



Blackfeet Nation Tribal Transportation Safety Plan (UPDATE) 2019-2020

Updated from 2014 Blackfeet Safety Plan

Developed for next 5 year period

Prepared by Eileen Henderson, Coordinator

Safe On All Roads Program

Blackfeet Tribe

Browning, MT

The current Tribal Transportation Safety plan can be found online at:

https://www.mdt.mt.gov/visionzero/docs/chsp/2014_BLACKFEET_SAFETY_PLAN.pdf

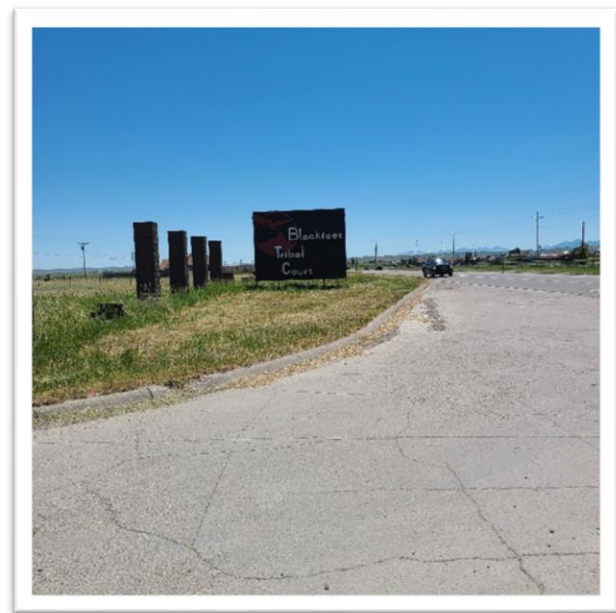
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1. Introduction

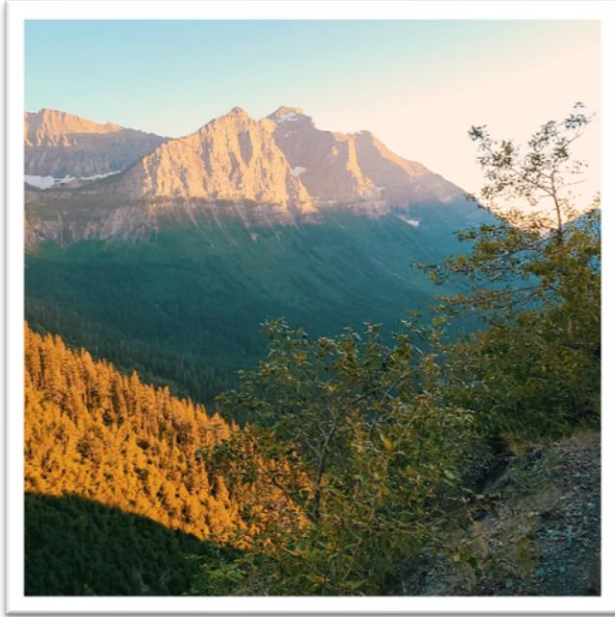
Update for the Blackfeet Nation Tribal Transportation Safety Plan 2019-2020, was completed by the Safe On All Roads (SOAR) program. The program coordinator was tasked with updating the existing Transportation safety Plan (TSP) on behalf of the Blackfeet Tribe, as part of the existing traffic safety effort. Beginning in September 2019, the SOAR program began researching and writing the plan, which will include full public and stakeholder involvement. The Blackfeet Tribal Safety Plan is intended to address local transportation safety needs. Obtaining data that has been used previously, as well as the tribal transportation audit that has been completed in previous years. However, we would also like to draw on the opinion and needs of local residents at one of three public meetings to be held on the Blackfeet reservation.

A timeline of the proposed TSP will include public meetings and stakeholder involvement, which includes edits to the existing plan. From the start of the TSP revision, it will take approximately three to six months to have a final draft available for print. The initial writing of the 2014 TSP was done by an engineering consulting firm known as “KLJ”, who was responsible for the writing and implementation of other Northern Tribes safety plans. It is our hopes to draw on expert partnerships to strengthen the existing plan. Updating the key stakeholders and ensuring their future support is key to bolstering safety efforts on the Blackfeet reservation.



