

**BUREAU of INDIAN AFFAIRS
INDIAN HIGHWAY SAFETY PROGRAM**



**FY 2012
Highway Safety Plan**

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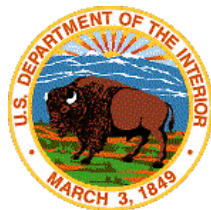


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HIGHWAY SAFETY PLANNING PROCESS

Annual Calendar

January

- Federal Highway Safety Grant solicitation distributed via Federal Registry notice and direct mail to all U.S. federally recognized tribes

March

- A grant writing course specific to highway safety grants is provided to all tribes that are desiring a highway safety grant

May

- Highway Safety grant applications are received, evaluated and scored

June

- Develop problem identification, set goals and objectives for individual highway safety projects based on the data contained in their application

July

- Indian Highway Safety develops performance plans and a Highway Safety Plan for upcoming fiscal year

August

- Highway Safety Plan & Performance Plan sent to NHTSA

September

- Notify Tribes of grant awards after approval from NHTSA

October

- Obligate funds for all projects awarded for current fiscal year

October/November

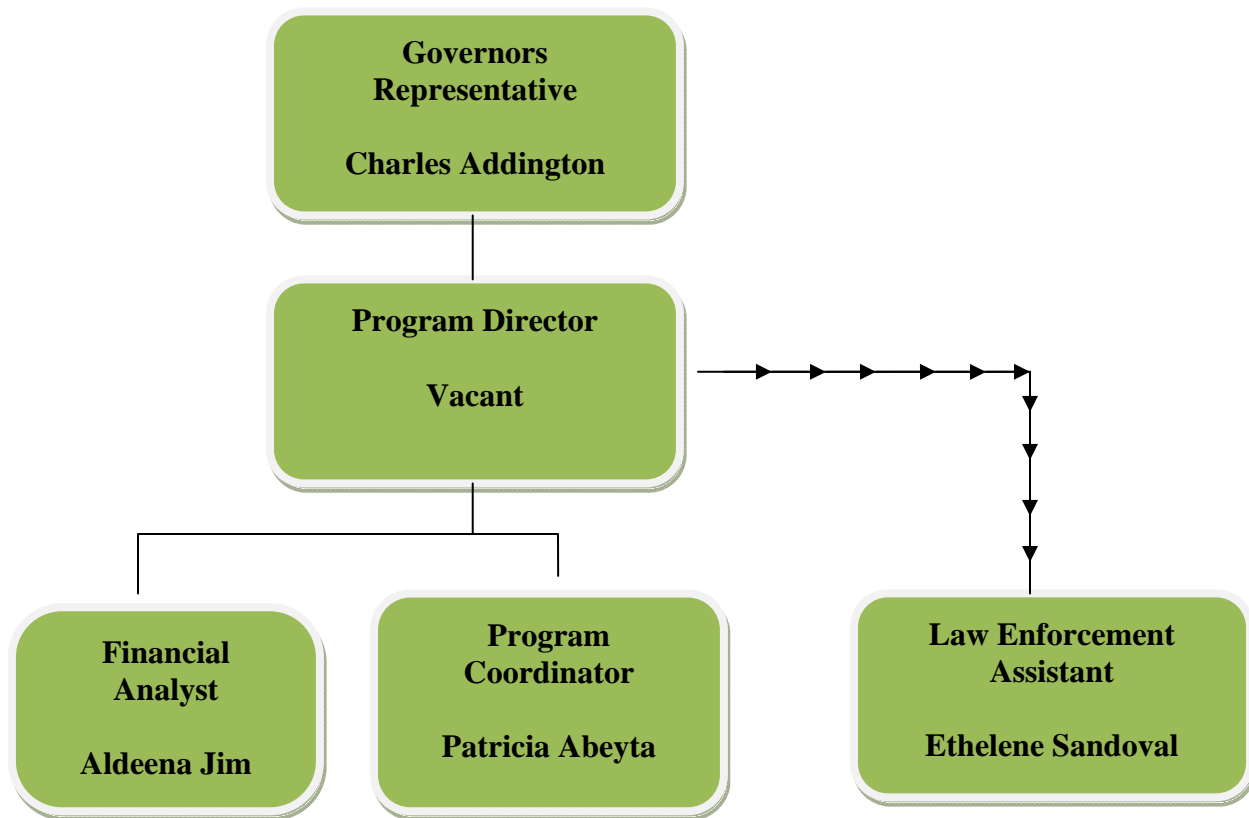
- Begin projects for current year/Closeout Highway Safety Plan (prior year)

December

- Indian Highway Safety prepares and submits Annual Report to NHTSA for prior fiscal year.

**Monitoring of Process and Projects are on-going throughout the year
Oct-Sept**

INDIAN HIGHWAY SAFETY PROGRAM ORGANIZATION CHART



MISSION STATEMENT

To reduce the number and severity of traffic crashes in Indian Country by supporting Education, Enforcement, and Engineering, as well as Safe Tribal Community Programs.

VISION

To create a Safe Tribal Community Environment where roadways in Indian Country are safe for all.

EXECUTIVE SUMMARY

The Bureau of Indian Affairs, Indian Highway Safety Program (IHSP) is the focal point for highway safety issues in Indian Country. The IHSP is located in Albuquerque, New Mexico and provides services to the Indian State. The Indian State is defined as all federally recognized tribes within the United States and Alaska. The IHSP currently consists of four full time positions, with the Governor's Representative in Washington D.C. The IHSP provides leadership by developing, promoting and coordinating programs that influence tribal and public awareness of all highway safety issues.

The most recent National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS) data showed that in 2009 there were 555 Native Americans/Alaskan Natives killed in 506 motor vehicle related crashes. Of those, 178 were killed on reservations.

While that represents a decrease from previous years, the Center for Disease Control (CDC) reports that motor vehicle crashes are the leading cause of unintentional injury for Native American/Alaska Natives ages 1 to 44. Adult motor vehicle-related death rates for American Indians/Alaska Natives are more than twice that of whites and almost twice that of blacks.¹

According to the National Highway Traffic Safety Administration (NHTSA), the overall rate of seat belt use on reservations is relatively low (61.8%). Belt use varies greatly across reservations, ranging from a low of 28 percent to a high of 61.8 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws; reservations with no seat belt laws have the lowest use rates²

More than 3 out of every 4 (76 %) passenger vehicle occupants who died in motor vehicle crashes on reservations were unrestrained at the time of the fatal crash.³

Each Tribe is unique in its sovereignty and therefore results in various and different legislative rulings with regards to traffic safety laws. Those laws can and have affected highway safety issues in Indian Country.

These statistics necessitate an increase in the level of seat belt and impaired driving programming to further advance the public's awareness and level of education related to these issues.

¹ Centers for Disease Control and Prevention, National Center for Injury Prevention and Control. [Web-Based Injury Statistics Query and Reporting System](#) (WISQARS)(online)(2009) {cited 2009 October 2}.

² Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. May 2008. DOT HS 810 967

³ Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Fatal Motor Vehicle crashes on Indian Reservations 1975-2002. April 2004. DOT HS 809 727

Safe roadways in Indian Country will remain the top priority issue at the IHSP. This priority will require every individual and organization involved to do his or her part. It is apparent that a single source cannot provide the resources to solve even the most critical problems in Indian Country. Our office is constantly looking for cost sharing by State and other Government organizations, which address highway safety and data management needs.

The IHSP participates in several committees with other federal and tribal agencies that are working on the priority of reducing injury and fatalities on Native American Reservations. Those committees are the IHSP Partnership Committee, which is represented by the IHSP, NHTSA, CDC and the Indian Health Services (IHS) and the Safety Management Steering Committee, with representatives from NHTSA, FHWA, IHS, BIA and several tribal agencies.

The following Performance and Highway Safety Plan describes programs and projects designed to address traffic safety issues in Indian Country for FY-2012, and serves as the basis for the execution of the Highway Safety Program Cost Summary (HS form 217).

PERFORMANCE PLAN

PROBLEM IDENTIFICATION PROCESS

Each year the BIA IHSP reviews existing data to determine the severity of motor vehicle related crashes in Indian Country. This data includes self reported numbers from project tribes, the National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS), and other reports from federal, state and tribal entities. A list is developed of States that have the highest number of fatalities among Native Americans. Although the solicitation notice is sent to all federally recognized Tribes, preference is given to Tribes located in the States with the highest number of fatalities, if applications are received.

The BIA Indian Highway Safety Program (IHSP) develops a Problem Identification based on the information listed above for the Indian Nation and projects are selected from the applications received, with targeted "States" getting preference. The identified projects are those that have provided sufficient traffic records data to identify a problem and contain strategic plans to address the highway safety problem identified. The IHSP convenes a review board which consists of representatives from NHTSA, Indian Health Services, Bureau of Indian Affairs Office of Justice Services and State Highway Safety Programs to evaluate and score the proposals. Once the proposals are scored, project goals and performance measures are assigned to the individual projects. Those individual project and performance goals become the foundation for the Indian Highway Safety Plan for the coming year.

DATA SOURCES

Reliable data sources are limited in reference to Tribal motor vehicle crashes; however, the BIA IHSP utilizes the following sources for information:

Fatality Analysis Reporting System (FARS) General Estimates System, U.S. Department of Transportation, National Highway Traffic Safety Administration. (Web inquiry)

U.S. Census Bureau Data, Population by Race for the United States: 2010.

Center for Disease Control (CDC) WISQARS

Individual Tribal data is also used to help develop objectives/performance measures within each program area. Many of the Tribes do not have electronic traffic record systems, which makes utilizing the data more difficult as there is no one source of record.

Additionally, there is no one source of data for Emergency Medical Services (EMS), Breath Alcohol Concentration (BAC) levels, court records or other types of data that are generally available to States, as each Tribe is within itself a sovereign nation and are not required to share data within the Tribe or with outside sources.

INDIAN “STATE” DEMOGRAPHIC ANALYSIS

The United States is home to **308,745,538** people according to the U.S. Census Bureau (2010). 72.4% of those are classified as White, 12.6% Black, 16.3% Hispanic, 4.8% Asian and Pacific Islander and 0.9% are classified as American Indians/Alaska Natives.

The 0.9% of American Indian/Alaska Natives represents a whole number of approximately 2,932,248. Consistent with the general population in the United States, 50.3% of American Indian/Alaska Natives are female and 49.7% are males.

American Indians/Alaska Natives are spread out over this vast land and there are federally recognized Tribes in all but 13 states in the United States. These American Indians/Alaska Natives represent over 560 Tribes throughout this country

The U.S. Census Bureau website was queried for States with Native American populations over 50,000. The following list represents all States with populations exceeding that amount.

American Indian / Alaskan Native (AI/AN)		
	<u>State</u>	<u>Population</u>
1	California	362,801
2	Oklahoma	321,687
3	Arizona	296,529
4	New Mexico	193,222
5	Texas	170,972
6	North Carolina	122,110
7	New York	106,906
8	Alaska	104,871
9	Washington	103,869
10	South Dakota	71,817
11	Florida	71,458
12	Montana	62,555
13	Michigan	62,007
14	Minnesota	60,916
15	Colorado	56,010
16	Wisconsin	54,526
17	Oregon	53,203
<i>(U.S. Census 2010)</i>		

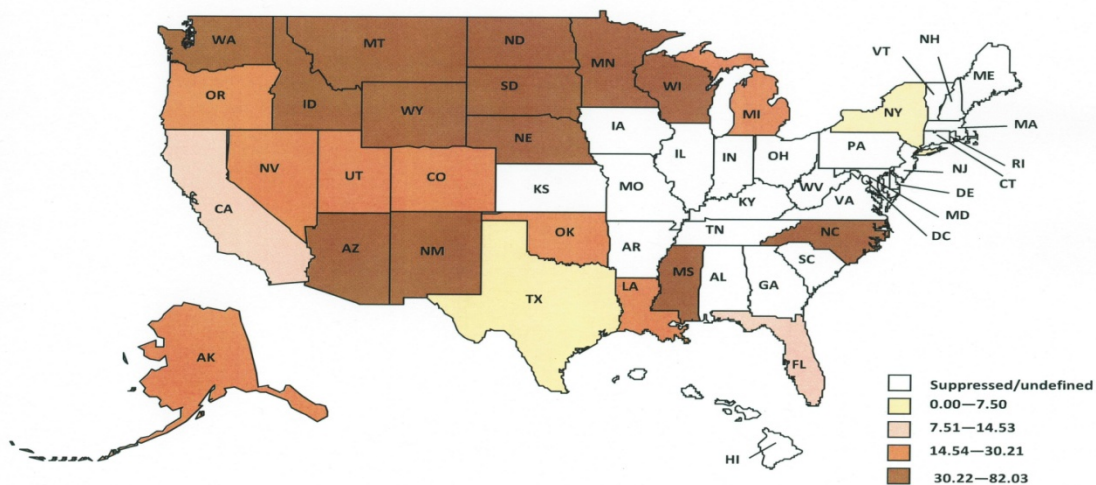
PROBLEM IDENTIFICATION SUMMARY

The United States 2010 census bureau data indicates there are 308,745,538 people living in the United States. 72.4% of those are classified as White, 12.6% Black, 16.3% Hispanic, 4.8% Asian and Pacific Islander and 0.9% are classified as American Indians/Alaska Natives. American Indian/Alaska Native Tribal lands and reservations (560+) are spread out over this vast land in all but 13 states in the United States. It should be noted however, there are Native American populations in all 50 states, including Washington, D.C.

