



2013 Montana Tribal Transportation Safety Summit

Summit Report

prepared for
**Montana Tribes and the
Montana Department of Transportation**

prepared by
Cambridge Systematics, Inc.

December, 2013

summit report

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date

December, 2013

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1.0 Introduction

1.1 PURPOSE

The 2013 Tribal Transportation Safety Summit was held on October 15, 2013 at The Gateway Center in Helena, Montana. Native American Crashes is one of the 12 emphasis areas in the Montana Comprehensive Highway Safety Plan (CHSP). As one of the 5 strategies identified in the CHSP Annual Element (NA-3), the Tribal Safety Summit is designed to serve as an expanded Native American emphasis-area team meeting. The annual Summit provides an opportunity for the Tribal transportation safety stakeholders to share successful safety program, activities and projects, in addition to discussing safety issues and hurdles. The Summit was held the day prior to the two-day Annual Transportation Safety Meeting so the results could be incorporated into that meeting.

The purpose of the 2013 Tribal Transportation Safety Summit was to review progress toward reducing fatal and incapacitating injury crashes involving Native Americans on Montana's roadways, identify areas that still need focus, share accomplishments, strengthen partnerships, and identify new opportunities to improve transportation safety in the upcoming year. Keypad polling exercises were conducted to gather participant input on specific questions regarding Tribal safety issues, Tribal affiliation, and representation of safety disciplines

The meeting agenda is included in Appendix A. Appendix B provides a list of attendees.

1.2 CALL TO ORDER

The Fort Belknap Tribes hosted the 2013 Tribal Transportation Safety Summit. John Healy, Tribal Transportation-Transit Director for Fort Belknap, called the meeting to order and welcomed Summit participants. Mr. Healy noted that safety statistics are important to help identify problems and potential solutions—to save lives. Tribal transportation practitioners also often have direct connections to victims of crashes. He highlighted the importance of crash data in noting how the grandparents of a colleague were involved in a crash at a known crash location, but the data originally showed no crashes at that site. This helped him realize that crash data improvements are critical to understanding the complete picture and being able to effectively address safety problems.

Governor's Office of Indian Affairs State Director Jason Smith expressed the Governor's support for tribal safety issues and roadway safety. Public safety is a key concern for all Tribes and collaboration and communication is critical to finding solutions. Continued collaboration of partnerships (Federal, State, County, and Tribal) need to be built and maintained to realize successful transportation safety outcomes on Tribal lands. Jason acknowledged and thanked Director Tooley from the Montana Department of Transportation

Native American Safety Emphasis Area Purpose of Safety Strategies

To reduce fatal and
incapacitating injury crashes

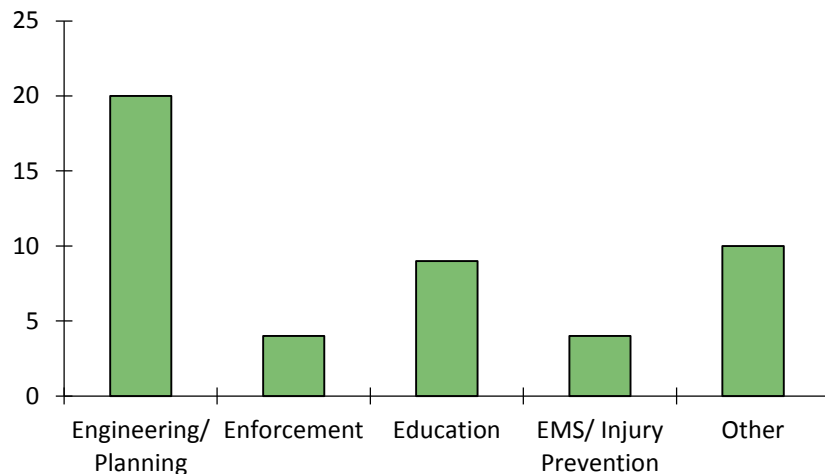


(MDT) for attending the Summit and for his support of transportation safety programs and roadway safety efforts.

Fort Belknap Transportation Planner Wes Cochran provided an overview of the Summit agenda. Henry Rides Horse, of Crow Nation, offered a prayer and the Helena Indian Alliance delivered an honor song to support meeting success.

As shown in Figure 1.1, attendees were asked to identify the transportation safety discipline they represent. Most attendees are from the engineering or planning disciplines.

Figure 1.1 Participant Transportation Safety Disciplines



Source: Tribal Transportation Safety Summit Polling, 2013.

