



WASHINGTON
Traffic Safety
COMMISSION

Centennial Accord Agreement March 1, 2009

**Between the State of Washington
(Washington Traffic Safety Commission)
and the Tribes of Washington State**

Purpose

The following document is a formal Government to Government agreement established between the state of Washington (Washington Traffic Safety Commission) and the Tribes of Washington State, in accordance with the Centennial Accord, the 2000 Millennium Agreement, and related Executive Orders for the purpose of enhancing traffic safety, thereby saving lives, preventing injuries, and the loss of property on tribal lands throughout Washington resulting from traffic crashes.

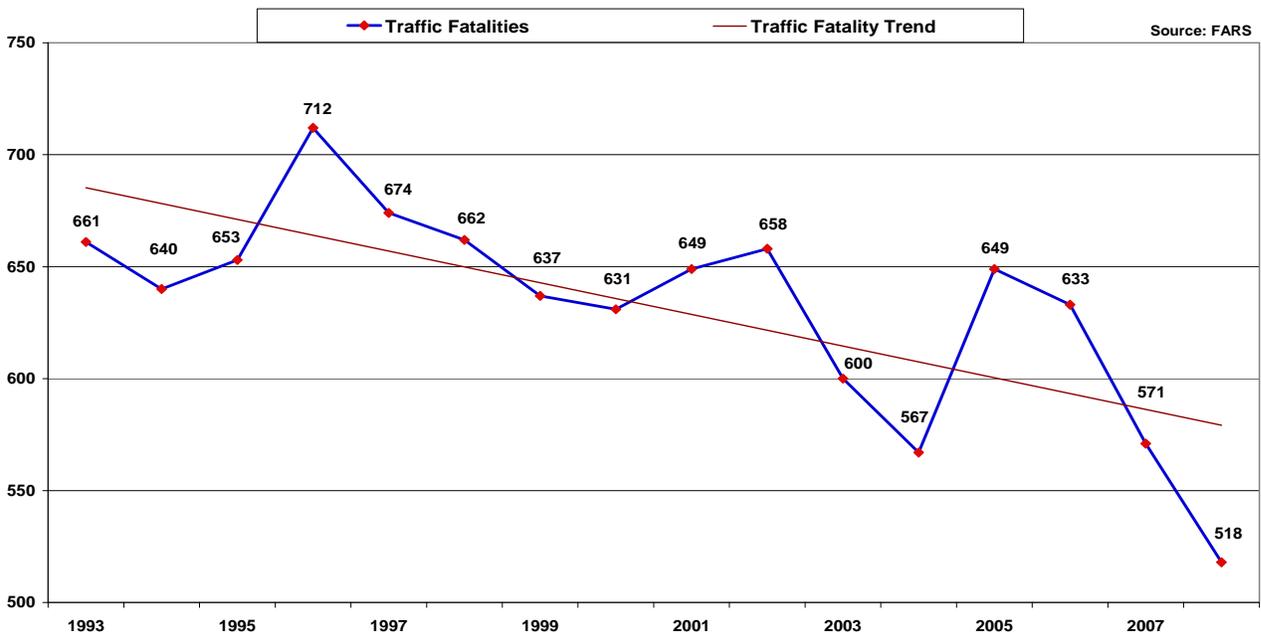
Introduction

Traffic safety continues to be a high priority for the citizens of Washington State based on the dramatic impact traffic crashes have on their personal safety, the quality of their lives, and the states economy. Governor Christine Gregoire maintains public safety as one of her administrations highest priorities. Survey data, both locally and nationally, documents that citizens throughout the country are more afraid of being killed or injured in a traffic crash than they are from violent crime. When comparing state and national crash data, it is clear that Washington has some of the safest roads in the country. However, Washington still lost 518 lives in 2008, and a majority of these deaths were preventable.

When analyzing Washington fatal crash data by racial group, an alarming trend emerges when it comes to the number of Native American lives lost each year. If we make a comparison based on their representation within the states population, the results are even more staggering. Native Americans in Washington die at a rate approximately 3.17 times higher than the combined average of other racial groups. These statistics become even worse if you look at them nationally. Research indicates the death rate for Native Americans can be as high as 3.5 to 5.0 times higher when compared to non-tribal members depending on the region of the country. To further complicate this issue, researchers and traffic safety experts agree that tribal roadway crash data is under reported, therefore making the death rate outlined above even worse. The most important aspect of this analysis is those dying are the tribe's younger generation, a trend that is jeopardizing the future of tribal cultures throughout the country.

