

2021  NTICC

ACCIDENT RESPONSE, MANAGEMENT & INVESTIGATION FOR TRIBAL TRANSIT

THURSDAY
SEPTEMBER 30
2021

10:30 AM - 12:00 PM
PACIFIC TIME /
1:30 PM - 3:00 PM
EASTERN TIME

SESSION MODERATOR:

MODERATOR: NEIL RODRIGUEZ, NATIONAL RTAP

PRESENTERS:

WALT DIANGSON, INSTRUCTOR & CONSULTANT, NATIONAL RTAP

KOGEE SPANIARD, TRANSIT SUPERVISOR, MUSCOGEE (CREEK) TRIBAL TRANSIT



MEETING DETAILS

Join the meeting on your mobile device, computer, or by phone.

Join Zoom Meeting

<https://us06web.zoom.us/j/89859658252?pwd=K3VCNlgrd0w4ZXJmQ3pCNHZCTnh4QT09>

Meeting ID: 898 5965 8252

Passcode: 540979

One tap mobile

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Dial by your location

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+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington DC)

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MEETING HOUSEKEEPING ITEMS

- Today's webinar is schedule to last 1 hour and 30 minutes, including Q&A
- All participants will be muted to enable the speakers to present without interruption
- Questions can be submitted via the chat option at the bottom of your screen
- Private chat messages can be sent to the host(s), or chat messages can be sent to everyone
- The presentation slides and a recording of the presentation will be available at nticc.org by October 8



SESSION SPONSOR



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THURSDAY, SEPTEMBER 30, 2021

WALT DIANGSON, NATIONAL RTAP

KOGGEE SPANIARD, MUSCOGEE (CREEK) NATION TRANSIT

Henri Headdress, Fort Peck Transit



THANK YOU TO THE CONFERENCE SESSION SPONSORS



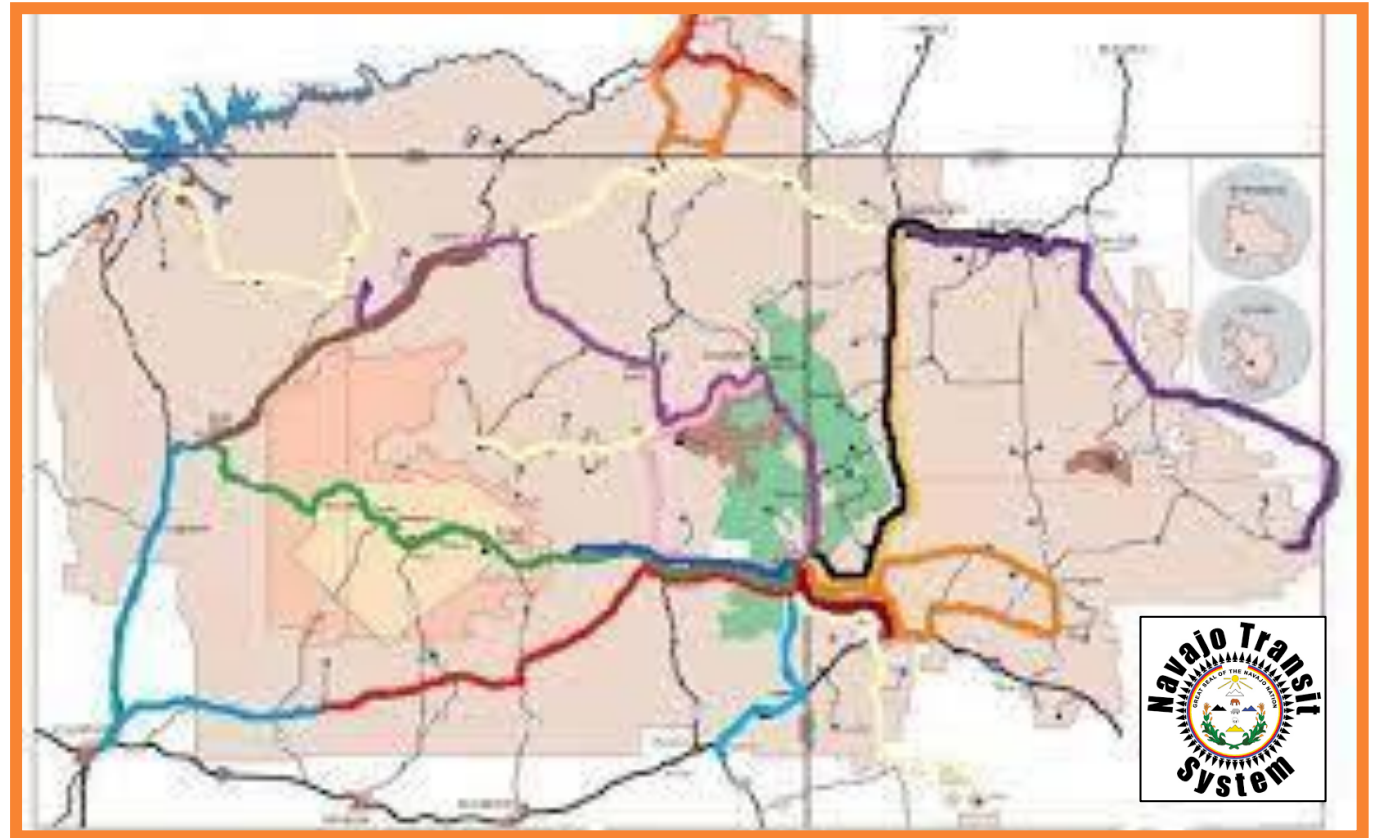
Thank you to the NTICC for including Tribal Transit as an important service element of Tribal Transportation. Thank you also to the National RTAP Tribal Transit Training Program for providing valuable training in support of all tribal transit service providers in Indian Country.