Despite their small ethnicity numbers, American Indians/Alaska Natives continue to be killed and injured in traffic crashes at rates that are 2 to 3 times that of other ethnic groups and that of the national average.

The Center for Disease Control (CDC) reports that motor vehicle crashes are the leading cause of unintentional injury for Native American/Alaska Natives ages 1 to 44. Adult motor vehicle-related death rates for American Indians/Alaska Natives are more than twice that of whites and almost twice that of blacks.⁴

Motor vehicle-related death rates per 100,000 population—American Indian/Alaskan Natives aged 1-44 years, United States, 2003-2007.



There is difficulty in quantifying crash data in Indian Country due to sovereignty issues and often the reluctance of Tribal Agencies to share data. This hampers the ability of

4. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control. [Web-Based Injury Statistics Query and Reporting System](#) (WISQARS)(online)(2009) {cited 2009 October 2}.

agencies to often distinguish between what types of crashes are taking place and the location of those crashes. This limits the amount of crash data that is actually reported.

FARS reports the following for the total number of motor vehicle crash fatalities involving American Indians/Alaska Natives (AI/AN) on Reservations:

FARS	<u>Number of AI/AN Motor Vehicle Crash (MVC) Fatalities on Reservation</u>	<u>Total Number of Deaths</u>
2009	178	555
2008	162	597
2007	227	679

According to the FARS numbers, MVC fatalities occurring on Reservations among American Indians/Alaska Natives have been on a downward trend since 2006. The FARS number of deaths attributed to traffic crashes includes motor vehicle, pedestrian, other land transport, motorcycles and bicycles. The FARS system will count a death as motor vehicle related if it occurs within 30 days of the crash.

Because the Tribes that comprise the Indian Nation are geographically spread throughout the United States, it is extremely difficult to affect change in motor vehicle deaths in each of them. Approximately 250 of the 560+ federally recognized Tribes are located in Alaska where there are very few road miles.

The BIA IHSP has selected twenty-nine (29) Tribes in the following ten (10) states to participate in the FY2012 program: Arizona, Idaho, Minnesota, Montana, Nevada, New Mexico, North Dakota, South Dakota, Washington, and Wisconsin. MV fatality data from FARS for 2007, 2008 and 2009 is displayed in Chart 2 to show the number of American Indian/Alaska Native MVC fatalities on Reservations in these 10 states.

2007		2008		2009	
STATE	FARS	STATE	FARS	STATE	FARS
Arizona	98	Arizona	81	Arizona	64
Idaho	1	Idaho	3	Idaho	10
Montana	31	Minnesota	3	Minnesota	9
New Mexico	35	Montana	13	Montana	16
North Dakota	17	New Mexico	22	New Mexico	11
South Dakota	20	North Dakota	10	North Dakota	21
Washington	14	South Dakota	11	South Dakota	27
Wisconsin	1	Washington	4	Washington	8
		Wisconsin	6	Wisconsin	3
		Wyoming	5		

Chart 2 (American Indian/Alaska Native Reservation Fatalities)

ARIZONA

Arizona is home to 21 federally recognized Tribes. The largest Tribe in the State is the Navajo Nation (which reaches into New Mexico and Utah). In addition, there are several other large land based Tribes including the San Carlos Apache as well as the Tohono O'odham. The Native American population in the State of Arizona is approximately 296,529. Arizona has the 3rd largest population of American Indians/Alaska Natives in the United States.

FARS reported 64 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 81 MVC fatalities and 98 recorded in 2007.

In FY 2012, the BIA IHSP will offer Overtime enforcement grants to three Tribes: The Salt River Pima-Maricopa Indian Community, Fort McDowell Tribe and the Colorado River Indian Tribe. In FY2010 Salt River reported 4 MVC fatalities, Colorado River reported 5 fatalities and Fort McDowell reported 0 but had 10 injury crashes.

The 2010 census shows the Salt River-Maricopa Indian Community has a reservation population of 6,289, Fort McDowell Tribe has a reservation population of 971 and Colorado River Indian Tribe has a reservation population of 8,764.

American Indian/Alaska Native Motor Vehicle Crash (MVC) Fatalities on Reservations in Arizona

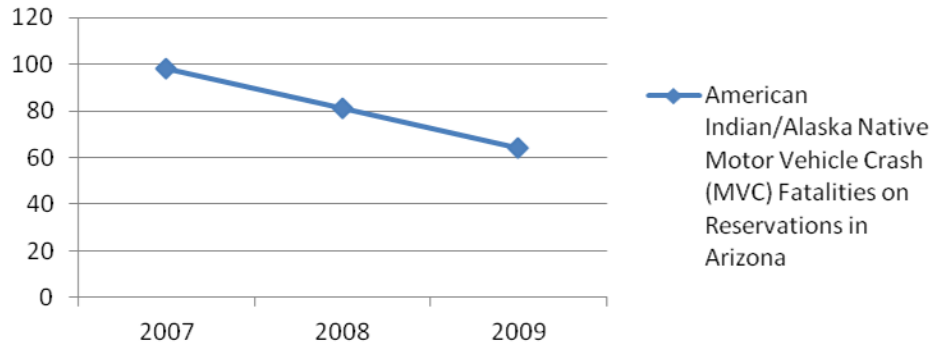
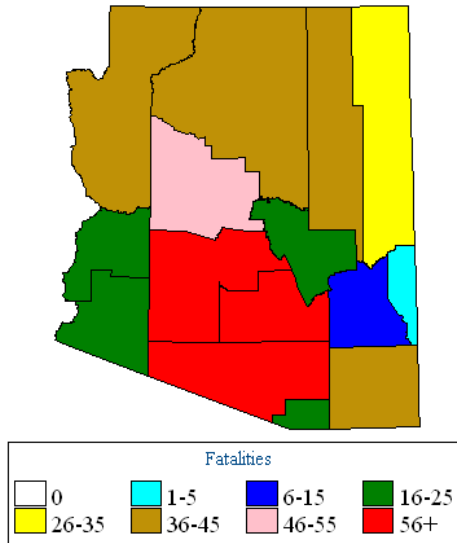


Chart 3

Fatalities (All Crashes)



Latest data Available 2009

IDAHO

There are 4 Tribes located in Idaho with an estimated Native American population of 31,000. The Shoshone-Bannock (Fort Hall) Tribe is the second largest, both in land area and reservation population. FARS reported 13 AI/NA MVC fatalities in 2009 (10 of those on Reservations), 7 in 2008 (3 of which occurred on Reservations), and 5 in 2007(1 of which occurred on the Reservation) in the state of Idaho. The Shoshone-Bannock Tribes are located in Southeastern Idaho. The tribal government offices and most tribal business enterprises are located eight miles north of Pocatello in Fort Hall. The Fort Hall Reservation was established by the Fort Bridger Treaty of 1868 as a 1.8 million acre homeland for the four distinct bands of Shoshone and one Northern Paiute band, the Bannock, that once inhabited this region. Today, the reservation consists of 544,000 acres, nestled between the cities of Pocatello, American Falls and Blackfoot, and is divided into five districts: Fort Hall, Lincoln Creek, Ross Fork, Gibson and Bannock Creek.

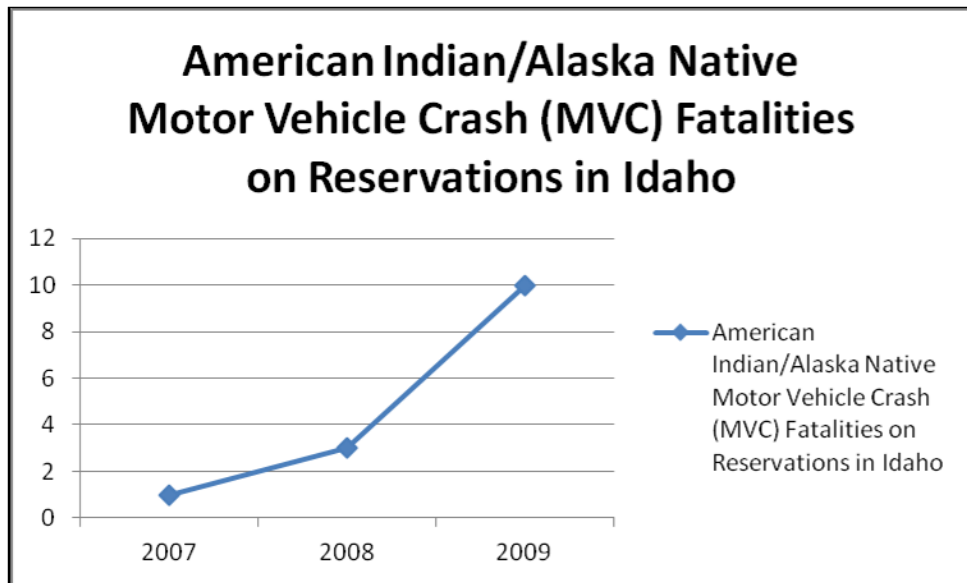
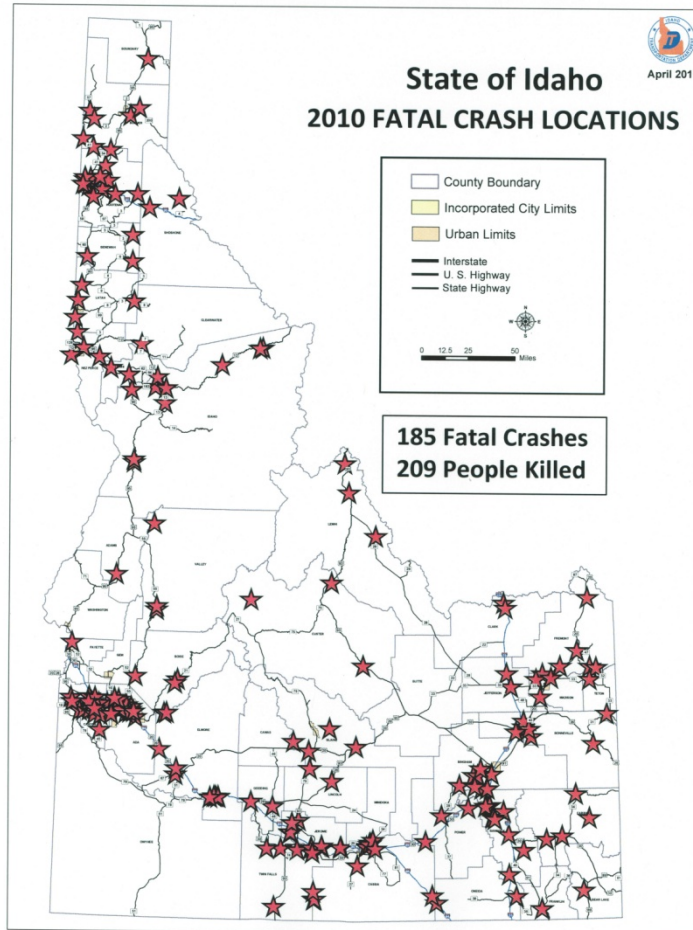


Chart 4



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The Shoshone-Bannock Tribe applied for a Police Traffic Services grant for FY 2012 and is included in the HSP for funding. They reported 15 MVC fatalities in 2010.

The 2010 census shows the Shoshone-Bannock Tribe has a reservation population of 6,289.

⁵ www.itd.idaho.gov/ohs/2010Data/Analysis2010.pdf

MINNESOTA

Minnesota is home to 11 federally recognized Tribes. Approximately 60,916, American Indians/Alaska Natives call Minnesota home according to the 2010 Census. White Earth, Leech Lake and Red Lake are the largest reservations in the State. All three of these tribes received funding from the BIA IHSP in FY09, FY 2010 and FY11. In 2007, FARS reported 7 motor vehicle fatalities for American Indians/Alaska Natives, 9 in FY08 and 15 in FY09.

The White Earth Indian Reservation is the home to the White Earth Nation, located in northwestern Minnesota. It is the largest Indian reservation in that state. The reservation stretches across all of Mahnomen County, plus parts of Becker and Clearwater counties in the northwest part of the state, along the Wild Rice and White Earth Rivers. It is about 225 miles from Minneapolis-St. Paul and roughly 65 miles from Fargo-Moorhead. The reservation has a population of 9,562 according to the 2010 census.