WASHINGTON TRAFFIC FATALITIES, 1993-2008

Traffic deaths per year



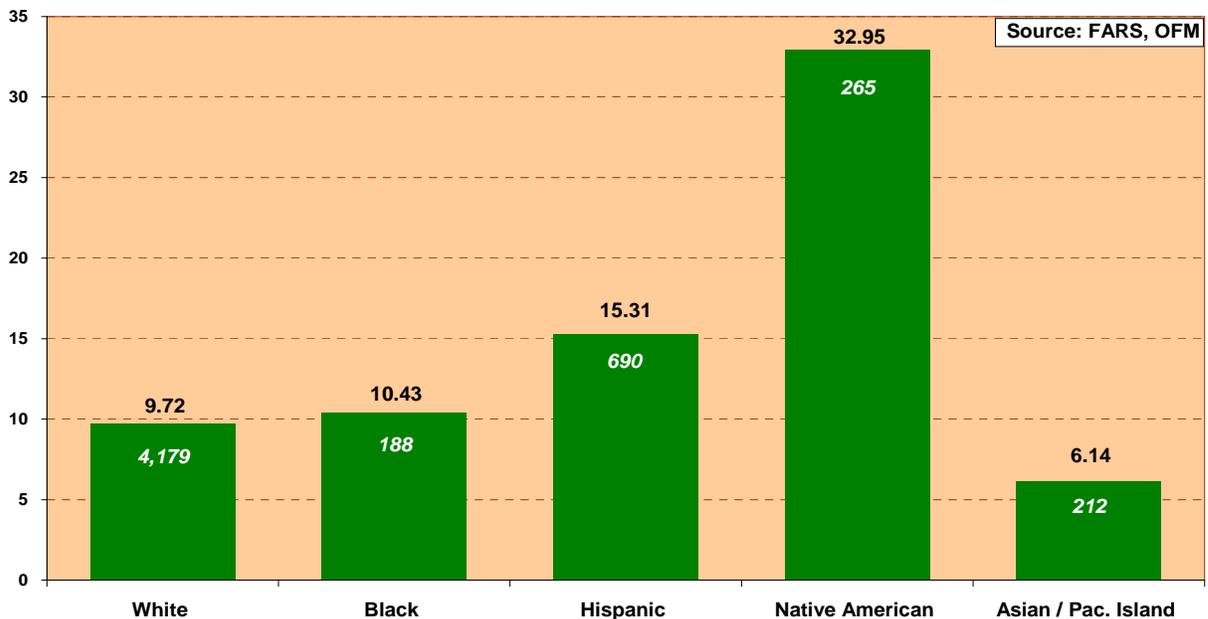
Source: FARS

Discussion

If we review Washington traffic fatalities from 1999 – 2007 by racial groups we find the following:

WASHINGTON TRAFFIC FATALITY RATE, 1999-2007

By Race, Traffic Fatalities per 100,000 population (fatalities shown in columns)