For more information and resource materials, contact Neil Rodriguez, Program Manager, at the National RTAP Tribal Transit Training Program:
nrodriguez@nationalrtap.org
(508) 962-3826 Direct



CONTEXT FOR TRIBAL TRANSIT ACCIDENT RESPONSE & INVESTIGATIONS

- Sovereign Nation Status
- Tribal Requirements
- Large Service Areas
- Tribal & Non-tribal Areas
- Remote Areas
- Rural Road Conditions
- Ops. Response Constraints
- Readily Accessible Medical
- Communication Barriers
- Investigative Resources
- Cultural Norms in Investigation



NAVAJO TRANSIT SYSTEM SERVICE AREA

The background of the slide features a silhouette of a Native American man in profile, facing right. He is wearing a large, spiky feathered headdress and holding a bow. In the lower right background, there are two tipis. The entire scene is set against a warm, orange-brown sky with soft clouds. A white, hand-drawn style rectangular border frames the central text area.

Principles of Accidents

MAJOR TRANSIT COLLISIONS & INCIDENTS



**GIF EXAMPLES OF SLIPS,
TRIPS, & FALLS
COLLISIONS, CRASHES**

PRIMARY REASONS FOR TRANSIT ACCIDENTS

- **Unsafe Conditions**

10%

- Slippery steps, flooring
- Traffic, tailgating, turns, backing, speed
- Roadway conditions, construction, weather, time of day
- Tight scheduling

- **Unsafe Behaviors**

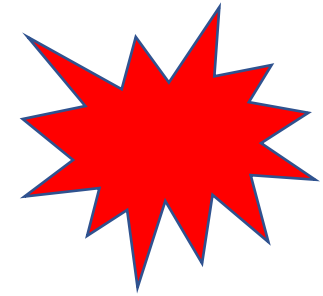
88%

- Driving distractions, inattention
- Rushing, taking short-cuts
- Being unprepared or inadequately trained
- Poor decision making & complacency