The Leech Lake Indian Reservation, is a Native American reservation located in the north-central Minnesota counties of (in descending order of reservation area) Cass, Itasca, Beltrami, and Hubbard. It is the land-base for the Leech Lake Band of Ojibwe. As of the 2010 census, it had a population of 10,660, making it the most populated Indian reservation in the state. Over one-fourth of its territory is comprised of lakes, as the reservation covers 972.517 square miles of land. As a result it is the second-largest reservation in Minnesota (to the White Earth Indian Reservation) when viewed in terms of land area, and the largest reservation in Minnesota when viewed in terms of total area.

The Upper Sioux Indian Reservation is located in Minnesota Falls Township along the Minnesota River in eastern Yellow Medicine County, Minnesota, five miles (8 km) south of Granite Falls. It was created in 1938 when 746 acres of land were returned to the tribe. Most of the land along the river valley had been taken from the Dakota following the Dakota War of 1862. The reservation has a population of 480 according to the 2010 census.

White Earth reported 12 MVC fatalities, Leech Lake reported 3 MVC fatalities and the Upper Sioux Tribe reported 0 MVC fatalities and 13 MVC injuries in 2010.

FARS reported 9 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009, and in 2008 there were 3.

American Indian/Alaska Native Motor Vehicle Crash (MVC) Fatalities on Reservations in Minnesota

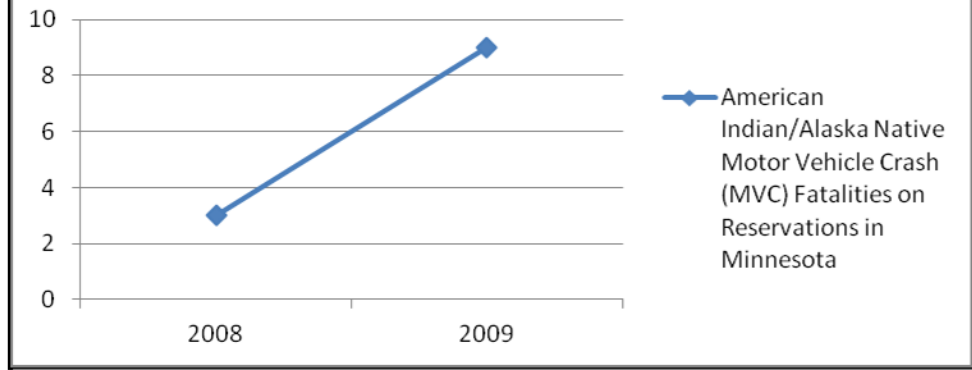
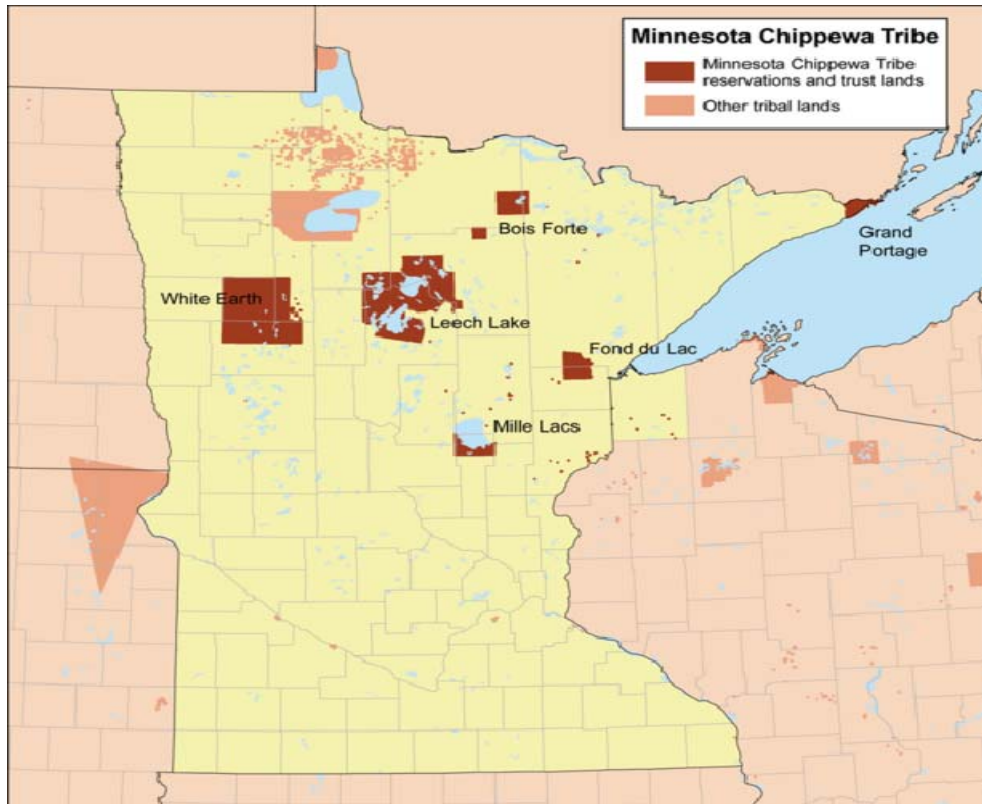


Chart 5

(No Traffic Crash statistical map available from the State of Minnesota)



MONTANA

According to the 2010 census, 62,555 American Indians/Alaska Natives live in Montana. Within the geographic boundaries of the State, there are 7 federally recognized Tribes with most of them being large land based Tribes. Several of the Tribes in this State have had some type of traffic safety program, funded by the BIA IHSP for the past several years.

According to FARS reports, the Montana fatality number for American Indians/Alaska Natives was 43 in 2007, declined to 27 in 2008 and increased to 34 in 2009. Of these, 16 motor vehicle crash deaths of American Indians/Alaska Natives were on reservations in 2009. In 2008 there were 13 MVC fatalities and 31 recorded in 2007 occurring on Reservations.

The Fort Peck Indian Reservation is near Fort Peck, Montana. It is the homeland of the Assiniboine and Sioux tribes of Native Americans. It is the ninth-largest Indian reservation in the United States and comprises parts of four counties. In descending order of land area they are Roosevelt, Valley, Daniels, and Sheridan counties. The total land area is 3,289.389 square miles, and a population of 10,008 was counted during the 2010 census. The largest community on the reservation is the city of Wolf Point.

Rocky Boy's Indian Reservation is located in Hill County and Chouteau County in northern Montana about 40 miles from the Canadian border. It has a total land area of 171.4 square miles, which includes extensive off-reservation trust lands. The population was 3,323 during the 2010 census. Its largest community is Box Elder, although a small part of Box Elder extends off reservation land.

The Northern Cheyenne Indian Reservation, formerly named the Tongue River Indian Reservation, is an Indian reservation that is home to the Northern Cheyenne tribe of Native Americans. It is located around the small towns of Lame Deer and Ashland, Montana, in parts of Rosebud and Big Horn counties. This land is located approximately 100 miles east of the 1876 Battle of Little Big Horn site, or "Battle of Greasy Grass", as it is called by the Lakota. Small parcels of non-contiguous off-reservation trust lands are in Meade County, South Dakota, northeast of the city of Sturgis. The total land area is 706.976 square miles and a population of 4,789 was reported in the 2010 census.

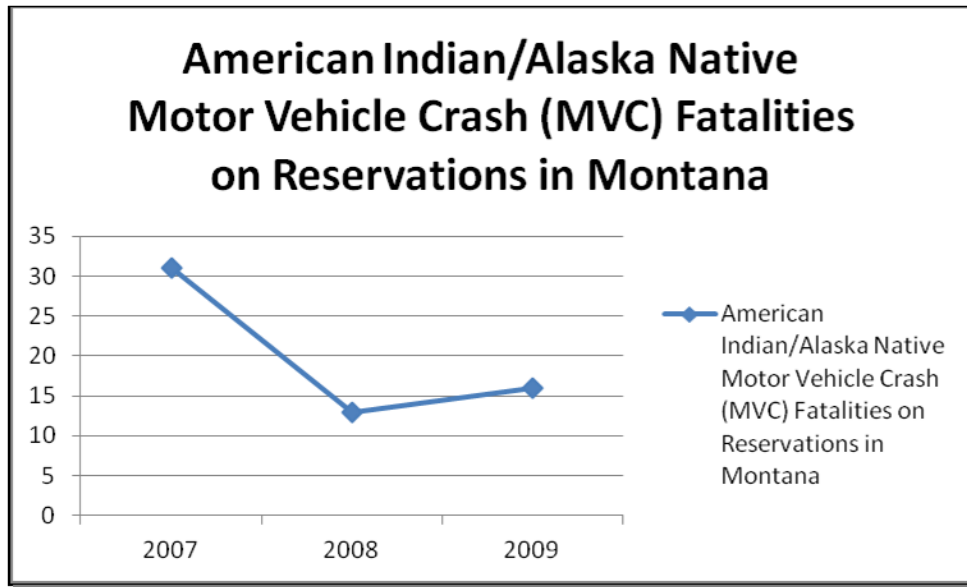


Chart 6

(No Traffic Crash statistical map available from the State of Montana)

Fort Peck, Rocky Boy and Northern Cheyenne are included in the FY 2012 HSP for funding.

Fort Peck reported 1 MVC fatality, Rocky Boy reported 2 MVC fatalities and Northern Cheyenne reported 1 MVC fatality in 2010.

NEVADA

Nevada is home to 26 federally recognized Tribes, with Pyramid Lake being the largest land based reservation. Pyramid Lake and Walker River have been funded for Police Traffic Services grants for the past several years. They are again included in the FY 2012 HSP. In 2007, FARS reported that 2 motor vehicle crash fatalities were classified as American Indians/Alaska Natives, more than a 50% decrease from the 2006 number of 5. Fatalities have declined from 2 in 2007, to 0 in FY2009.

The Pyramid Lake Indian Reservation is a United States reservation in northwestern Nevada approximately 35 miles northeast of Reno, in Washoe, Storey, and Lyon Counties. It lies almost entirely in Washoe County (99.88%), with but tiny amounts of land in the other two counties (at the southern end, near the city of Fernley). It is governed by the Pyramid Lake Paiute Tribe (Cui Ui Ticutta). The 2010 census indicates a reservation population of 1,660.

The reservation has 742.2 sq mi of land area, and includes all of Pyramid Lake, and all of the Truckee River from the Big Bend north. The reservation is centered on Pyramid Lake, and the lake itself comprises 25% of the reservation's area. The reservation also includes a sliver of Winnemucca Lake, most of the Lake Range, portions of the Virginia Mountains and Pah Rah Range and the southern end of the Smoke Creek Desert.

The Walker River Indian Reservation is an Indian reservation located in central Nevada in the United States. It is located along the Walker River between Yerington and Walker Lake. At the current lake level, the reservation has only a small frontage on Walker Lake. The bulk of the reservation (72.68%) is in Mineral County; however portions are in Lyon County (14.37%) and Churchill County (12.95%). The reservation's land area is 529.970 square miles and a population of 746 was reported in the 2010 census.

FARS reported 0 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009.

Pyramid Lake reported 2 MVC fatalities in 2010 and a total of 27 MVC.

Walker River reported 1 MVC fatality and a total of 20 MVC in 2010.

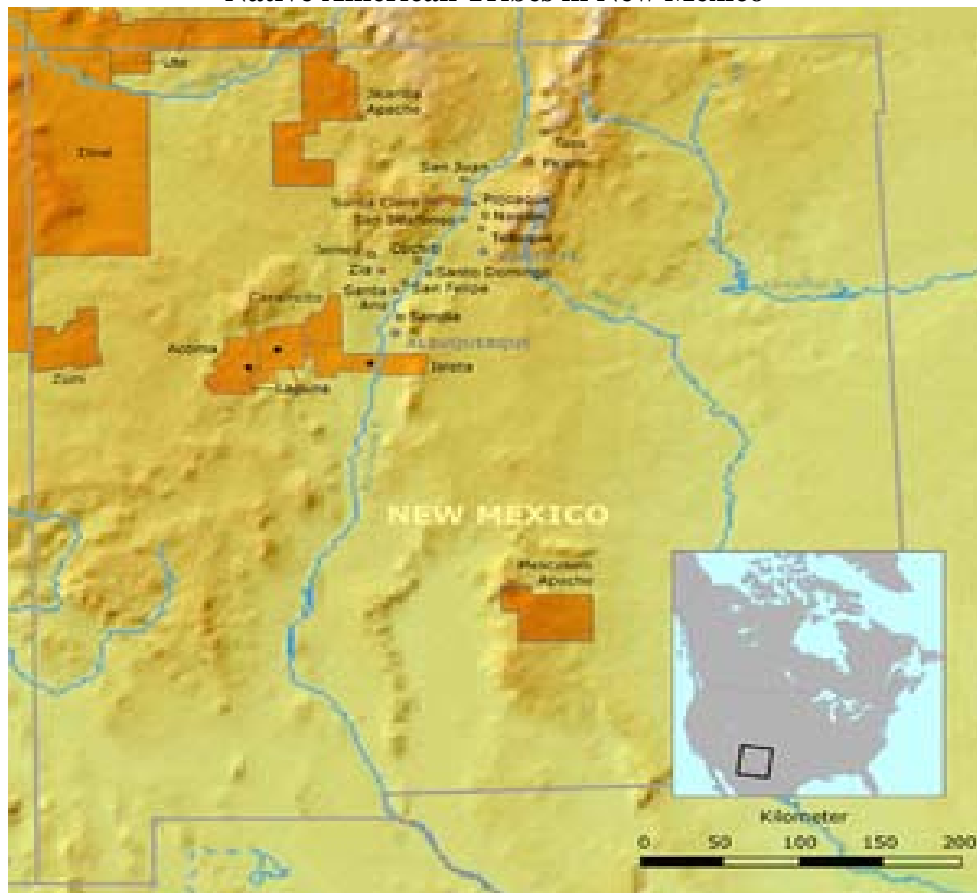
Pyramid Lake and Walker River are included in the FY 2012 HSP for funding.