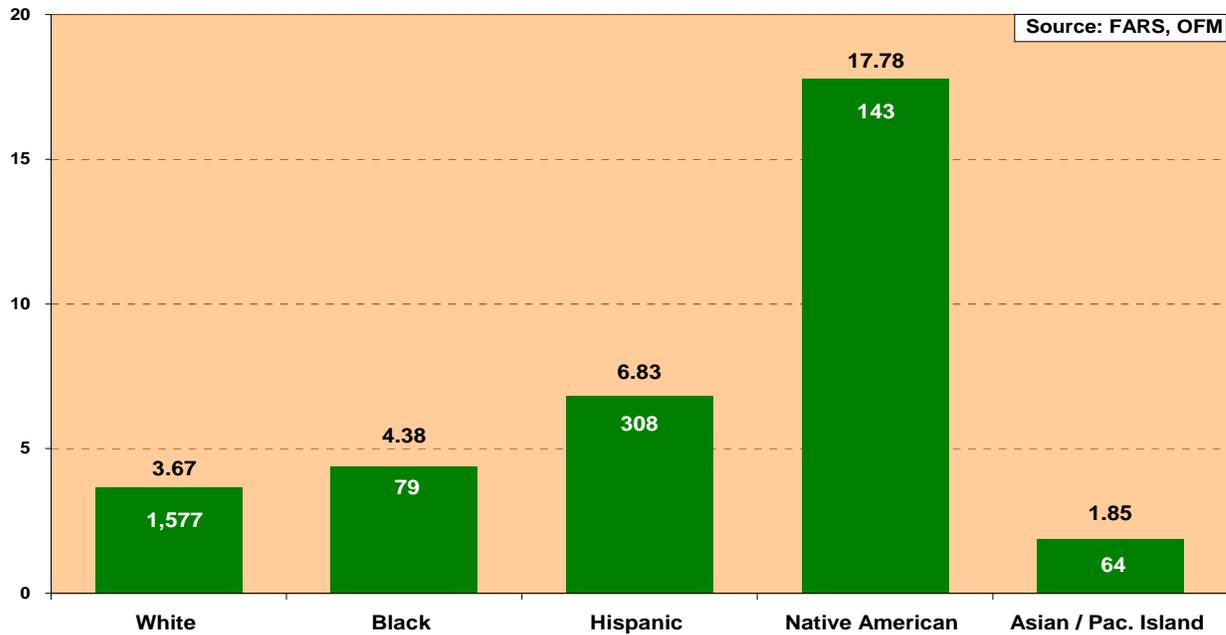


Source: FARS, OFM

*Note: Race classifications are per the U.S. Census Bureau and are mutually exclusive.

Given that Native Americans in Washington are dying at a rate 32.95 per 100,000 population compared to an average of 10.40, or 3.12 times more frequently than for the combined average of other racial groups. Steps must be taken to change this devastating trend. If we analyze this crash data from the standpoint of drinking driver involvement, we find that Native American fatal crashes involved drinking drivers 4.20 times more frequently than the combined average of other racial groups.

WASHINGTON DRINKING DRIVER-INVOLVED FATALITY RATE, 1999-2007
By Race, Traffic Fatalities per 100,000 population (fatalities shown in columns)



**Note: Race classifications are per the U.S. Census Bureau and are mutually exclusive.*

The WTSC continues to partner with tribal governments to provide data, technical support, and funding to assist in creating a safer motoring environment by improving traffic safety on tribal roads. Washington is unique given that there are 29 federally recognized tribes in the state and 11 others who are not yet federally recognized. Other states have significantly fewer tribes with which to coordinate and partner with on traffic safety initiatives. Washington’s significantly higher number of sovereign governments requires a much higher level of coordination in order to effectively address traffic safety on tribal lands.

Given that the trend of traffic related deaths involving Native Americans in Washington continues to be so high, new and innovative strategies and countermeasures must be implemented if this trend is to be reversed. Moreover, the level of partnerships and sharing of resources between the state of Washington and the tribes will significantly impact the success of these efforts in the future. The following initiatives are proposed as the basis for enhancing traffic safety on tribal lands, therefore improving the health and welfare of tribal communities throughout Washington.

Action Items

As a result of the 2009 Centennial Accord meeting, the tribes and the state of Washington agree to implement the following initiatives to enhance traffic safety on tribal lands in order to reduce the deaths and injuries among Native Americans in Washington State resulting from traffic crashes:

Maintain a Tribal Traffic Safety Advisory Board to the WTSC comprised of the following representatives:

- a. Governor's Office of Indian Affairs - 1
- b. Department of Transportation - 1
- c. Tribal Leadership (one east/one west, with one member acting as the Advisory Board Chair) - 2.
- d. Tribal law enforcement (one east/one west) – 2
- e. WTSC - ex-officio member to support the board – 1

Total members – 7

The Tribal Traffic Safety Advisory Board is responsible for assisting both the tribes and the Washington Traffic Safety Commission to:

1. Use Target Zero (Washington's Strategic Highway Safety Plan) as a guide when developing and implementing effective traffic safety initiatives on tribal lands.
2. Effectively invest human and financial resources in proven strategies and best practices, as identified in Target Zero, on tribal lands that are proven to save lives and prevent injuries.
3. Assist in the planning and facilitating a Tribal Traffic Safety Summit every other year to address behavioral traffic safety issues on tribal lands which support items #1 and #2 as outlined above.
4. Assist in facilitating a block grant to the Northwest Association of Tribal Enforcement Officers for tribal law enforcement traffic safety training, equipment purchases, and enforcement initiatives.
5. Work to improve the collection and analysis of crash data on tribal lands.
6. Develop performance measures to evaluate the progress of these initiatives and create an accountability link directly to Governor Gregoire through the GMAP process.
7. Provide an annual report on the above initiatives to the Governor's Office of Indian Affairs.
8. Coordinate with Federal agencies to identify additional funding for traffic safety initiatives on tribal lands.

9. Work to build stronger and more effective partnerships between the WTSC and tribal governments which mutually support traffic safety statewide as well as on tribal lands.
10. Maintain tribal government involvement in the 2009 update of Target Zero.

Director, Washington Traffic Safety Commission

Date

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