulties in law enforcement recruitment and retention, i.e., once trained, officers often move on to other agencies with better benefits.
- Tribal law enforcement officers need drug recognition expert (DRE) and standardized field sobriety test (SFST) training.
- Tribes are required to pay for services, such as blood draws, emergency services, coroner, etc.
- The heavy volume of visitor traffic (many aggressive drivers) on Tribal roadways impact resources.
- Tribes lack adequate alcohol treatment programs.
- Information sharing among Tribes is inadequate.
- Data collection is too costly.
- Only about half the New Mexico Tribes apply for grant funding, often citing lack of grant writers, administrators, etc.
- Many Tribal programs are dependent on Federal grants and would end if the grants dried up.

Current Programs

- Some Tribal probation programs are working well and following offenders with active probation offices.
- Traffic safety units provide capital outlay for vehicles and salary assistance funding.
- A number of Tribes have child protection system (CPS) certified technicians to assist with access to and proper installation of child safety seats, etc.
- SCRAM (Secure Continuous Remote Alcohol Monitor) units are being employed to monitor repeat offenders.

Solutions and Action Steps

- Identify and share best practices from other states.
- Build inter-Tribal coalitions to share opportunities and leverage resources (financial, human, IT, etc.)
- Improve information sharing and traffic records management systems.
- Establish joint enforcement and prevention programs among Tribes and with counties.
- Promote Tribal representation/participation in county programs.
- Employ cross-commissioning and MOUs with District Attorneys.
- Conduct cultural education with elders on Tribal, state, and Federal laws.
- Provide more outreach to Tribes to educate them about grant availability, grant writing, etc.
- Explore a wider variety of funding opportunities, U.S. Department of Justice Community-Oriented Policing Services (COPS) grants, homeland security, drug enforcement, etc.
- Do more to publicize available training.
- Provide Ticketing Aggressive Cars and Trucks (TACT) training to Tribes.
- Explore methods for treating DWI as a mental health issue rather than automatic incarceration.
- Employ red light running cameras.

■ Universal Data Issues

Issues and Challenges

- Some Tribes lack resources and the technology to capture, store, and disseminate data.
- Tribes lack awareness and understanding about available technology, etc., and do not know how to use the different data systems.
- Data is often collected without a clear understanding of the purpose; the data may not be used.
- Different data is collected but not necessarily shared/coordinated.
- Duplication exists in data collection and analysis.
- Different data records management systems have different, often incompatible, standards.
- No central repository/data warehousing is available.
- System improvements are slow to implement.
- Privacy and security concerns hamper data sharing.
- Mandates for sharing data between Tribes and the State are fragmented, with silos between law enforcement, courts, and correctional facilities.
- Concerns exist about data accuracy, completeness, timeliness, and bias.
- Gaps remain between data collection, interpretation, and action.

Current Programs

- Some jurisdictions have most of the data systems in place for collecting, sharing, and using data, 95-98 percent of crash data, and 80-95 percent of DWI data.
- Good leadership support for data management has gotten efforts started, but additional effort is needed to develop additional new systems.
- Some Tribes are entering intergovernmental agreements (IGA) with District Attorneys to prosecute offenders.

Solutions and Action Steps

- Develop some sort of checklist each tribe could use for self-assessment (as opposed to blanket statements about all tribes).
- Collaborate with all 22 tribes on data improvement efforts.
- Seek more Tribal participation in the State Traffic Records Coordinating Committee (TRCC) and in the IHS TRCC.
- Seek a legislative mandate to increase resources for data collection and management.
- Expand use of tools such as IGAs.
- Create an incentive program for Tribes to collect and share data.
- Provide technical assistance to Tribes in data interpretation/analysis, mapping, etc.
- Provide data training at multiple levels within Tribes.
- Encourage support at the Tribal level, i.e., financial and other resource commitments.

Moving Forward

This was the first Tribal traffic safety summit in New Mexico. The State is committed to take the next steps in pursuit of safer Tribal roadways. As emphasized at the beginning of the Summit and throughout, an important component of any future direction should be to continue to foster partnerships and multidisciplinary collaboration. NMDOT, BIA, NHTSA, and FHWA will use results from the Summit to guide continuing support for Tribal safety efforts.

Tribes, along with Federal, state, and county partners, are encouraged to begin implementing the recommendations immediately. Participants will inform the Tribal Elders, leaders, and other safety stakeholders in their agencies and communities about the Summit results and lessons learned to determine future directions in transportation safety education, enforcement, infrastructure, and data.