This report is organized according to the meeting agenda and addresses activities in the five new Native American Crashes strategies identified in the CHSP Annual Element:

- NA-1 Systems/Policies to Support Data Sharing among Tribal, state, and local entities;
- NA-2 Tribal Safety Plan for Each Reservation;
- NA-3 Coordinate/Conduct Tribal Safety Summit;
- NA-4 Increase seat belt use and reduce impaired driving; and
- NA-5 Develop a Tribal road safety audit program.

2.0 Tribal Safety Crash Data Analysis

In Montana, Native American fatalities have been trending downward since 2006, following the 2005 Tribal Safety Conscious Forum and the implementation of the Comprehensive Highway Safety Plan including the startup of the Safe On All Roads (SOAR) program. However, Native

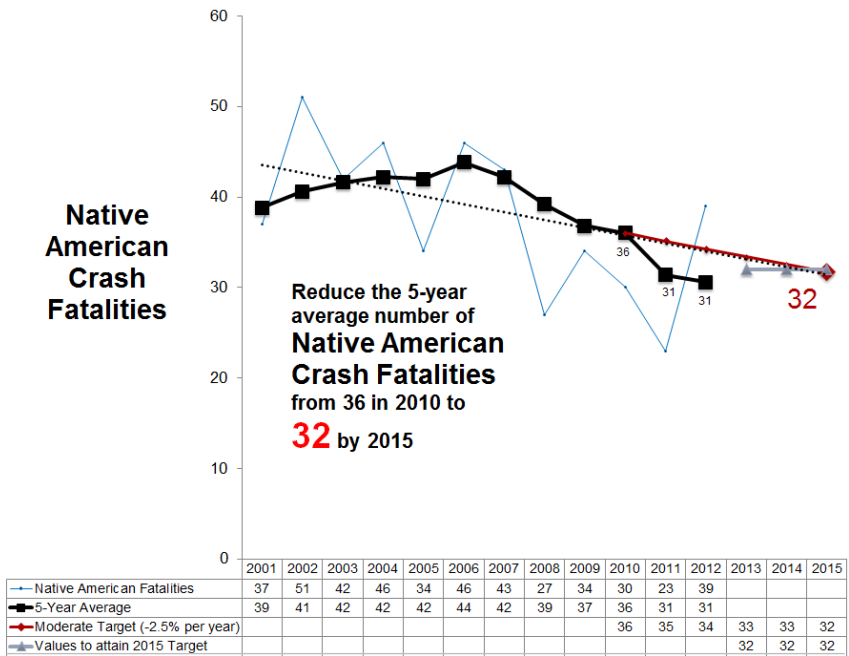
Native American Crashes Emphasis Area Safety Vision

Promote safety, prevent crashes, and preserve culture

Americans remain over-represented in fatal crashes. In 2011, Native Americans represented 6.7 percent of the state population but 11.5 percent of fatalities.

The Native American Crashes emphasis area performance measure tracked in the CHSP is average number of fatalities over a five-year period. This is presented graphically in Figure 2.1 as a black line and shown in the table below for the last year in each five-year period. The goal is to reduce the five year average number of Native American Crash fatalities from 36 in 2010 to 32 by 2015.

Figure 2.1 Native American Fatality Trend and Targets

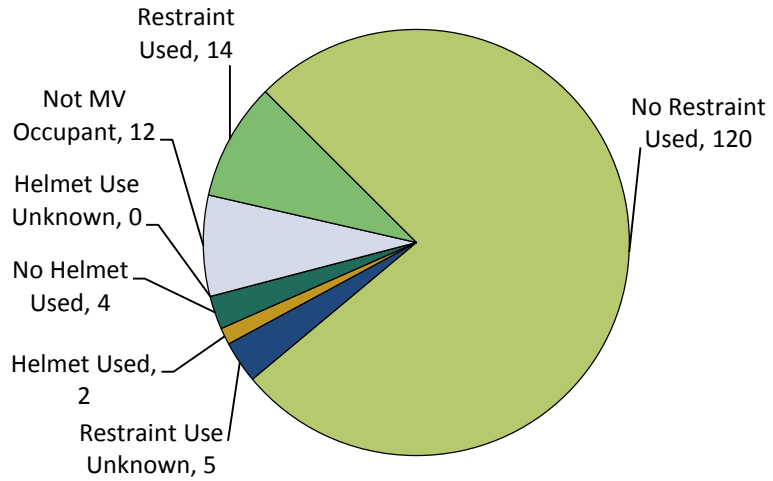


Source: MDT Safety Management System, 2013.

The CHSP acknowledges the issues of unbelted drivers and impaired driving in the Native American Crashes emphasis area. Between 2007 and 2011, in approximately 76 percent (120 of 157) of the vehicle-related fatalities, the victim was unbelted, as shown in Figure 2.2. Two-thirds of fatalities involved alcohol, as shown in Figure 2.3.

