The Confederated Salish and Kootenai Tribes is committed to reducing the number of deaths and serious injuries and improving the overall safety of the transportation system on the Flathead Indian Reservation. As part of an ongoing effort to make safety improvements, this Transportation Safety Management Plan has been developed with input from a variety of agencies and individuals within the Tribe in cooperation with the Federal and State of Montana Governments. The Plan is intended to outline existing programs and policies as well as identify issues and procedures or projects that can be implemented to further improve transportation safety for the Confederated Salish and Kootenai Tribes, its people and visitors to the Flathead Reservation.

The Confederated Salish and Kootenai Tribes have implemented or are currently working on a number of programs and have developed relationships with other government entities to help assist in safety improvements. A complete list of these, as well as other safety issues that have been identified, is included in Attachment A, but below are some of the highlights:

- The Tribe, in association with MDT has developed a Safe on all Roads (SOAR) program on the Flathead Reservation.
- MDT and CSKT meet annually to review high crash locations.
- The Tribal Police are using the state of Montana accident reporting system and reporting all their data to the MHP.
- The CSKT have adopted the State of Montana Traffic Code with some exceptions.
- The Tribe has entered into cross-jurisdictional agreements with other government agencies.
- MDT has two upcoming safety projects, one to flatten slopes and install guardrail on MT-35 at mp 5-6 and the other is adding a left turn bay on 4th street in Polson.

In an effort to further enhance safety efforts and save lives, the following items have been identified as a priority for expansion or initiation within the Flathead Reservation over the next 3 to 5 years:

- **Establish and Implement Functions of a Transportation Safety Committee**
  - The SMP implementation will become part of the Transportation Safety Committee’s mission/oversight. As additional Committees get established on other reservations in Montana, the Confederated Salish and Kootenai Committee will participate in a statewide Native American Transportation Safety Committee.
  - To further implementation of this SMP, the Committee would like to have MDT and FHWA participate in one of their meetings each year to monitor implementation and refine objectives.
**Issue Champion:** Tribal Transportation Planning Office, Montana Department of Transportation and Tribal Disaster and Emergency Services.

**Implementation:** Meet with the statewide injury prevention coordinator and member of the Montana Comprehensive Highway Safety Plan Committee, to determine how a statewide tribal transportation committee could be coordinated with the State of Montana’s efforts.

- **Develop Plans, Obtain Funding, and Install Overhead Street Lights on Powwow Road**
  - Develop Plans, Specifications, and Engineers Estimate (PS&E) for overhead street lights on Powwow Road.
  - Pursue funding through safety grants and BIA funding sources for the lighting project.
  - When funding is made available, install overhead lights on the north side (side of sidewalk) of Powwow Road.

**Issue Champion:** Lake County Road Department and Tribal Roads Program

**Implementation:** The Tribal Roads Program will collect engineering data and prepare the PS&E’s for the lighting project.

- **Upgrade the CSKT Tribal Police Input and Access of Crash Data to the SmartCop System**
  - Upgrade the input of CSKT Tribal Police crash data to the SmartCop system, and provide new equipment and training for the Tribe to make the transition.

**Issue Champion:** CSKT Tribal Police, Montana Department of Transportation, Montana Department of Transportation Law Enforcement Liaison, and Federal Highway Administration.

**Implementation:** Meet with MHP and Tribal Law Enforcement to determine hardware, software and training needs, and identify funding sources.

- **Fill the Safe On All Roads (SOAR) Coordinator Position**
  - Advertise, interview and select an individual to fill the SOAR Coordinator Position.

**Issue Champion:** Montana Department of Transportation Planning

**Implementation:** MDT will advertise for, interview and select an individual to fill the SOAR Coordinator Position.
• Develop a Tribal DUI Task Force That Includes Other Interested Groups and Agencies
  o CSKT Tribal Police and Montana Department of Transportation will work together to develop a Tribal DUI Task Force.

  **Issue Champion:** CSKT Tribal Chief of Police and Montana Department of Transportation Law Enforcement Liaison.

  **Implementation:** Research other Tribal and County DUI Task Force’s to gather information for development of a Task Force.

• Pursue Funding and Install Approach Guardrails at BIA and County Bridges.
  o Pursue funding through safety grants and BIA Roads Construction Program to install approach guard rails at BIA and County bridges that lack approach rails.
  o Once funding is received, install approach guard rails at BIA and County bridges.

  **Issue Champion:** CSKT Tribal, Sanders County, and Lake County Roads Programs.

  **Implementation:** Develop PS&E’s for approach guardrails, and then pursue safety grants for the guardrails. Guardrail installation to be prioritized to high traffic bridges.

• Expand Driver Education Opportunities.
  o Expand Driver Education Programs on the Reservation.

  **Issue Champion:** CSKT Tribal Law Enforcement and MDT Planning.

  **Implementation:** The Tribes will work with MDT to determine funding sources and available resources to expand Driver Education Programs on the Reservation.