- **Acts of Nature**

2%

- Natural disasters

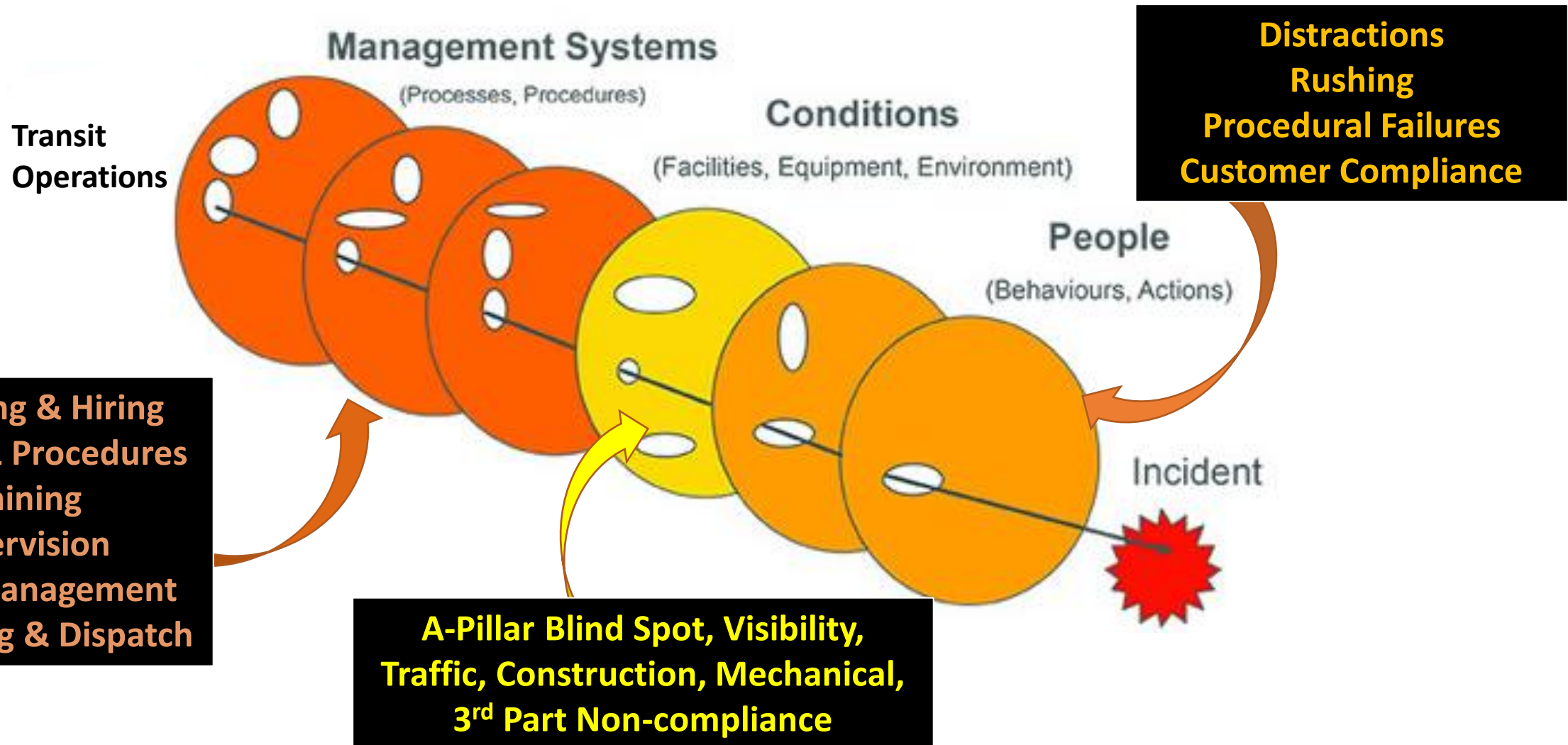


WHAT CAUSES ACCIDENTS? VIDEO



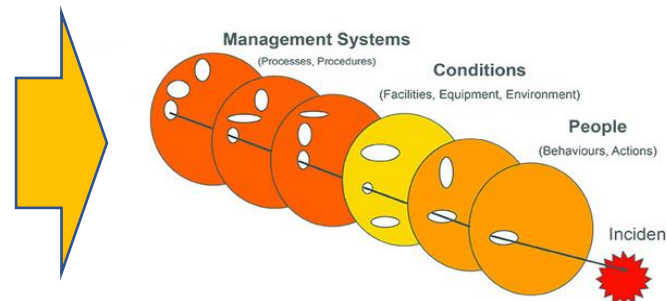
Source: YouTube for What Causes Accidents - Safety Training Video - Preventing Accidents & Injuries at <https://youtu.be/dBf6BTX1bmM>

REASON'S ACCIDENT CAUSATION MODEL



ACCIDENT CHAIN OF EVENTS (COE)

- COE = Chain Of Events = contributing factors leading to an undesired outcome (i.e., accident)
 - Unsafe conditions & unsafe behaviors
 - e.g. , tight schedules + multitasking → rushing & distractions blind spots → other motorists → speeding → crash & injuries or worse
- Accident typically at end of sequence of events leading to an accident
- Interruption of COE could eliminate the accident



The background of the slide features a warm, orange-hued sunset sky. In the foreground, the silhouette of a Native American figure is shown in profile, facing right. The figure wears a large, spiky feathered headdress and holds a bow with an arrow. In the lower right corner, the silhouettes of two teepees are visible against the horizon. The entire scene is framed by a white, hand-drawn style border.