NEW MEXICO

New Mexico is home to 193,222 American Indians/Alaska Natives. There are 22 federally recognized Tribes in the State of New Mexico. The IHSP will contract with 9 New Mexico Tribes in FY 2012. FARS data reports 74 MVC fatalities in 2007, 69 in 2008 and 28 in 2009.

The Pueblo people are a Native American people in the Southwestern United States. Their traditional economy is based on agriculture and trade. When first encountered by the Spanish in the 16th century, they were living in villages that the Spanish called *pueblos*, meaning "villages". Of the 21 pueblos that exist today, Taos, Acoma, Zuni, and Hopi are the best-known. The main Pueblos are located primarily in Arizona, New Mexico, Texas and formerly in Colorado.

Native American Tribes in New Mexico



FARS reported 11 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009, 22 in 2008 and 35 in 2007.

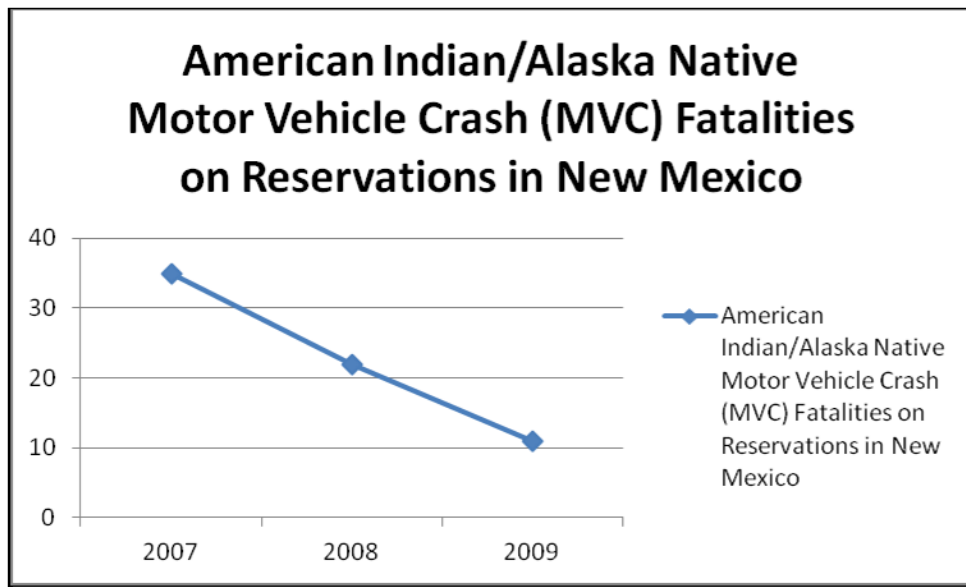


Chart 7

Jemez reported 3 MVC injuries, Santa Clara reported 5 MVC injuries, Ramah-Navajo reported 20 MVC injuries, Tesuque reported 16 MVC injuries, Isleta reported 66 MVC injuries, Laguna reported 38 MVC injuries, Acoma reported 3 MVC injuries and Pojoaque reported 15 MVC injuries in 2010.

Jemez, Santa Clara, Ramah-Navajo, Tesuque, Isleta, Laguna, Taos, Acoma and Pojoaque are included in the FY 2012 HSP for funding. According to the 2010 census the tribes had the following populations: Jemez 1,815, Santa Clara 12,021, Ramah-Navajo 3,200, Tesuque 841, Isleta 3,400, Laguna 4,043, Taos 4,384, Acoma 3,011 and Pojoaque 3,316.

NORTH DAKOTA

North Dakota is home to 4 federally recognized Tribes, with the Three Affiliated Tribes (Fort Berthold) being the largest land based. North Dakota also has 2 reservations that cross lines with the State of South Dakota. The 2010 population for North Dakota is 672,591 with 36,591 being Native Americans. Overall, American Indians/Alaska Natives comprise 5.4% of the population of this State.

In 2007, according to FARS, 25 Native Americans/Alaska Natives were killed in motor vehicle related crashes. The 2008 FARS number was 16, and rose to 26 in 2009. Of these, 21 deaths occurred on reservations in 2009, 10 in 2008 and 17 in 2007.

Mandan, Hidatsa, and Arikara Nation, also known as the Three Affiliated Tribes, are a Native American group comprising a union of the Mandan, Hidatsa, and Arikara peoples, whose native lands ranged across the Missouri River basin in the Dakotas. Hardship, disease and forced relocations brought them together in the late 19th century. Today, the group is based out of the Fort Berthold Reservation in North Dakota. They have a total of 8,500 enrolled members, with a population of 6,341 living on the reservation according to the 2010 census.

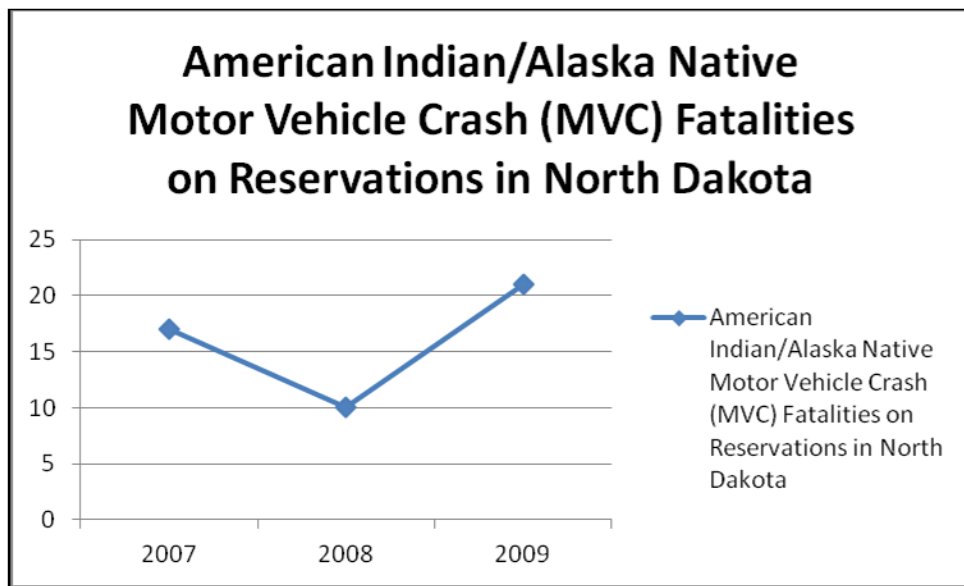


Chart 8

The Three Affiliated Tribes reported 5 MVC fatalities in 2010.

The Three Affiliated Tribes are included in the FY 2012 HSP.

SOUTH DAKOTA

The State of South Dakota is home to 9 federally recognized Tribes. The Standing Rock and Lake Traverse Tribes have reservation boundaries that extend into North Dakota. Cheyenne River is the largest reservation in the State.

The population for the State of South Dakota is 814,180 with approximately 71,817 or 8.8% classified as American Indians/Alaska Natives. According to FARS data, Native American motor vehicle crash fatalities numbered 28 in 2007, 14 in 2008 and increased to 38 in 2009. Of these, 27 deaths occurred on reservations in 2009, 11 in 2008 and 20 in 2007.

The Cheyenne River Indian Reservation was created by the United States in 1889 by breaking up the Great Sioux Reservation, following its victory over the Lakota in a series of wars in the 1870s. The reservation covers almost all of Dewey and Ziebach counties in South Dakota. In addition, many small parcels of off-reservation trust land are located in Stanley, Haakon, and Meade counties.

The total land area is 4,266.987 sq mi, making it the fourth-largest Indian reservation in land area in the United States. Its largest community is North Eagle Butte. The 2010 census indicates a population of 8,090 living on the reservation.

The Pine Ridge Indian Reservation (*Wazí Ahán̄han̄ Oyán̄ke* in Lakota, also called Pine Ridge Agency) is an Oglala Sioux Native American reservation located in the U.S. state of South Dakota. Originally included within the territory of the Great Sioux Reservation, Pine Ridge was established in 1889 in the southwest corner of South Dakota on the Nebraska border. Today it consists of 3,468.86 sq mi of land area and is the eighth-largest reservation in the United States, larger than Delaware and Rhode Island combined. 18,830 reside on the reservation according to the 2010 census.

The Sisseton–Wahpeton Oyate (formerly Sisseton-Wahpeton Sioux Tribe/Dakota Nation) are two combined bands and two sub-divisions of the *Isanti* or Santee Dakota people. They are located on the Lake Traverse Reservation in northeast South Dakota. According to the 2010 census, the population of the tribe is 10,753 members spread among seven districts located across the reservation.

American Indian/Alaska Native Motor Vehicle Crash (MVC) Fatalities on Reservations in South Dakota

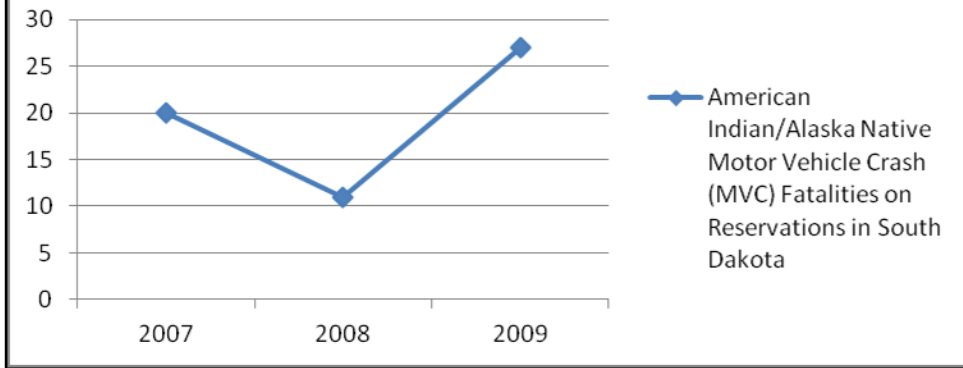
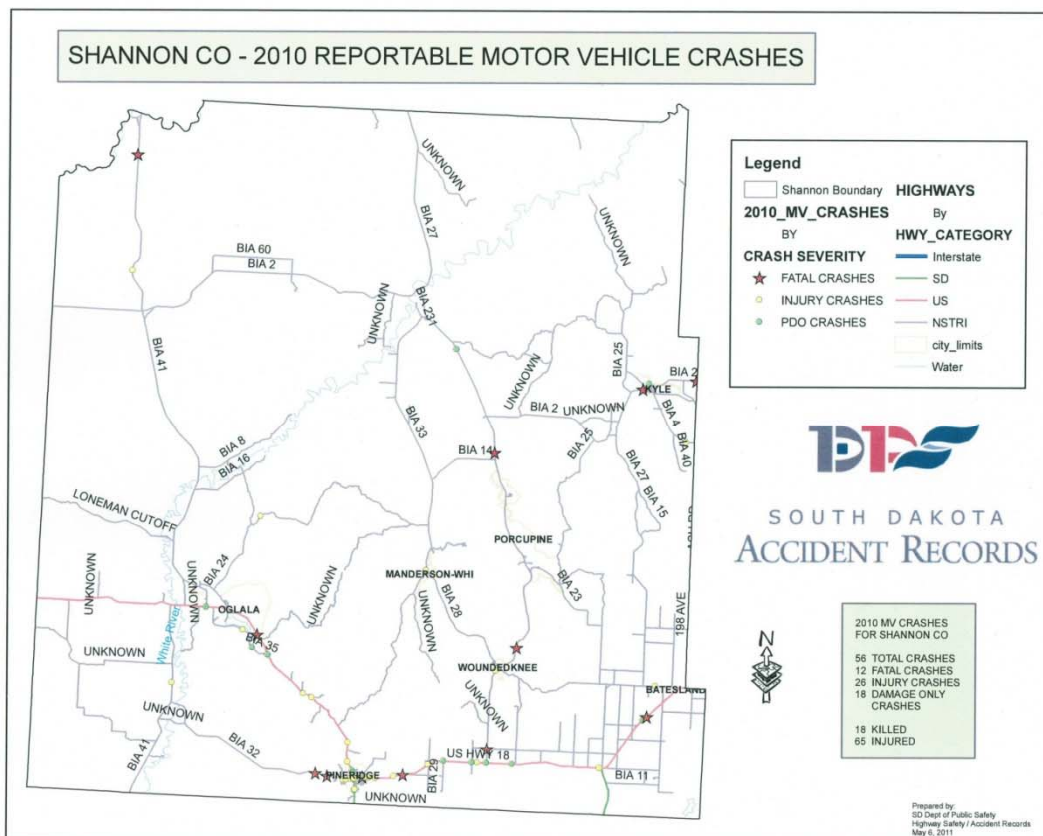