Figure 2.2 Native American Fatalities by Occupant Protection Used

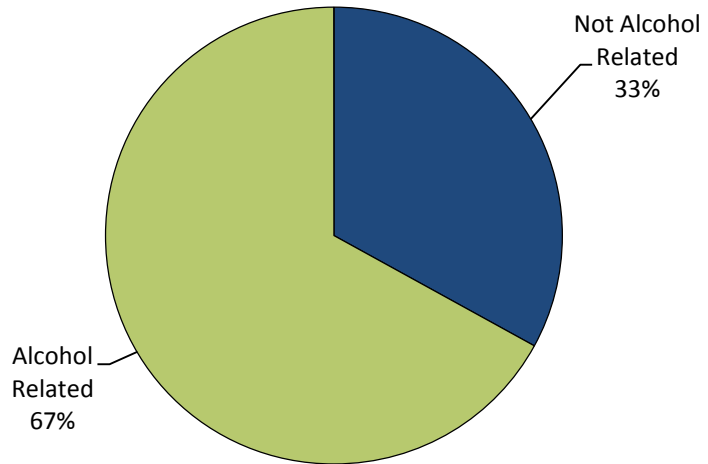
2007 to 2011



Source: MDT Safety Management System, 2013.

Figure 2.3 Native American Fatalities and Alcohol Involvement

2007 to 2011



Source: MDT Safety Management System, 2013.



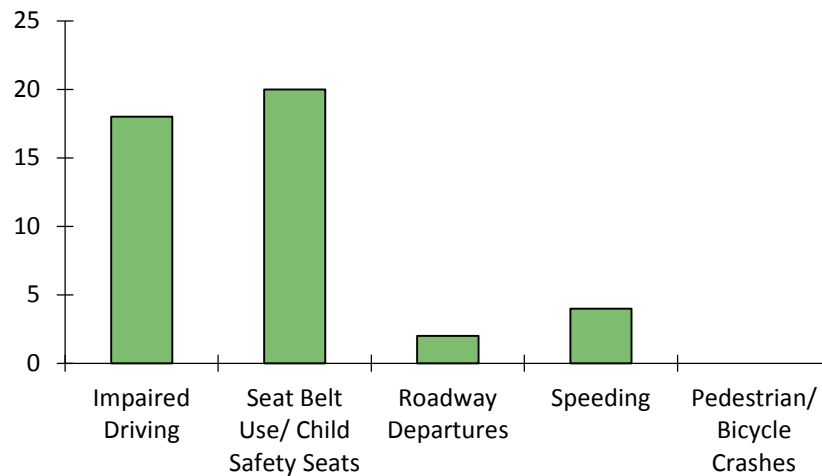
3.0 Tribal Safety Issues in Montana

John Healy led a discussion to identify current and emerging safety issues.

3.1 CURRENT SAFETY ISSUES

As shown in Figure 3.1 and consistent with previous findings, participants believe that seatbelt use and impaired driving are the most significant Tribal transportation safety issues.

Figure 3.1 Tribal Safety Issues Perceived as Most Significant



Source: Tribal Transportation Safety Summit Polling, 2013.

Other issues raised during the discussion included:

- Open range cattle present a safety issue when they wander into the roadway. This is particularly problematic in the summer. While new fences are being added in East Glacier, participants would like more fencing installed to separate the roadway from the range.
- Enforcement of speed limits and other traffic laws remains a challenge, given limited law enforcement resources. Improved enforcement of traffic laws by the Tribal judiciary is needed. Participants noted that to decrease the number of underage drivers on the reservations, licensing laws are among the most critical laws to enforce.
- Railroad crossings without gates or warning devices indicating an oncoming train are a concern. MDT noted that if a railroad crossing is rebuilt, the crossing gates/warning devices are built according to guidance in the Manual on Uniform Traffic Control Devices (MUTCD). Communities can exceed the standard if desired.
- Many roadways were not originally designed or constructed to support existing travel speeds and volumes. Speed management, enforcement, and possible roadway design upgrades are desired.
- Funding for maintenance and improvements remains a major constraint. All tribal representatives are experiencing the same situation where roadway needs exceed funding availability. This problem is exacerbated by MAP-21 where allocation formulas changed and large land Tribes are



receiving less funding. There is particular concern related to overweight and oversize vehicles using BIA roads to gain access to oil fields, which causes significant roadway damage.

- Some repeat crash sites are not being identified and addressed in a timely manner, which is largely due to incomplete Tribal crash data reporting. Currently only fatal crash data is collected by Montana Highway Patrol if they are called to respond and conduct a traffic crash investigation. If injury and property damage crashes were included in the crash data collection and reporting, high-crash sites could be identified more effectively for possible safety improvements.
- Driver education is not available on reservations. However, education is needed for young drivers on safety belt use, importance of driving sober, and not texting while driving.