As a public relations specialist I am aware that any public meeting should have 4 weeks of public advertisement, for that reason, I propose the following timeline for the completion of the Blackfeet Tribal TSP:

- September- October 2019: Initial Planning—timelines, contacts, data gathering
- November-December 2019: Public Notice of meeting



- December 30, 2019: Public Meeting with lunch to follow at BTBC conference room, 1st Draft available, without complete data/ resources
- January- February: Public Notice of 2nd meeting, final reading of TSP
- February 19, 2020: Public Meeting with Lunch to follow in BTBC conference room, 2nd draft available to stakeholders (public comment)
- February-March 2020: Final Meeting Notice sent stakeholders (only) via USPS, final changes to document made, sent to print post meeting
- March 25, 2020: Final draft of TSP, including print copies available delivered post meeting, electronic copies submitted to funding source

Note: Timelines were not met due to global COVID Pandemic. Timelines were extended a few years from original completion date. Due to office closures and staff layoffs.

Identified strategies in the existing plan identify champions and funding opportunities, we propose to add past success as well as an evaluation piece for each safety plan strategy. Updating what is already set in place for strategies, and identifying potential flaws or potholes.

The existing Blackfeet Tribe TSP lists the four E's in regards to traffic safety—Education, Enforcement, Engineering and Emergency services, and follows the proposed template provided by Federal Highways. The document template outline includes eight elements—1. Introduction, 2. Vision, 3. Partnerships, 4. Processes, 5. Existing efforts, 6. Data summary, 7. Emphasis areas,

and 8. Implementation/ Evaluation. Following this exact format will be helpful in updating the existing plan. It may seem ambitious, but I would like to see an update on what has been accomplished over the past 5 years and what can be improved upon.

Simple yet meaningful changes can be made to the existing plan, such as a workable table of contents page with references to each of the 8 components. Adding page numbers and section headings make a document easier to comprehend while reading. If we want our key stakeholders and partners to utilize our local strategic safety plan we must include them during the entire document writing process. It has also been considered by the injury prevention coalition to enact a memorandum of agreement that includes certain commitment criteria that ensure total participation.

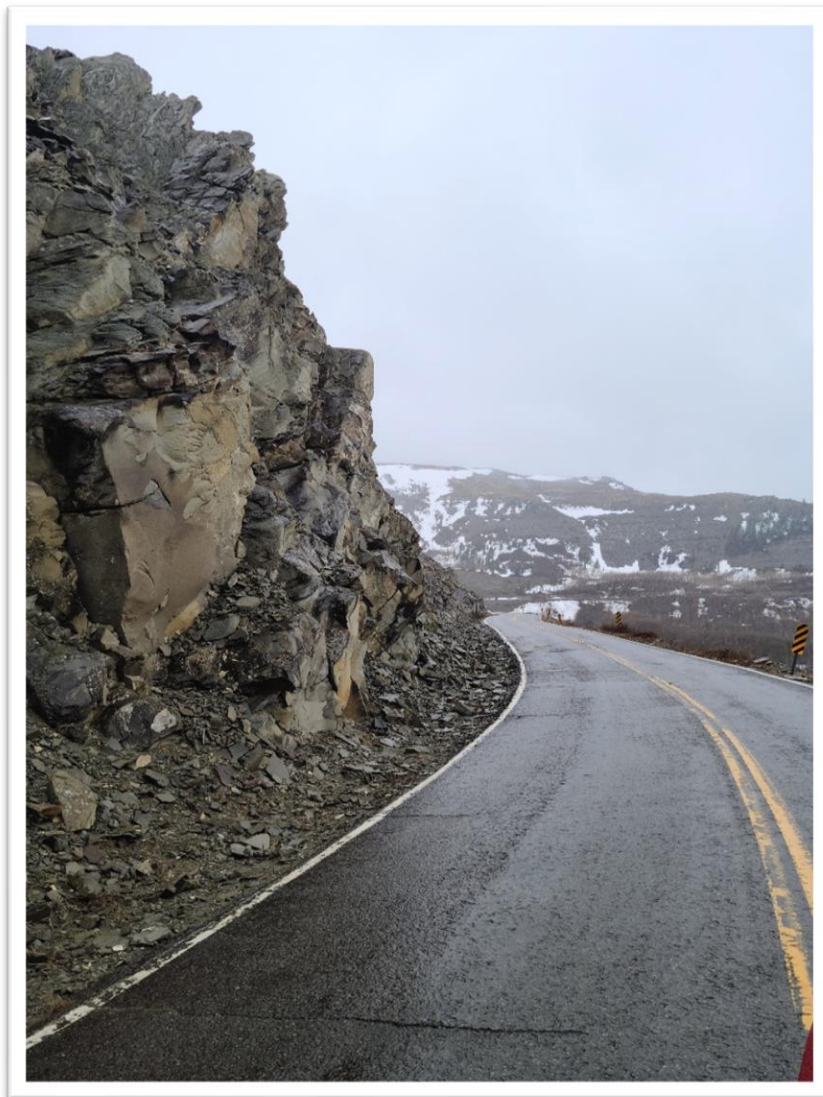
Budget for the TSP update include advertising, meeting, and publication costs. The initial plan was developed with the help of an engineering consulting firm, therefore the cost was significantly higher. The total costs of the TSP should not exceed the amount awarded to the Blackfeet Tribe under the TSP fund.