Chart 8

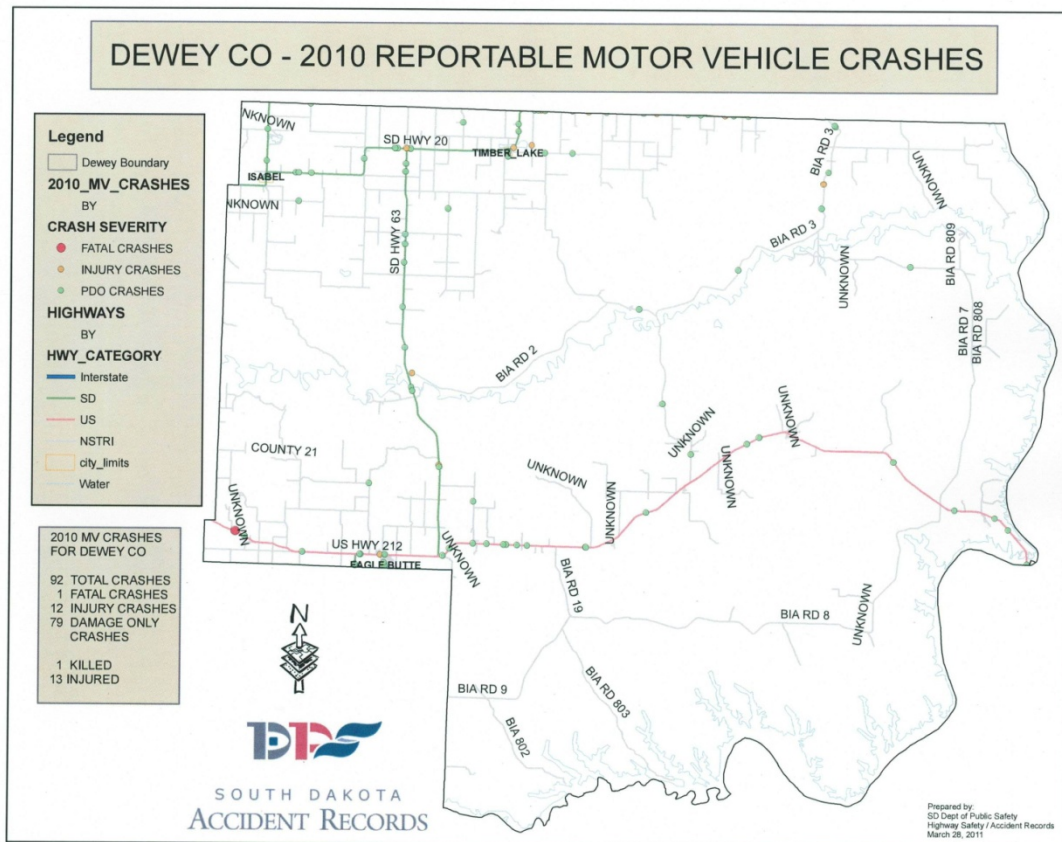


6

Oglala Sioux (Pine Ridge Indian Reservation) is located in Shannon County

Oglala Sioux reported 18 MVC fatalities in 2010.

⁶ http://dps.sd.gov/enforcement/accident_records/documents/SHANNON_2010_000.pdf



7

Cheyenne River Sioux Tribe is located in Dewey County

Cheyenne River Sioux reported 3 MVC fatalities, Sisseton-Wahpheton reported 4 MVC fatalities and Oglala Sioux reported 18 MVC fatalities in 2010.

Cheyenne River Sioux, Oglala Sioux, Sisseton-Wahpheton are included in the FY 2012 HSP.

⁷ http://dps.sd.gov/enforcement/accident_records/documents/DEWEY_2010.pdf

WASHINGTON

Washington is home to 29 federally recognized Tribes with a population of 103,869 classified as American Indian/Alaska Native according to the 2010 census. FARS numbers report 39 MVC fatalities in 2007, 25 in 2008 and 31 in 2009. Of these, 8 occurred on reservations in 2009, 4 in 2008 and 14 in 2007.

The Colville Tribe is a Native American tribe of the Pacific Northwest. In 1872, the Colville tribe was relocated to the Colville Indian Reservation, an Indian reservation in eastern Washington, inhabited and managed by the Confederated Tribes of the Colville Reservation, which are federally recognized tribes. The 2010 census showed a reservation population of 7,687.

The Colville Tribe had 3 MVC fatalities in 2010. The Colville Tribe is included in the FY 2012 HSP.

WISCONSIN

Wisconsin is home to 5,686,986 people (2010 census) with Native Americans comprising 1.9% of the population. There are 11 federally recognized Tribes in Wisconsin with Menominee having the largest reservation. In 2007, FARS reported the number of Native American motor vehicle crash fatalities in the State at 16, 11 in 2008 and 16 in 2009.

FARS reported 3 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 6 MVC fatalities and 1 recorded in 2007.

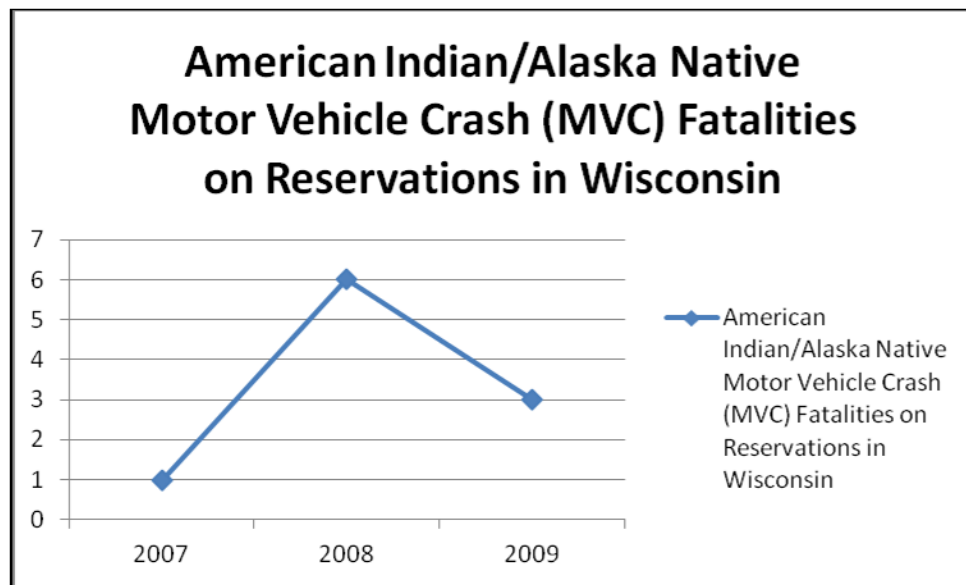


Chart 10

The Menominee Reservation is located in Menominee County. Menominee reported 2 MVC fatalities in 2010 with a population of 3,141 reported on 2010 census.

Lac du Flambeau is located in Vilas County. Lac du Flambeau had a 2010 census population of 3,442 and reported 1 MVC fatality in 2010.

Lac Courte Oreilles is located in Sawyer County with a 2010 census population of 2,803. Lac Courte Oreilles reported 3 MVC fatalities in 2010.

The Menominee, Lac du Flambeau and Lac Courte Oreilles Tribes are included in the FY2012 HSP.

In FY2012 the BIA IHSP will continue to do outreach to the large land based Tribes in an effort to provide program support. The BIA IHSP will award Overtime enforcement grants to Tribes to participate fully in the "**Click It or Ticket**" and the "**Drive Sober or Get Pulled Over**" mobilizations as well as the Indian State "**Don't Shatter the Dream**" mobilization.

DEVELOPMENT OF GOALS AND OBJECTIVES

The records submitted by the Tribes, and Fatal Analysis Reporting System (FARS) data are used as the basis for identifying the highway safety problems in Indian Country.

Tribes are required to include traffic crash data to support the problem(s) they choose to address, as well as support documentation that includes arrest records, citation records, and conviction rates. Each Tribe includes goals and performance measures within its application.

Once Tribal projects are selected for funding, Tribes are contacted and the BIA IHSP negotiates with the Tribes on the goals and objectives for the project year. This process is necessary as often the applications, as received, cannot be funded in their entirety, or as written. Traditionally, reduced funding has required the BIA IHSP to balance funding levels with proposed goals and objectives as identified by the Tribes. However, with the passage of SAFETEA-LU and the increased funding received, the BIA IHSP is in a better position to fund more projects and at higher levels than before.

IHSP staff evaluates the proposals and overall program goals and performance measures are then developed. This process is done by adding all of the available data from the Tribes and either increasing or decreasing in a program area based on an "average" of all percentages from the applications in that program area.

The BIA IHSP staff uses those Tribal projects to then formulate a Highway Safety Plan to submit to the funding agency, the National Highway Traffic Safety Administration for final approval.

PARTICIPANTS INVOLVED

The BIA IHSP works closely with the Indian Health Service, CDC personnel and BIA Office of Justice Services law enforcement agencies in an effort to collaborate on goal setting, training and outreach efforts for the federally recognized Tribes in this country. The BIA IHSP will continue to do outreach to other Indian Service Agencies in an effort to collaborate on ways to reduce MVC related injuries and deaths among American Indian/Alaska Natives.

BIA GOALS FOR FY 2012

OVERALL PROGRAM GOAL:

To reduce death and injury rates resulting from traffic crashes among Indian Tribes and on the reservations within the United States.

To reduce American Indian/Alaska Native fatalities in Indian Country by 5% from the 2009 FARS number of 178 to 169 by the end of FY 2012.

PLANNING & ADMINISTRATION

To effectively administer highway safety funds, and offer technical assistance to all Tribes requesting assistance and monitor funded projects.

To initiate highway safety related projects with not less than 30 Tribes by the end of FY 2012.

IMPAIRED DRIVING

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests within the participating Tribes by 15% from the FY 2010 total of 5,278 to 6,070 by the end of FY 2012. (Self reported numbers by Tribes)

To decrease the number of impaired driving fatalities of AI/AN on reservation by 10% from the 2009 FARS number of 108 to 97 by the end of FY 2012.

Performance Measure to be tracked: Number of DUI/DWI/OWI arrests made during grant funded enforcement activities.

Performance Measure to be tracked: Number of fatalities involving a driver or motorcycle operator with .08+ BAC.

OCCUPANT PROTECTION (OP)

To increase safety belt usage rates in Indian Country from the "national" Indian Country rate of 64.8% to 67.8% by the end of FY 2012.

Performance Measure to be tracked: Seat belt use for passenger vehicles, front seat outboard occupants.

To increase the number of Tribes participating and reporting in the Click It or Ticket national mobilization from 30 to 50 by the end of FY 2012.

Performance Measure to be tracked: Number of seat belt citations issued during grant-funded enforcement activities.

POLICE TRAFFIC SERVICES (PTS)

To reduce the number of speed related fatalities on Indian Reservations by 10% from the 2009 total of 58 to 52.

To increase the number of citations issued for speed by 10% from the FY 2010 total of 33,802 to 37,182

To increase the number of citations issued for other moving violations by 10% from the FY 2010 total of 36,977 to 40,674 within the participating Tribes by the end of FY 2012.

Performance Measure to be tracked: Number of speeding citations issued during grant-funded enforcement activities.

Performance Measure to be tracked: Number of speeding related fatalities.

Performance Measure to be tracked: Number of moving violation citations (minus speed) issued during grant-funded activities.

To decrease the number of AI/AN motorcyclist fatalities on reservations from the 2009 FARS number of 27 to 26 by the end of FY 2012.

Performance Measure to be tracked: Number of motorcyclist fatalities.

Performance Measure to be tracked: Number of unhelmeted motorcyclist fatalities.

Performance Measure to be tracked: Number of drivers age 20 or younger involved in fatal crashes.

To decrease the number of AI/AN pedestrian fatalities on reservations by 5% from the 2009 FARS number of 21 to 20 by the end of FY 2012.

Performance Measure to be tracked: Number of pedestrian fatalities.