3.2 EMERGING ISSUES

Participants discussed emerging safety issues and those where progress had been made but more work is needed, including:

- Overweight and oversize trucks in Fort Peck are an emerging safety issue. There is a need to coordinate and communicate appropriate routes and to enforce weight restrictions. Staff from Fort Peck and Federal Motor Carriers Safety Administration plan to meet and work on ways to begin resolving this safety issue.
- Nonfatal crash data, such as minor injury and property damage, is needed to improve problem identification, determine crash factors, and select treatments to address safety issues.
- Tribal safety plans need to be updated and further integrate education, enforcement, emergency medical services, and engineering partners. These plans also can help identify and prioritize appropriate safety programs and projects to address community-specific issues. Some Tribes have begun the process of updating safety plans.
- To adequately enforce traffic laws, Tribal law enforcement agencies need additional manpower.
- On some reservations there is lack of clarity as to whether auto insurance is required. Insurance should be required and enforced.
- DUI Courts are seen as valuable, and there is a desire to expand these to serve the Tribal community.
- Opportunities exist through the Safe On All Roads (SOAR) program to educate communities about traffic safety ordinances.
- Speeding is an issue, and Montana Highway Patrol is conducting increased speed enforcement.



4.0 SOAR Program

Sheila Cozzie, Cultural Liaison, MDT Highway Traffic Safety, provided an overview of the Safe On All Roads (SOAR) program. The SOAR Program supports CHSP strategy NA-4 – Increase Seat Belt Use and Reduce Impaired Driving through education and outreach. The goal of the SOAR program is to reduce traffic deaths and injuries on reservations.

SOAR program coordinators work to achieve this goal by focusing education and media campaigns on increasing seatbelt use and decreasing impaired driving or riding with an impaired driver. Tools available to SOAR program coordinators include media campaigns, training, and promotional materials. Messaging is aimed at typical youth events such as prom, basketball games and rodeos. The program recognizes that each Tribe is unique and SOAR allows each coordinator to customize the messaging for their Tribe. Focus groups are used as a tool to help develop customized messages.

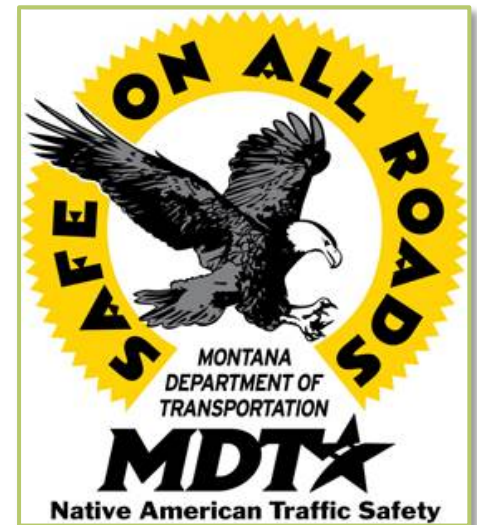
The SOAR program is in a stage of renewal. Current Tribal SOAR Coordinators include:

- Don White, Blackfeet Nation
- Henry Rides Horse/ William Falls Down, Crow Nation
- Raymond Parker, Chippewa Cree- Rocky Boy's
- Amelia Adams, Confederate and Salish Kootenai Tribes
- Janis Spear, Northern Cheyenne Tribe
- Connie Thompson-Gourneau, Fort Peck Tribes
- Avis Spencer, Fort Belknap Indian Community

5.0 Tribal Road Safety Audits

Through a Bureau of Indian Affairs pilot program, Road Safety Audits (RSA) have been conducted on the Blackfeet, Crow, Fort Belknap, Fort Peck, Northern Cheyenne and Wind River reservations. James Wilson gave a presentation providing an overview of the RSA process and the audits that have been conducted from September 2012- July 2013. This section provides details on how activities have addressed CHSP strategy NA-5 – Develop a Tribal Road Safety Audit Program.

Consistent with Federal Highway Administration (FHWA) guidance, Tribal RSAs involve an eight-step process to review and observe potential safety issues to reduce risk, consider all environmental conditions, and consider all road users. They are conducted with a multidisciplinary team that is independent from the project owner. The eight-step RSA process is:



1. Identify the project;
2. Select the RSA team;
3. Conduct a start-up meeting;
4. Perform field reviews;
5. Conduct analysis and prepare report;
6. Present finding to project owner;
7. Prepare formal response; and
8. Incorporate findings.