Based on past pricing for local advertisements and prior meeting costs the amount for each public meeting advertisements are not to exceed \$250 per meeting. The total food item costs for catering are reasonably set at \$300 per meeting. Printing costs, depending on availability, should range anywhere from \$1500-\$3000 for quality print booklets. The SOAR coordinator requests that these needs be fulfilled before the final product can be distributed to the community and stakeholders. The Blackfeet financial purchase process to be followed with purchase orders. Final costs are to be approved by the Blackfeet Tribe Transportation and Planning administrators: Don White or Toni Grant.

The update to the existing Blackfeet Tribe TSP may sound overly ambitious, but it is meaningful to the SOAR program and individuals working to make our roadways a safer place for the community, visitors and local population. Thank you for the opportunity to contribute to the safety of the Blackfeet Nation.

2. Vision

The Blackfeet Nation Tribal Transportation Safety Team intends on advancing road safety for the community by reducing fatal and serious injuries. Create a culture that promotes the safety and well-being of community members of all ages. Maintain support for community prevention activities. Encourage seat belt usage among teens and young adults. Implement proven safety strategies. Sponsor safe driving initiatives through safety campaigns targeted at high-risk population. Improve the infrastructure, **specifically safety signage**, to lessen car crashes. Overarching goal of the safety plan is to decrease fatalities to zero.



3. Partnerships

Blackfeet Nation Tribal Transportation Safety Partnerships have been selected by the transportation department based on availability to provide professional services and direct collaboration. New and existing partnerships that have been in the update:

- Bureau of Indian Affairs: Roads Department
- Blackfeet Fish & Wildlife
- Blackfeet Transit
- Blackfeet Transportation/ Planning Program
- Browning School District
- Community Management Team
- Glacier County DUI Task Force
- Glacier County Roads Department
- Indian Health Service
- Montana Department of Transportation
 - State Highway Safety Improvement Office
- National Park Service
- Northern Engineering & Consulting, Inc.
- Northern Tribes DUI Task Force
- Safe On All Roads Program Initiative
- Sun Tours
- Transportation professionals
- Other partnerships may include public contractors





4. Processes

As stated in the introduction, the process for the safety plan update was to include community involvement through public meetings and program outreach. Stakeholder comments were considered in the implementation of safety sign measures. The Blackfeet Transportation program was awarded \$7,500 by the BIA to complete an update to the existing Transportation Safety Plan. The

budget is outlined in the table below. A complete copy of financial documents are available at the Blackfeet Transportation office.

In the past (2014), the program utilized professional services to complete the TSP, however due to the in-kind services offered by the safety coordinator sponsored by the BTT department, we were able to utilize the remaining safety funds to purchase safety equipment identified in the updated TSP.