TRAFFIC RECORDS (TR)

To conduct a Traffic Records Assessment in accordance with regulations of Section 408.

To reactivate the Tribal Traffic Records Coordinating Committee and conduct quarterly meetings.

To update and implement the goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

PROJECT SELECTION

In January of 2011, a solicitation letter and an electronic application form were mailed to the Tribal Leaders of all federally recognized Tribes. In addition, announcements regarding the solicitation for proposals were posted on Tribal Technical Assistance Programs (TTAP) websites and Indian Health Service websites.

In FY 2011 the IHSP utilized an electronic fill-in-the-blank application form. The application was designed with the assistance of NHTSA to help stream line the application process and assist in the evaluation of proposed projects. The electronic fill-in-the-blank application is data specific, which required the Tribes to focus on specific highway safety problems as identified by data.

Prospective applicants were required to submit their application for funding to the Indian Highway Safety Program office no later than May 1, 2011. The Tribes were required to include traffic crash data to support the problem(s) they chose to address, as well as provide supportive data that included arrest records, citation records, and conviction rates.

A selection committee comprised of representatives from NHTSA, BIA, IHS, a State Highway Safety Office, and BIA Law enforcement scored the proposals and selected projects to be funded.

All proposals were scored using the same criteria. Proposals were eligible for scores up to 100 based on the following: *General Information - 10 points, Data Problem Identification - 45 points, Goals and Performance Measures/Strategies - 35 points and Budget - 10 points.*

After all scores were averaged, projects were selected for funding based on their ranking. A minimum score of 60 was set for the initial selection of projects. The projects selected provided sufficient traffic records data to identify a problem and methods to address the problem.

HIGHWAY SAFETY PLAN

PLANNING & ADMINISTRATION

PA-12-01

BIA Program Management

\$234,870.00

GOAL:

To effectively administer highway safety funds, and offer technical assistance to all Tribes requesting assistance and monitor funded projects.

To initiate highway safety related projects with not less than 30 Tribes by the end of FY 2012.

OBJECTIVES/PERFORMANCE MEASURES:

To keep in constant contact with participating Tribes via on-site visits, desk and telephone monitoring and audits.

To offer technical assistance and outreach to Tribes not currently participating in program as requested.

Monitor expenditures with the utilization of the National Highway Traffic Safety Administration (NHTSA) Grants Tracking System (GTS).

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Indian Highway Safety Program include: 100% Program Coordinator, 100% Program Analyst - Finance and 100% Law Enforcement Assistant, increased to include cost of living allowance (COLA).

Other costs will include travel and training, office machines, office supplies, GHSA dues, education supplies and other appropriate administrative expenditures.

EQUIPMENT:

Appropriate upgrades to the Indian Highway Safety Program's computer network and office equipment will be funded as they become necessary.

P&A: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-12-01	BIA Program Management	\$234,870.00	402
402 Total		\$234,870.00	402
Total All funds		\$234,870.00	

IMPAIRED DRIVING

IMPAIRED DRIVING Program Area Problem Identification

Alcohol usage is high on most reservations. While it is estimated that approximately 75% or more of all incidences on reservations involve alcohol, 2009 FARS data shows alcohol use among fatality crashes is approximately 58%.

The BIA Indian Highway Safety Program has over the years funded many projects aimed at reducing the incidences of DUI. Alcohol sales are not allowed on many reservations, which mean that Tribal members must travel to adjacent cities or counties in order to purchase spirits.

In order to bring down the number of Indian lives lost as a result of drinking and driving, enforcement must be aggressive. Tribal laws and ordinances need to be updated & strengthen and need to establish a zero tolerance attitude about the behavior. Additionally, there must be judicial and prosecutorial training to complement the efforts of law enforcement.

In March 2006, with NHTSA's assistance, the BIA IHSP underwent an Impaired Driving Assessment for Indian Country. The assessment report was released in June 2006. The report listed 99 recommendations aimed at addressing the impaired driving problem in Indian Country. Copies of the assessment report were widely distributed to participating Tribes, BIA agencies and other federal agencies.

Even with the Impaired Driving Assessment Report in place, performance measures remain difficult to set for the Indian "State" because of the many issues involving data collection. Tribes that submit proposals often send some data; however, the data is hard to qualify and quantify. Because of these difficulties, the BIA IHSP began utilizing FARS data as base data in FY08. However, self-reported numbers are used to set performance measures for each individual Tribal project.

All data included in the individual project narratives was received from the Chiefs of Police or his/her designee, or by a Tribal Records person. The BIA IHSP staff has tried to verify all data presented in the HSP.

The BIA Indian Highway Safety Program has always been committed to providing training, educational materials and equipment necessary to assist tribal law enforcement officers and police departments in their efforts to remove impaired drivers from the road. Over the years, many tribes have expressed the need for a Breath Alcohol Testing (BAT) Mobile which would allow them to more effectively and safely perform checkpoint functions to remove impaired drivers from the reservation roadways.

In FY 2010, the BIA IHSP was able to provide the tribes in Indian Country with four (4) BAT Mobiles. Purchase of the BAT Mobiles was a two-year project and could not have been accomplished without the support of the NHTSA Region 6 Administrator and NHTSA IHSP Program Manager and the dedication of many individuals. Staff members

of IHSP, several Tribes and BIA Office of Justice Services (OJS) were also involved throughout the process. The BAT Mobiles are for tribal use; however, BIA OJS agreed to take physical responsibility for these vehicles. Two (2) of the BAT Mobiles were placed in OJS District V (Billings, MT), one (1) in OJS District II (Muskogee, OK) and one (1) in OJS District IV (Albuquerque, NM). OJS retains physical custody of the BAT Mobiles and provides the BAT Mobiles to Tribes in their respective Districts, based upon proper checkout procedures.

All three OJS Districts are required to provide monthly reports on the use of BAT Mobiles to the IHSP office. Indications are that the BAT Mobiles are being steadily used in the OJS Districts.

IHSP is hopeful that once an evaluation of the BAT Mobile project is complete, it will show the need for additional BAT Mobiles in Indian Country.

All funded projects for FY 2012 must sign a commitment to participate in all national traffic safety campaigns. Tribes are also required to participate in the *"Don't Shatter the Dream,"* Indian State Impaired Driving Mobilization. Funded tribes will participate by conducting checkpoints, saturation patrols and/or enhanced enforcement as well as distributing belt and alcohol information. Extra funding has been added to each project budget for high visibility enforcement throughout the year.

In FY 2012, the IHSP staff plans to approach NHTSA Region 6 officials to discuss the possibility of hiring two Law Enforcement Liaisons (LELs) who will provide assistance and outreach to Tribal Law Enforcement agencies, these LEL's, if hired, would also work closely with the NHSTA Region 6 Media Consultant to provide PI&E information to Tribes nationwide in support of the national mobilizations. It is believed that this will encourage additional involvement in the national campaigns and mobilizations to include, *"Drive Sober or Get Pulled Over"* and *"Don't Shatter the Dream"*.

Again in FY 2012, most enforcement projects will have a performance measure related to alcohol. These projects will track DUI arrests. Since all projects have other performance measures related to moving violations, they are coded as Police Traffic Services (PTS) projects.

Impaired Driving Program Area Goal:

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests within the participating Tribes by 15% from the FY 2010 total of 5,278 to 6,070 by the end of FY 2012. (Self reported numbers by Tribes)

To decrease the number of impaired driving fatalities of AI/AN on reservation by 10% from the 2009 FARS number of 108 to 97 by the end of FY 2012.

NOTE:

For each Tribal project, the Reservation Population and Land Base information is from the *Tiller's Guide to Indian Country*, updated with 2010 Census data with the exception of the Ramah-Navajo and Upper Sioux Tribes. The number of Road Miles is from self-reported numbers from the Tribes.

AL-12-00
BIA Program Management

GOAL:

To decrease motor vehicle crash injuries and fatalities attributed to DUI/DWI within the participating Tribes.

PERFORMANCE MEASURES: (Based on Self-reported numbers)

Fort Peck Tribe – PT-12-03 - To increase the number of DUI arrests by the HSOs by 10% from the 2010 number of 295 to 325 by the end of FY 2012.

Jemez Pueblo – PT-12-04 - To increase the number of DUI arrests by the HSO by 200% from the 2010 number of 13 to 39 by the end of FY 2012.

Cheyenne River Sioux – PT-12-05 - To increase the number of DUI arrests by the HSOs by 15% from the 2010 number of 286 to 329 by the end of FY 2012.

White Earth – PT-12-06 - To increase the number of DUI arrests by the HSOs by 35% from the FY 2010 number of 190 to 256 by the end of FY 2012.

Santa Clara – PT-12-07 - To increase the number of DUI arrests by the HSOs by 60% from the 2010 number of 8 to 13 by the end of FY 2012.

Menominee – PT-12-08 - To increase the number of DUI arrests by the HSO by 25% from the 2010 number of 43 to 54 by the end of FY 2012.

Ramah-Navajo – PT-12-09 – To increase the number of DUI arrests by the HSO by 80% from the 2010 number of 17 to 31 by the end of FY 2012.

Rocky Boy – PT-12-10 - To increase the number of DUI arrests by the HSO by 50% from the 2010 number of 72 to 108 by the end of FY 2012.

Tesuque – PT-12-11 - To increase the number of DUI arrests by the HSOs by 5% from the 2010 number of 73 to 77 by the end of FY 2012.

Isleta – PT-12-12 – To increase the number of DUI arrests by the HSOs by 600% from the 2010 number of 7 to 49 by the end of FY 2012.

Laguna Pueblo – PT-12-13 – To increase the number of DUI arrests by the HSOs by 100% from the 2010 number of 10 to 20 by the end of FY 2012.

Taos Pueblo – PT-12-14 – To increase the number of DUI arrests by the HSO by 10% from the 2010 number of 47 to 52 by the end of FY 2012.

Three Affiliated – PT-12-15 – To increase the number of DUI arrests by the HSOs by 50% from the 2010 number of 248 to 372 by the end of FY 2012.

Oglala Sioux – PT-12-16 – To increase the number of DUI arrests by the HSOs by 100% from the FY 2010 number of 117 to 234 by the end of FY 2012.

Northern Cheyenne– PT-12-17 – To increase the number of DUI arrests by the HSOs by 50% from the FY 2010 number of 106 to 159 by the end of FY 2012.

Sisseton-Wahpeton– PT-12-18 - To increase the number of DUI arrests by the HSO by 25% from the FY 2010 number of 59 to 74 by the end of FY 2012.

Shoshone Bannock – PT-12-19 – To increase the number of DUI arrests by the HSO by 25% from the FY 2010 number of 55 to 69 by the end of FY 2012.

Walker River – PT-12-20 - To increase the number of DUI arrests by the HSO by 50% from the FY 2010 number of 15 to 23 by the end of FY 2012.

Acoma Pueblo –PT-12-21– To increase the number of DUI arrests by 65% from the FY 2010 number of 26 to 42. HSO will be required to make not less than 26 DUI arrests by the end of FY 2012.

Upper Sioux– PT-12-22 – To increase the number of DUI arrests by the HSO by 20% from the FY 2010 number of 46 to 58 by the end of FY 2012.

Pyramid Lake – PT-12-23 – To increase the number of DWI arrests by 60% from the FY 2010 number of 23 to 37 by the end of FY 2012.

Pojoaque – PT-12-24 – To increase the number of DUI arrests by the HSOs by 300% from the FY 2010 number of 18 to 72 by the end of FY 2012.

Red Lake – PT-12-26 – To increase the number of DUI arrests by the HSO by 30% from the FY 2010 number of 299 to 389 by the end of FY 2012.

See individual projects under PTS.

STRATEGIES:

Hire Highway Safety Officers.

Promote sustained enforcement of impaired driving.

Increase DUI/DWI saturation patrols.

Provide SFST, and checkpoint/saturation patrol training to Highway Safety Officers.

Conduct checkpoints in support of the *“Don’t Shatter the Dream”* and *“Drive Sober or Get Pulled Over”* impaired driving campaigns.

EQUIPMENT:

None.

EVALUATION:

Number of alcohol related fatality and injury crashes, number of DUI/DWI arrests, number of checkpoints and saturation patrols.

AL-12-02
BIA OJS (Office of Justice Services)
\$75,000.00

GOAL:

To provide support for the continued operation of the BAT Mobiles purchased for use in Indian Country which will result in decreased alcohol related motor vehicle crash injuries and fatalities within the participating Tribes.

PERFORMANCE MEASURES:

To increase the use of BAT Mobiles within the participating Tribes by 15% from the FY 2010 total of 56 to 64.

To support the Tribes in BIA OJS Districts II (Oklahoma), IV (Albuquerque) and V (Billings) by providing resources to utilize the BAT Mobiles.

STRATEGIES:

Provide operational expense support for four (4) BAT Mobiles to be used at checkpoints, pow-wows and saturation patrols.