Tribal representatives provided an overview of the RSAs they have conducted. Presentations and the subsequent discussions revealed that the RSAs have been identifying a number of common challenges and needs, including:

- Open range livestock crashes;
- Year-round roadway maintenance needs: snow removal during the winter, vegetation maintenance to prevent sight distance constraints;
- Signage issues: missing signage (e.g., curve chevrons, speed limits), inadequate retro-reflectivity;
- Roadway delineation needs;
- Roadway edge dropoffs;
- Pedestrian facilities along the roadways; and
- Lack of nonfatal crash data.

The RSA process also has revealed the importance of getting input from partners who also are on the roads daily. For example, transit and school bus drivers can provide valuable input based on the daily driving experience.

6.0 FHWA Tribal Transportation Program Safety Funds

Cindi Ptak from the FHWA Tribal Transportation Program provided an overview of the MAP-21 Tribal roads grant program currently in process. FHWA expects to make awards for approximately \$8.6 million in grants by the end of December 2013. FHWA's goal is to award funds in four categories according to the breakdown below:

- Forty percent of the funds to Safety Planning projects;
- Thirty percent of the funds to Engineering projects;
- Twenty percent of the funds to Enforcement projects; and
- Ten percent of the funds to Education projects.

“The long-term goal is for every Tribe to have a safety plan.”

Cindi Ptak,
FHWA Tribal Transportation
Program Team Leader

FHWA has received FY 2013 applications in the following categories for the following amounts:

- Planning – 169 applications requesting \$2.4 million;
- Engineering – 52 applications requesting \$22 million;
- Enforcement/EMS – 8 applications requesting \$1.4 million; and
- Education – 11 applications requesting \$487,000.

Recognizing how short the timeframe for the MAP-21 authorization is, the 2014 grant solicitation may be released as early as end of January 2014 and the evaluation criteria will likely be the same as the current criteria.

Tribes can submit multiple grant applications as long as the submittals are consistent with program goals and Tribal priorities, and if the Tribe has the staffing capability to manage multiple projects. Tribes are advised to submit applications for each project separately and not to bundle multiple projects in a single application. Cindi also noted that her office would like to see every Tribe have a transportation safety plan.

The FHWA Tribal Transportation Program team is available for questions or guidance. Adam Larsen is the FHWA Tribal Transportation Program safety engineer and Russell Garcia is the Tribal Transportation Program program manager; contact information is available at the Tribal Transportation Safety Program web site at <http://flh.fhwa.dot.gov/programs/ttp/safety/>.

7.0 Safety Plan Updates

This discussion supported CHSP strategy NA-2 – Tribal Safety Plan for each reservation. Most Tribes completed and adopted a safety plan in 2008. At the Summit, each Tribe provided a report on activities conducted under the current plan and whether they are seeking grant funding for a safety plan update.

7.1 FORT BELKNAP

John Healy reported that the Fort Belknap Tribes submitted a grant application to the FHWA Tribal Transportation Program to update their safety plan. A grant would reinvigorate the previous Tribal transportation safety planning process that included a community safety committee and strategic plan.

7.2 BLACKFEET

Don White reported that under the current Tribal transportation safety plan the Blackfeet Nation adopted a primary seat belt law and a helmet requirement for children on all-terrain vehicles (ATV) was adopted. There is in place a resolution to restrict alcohol sales to minors as well as a social host ordinance. A standing committee provides targeted safety education and training materials to youth, and the SOAR program is being reinvigorated. Applications seeking funds from the FHWA Tribal Transportation Program



have been submitted, including a request to update the safety plan. In 2014, a safety project will be implemented to enhance guardrail and striping on several routes.

7.3 CROW

The Crow Nation has had a safety plan in place since 2008 and is working on an update. A GIS-based crash data system is being developed, which will be used to identify problem locations. Many education programs are underway, including youth-oriented safety programs such as bike rodeos and helmet education. Child seat restraint training is mandatory for all parents leaving the hospital with a new baby. There is an active DUI Task Force and an effort underway to cross-deputize enforcement staff with Bighorn County. A secondary seat belt law is in place, and a recent seatbelt survey has found that seatbelt usage is climbing. Open range livestock are a roadway safety challenge that needs to be addressed over time. A new SOAR coordinator has been hired.



7.4 FORT PECK

The Fort Peck Tribes safety plan was completed in 2008. Fort Peck has in place a number of traffic safety laws, including a helmet law for people age 16 and older riding motorcycles or ATVs, a primary seatbelt ordinance, and requires vehicle operators to carry insurance. Fort Peck has a livestock law which provides the opportunity for law enforcement to impound livestock found on the roadway. Fort Peck Law & Justice Department conducts saturation patrols and has a working DUI Court and. Transportation safety education services includes active car seat clinics and bicycle helmet distribution.