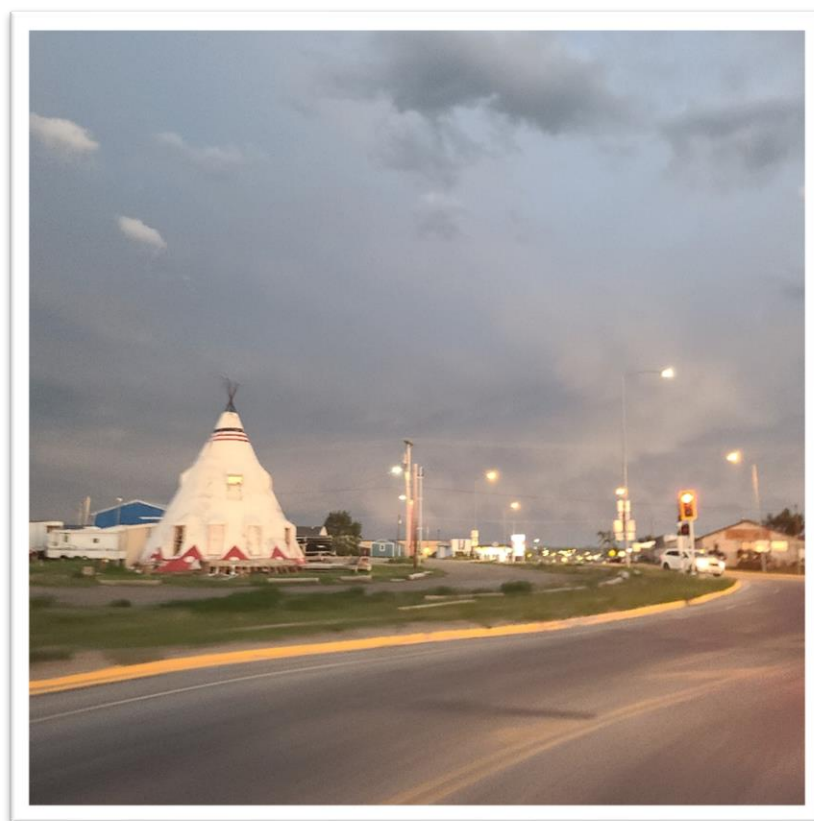
The general costs of the public meeting costs did not exceed \$500 (Table 1, lines 1 & 2), therefore the department spent the remaining funds on safety signage (Table 1, line 3) for the DeLaSalle Blackfeet School, as well as “stop” and “yield” signs for the Blackfeet Community.

Professional services took most of the TSP budget in the past, having this resource within the department has promoted resources. The purchase of safety equipment helps the BTT department to put the safety plan measures into motion. Input from the community was a deciding factor in the TSP outcome and deliverable.

Unspent funds are to be used for final printing and dissemination of the plan.

Table 1:

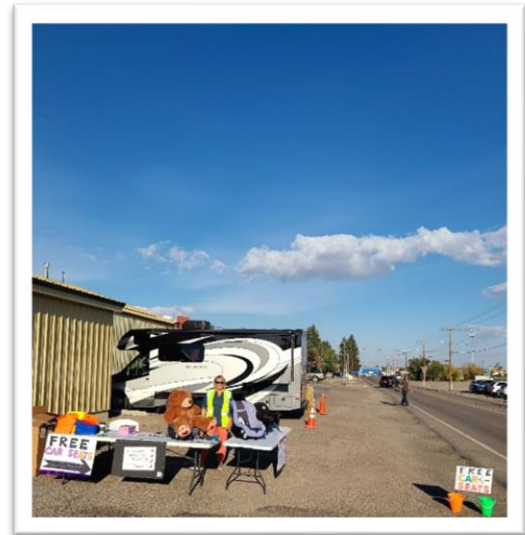
| # | Expense | Description | Amount \$ |
|---|------------------|----------------------|-------------------|
| 1 | Glacier Reporter | Public Notice | \$46.00 |
| 2 | Glacier Peaks | Public Meeting | \$400.80 |
| 3 | Normont | Equipment | \$5,950.00 |
| | | <i>Unspent Funds</i> | \$1,103.20 |
| | | TOTAL | \$7,500.00 |



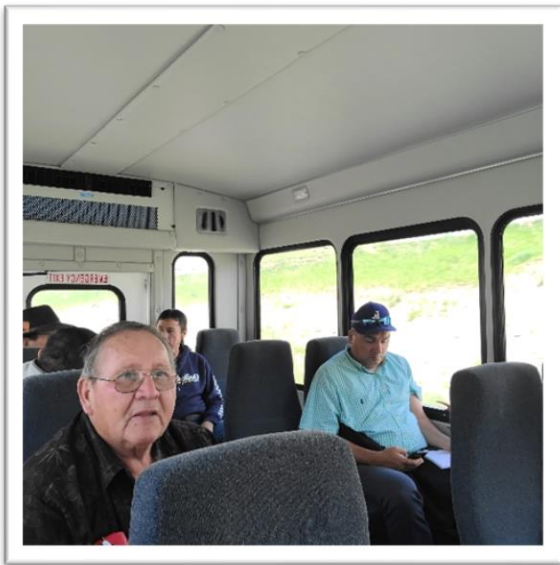
5. Existing efforts

The Blackfeet Indian reservation has a primary seat belt law, which the state does not, however we still experience a higher number of traffic fatalities. Education for seat belt and passenger safety is a proven counter-measure by the Federal Highway administration. A major goal of the Safe On All Roads program is to spread the *Buckle Up* and *Child Passenger Safety* messages through public media campaigns. The Blackfeet Transportation sponsors the SOAR program as a complementary safety component to the organization.