Accident Investigation Process

THE IMPORTANCE OF ACCIDENT INVESTIGATION

- To **collect facts**, data, & other evidence of an accident for appropriate safety management action.
- To contribute to the **prevention** or risk reduction of similar safety events from reoccurring based on root causes.
- To achieve increased **organizational learning** & the development of corrective measures to address root causes.
- To support a just safety culture & **not to place blame** during the investigation.

PROCESS OF ACCIDENT INVESTIGATION

1



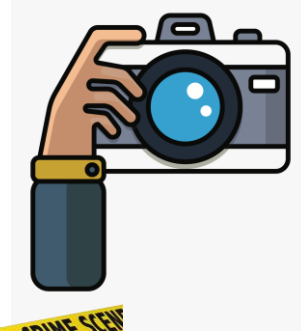
“We can’t predict the future, but we can be prepared for it.”

2



“Pay attention. Be alert. Don't be in denial.”

3



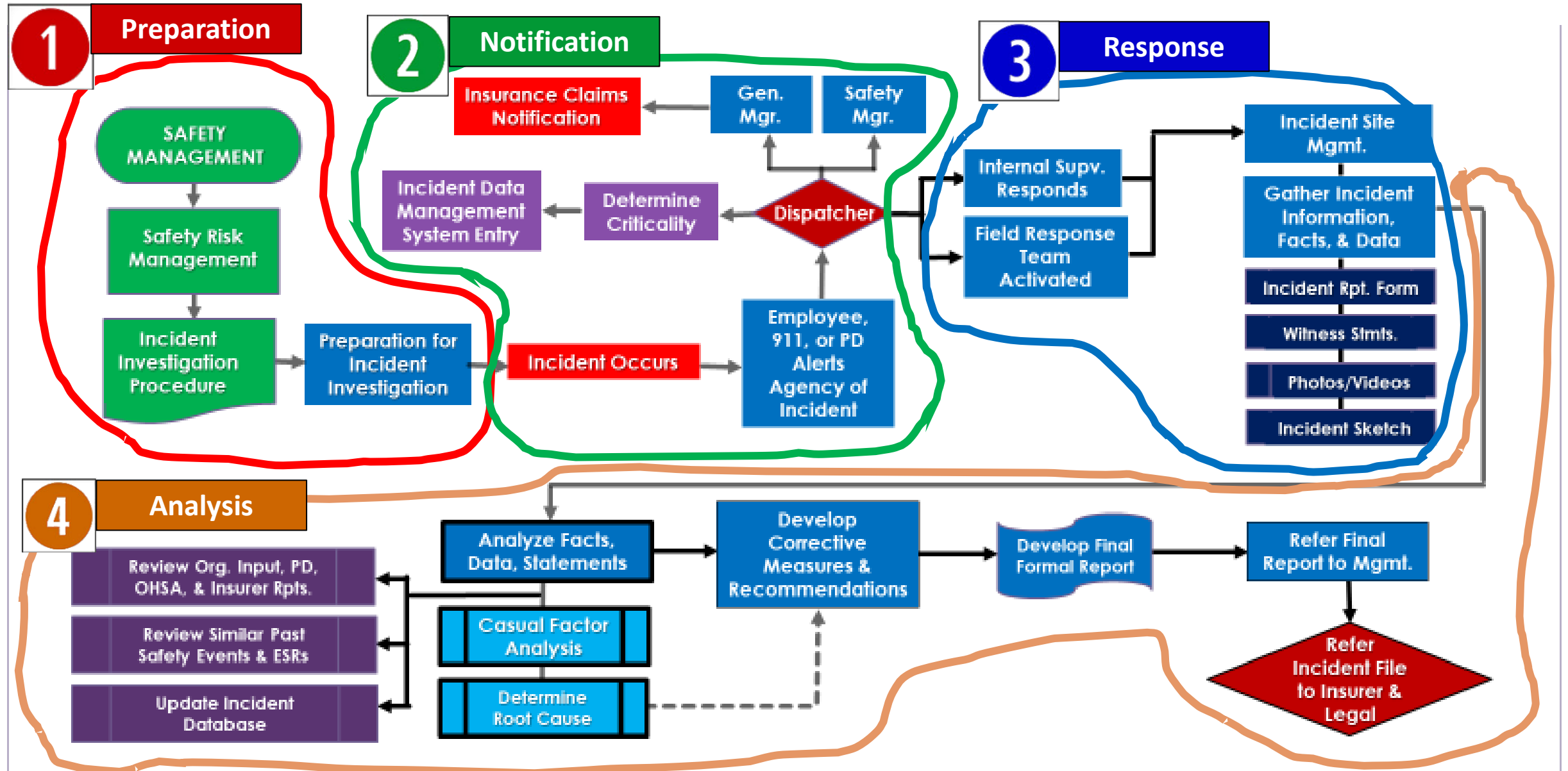
“Just the facts, ma'am.”