7.5 CONFEDERATED SALISH AND KOOTENAI TRIBES

The Confederated Salish and Kootenai Tribes (CSKT) have in place a safety plan that was completed in 2009. CSKT have completed a number of safety-related projects, including: new bridges and guardrails on high-volume roads, a pedestrian overpass, striping crosswalks, and adding sidewalks in some residential neighborhoods. CSKT, MDT, and the County have developed collaborative relationships. Recently the County law enforcement has provided funding assistance to the Tribal law enforcement agency for equipment to improve dispatching processes. CSKT has recently renewed the SOAR coordinator position and looks forward to maintaining and enhancing the SOAR program.

8.0 Crash Data Collection

Sergeant Cal Schock from Montana Highway Patrol (MHP) presented information about the Montana Web-based Crash Reporting (WBCR) system

that is being rolled out throughout the State. His presentation and the discussion about crash data systems supports CHSP strategy NA-1 Systems/Policies to Support Data Sharing Among Tribal, State, Local Entities. Montana Highway Patrol and the Department of Justice collect and archive all crash data in the State. Montana Highway Patrol, which develops about half the crash reports in the state, is using the new web-based system. The goal is for all other law enforcement agencies in Montana to migrate to using the WBCR system, which will ultimately replace the current Montana Accident Reporting System (MARS).

The WBCR system makes it possible for the officer at the scene to log onto the web site from any computer and complete the crash report form, which is identical to the current paper form. The benefits of this new system are many, including:

- Allows Geographic Information Systems (GIS) mapping of crashes;
- Eliminates redundant handling of crash reports (sometimes data are input up to four times under the old system);
- Reduces errors due to built-in edit rules (i.e., an officer could not input a crash time of noon and also report light conditions as dark);
- Adheres to newest Federal standards for crash data (Model Minimum Uniform Crash Criteria);
- Enables importing injury data from EMS records versus relying on the law enforcement assessment, so injury severity data will be more accurate;
- Increases timeliness of data as less time is needed to review crash reports by managers; and
- Supports potential expansion of Tribal crash data collection. Currently only fatal crashes are reported for Tribes but these numbers are relatively low. Problem identification would be greatly improved if nonfatal crash data were also collected.

This system is available to Tribal governments and its use is encouraged by MHP. The benefit of Tribes participating in electronic crash reporting will be that Tribal crash data will be more consistent and complete so problem identification is improved and solutions can be more targeted. With better crash data Tribes may be more successful in securing funding for safety improvements because better analysis of safety problems can be included in grant applications.

To use the system a Tribe will need only a computer with Windows 98 or more recent operating system and Internet access (DSL or higher). MHP will provide free training on the system. If there are computer equipment needs, MHP may be able to assist in securing grant funding.

Sergeant Schock asked attendees if they would be interested in working together to extend the WBCR system to any of the Tribal enforcement agencies. Participants at the summit raised concerns about:

- *Training* – Tribal law enforcement officers may not have enough crash investigation experience. MHP recognizes this potential need and is looking for opportunities to expand training.

“... Web Based Crash Reporting allows us to streamline the process, getting data into a usable state in a much shorter timeframe. Analysis can begin sooner and trends identified faster allowing more timely decision-making processes ...”

Sergeant Cal Schock

- *Reliable Internet access* – The web-based system requires reliable Internet access to input data, which can be a challenge in rural areas. MHP uses Verizon as this service seems to provide the most reliable Internet connection.
- *Potential sovereignty issue* – Participants questioned whether release of information on crash events and individuals involved via MDT versus via Tribal communications channels would be an issue. MHP is committed to help find solutions to this potential issue.
- *Personal identifiers in the data* – Required crash report identifiers according to MMUCC standards are name and date of birth; these enable linking of a record to other databases. Currently, the only individuals with access to a Montana crash report are people named in the report or an executor for a person on the report. Current practice is that if crash information is requested from a local law enforcement agency, personal identifying information is removed. It may be necessary for the WBCR to be reconfigured to address personal identifier issues so Tribal law enforcement can use to report crash data.

Sergeant Schock plans to arrange individual conversations with Tribal staff members to further explore extending the WBCR system to the Tribal governments.

9.0 Summary

To summarize the meeting outcomes, participants discussed recent successes and possible new strategies.