The SOAR Coordinator was trained as a CPS Technician in 2018, and has maintained the certification for the past 4 years. The Montana State Traffic Highway section has awarded the SOAR program infant car seats, and booster seats. Car seat check-up events have occurred at the Blackfeet Tribe office and in the community to bring awareness to child passenger safety. Community campaigns target the population that does not have access to child vehicle restraints. The focus of the program is helping individuals find the right fit for the age, size and development of the child.



In addition to the safety program, the Blackfeet Transportation/ Planning program was funded for a Roadway Safety Audit (RSA), to be completed on the Heart Butte Route 1 Road, on the Blackfeet Indian Reservation. The process for the RSA included an 8-step process as proposed by the Federal Highway Safety Administration. Major findings from the RSA identified no existing safety signage, lighting or safety improvements to the highway, despite the route being home to hundreds of residents who rely heavily on the road for transportation for



basic needs, as well as health and safety needs of the population.

Road maintenance has been a priority as long as the Blackfeet Transportation/ Planning department began over 3 decades ago. Promoting the culture of safety among the Blackfeet community has become easier under the direction of the Blackfeet

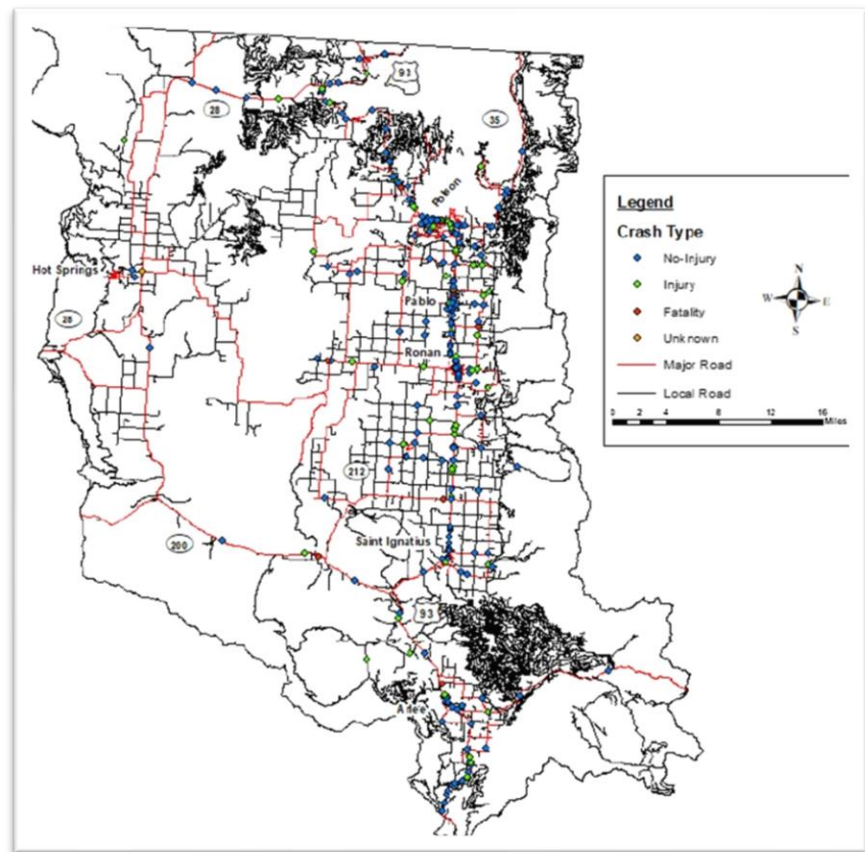
Transportation program, who has begun a government

to government contract with federal highways.

The program director for BTPP presented this year at the National Transportation In Indian Country conference on September 28- October 2, 2021. I attended this tribal workgroup conference via zoom this year due to COVID restrictions. It did not disappoint, as the conference was packed full of pertinent safety information and training for tribal transportation partners. The Blackfeet Transportation director presented alongside the Northern Engineering group. I look forward to future trainings and presentations by NTICC.