Provide training related to BAT Mobile operation & use.

Promote the use of BAT Mobiles to tribes within Districts II (Oklahoma), IV (Albuquerque) and V (Billings).

EQUIPMENT:

None.

EVALUATION:

Tracking of the BAT Mobile logs, to include number of times BAT Mobiles are used, events BAT Mobiles are used for and name and number of Tribes using BAT Mobiles. Tracking of number of BAC tests run utilizing equipment and all enforcement data.

AL-12-03
Comprehensive Impaired Driving Projects
\$300,000.00

GOAL:

To provide support and resources to implement Comprehensive Impaired Driving Projects with a minimum of two (2) Tribes in order to decrease alcohol related motor vehicle crash injuries and fatalities within the participating Tribes.

PERFORMANCE MEASURES:

To establish not less than two (2) Comprehensive Impaired Driving projects on reservations throughout Indian Country.

STRATEGIES:

To establish Impaired Driving projects by providing start-up costs.

EQUIPMENT:

None.

EVALUATION:

Tracking of DUI arrests, alcohol related fatalities & crashes.

Tracking of DUI convictions and other measures to be determined, based on applications submitted by tribe(s).

Alcohol Area Cost Summary

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-12-02	BIA OJS	\$75,000.00	402
AL-12-03	Comprehensive Impaired Driving Projects	\$300,000.00	402
402 Total		\$375,000.00	
Total All funds		\$375,000.00	

OCCUPANT PROTECTION

OCCUPANT PROTECTION Program Area Problem Identification

Motor vehicle crashes are the leading cause of death and injuries to Native Americans in the United States. Indians are killed at rates twice that of all other ethnic groups in this country. These high death rates can be attributed to a number of factors including the low and non-use of safety belts and child passenger safety restraint usage on the reservations.

Although there is no concrete number of Tribes that have seat belt and child passenger safety restraint laws or ordinances, it is estimated that it is less than one half of the 560 Federally Recognized Tribes. Of the Tribes that do have laws and ordinances, few are primary laws and enforcement activity in this area is often low.

It is imperative that not only the attitudes of Tribal members be changed, but also the attitudes of Tribal police, council members and the judicial system. Saving lives through the usage of safety belts and child safety seats has to become a priority of the Tribal leadership if it is to make a difference within Indian Country.

Voluntary compliance is the goal, but enforcement needs to be an alternative. NHTSA's highly effective "*Click It or Ticket*" model has been shown to increase safety belt usage numbers in states that have implemented the model. As a consequence, several Tribal law enforcement agencies are participating in the national mobilization and are beginning to distribute information on the effectiveness of safety belt use to Tribal members.

Yet, with all the information that has been printed and distributed on the benefits of safety belt usage, the reservations continue to struggle with effective programs aimed at increasing and sustaining belt usage rates.

Over the last few years, all projects funded have been encouraged to raise awareness of the benefits of wearing safety belts and properly restraining children. Of the Tribes that have taken unofficial surveys, belt usage rates range from a low of 5% to a high of about 75%, depending on the area of the country, and the progressiveness of the tribe.

In FY 2005, NHTSA, at the request of the BIA IHSP, contracted with Preusser Research Group, Inc., to develop and conduct a statistically sound "national" Indian Safety Belt survey. The purpose of the survey was to gauge belt usage on reservations across the country and serve as the official "Indian State" rate. The goal is to have Tribes compare their rate against the Indian State rate vs. the overall national rate or the geographic state rates.

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%. The second Indian State safety belt survey, published in May 2008, reported that safety belt usage rates in Indian Country had increased to 61.8%. It should be noted that the Navajo Nation did not consent to survey sites on their Reservation in the first two surveys.

The contract to conduct the next annual Indian State safety belt survey was awarded to Preusser Research Group, Inc., in August 2009. The survey was completed in the spring of FY 2010 and did include the Navajo Nation. The safety belt usage rate for Indian Country increased by 3% to 64.8%! We are hopeful for another increase in the safety belt usage rates in Indian Country in FY11.

One of the issues that had been discussed for several years by members of the Federal Partners Group (IHSP, NHTSA, CDC and Indian Health Service) was the fact that Indian Health Service had their own safety belt survey protocol that was being used by their employees. It was the goal of the Federal Partners Group to have a single safety belt survey protocol that would be used by IHSP and Indian Health Service. Preusser Research Group evaluated the protocol and made design modifications to better suit Indian Country. This will allow all Tribes to conduct statistically sound safety belt surveys. Training was provided to approximately 60 Tribes on the use of the new survey methodology in March 2011.

Beginning in FY 2012, any IHSP funded Tribe that conducts safety belt surveys will be required to utilize the updated protocol developed by PRG, Inc.

CHILD PASSENGER SAFETY

The need to educate Tribal members on the benefits of properly securing children is as great as the need for seats.

Traditional ways of Native Americans called for many Tribes to secure infants and small children on cradle boards or not at all. While this tradition runs deep, it is one of the most dangerous means for transporting children and infants.

The BIA Indian Highway Safety Program began over 15 years ago to train Tribal members and help them to establish safety seat loaner programs. As the program(s) began to take shape, the need for seats became apparent when seats would not be returned or be returned in unsalvageable condition. Also, there was no way for technicians to tell whether or not seats had been used in crashes or if they returned seats were still safe to transport children.

As a result, the BIA Indian Highway Safety Program began to rethink this approach and developed Child Safety Seat Programs. These programs were designed to provide education to parents and caregivers as well a child safety seat, if needed.

As part of a partnership between the BIA Indian Highway Safety Program and the Indian Health Service, an agreement was reached that would allow IHS to provide the Child Passenger Safety Technician and refresher course training. The BIA Indian Highway Safety Program would refer candidates for training to their Area Injury Prevention Specialist and in return, the BIA IHSP would supplement Child Passenger

Safety Programs on the reservations by providing seats and materials to support clinics, checkpoints and fitting stations.

BIA IHSP will work with Indian Health Service to revitalize this collaboration in FY 2012. Our commitment remains to continue the partnership with Indian Health Service. Once the process begins to run smoothly, the combined effort of these two agencies should help increase the awareness for the need to transport children safely by providing the expertise needed at the Tribal level and help supply the need for seats and materials to the Tribes.

Occupant Protection Program Area Goal:

To increase safety belt usage rates in Indian Country from the “national” Indian Country from the FY 2010 rate of 64.8% to 67.8%.

OP-12-02
BIA Indian State Safety Belt Survey
\$125,000.00

GOAL:

To measure seat belt usage rates within Indian Country

PERFORMANCE MEASURE:

To conduct an annual safety belt survey in Indian Country by July 30, 2012

STRATEGIES:

Contract for services to conduct safety belt survey

Contact Tribes to assure participation in the safety belt survey

Provide technical assistance to contractor and participating Tribes

EQUIPMENT:

None

EVALUATION:

Safety belt survey results and Final Report.

OP-12-03
Indian Highway Safety Program
\$100,000.00

GOAL:

To partner with Indian Health Service in providing Child Passenger Safety (CPS) seats for Native Americans and support (child safety seats and materials) for clinics, checkpoints and fitting stations for those Tribes working in collaboration with their respective Indian Health Service Injury Prevention Specialists.

PERFORMANCE MEASURE:

Provide child passenger safety seats to Tribes in FY 2012. Tribal CPS application requests for child passenger safety seats must be endorsed by Indian Health Service personnel. Written activity reports will be required from Tribal personnel.

CPS clinics conducted on Reservations of participating Tribes and Indian Health Service Injury Prevention Specialists where CPS materials will be distributed.

STRATEGIES:

The IHSP will work closely with Indian Health Service Injury Prevention Specialists to ensure correctness of CPS applications and CPS reports

The IHSP will work closely with Indian Health Service Injury Prevention Specialists to ensure proper CPS information is distributed to Tribal members and caregivers

EQUIPMENT:

Child safety seats

EVALUATION:

Increase in safety belt usage rates from established baseline numbers in the participating Tribes

OP-12-04
Indian Highway Safety Program
\$100,000.00

GOAL:

To measure and increase seat belt usage rates within Indian Country through the use of a standardized safety belt usage protocol.

PERFORMANCE MEASURE:

Develop a fill-in-the blank application for Tribes to apply for reimbursement for conducting safety belt surveys on reservations.

Provide fill-in-the-blank application to a minimum of 10 Tribes by the end of FY 2012.

STRATEGIES:

The IHSP will work closely with Indian Health Service Injury Prevention Specialists to distribute fill-in-the-blank application form to interested Tribes.

To provide resources to include: Salaries
Training

EQUIPMENT:

None.

EVALUATION:

Increase in safety belt usage rates from established baseline numbers in the participating Tribes.

Occupant Protection Area Cost Summary

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP 12-02	Safety Belt Survey	\$125,000.00	402
OP 12-03	BIA CPS	\$100,000.00	402
OP 12-04	BIA OP Survey Form	\$100,000.00	402
402 Total		\$325,000.00	
Total All funds		\$325,000.00	

POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES (PTS) Program Area Problem ID

PTS projects continue to be a focal point of the IHSP. Enforcement with regards to traffic safety is viewed as an important component in reducing the numbers of fatalities and injury related crashes in Indian Country. Historically those Tribes that have aggressively addressed the common factors of fatalities and injury related crashes on their reservations have shown improvement in highway safety data. While improvements have been made, efforts need to be maintained to insure a continual decrease in fatality and injury related crashes.

Often Tribal cultures and attitudes affect the effectiveness of Tribal Police Departments. As with any other local, state or county police department, priorities are dictated down to the street officer. These priorities are usually set by the Chief of Police with influence from the Tribal Leader, Tribal Elders, or the Tribal Council.

Additionally, judicial attitudes play a huge role in the effectiveness of enforcement programs. If the officers are making stops and arrests, and then cases are being dismissed, it often becomes disheartening for law enforcement.

Tribal law enforcement departments must contend with a number of issues including lack of adequate equipment, manpower, older police vehicles and training. Over the last few years, the BIA Indian Highway Safety Program has worked with Tribal law enforcement agencies as well as the Indian Police Academy to provide needed training for officers.

In order to make the roadways safe and keep them safe, there must be enhanced police presence. The Tribal motoring public must be made aware that they will be stopped, ticketed and perhaps jailed for deliberate violations of Tribal Traffic Codes as well as other state and federal traffic codes. Along with the enforcement must be strong prosecution and sentencing.

Attitudes held by Tribal members and law enforcement need to be continuously reinforced to ensure that the perception of enforcement is high and the value of traffic enforcement is realized. It is important that the correlation be drawn between traffic enforcement and crime. Strong traffic enforcement has been shown to reduce crime.

The BIA Indian Highway Safety Program is committed to providing the necessary tools that Tribal law enforcement departments need in order to effectively enforce traffic laws and ordinances.

The BIA IHSP sponsored a very successful Tribal Law Enforcement Traffic Safety Summit in FY 2008. The first one held was in FY 2006. The goal of the summit was to expose Tribal law enforcement officers to the most up-to-date information in order to assist in making their jobs easier. It is our hope to collaborate with other federal agencies in FY 2012 on a Safety Summit of which Tribal Law Enforcement Traffic Safety would be a component.

All Tribal law enforcement agencies funded in FY 2012 must sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year. Additionally, extra funding has been added to each project so that they can conduct high visibility enforcement throughout the year.

In FY 2012, the BIA IHSP will approach NHTSA about the possibility of working with the BIA Contracts and Grants Office to advertise for the services of two (2) Law Enforcement Liaisons (LELs). The LELs will be able to provide outreach to some of the largest Tribes not already being funded by the BIA IHSP. Indian Country is massive, with 560+ Tribes in 37 States. Each LEL would work on specific task orders and would be responsible for outreach, to include at least 50% travel time, to a certain number of Tribes, based upon an equitable division of Tribes/population between the LELs.

The BIA's LELs, if hired, will be responsible for contacting Tribal and BIA law enforcement agencies to get them involved with NHTSA campaigns and mobilizations as well as continued and sustained enforcement utilizing overtime funds.

The BIA IHSP staff continues to depend on the NHTSA Region 6 Media Consultant to provide PI&E information so that it may be distributed to Tribes nationwide.

Police Traffic Services (PTS) Program Area Goal:

To reduce the number of speed related fatalities on Indian Reservations by 10% from the 2009 total of 58 to 52.

To increase the number of citations issued for speed by 10% from the FY 2010 total of 33,802 to 37,182

To increase the number of citations issued for other moving violations by 10% from the FY 2010 total of 36,977 to 40,674 within the participating Tribes by the end of FY 2012.

To decrease the number of AI/AN motorcyclist fatalities by 5% from the 2009 FARS number of 27 to 26 by the end of FY 2012.

To decrease the number of AI/AN pedestrian fatalities on reservations by 5% from the 2009 FARS number of 21 to 20 by the end of FY 2012.