9.1 PROGRESS MADE BUT ATTENTION STILL NEEDED

Issues for which progress has been made but more attention is needed are listed below:

- Drivers are becoming aware of the risks of texting and driving. While the issue remains, attendees believe that drivers are paying more attention to the message to stop texting while driving.
- Drivers are starting to pay more attention to seat belt messaging and education. However, participants also emphasized the importance of each individual taking ownership of encouraging family and friends to buckle their seat belts while driving or as passengers.
- The Safe On All Roads program has recently been reinvigorated. Participants expressed appreciation for the renewed focus on impaired driving prevention and occupant protection messaging targeted to individual Tribal cultures.
- Road Safety Audits (RSA) are seen as a valuable tool by Tribal participants. The current RSA program is to conduct an audit on every reservation in Montana. This effort can be helpful in identifying key problem locations

and determine possible solutions, especially where roadways do not meet current roadway standards.

- While increased law enforcement remains a need, participants acknowledged that there has been an enhanced enforcement presence by MHP in the vicinity of reservations.
- Tribe members need continued education about traffic ordinances and the benefits of keeping vehicle insurance up to date.

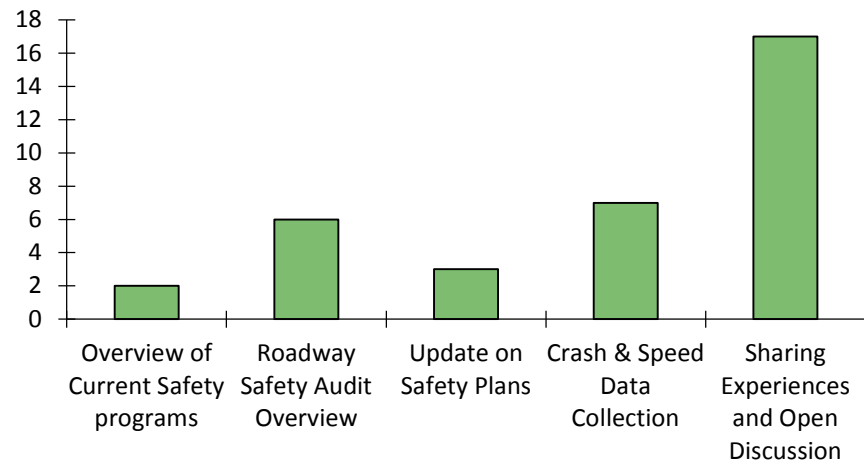
9.2 POTENTIAL NEW STRATEGIES

Possible new strategies are:

- Consider signing, striping, edge delineation improvements, and/or road reconstruction when feasible;
- Install fencing to mitigate open range cattle impact on roadway safety;
- Improve Tribal court enforcement of violations;
- Improve crash data quantity and quality, particularly through potential adoption of new statewide Web-based Crash Reporting System;
- Promote road safety education and enforcement by family members;
- Seek out new partners (e.g., high schools, colleges or community groups) for educational activities;
- Seek out new partners in enforcement and emergency medical services;
- Consider potential development of cell phone pullouts along the highways; and
- Consider automated enforcement or variable speed message signs. Fort Belknap and Confederated Salish and Kootenai Tribes (CSKT) have a dynamic speed sign. CSKT reports that it is useful in slowing down traffic as it enters the reservation.

Overall, participants reported that sharing experiences and open discussion was the most valuable aspect of the annual Tribal Transportation Safety Summit. This type of collaboration is critical to continued success (Figure 9.1).

Figure 9.1 Most Important Activity at Tribal Transportation Safety Summit



Source: Tribal Transportation Safety Summit Polling, 2013.

A. Agenda

7:30 – 8:30 a.m.	Registration
8:30 a.m.	Call to Order: C. “John” Healey Sr., Transportation-Transit Director, Fort Belknap Invocation- Henry Rides Horse Honor Song: Helena Indian Alliance, Jeremy Red Eagle
8:45 – 9:00 a.m.	Agenda Review and Approval: Wes Cochran, Transportation Planner, Fort Belknap
9:00 – 9:15 a.m.	Purpose – John Healey
9:15 – 9:30 a.m.	Tribal Safety Issues in Montana <ul style="list-style-type: none">• What issues are the same as past years?• What issues have we made progress on but still need attention?• What new issues have we seen or are starting to see?
9:30 – 10 a.m.	Safe On All Roads (SOAR) Safety Program – Individual Report Out. Moderator: Sheila Cozzie, Cultural Liaison – MDT
10:00 – 10:15 a.m.	Break
10:15 – 11:30 a.m.	Tribal Roadway Safety Audits Overview – Individual Report Out. Moderators: James Wilson Ft. Belknap Tribes Blackfeet Tribe Crow Tribe Fort Peck Tribe Northern Cheyenne Tribe Wind River Tribe Chippewa Cree Tribe
11:30 – 12:30 p.m.	Lunch
12:30 – 12:45 p.m.	National Tribal Safety Issues: Cindi Ptak, Tribal Transportation Program (TTP), Team leader, FHWA
12:45 – 1:30 p.m.	Safety Plan Updates – Tribal Planners – All
1:30 – 2:45 p.m.	Web-based Crash Data Reporting – Sergeant Cal Schock, Montana Highway Patrol
2:45 – 3:00 p.m.	Break
3:00 – 4:00 p.m.	Discuss new strategies <ul style="list-style-type: none">• Engineering• Enforcement



- Education
- Safety Planning
- EMS

4:00 – 4:15 p.m.