On December 3, 2008, The Confederated Salish and Kootenai Tribes conducted a meeting to develop a Tribal Transportation Safety Management Plan. Those invited were personnel from agencies with involvement in transportation on the Flathead Indian Reservation. All attendees provided input to the Plan. An agenda of the planned meeting and a list of attendees is Appendix B and C.
ATTACHMENT A

Existing Programs Identified:

- MDT and CSKT meet annually to review high crash locations.
- The Tribe, in association with MDT has developed a Safe on all Roads (SOAR) program on the Flathead Reservation with a local coordinator.
- The Tribal law enforcement office has an electronic crash records system and is entering all crash reports into it.
- The Tribe and local law enforcement agencies have a current cross deputization agreement.
- Tribe has done high visibility traffic enforcement
- Tribe have obtained SPT funding from the state for overtime and equipment.
- MDT has conducted safety review of 4th Avenue and HWY 93 in Polson, and will conduct a safety project.
- Tribal Health Service is collaborating and coordinating with other tribal entities to promote and enhance transportation safety.
- Tribal DES has updated the Flathead Disaster and Emergency Services Plan.
- The new statewide DES communication system has provided an improvement in radio telemetry and reception.
- The CSKT have adopted the State of Montana Traffic Code with some exceptions.
- The Tribe has worked with Bannik Communications on public information spots.
- The Tribe participates in the Northwest Drug Taskforce.
- Since the reconstruction of US 93, preliminary data shows that MHP calls due to crashes have been down 30%.
- The Tribal Police have been able to obtain the BAT Mobile, DUI processing trailer for special events.
- The Tribe has received a grant for meetings with other agencies on border crossing issues.
- MDT will conduct a safety projects including installation of guardrail on MT-35 at MP 5-6.
- MDT has conducted two speed zone studies – on 93 from the Polson Bridge north and the other on MT 35 from Polson east.
- The Tribe has a Hazardous materials plan and a disaster plan with the county.
- Funding has been received for improvements to the northern tier emergency communications.
- The Tribe has an injury prevention committee.
Issues Identified:

- Lack of a Transportation Safety Group.
- Need for a Tribal DUI Task Force.
- Drinking and Driving.
- Lack of seat belt use.
- Lack of child seat use.
- Hazardous materials transportation across the reservation (rails and roads).
- Poor maintenance tribal roads.
- Upgrade Tribal law enforcement to input and access crash data in the CTS system.
- Lack of an adequate Tribal traffic code.
- Poor lighting on Powwow Road
- Non-existent guard rails on BIA and County bridges.
- Lack of a primary seat belt law.
- Fill the SOAR Coordinator position.
- Need for additional drivers training.
- Safety concerns over alignment on portions of Dublin Gulch Road.
- Currently there are 9 bridges awaiting funding for replacement in Lake County.
- Currently there are 2 bridges awaiting funding for replacement in Sanders Co.
ATTACHMENT B

Confederated Salish and Kootenai Tribes

Safety Plan

Agenda

December 3, 2008

9:00 a.m.       Introductions

9:15 a.m.       Defining a Safety Management System
                  SMS Background and Overview
                  FHWA SMS Implementation Plan
                  Discussion of Tribal Safety Plans
                  Q&A

10:00 a.m.     Tribes existing safety approaches (this is any practice the Tribe is
                  utilizing to address transportation safety i.e. education to public,
                  crash reporting/processes, EMS or engineering projects)
                  Documentation of existing programs and approaches

10:30 a.m.     Break

10:45 a.m.     Development of a Tribal Safety Plan
                  Identification/Discussion of Safety issues and concerns
                  Safety approaches to include
                  Safety approaches to develop
                  Integration with other safety plans

12:00         Lunch

1:00 p.m.      Identification of implementation steps
                  Identification of responsible parties/champions for specific
                  elements

2:15 p.m.      Questions/Discussion of process and continued efforts

2:30 p.m.      Site visit to traffic safety concern or transportation safety issues

4:00          Wrap Up
# ATTACHMENT C

**Confederate Salish and Kootenai Tribes**

**Safety Plan**

**Attendees**
December 3, 2008

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization/Agency/Title</th>
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<tbody>
<tr>
<td>Chuck Whitson</td>
<td>Lake County - Commissioner</td>
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<tr>
<td>Larry Ehle</td>
<td>Lake County - Road Superintendent</td>
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<tr>
<td>Jolene Jacobson</td>
<td>CSKT - DES Coordinator</td>
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<tr>
<td>James Freyholtz</td>
<td>MDT – Traffic Engineer</td>
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<tr>
<td>Mark Zitzka</td>
<td>FHWA – Pavement &amp; Materials Engineer</td>
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<tr>
<td>Ben Nunnallee</td>
<td>MDT – Missoula District Project Engineer</td>
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<tr>
<td>Cordell Ringel</td>
<td>Transportation Consultant</td>
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<tr>
<td>Craige Couture</td>
<td>CSKT – Chief of Police</td>
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<tr>
<td>Kevin Howlett</td>
<td>CSKT – Dept. Head Tribal Health/Human Services</td>
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<tr>
<td>Craig Genzlinger</td>
<td>FHWA – Env &amp; Tribal Coordinator</td>
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<tr>
<td>Mike Brown</td>
<td>CSKT – Roads Program Manager</td>
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<tr>
<td>Clancy King</td>
<td>MHP – Captain</td>
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<tr>
<td>Jeff Friesz</td>
<td>Sanders County – Road Foreman District #2</td>
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<tr>
<td>Dan Hunthausen</td>
<td>MDT – Transportation Planner</td>
</tr>
<tr>
<td>Angie Mullikin</td>
<td>MDT – Law Enforcement Liaison</td>
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Ref: WGSERVER/ROADS/CSKT 2008 TRANSPORTATION SAFETY PLAN/CSKT SMP 0409