4



“For every effect, there is a root cause.”

THE ACCIDENT INVESTIGATION PROCESS





Native Transit Perspective

- **HENRI HEADDRESS, DIRECTOR
FORT PECK TRANSIT**
- **KOGEE SPANIARD, TRANSPORTATION MANAGER
MUSCOGEE NATION TRANSIT**

FORT PECK TRIBAL TRANSIT



- Henri Headdress – Ft. Peck Transit, Director
- AA in Education – Brigham Young University
- Bachelors Degree – NAES College
- Transportation Planner
- Ft. Peck Tribes one of first 5 tribes in the Tribal Nation to take its program from BIA directly through FHA.
- 48,316 Passenger Trips
- 222,387 VRM
- 27,147 VRH
- Fleet: 6 Paratransit & 2 Buses



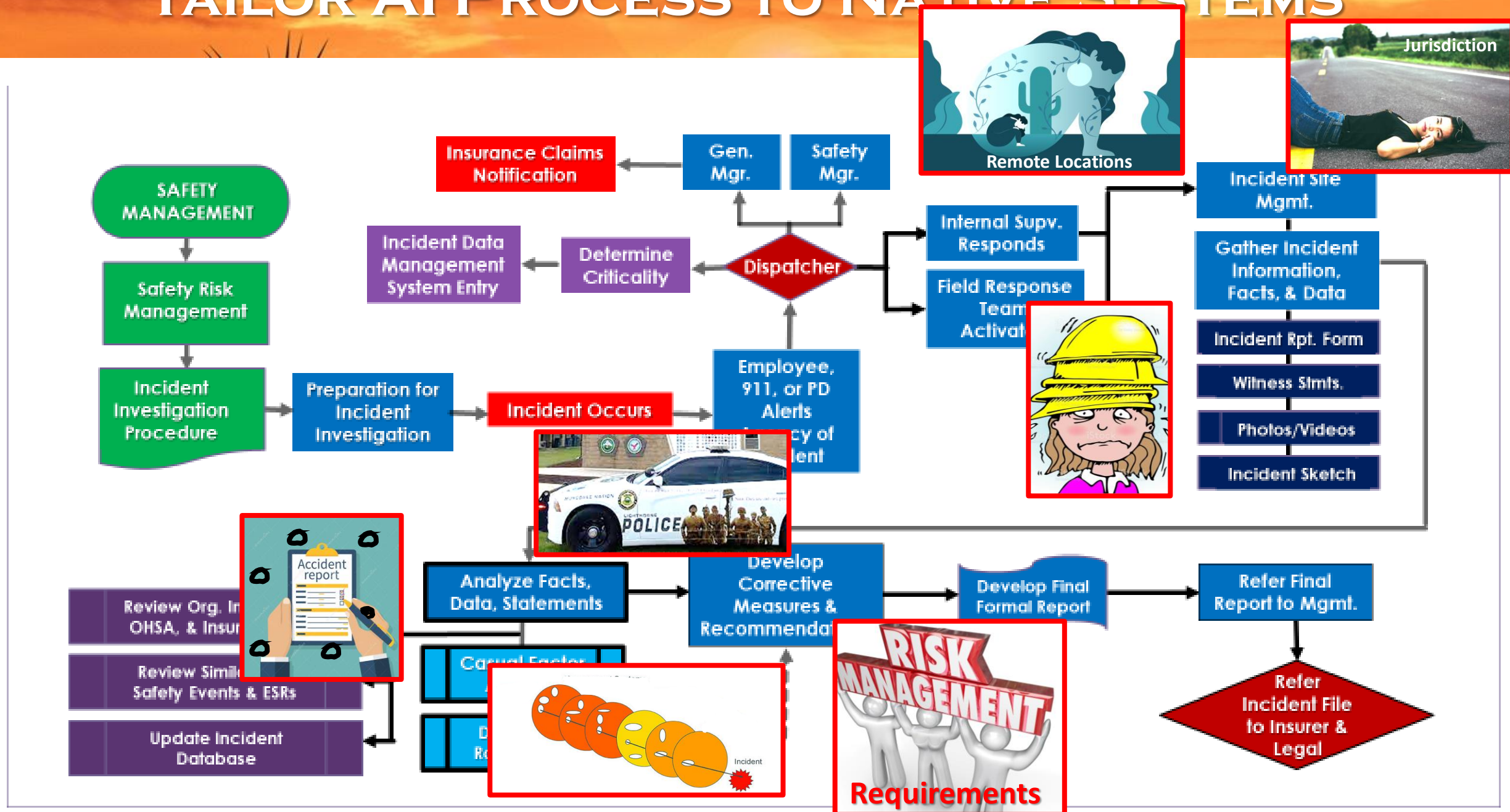
Henri Headdress

MUSCOGEE NATION TRANSIT

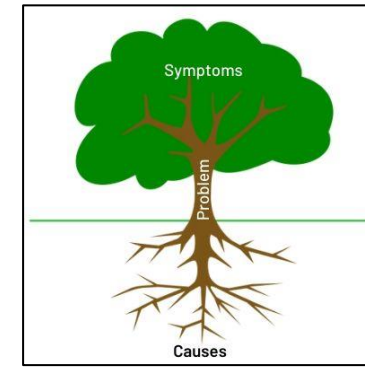
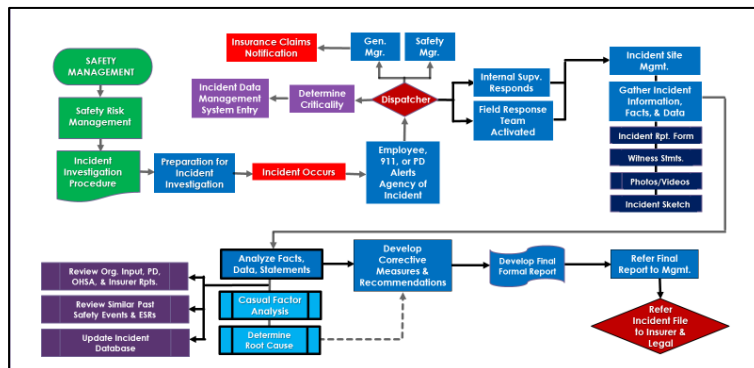
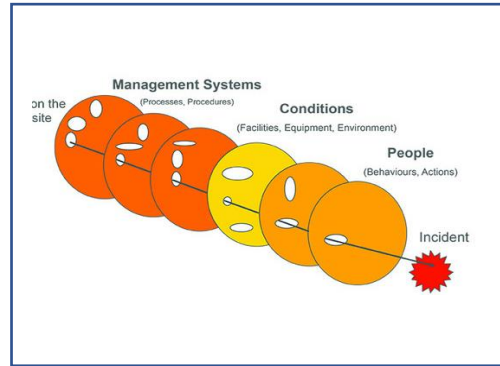


- **Muscogee Nation Transit Authority**
- **Transit Services include:**
 - Reserved Rides**
 - Daily Demand Service**
 - Ride-To-Work routes**
 - Free Veterans routes**
 - Free Trolley service**
- **Transit Partnerships:**
 - Kibois Area Transit System**
 - Veterans' Ride Connect**
 - Oklahoma Department of Transportation – Office of Mobility**
- **20 Employees**
- **24 vehicles**
- **1 Transit Maintenance Facility**
- **Service Area:**
 - 11 Counties**
 - 4,824 Square Miles**
- **Kogee Spaniard, Transportation Manager**
- **15 years in the Transit Service**

TAILOR AI PROCESS TO NATIVE SYSTEMS



SESSION SUMMARY



TRUE OR FALSE QUIZ

1. The primary purpose of accident investigation is to prevent future accidents.
2. The first thing to do when an accident takes place is to begin the accident investigation.
3. Only a road supervisor can conduct the accident investigation.
4. The accident site should be isolated until all pertinent evidence has been collected or observed and recorded.
5. A record of all evidence is the final step in accident investigation.
6. Primary witnesses are witnesses who did not actually see the accident happen but were in the vicinity.
7. Interviews of the employee (e.g., driver), riders, and other witnesses involved should consider tribal dialects & cultural values in communications & questioning.
8. Accident investigation information being sought can be summarized as who, what, where, why, and how.
9. Agency accident reporting forms should be used to intake initial accident scene data, facts, & other evidence for a final report.
10. One reason some people don't report accidents is to avoid paperwork or blame.

**Thank you
For
your participation**

National
RTAP



TRIBAL TRANSIT TRAINING PROGRAM