New Safety Summit Strategies, Prioritization and Next Steps

4:15 – 4:30 p.m.

Closing Comments and Prayer – Matt See Walker

4:30 p.m.

Adjourn

B. List of Attendees

First Name	Last Name	Position	Agency/Organization
Marcee	Allen	Safety/ Traffic/ Design Engineer	FHWA
Audrey	Allums	Grants Bureau Chief	MDT - Planning Division
Gina	Beretta	Regional Program Manager	NHTSA
Pam	Buckman	Occupant Protection Program	MDT - Highway Traffic Safety
Wes	Cochran	Transportation Planner	Fort Belknap Tribes
Jim	Combs	Traffic Engineer	MDT - Great Falls District
Sheila	Cozzie	Cultural Liaison	MDT - Highway Traffic Safety
Barnie	Cummins	Maintenance Supervisor	Crow Nation
Lorelle	Demont	Impaired Driving Prevention Programs	MDT - Highway Traffic Safety
Lesa	Evers	Tribal Relations Manager	Dept. Public Health & Human Services
William	Falls Down	SOAR Coordinator	Crow Land Security
Candy	Felisha	Transportation Planner	Crow Nation
Craig	Genzlinger		KLJ Engineering
Shari	Graham	EMS & Trauma Systems Manager	Dept. Public Health & Human Services
Toni	Grant	Transportation Planning Assistant	Blackfeet Nation
Paul	Harker	Assistant Division Administrator	FHWA
Roy	Harper	Safety	BNSF
Mike	Headdress	Captain	Fort Peck Tribes Law and Justice Dept.
John	Healy Sr	Transportation-Transit Director	Fort Belknap Tribes
Bruce	Holmes	Administrator	Federal Motor Carrier Safety Admin
Mark	Keeffe	Data Analyst	MDT - Highway Traffic Safety
Nora	Kennedy	Director	Blackfeet Emergency Response
Janet	Kenny	Section Supervisor	MDT - Highway Traffic Safety
Karlita	Knight	Technology Specialist	Northern Plains Tribal Technical Assistance Program
Pam	Langve-Davis	CHSP Program	MDT - Planning Division
Thomas	Little Owl	Tribal Transportation Planning Director	Crow Nation
Dan	Lozar	Safety of Dams Coord./Roads Program Manager	Confederated Salish and Kootenai Tribes
Don	Mattock	Assistant State Director	Montana Operation Lifesaver
Kraig	McLeod	Traffic and Safety Management	MDT - Engineering Division
Chad	Neman	Law Enforcement Liaison	MDT- Highway Traffic Safety
Gary	Neville	Preconstruction Engineering	MDT - Billings District
Roy	Peterson	Traffic and Safety Bureau	MDT - Engineering Division

First Name	Last Name	Position	Agency/Organization
Katie	Potts	Statewide & Urban Planner	MDT-Planning Division
Cindi	Ptak	Tribal Transportation Program	FHWA
Henry	Rides Horse	Executive Director	Crow Land Security Cabinet
Blain	Schaff		Off the Wall Advertising
Cal	Schock	IT Technician Specialist, Sergeant	DOJ - Montana Highway Patrol
Matt	See Walker	Transportation Development	Northern Plains Tribal Technical Assistance Program
Frank	Smith		Fort Peck Assiniboine and Sioux Tribes
Carol	Strizich	Statewide & Urban Planning Supervisor	MDT - Planning Division
Connie	Thompson-Gorneau	Transportation Planner	Fort Peck Assiniboine and Sioux Tribes
Arthur	Weatherwax	Student/Intern	University of Montana
Beth	Wemple	Senior Associate	Cambridge Systematics, Inc.
Audrey	Wennink	Senior Associate	Cambridge Systematics, Inc.
Clark	Wheeler	Director Tribal Transportation Planning	Montana Operation Lifesaver
Brian	Whitaker	Planner	MDT - Planning Division
Don	White	Transportation Planning Director	Blackfeet Nation
James	Wilson	Safety Officer	Crow Nation
Lynn	Zanto	Administrator	MDT - Planning Division