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

NMDOT: <http://www.wtsc.wa.gov>

BIA: www.doi.gov/bureau-indian-affairs.html

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

FHWA Office of Federal Lands Highway:
<http://flh.fhwa.dot.gov/programs/irr/safety/>

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

Appendix A: Agenda

Time	Presentation and Speaker
Tuesday August 18, 2009	
7:00-8:00 Foyer	Registration and Continental Breakfast
8:00-8:30 Ballroom C	<p>Call to Order</p> <ul style="list-style-type: none"> ❖ Robert Archuleta, Alcohol Enforcement Bureau Chief, New Mexico Department of Transportation, Traffic Safety Bureau ❖ Ron Shutiva, Emcee, Native American Tribal Liaison, New Mexico Department of Transportation ❖ Michelle Brown-Yazzie, Emcee, New Mexico Tribal DWI Coordinator <p>Invocation</p> <ul style="list-style-type: none"> ❖ Grandma Marjorie Thomas, Diné Advocate and Educator <p>Welcome Remarks</p> <ul style="list-style-type: none"> ❖ Jackson Gibson, District 6 Highway Commissioner ❖ Pat Abeyta, Program Coordinator, BIA Indian Highway Safety Program ❖ John Don Martinez, New Mexico Division Administrator, Federal Highway Administration ❖ Planning for Safety: Successful Strategies John Baxter, Office of Federal Lands Highways ❖ Tribal Traffic Records Issues and Opportunities Pat Tucker, Regional Programs Manager, National Highway Traffic Safety Administration, Region 6
8:30-10:00 Ballroom C	<p>Current Transportation Safety Initiatives in Indian Country</p> <ul style="list-style-type: none"> ❖ Governor's State-Tribal DWI Task Force and Tribal Initiatives in New Mexico Governor John Antonio, Pueblo of Laguna ❖ Overview of New Mexico Traffic Safety Bureau Programs Robert Archuleta, Alcohol Enforcement Bureau Chief, New Mexico Department of Transportation, Traffic Safety Bureau ❖ NM Motor Vehicle Division Programs Michael Sandoval, Director, Motor Vehicle Division ❖ Overview of Indian Highway Safety Program Pat Abeyta, Program Coordinator, BIA Indian Highway Safety Program <p>Moderator: Michelle Brown-Yazzie, Esq., New Mexico Tribal DWI Coordinator</p>
10:00-10:15 Foyer	Break
10:15-11:30 Ballroom C	<p>Multi-jurisdictional Enforcement Initiatives and Issues: This panel will describe success stories on mounting multi-jurisdictional traffic safety enforcement campaigns.</p> <ul style="list-style-type: none"> ❖ Vikki Shirley, First Lady, Navajo Nation ❖ Lt. Tom Mumford, McKinley County Sheriff's Office ❖ Darren Soland, NM State Police ❖ Leo Montoya, Chief of Police, Santa Clara Pueblo <p>Moderator: Rachel O'Connor, DWI Czar, Office of Governor Bill Richardson</p>
11:45 Ballroom B	Luncheon (provided)
12:00-12:30 Ballroom B	<p>Keynote: John Echohawk: Addressing Traffic Safety In Indian Country John Echohawk, Director, Native American Rights Fund</p>
12:30-12:45 Ballroom B	<p>Motivating Safe Transportation Behaviors among Tribal Youth Dr. Matthew Martinez, Director of Indian Education, New Mexico Higher Education Department</p>
12:45-1:00 Foyer	Break
1:00-2:15 Ballroom C	<p>Road Safety Assessments and Other Engineering Solutions</p> <ul style="list-style-type: none"> ❖ The Indian Reservation Roads program – current initiatives and resources available to help Indian Country improve infrastructures. Charles Riley, BIA ❖ New Mexico Department of Transportation initiatives, programs and resources to improve state roads in Indian Country. Larry Maynard, District Engineer, New Mexico Department of Transportation ❖ Pueblo of San Felipe: Bridge Travel Safety in Indian Country: The San Felipe Experience—A Case Study <p>Moderator: Ron Shutiva, Native American Tribal Liaison, New Mexico Department of Transportation</p>

Time	Presentation and Speaker
2:15-2:30 Foyer	Break
2:30-4:00 Sunrise	Workshop Breakout A: Building Capacity to Meet Unmet Tribal Transportation Needs. Moderator: Ron Shutiva, Native American Tribal Liaison, New Mexico Department of Transportation Scribe: Susan Herbel, Cambridge Systematics
2:30-4:00 Manzano	Workshop Breakout B: Building Tribal Capacity to Enforce Traffic Safety Moderator: Michelle Brown-Yazzie, Esq., New Mexico Tribal DWI Coordinator Scribe: Franklin Garcia, Bureau Chief, Public Information and Education, New Mexico Department of Transportation, Traffic Safety Bureau
2:30-4:00 Bosque	Workshop Breakout C: Universal Data Issues Moderator: Ada Melton, American Indian Development Associates. Scribe: Bernardo Kleiner, Cambridge Systematics.
4:00-4:30 Ballroom C	Report Out: Action Plan. Results of breakouts will be reviewed to develop a 2010 Traffic Safety Action Plan.
4:30 Ballroom C	Closing Prayer Governor Benavides, Pueblo of Isleta
5:00-7:00 Tiwa Room, 3rd Floor of the Casino	Reception and Awards : Youth Safety Presentations/Video Youth videos will be presented during this reception and the winners will receive awards: Award Presenters: Dr. Matthew Martinez, Gary Farmer and All Native Alliance Teaching Voices (ANATV). Entertainment: Gary Farmer and the Troublemakers.