6. Data summary

In the past data summary, from the original safety plan, the engineer relied heavily on reports done by the Indian Health Service (IHS) crash reporting and the Bureau of Indian Affairs (BIA) crash research staff, Darcee Merchant. Due to lack of existing data by the Blackfeet Law Enforcement



and Blackfeet Court prosecution, local data is almost non-existent. However, Montana state and national death/ injury rates for the geographical reservation areas are astronomical in comparison. To save paper and time/ resources a complete list of the maps, attachments are not included in the update. Copies of the report can be found online at: <https://rdcu.be/cRSZr>

State Data

The Montana Department of Transportation Highway Safety Section analyzes data for the entire state, including the Blackfeet Indian reservation. A report retrieved from the database for crash safety on *January 20, 2022*, shows a significantly higher rate of death and injury per capita for Blackfeet reservation: *more information at:* <https://www.mdt.mt.gov/visionzero/plans/soar.aspx>

| Blackfeet | | | | | | | | | | |
|----------------------|------|------|------|------|------|------|------|------|------|------|
| All Crashes | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 6 | 4 | 15 | 6 | 6 | 7 | 4 | 3 | 1 | 2 |
| Serious Injury | 7 | 20 | 27 | 12 | 19 | 6 | 15 | 17 | 12 | 5 |
| Other Injury | 49 | 52 | 35 | 32 | 55 | 27 | 40 | 44 | 43 | 22 |
| No Injury | 150 | 150 | 163 | 115 | 162 | 102 | 149 | 199 | 164 | 98 |
| Unknown/Other | 6 | 7 | 2 | 4 | 4 | 10 | 9 | 13 | 10 | 7 |
| Total | 218 | 233 | 242 | 169 | 246 | 152 | 217 | 276 | 230 | 134 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 6 | 4 | 10 | 6 | 4 | 7 | 4 | 3 | 1 | 1 |
| Serious Injury Crash | 4 | 15 | 12 | 7 | 11 | 6 | 9 | 10 | 9 | 3 |
| Other Injury Crash | 27 | 34 | 23 | 19 | 28 | 17 | 23 | 26 | 27 | 13 |
| No Injury Crash | 53 | 59 | 66 | 52 | 54 | 47 | 53 | 82 | 67 | 50 |
| Unknown/Other Crash | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 |
| Total | 90 | 113 | 112 | 84 | 98 | 77 | 90 | 123 | 104 | 68 |
| | | | | | | | | | | |
| Impaired Driving | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 3 | 3 | 11 | 3 | 6 | 7 | 4 | 2 | 0 | 2 |
| Serious Injury | 4 | 9 | 16 | 6 | 12 | 4 | 12 | 9 | 4 | 4 |
| Other Injury | 11 | 16 | 8 | 15 | 16 | 11 | 11 | 9 | 13 | 12 |
| No Injury | 14 | 30 | 19 | 11 | 23 | 2 | 30 | 17 | 21 | 9 |
| Unknown/Other | 0 | 3 | 1 | 0 | 2 | 0 | 1 | 3 | 1 | 2 |
| Total | 32 | 61 | 55 | 35 | 59 | 24 | 58 | 40 | 39 | 29 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 3 | 3 | 7 | 3 | 4 | 7 | 4 | 2 | 0 | 1 |
| Serious Injury Crash | 3 | 6 | 3 | 2 | 6 | 4 | 7 | 4 | 4 | 2 |
| Other Injury Crash | 1 | 5 | 4 | 5 | 3 | 3 | 4 | 4 | 5 | 5 |
| No Injury Crash | 4 | 9 | 4 | 5 | 4 | 2 | 4 | 5 | 5 | 1 |
| Unknown/Other Crash | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 11 | 24 | 18 | 15 | 17 | 16 | 19 | 16 | 14 | 10 |
| | | | | | | | | | | |
| Unrestrained | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 2 | 3 | 11 | 3 | 5 | 6 | 1 | 1 | 0 | 2 |
| Serious Injury | 0 | 10 | 12 | 3 | 12 | 3 | 5 | 9 | 5 | 3 |
| Other Injury | 16 | 12 | 8 | 3 | 15 | 11 | 12 | 6 | 11 | 3 |
| No Injury | 6 | 20 | 12 | 6 | 15 | 7 | 16 | 10 | 4 | 4 |
| Unknown/Other | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 |
| Total | 25 | 46 | 44 | 15 | 49 | 27 | 35 | 27 | 20 | 12 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 2 | 3 | 8 | 3 | 4 | 6 | 2 | 2 | 0 | 1 |
| Serious Injury Crash | 3 | 7 | 1 | 1 | 7 | 4 | 6 | 5 | 4 | 2 |
| Other Injury Crash | 6 | 7 | 5 | 1 | 9 | 6 | 5 | 4 | 6 | 1 |
| No Injury Crash | 3 | 5 | 2 | 4 | 4 | 5 | 5 | 2 | 2 | 2 |
| Unknown/Other Crash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Total | 14 | 22 | 16 | 9 | 24 | 21 | 18 | 14 | 12 | 6 |
| | | | | | | | | | | |

| Statewide | | | | | | | | | | |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| All Crashes | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 211 | 205 | 229 | 192 | 224 | 190 | 186 | 182 | 184 | 212 |
| Serious Injury | 967 | 1129 | 1101 | 964 | 999 | 834 | 730 | 769 | 709 | 730 |
| Other Injury | 6164 | 6431 | 6137 | 6497 | 6588 | 6389 | 6518 | 6073 | 6031 | 5701 |
| No Injury | 34496 | 32776 | 34153 | 36728 | 37078 | 36952 | 39909 | 38281 | 36970 | 31468 |
| Unknown/Other | 3312 | 1865 | 1868 | 2006 | 2185 | 2117 | 2383 | 2333 | 2952 | 2023 |
| Total | 45150 | 42406 | 43488 | 46387 | 47074 | 46482 | 49726 | 47638 | 46846 | 40134 |
| Crash Severity | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 187 | 192 | 203 | 176 | 204 | 173 | 169 | 168 | 166 | 189 |
| Serious Injury Crash | 747 | 848 | 845 | 788 | 782 | 677 | 598 | 622 | 597 | 590 |
| Other Injury Crash | 4212 | 4486 | 4331 | 4529 | 4625 | 4541 | 4553 | 4316 | 4251 | 3997 |
| No Injury Crash | 14135 | 13954 | 14646 | 15772 | 16244 | 16193 | 18014 | 17346 | 16459 | 15008 |
| Unknown/Other Crash | 1096 | 270 | 348 | 384 | 471 | 450 | 458 | 459 | 861 | 508 |
| Total | 20377 | 19750 | 20373 | 21649 | 22326 | 22034 | 23792 | 22911 | 22334 | 20292 |
| Impaired Driving | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 46 | 61 | 54 | 50 | 52 | 54 | 45 | 52 | 32 | 63 |
| Serious Injury | 79 | 105 | 94 | 98 | 109 | 81 | 74 | 82 | 69 | 97 |
| Other Injury | 202 | 217 | 189 | 211 | 225 | 219 | 195 | 225 | 157 | 228 |
| No Injury | 281 | 254 | 314 | 392 | 362 | 397 | 420 | 375 | 296 | 363 |
| Unknown/Other | 8 | 8 | 11 | 6 | 11 | 12 | 12 | 9 | 5 | 7 |
| Total | 616 | 645 | 662 | 757 | 759 | 763 | 746 | 743 | 559 | 758 |
| Crash Severity | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 55 | 75 | 66 | 58 | 63 | 60 | 49 | 59 | 40 | 74 |
| Serious Injury Crash | 93 | 119 | 108 | 103 | 116 | 98 | 94 | 94 | 84 | 103 |
| Other Injury Crash | 207 | 228 | 196 | 245 | 237 | 233 | 215 | 247 | 168 | 252 |
| No Injury Crash | 251 | 212 | 278 | 339 | 326 | 358 | 372 | 333 | 264 | 323 |
| Unknown/Other Crash | 7 | 8 | 10 | 9 | 14 | 10 | 15 | 9 | 3 | 4 |
| Total | 613 | 642 | 658 | 754 | 756 | 759 | 745 | 742 | 559 | 756 |
| Unrestrained Passengers | | | | | | | | | | |
| Injury Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatality | 110 | 114 | 105 | 100 | 118 | 95 | 84 | 91 | 74 | 108 |
| Serious Injury | 268 | 360 | 315 | 246 | 295 | 267 | 221 | 225 | 197 | 242 |
| Other Injury | 900 | 824 | 679 | 764 | 717 | 811 | 669 | 633 | 617 | 704 |
| No Injury | 1073 | 1086 | 969 | 882 | 968 | 927 | 1013 | 883 | 793 | 836 |
| Unknown/Other | 70 | 50 | 51 | 50 | 77 | 84 | 63 | 44 | 44 | 50 |
| Total | 2421 | 2434 | 2119 | 2042 | 2175 | 2184 | 2050 | 1876 | 1725 | 1940 |
| Crash Severity | | | | | | | | | | |
| Crash Severity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatal Crash | 113 | 121 | 97 | 102 | 115 | 99 | 90 | 96 | 76 | 107 |
| Serious Injury Crash | 216 | 297 | 253 | 230 | 230 | 242 | 205 | 197 | 188 | 209 |
| Other Injury Crash | 670 | 657 | 580 | 630 | 596 | 658 | 575 | 534 | 543 | 581 |
| No Injury Crash | 562 | 549 | 532 | 479 | 548 | 536 | 552 | 515 | 488 | 448 |
| Unknown/Other Crash | 46 | 22 | 25 | 24 | 39 | 48 | 40 | 33 | 30 | 23 |
| Total | 1607 | 1646 | 1487 | 1465 | 1528 | 1583 | 1462 | 1375 | 1325 | 1368 |

7. Emphasis areas

The importance of safety in our lives cannot be stressed enough. Reducing car crashes saves lives, bottom line. After reviewing the pertinent information from crash reports, community and professional input, the Blackfeet Nation Tribal Transportation Safety plan proposes three significant emphasis areas, in addition to existing safety efforts:

➤ Emphasis area 1: *Promote Passenger Safety*

Saving lives begins with passenger safety. Providing the tools and resources to the Blackfeet community will help us accomplish this goal. Emphasis area will be addressed with community campaigns, car seat check-up events and access to child restraints are just some of the ways we can accomplish the successful implementation of Child Passenger Safety. Strategies include basic buckle up messages.

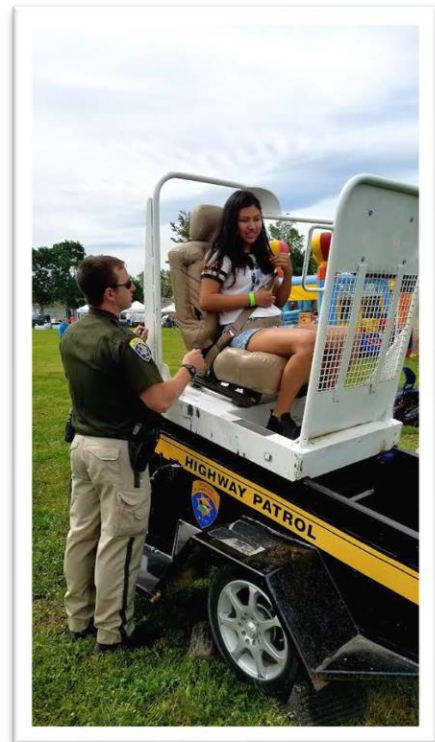
➤ Emphasis area 2: *Reduce Impaired Driving Crashes*

A major goal of the SOAR program is to reduce the incidence of impaired driving crashes. Data shows that a major cause of crashes on the Blackfeet reservation are related to an impaired driver. Goals for a sober society of drivers can be accomplished through awareness campaigns and partnerships with local and State DUI task force initiative.

Champions for safety will lead the implementation.

➤ Emphasis area 3: *Improve Roadway Infrastructure*

- *Implement signage on highways and any new school zones on the reservation.*



8. Implementation/ Evaluation

Steps for the implementation and evaluation of the Blackfeet Nation Tribal

Transportation Safety Plan are outlined in numerical order:

1. Evaluation of goals to be completed every 2 years. (2020, 2022, 2024, etc.)
2. Revision of plan to be completed every 2 years.
3. Public meetings by Blackfeet Transportation/ Planning department quarterly, to measure progress.
4. Tribal Council representative to oversee the implementation/ evaluation of the Blackfeet Nation Tribal Transportation Safety Plan, under the direction of the Blackfeet Transportation/ Planning director.
5. Report to and seek approval from the Federal Highway Administration, or Bureau of Indian Affairs representative assigned to Blackfeet Tribe.



Potential Funding Sources:

Potential Funding Sources for the Blackfeet Nation Tribal Transportation come from State, and National funding sources. Past, present and future funding sources include:

- Federal Funding announcements for tribes, and Notice of Funding Availability for Tribes at GRANTS.GOV
- Tribal Transportation Program Safety Fund (TTPSF)
- BIA Indian Highway Safety Program
- NHTSA GO Teams - Traffic Records Technical Assistance
- Highway Safety Improvement Program and (Montana) State Highway Safety Programs
- Department of Justice: Traffic Policing programs, COPS
- Other funding, Such as private organizations which fund tribal governments

Attachments:

1. *Public Comment 1*
2. *Public Comment 2*
3. *Public Comment 3*
4. *Reservation Map*