NOTE:

For each Tribal project, the Reservation Population and Land Base information is from the Tiller's Guide to Indian Country, updated with 2010 Census data with the exception of Ramah-Navajo and Upper Sioux Tribes. The number of Road Miles is from the 2010 Indian Reservation Roads Inventory.

PT-12-03
Fort Peck Tribe (Montana)
\$215,000.00

Reservation Population: 10,008

Land Base: 1,348,408 acres

Road Miles: 2,426.9

GOAL:

To decrease the number of motor vehicle crash injuries and fatalities attributed to motor vehicle crashes on the Fork Peck Reservation.

PERFORMANCE MEASURES:

To maintain or reduce the number of motor vehicle related fatalities at the FY 2010 number of 1 by the end of FY 2012.

To decrease the number of motor vehicle crashes by 20% from the 2010 number of 70 to 56 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 10% from the 2010 number of 295 to 325 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 15% from the FY 2010 number of 809 to 930 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 100% from the FY 2010 number of 62 to 124 by the end of FY 2012.

Hire two (2) Highway Safety Officers.

Hire one (1) full-time Data Clerk/Project Coordinator.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or high visibility saturation patrols.

Provide Traffic Safety related training.

Provide support to the ***“Click It or Ticket”*** mobilization and ***“Drive Sober or Get Pulled Over.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-04
Jemez Pueblo (New Mexico)
\$91,000.00

Reservation Population: 1,815

Land Base: 89,623 acres

Road Miles: 170.1

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the Jemez Pueblo.

PERFORMANCE MEASURE:

To maintain, or reduce, the number of motor vehicle related fatalities on the Jemez Pueblo at the FY 2010 number of 1, or less, by the end of FY 2012.

To decrease motor vehicle related crashes by 15% from the 2010 number of 17 to 14 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 200% from the 2010 number of 13 to 39 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 60% from the FY 2010 number of 431 to 690 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 60% from the FY 2010 number of 1,379 to 2,206 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Provide Traffic Safety related training.

Provide support to the *“Click It or Ticket”* mobilization and *“Drive Sober or Get Pulled Over.”* crackdown and the *“Don’t Shatter The Dream”* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-05
Cheyenne River Sioux Tribe (South Dakota)
\$240,000.00

Reservation Population: 8,090

Land Base: 2,796,355 acres

Road Miles: 1,105

GOAL:

To decrease the number of motor vehicle crash related injuries and fatalities on the Cheyenne River Sioux Reservation.

PERFORMANCE MEASURES:

To decrease the number of motor vehicle related fatal crashes by 65% from the FY 2010 number of 3 to 1 by the end of FY 2012.

To decrease motor vehicle crashes by 20% from the FY 2010 number of 135 to 108 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 15% from the 2010 number of 286 to 329 by the end of FY 2012.

To increase the number of traffic citations issued (excluding speed and DUI) by the HSOs by 5% from the FY 2010 number of 881 to 925 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 10% from the FY 2010 number of 579 to 628 by the end of FY 2012.

Hire two (2) Highway Safety Officers and one (1) Data Clerk/Project Coordinator.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-06
White Earth Tribe (Minnesota)
\$210,000.00

Reservation Population: 9,562

Land Base: 837,425 acres

Road Miles: 967.3

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the White Earth Reservation.

PERFORMANCE MEASURES:

To reduce motor vehicle crash fatalities by 50% from the FY 2010 number of 12 to 6 by the end of FY11.

To reduce the total number of motor vehicle crashes by 25% from the FY 2010 number of 151 to 113 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 35% from the FY 2010 number of 190 to 256 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 30% from the FY 2010 number of 497 to 647 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 10% from the FY 2010 number of 1,224 to 1,346 by the end of FY 2012.

Hire two (2) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-07
Santa Clara Pueblo (New Mexico)
\$210,000.00

Reservation Population: 12,021

Land Base: 53,638 acres

Road Miles: 151.6

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Santa Clara Pueblo.

PERFORMANCE MEASURES:

To maintain the 2010 number of motor vehicle related fatalities at 0 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 25% from the 2010 number of 41 to 31 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 60% from the 2010 number of 8 to 13 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 10% from the FY 2010 number of 831 to 914 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 25% from the FY 2010 number of 945 to 1,181 by the end of FY 2012.

Hire two (2) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-08
Menominee Tribe (Wisconsin)
\$190,000.00

Reservation Population: 3,141

Land Base: 235,523

Road Miles: 528.3

GOAL:

To reduce the number of motor vehicle crash injuries and fatalities attributed to OWI (Operating While Intoxicated) and moving violations on the Menominee Reservation.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities on the Menominee Reservation by 50% from the FY2010 number of 2 to 1 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 25% from the FY 2010 number of 189 to 142 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 25% from the 2010 number of 43 to 54 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 25% from the FY 2010 number of 167 to 209 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 100% from the FY 2010 number of 61 to 122 by the end of FY 2012.

Hire one (1) Highway Safety Officer and one (1) Data Clerk/Project Coordinator.

Provide Traffic Safety related training.

Provide support to the *“Click It or Ticket”* mobilization and *“Drive Sober or Get Pulled Over.”* crackdown and the *“Don’t Shatter The Dream”* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase OWI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-09
Ramah-Navajo (New Mexico)
\$185,000.00

Reservation Population: 3,200

Land Base: 157,000 acres

Road Miles: 480.1

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Ramah-Navajo Reservation.

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities at the 2010 number of 0 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 20% from the 2010 number of 51 to 41 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 80% from the 2010 number of 17 to 31 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 20% from the FY 2010 number of 200 to 240 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 10% from the FY 2010 number of 487 to 536 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-10
Rocky Boy's Chippewa Cree (Montana)
\$192,000.00

Reservation Population: 3,323

Land Base: 122,000 acres

Road Miles: 650

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic violations on the Rocky Boy Indian Reservation.

PERFORMANCE MEASURES:

To decrease the number of motor vehicle related fatal crashes on the Rocky Boy Reservation by 50% from 2 to 1 by the end of FY 2012.

To reduce motor vehicle crashes by 20% from the 2010 number of 67 to 54 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSO by 50% from the 2010 number of 72 to 108 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 100% from the FY 2010 number of 121 to 242 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 100% from the FY 2010 number of 53 to 106 by the end of FY 2012.

Hire one (1) Highway Safety Officer and one (1) half-time Data Clerk/Project Coordinator.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-11
Tesuque Pueblo (New Mexico)
\$210,000.00

Reservation Population: 841

Land Base: 17,000 acres

Road Miles: 69.9

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the Tesuque Pueblo.

PERFORMANCE MEASURES:

To maintain the number of motor vehicle related fatalities at the 2010 number of 0 by the end of FY 2012.

To reduce the total number of motor vehicle crashes by 25% from the 2010 number of 46 to 35 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 5% from the 2010 number of 73 to 77 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 5% from the FY 2010 number of 2,512 to 2,638 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 5% from the FY 2010 number of 1,418 to 1,489 by the end of FY 2012.

Hire two (2) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *“Click It or Ticket”* mobilization and *“Drive Sober or Get Pulled Over.”* crackdown and the *“Don’t Shatter The Dream”* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-12
Isleta Pueblo (New Mexico)
\$290,000.00

Reservation Population: 3,400

Land Base: 211,095 acres

Road Miles: 291.9

GOAL:

To decrease the number of motor vehicle crash injuries and fatalities attributed to DUI/DWI and speed on the Isleta Pueblo.

PERFORMANCE MEASURES:

To maintain, or reduce, the number of motor vehicle related fatalities on the Isleta Pueblo at the FY 2010 number of 1, or less, by the end of FY 2012.

To reduce motor vehicle crashes by 20% from the 2010 number of 255 to 201 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 600% from the 2010 number of 7 to 49 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 60% from the FY 2010 number of 902 to 1,443 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 60% from the FY 2010 number of 867 to 1,387 by the end of FY 2012.

Hire three (3) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than thirty-six (36) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-13
Laguna Pueblo (New Mexico)
\$255,000.00

Reservation Population: 3,400

Land Base: 211,095 acres

Road Miles: 330.7

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Laguna Pueblo Reservation.

PERFORMANCE MEASURES:

To maintain the 2010 number of motor vehicle related fatalities at 0 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 20% from the 2010 number of 210 to 168 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 100% from the 2010 number of 10 to 20 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 10% from the FY 2010 number of 729 to 802 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 25% from the FY 2010 number of 729 to 911 by the end of FY 2012.

Hire two (2) Highway Safety Officers and one (1) Data Clerk/Project Coordinator.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-14
Taos Pueblo (New Mexico)
\$100,000.00

Reservation Population: 4,384

Land Base: 102,697 acres

Road Miles: 126.5

GOAL:

To reduce motor vehicle injuries and fatalities attributed to DUI and speed on the Taos Pueblo.

PERFORMANCE MEASURE:

To maintain motor vehicle related fatalities at the FY2010 number of 0 by the end of FY 2012.

To maintain, or decrease, motor vehicle crashes by 30% from the FY 2010 number of 9 to 6 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 10% from the 2010 number of 47 to 52 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 50% from the FY 2010 number of 131 to 197 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 50% from the FY 2010 number of 169 to 254 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-15
Three Affiliated Tribes (North Dakota)
\$345,000.00

Reservation Population: 6,341
Land Base: 1,000,000 acres
Road Miles: 1,081.4

GOAL:

To decrease the number of motor vehicle crash injuries and fatalities attributed to DUI on the Three Affiliated Tribes (Fort Berthold) Reservation.

PERFORMANCE MEASURES:

To reduce the FY 2010 motor vehicle fatalities on the Three Affiliated Tribes Reservation by 60% from 5 to 2 by the end of FY 2012.

To decrease the number of motor vehicle crashes by 25% from the FY 2010 number of 15 to 11 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 50% from the 2010 number of 248 to 372 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 25% from the FY 2010 number of 253 to 316 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 25% from the FY 2010 number of 553 to 691 by the end of FY 2012.

Hire three (3) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than thirty-six (36) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-16
Oglala Sioux Tribe (South Dakota)
\$425,000.00

Reservation Population: 18,830

Land Base: 2,788,731 acres

Road Miles: 1,782.5

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the Oglala Sioux Reservation.

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Oglala Sioux Reservation by 50% from the FY 2010 number of 15 to 8 by the end of FY 2012.

To reduce motor vehicle crashes by 20% from the FY 2010 number of 315 to 252 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 100% from the FY 2010 number of 117 to 234 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 25% from the FY 2010 number of 2,551 to 3,189 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 75% from the FY 2010 number of 1,426 to 2,496 by the end of FY 2012.

Hire five (5) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than sixty (60) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-17
Northern Cheyenne Tribe (Montana)
\$235,000.00

Reservation Population: 4,789

Land Base: 444,775 acres

Road Miles: 880.2

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Northern Cheyenne Reservation.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities by 60% from the FY 2010 number of 5 to 2 by the end of FY 2012

To decrease the number of motor vehicle crashes by 20% from the FY 2010 number of 131 to 105 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 50% from the FY 2010 number of 106 to 159 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 100% from the FY 2010 number of 131 to 262 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 100% from the FY 2010 number of 145 to 290 by the end of FY 2012.

Hire two (2) Highway Safety Officers and one (1) Data Clerk/Program Coordinator.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-18
Sisseton-Wahpeton Tribe (South Dakota)
\$195,000.00

Reservation Population: 10,753

Land Base: 918,779 acres

Road Miles: 2,023.4

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Sisseton-Wahpeton Reservation.

PERFORMANCE MEASURE:

To reduce the number of motor vehicle related fatalities by 60% from the FY2010 number of 3 to 1 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 20% from the FY 2010 number of 85 to 68 by the end of FY 2012.

The performance measure for the data clerk/project coordinator is timely submittal of all required reports with correct information and signatures to the Indian Highway Safety Program (request for reimbursement, mobilization reports, monthly program report and other reports and information that may be requested and other duties as outlined in the position description).

STRATEGIES:

To increase the number of DUI arrests by the HSO by 25% from the FY 2010 number of 59 to 74 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 10% from the FY 2010 number of 318 to 350 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 25% from the FY 2010 number of 300 to 375 by the end of FY 2012.

Hire one (1) Highway Safety Officer and one (1) Data Clerk/Project Coordinator.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-19
Shoshone-Bannock (Idaho)
\$100,000.00

Reservation Population: 5,767

Land Base: 544,000 acres

Road Miles: 410.2

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Shoshone/Bannock Reservation.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle crash fatalities by 50% from the 2010 number of 8 to 4 by the end of FY 2012.

To reduce motor vehicle crashes by 15% from the 2010 number of 406 to 345 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 25% from the FY 2010 number of 55 to 69 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 10% from the FY 2010 number of 195 to 215 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 85% from the FY 2010 number of 108 to 200 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-20
Walker River (Nevada)
\$100,000.00

Reservation Population: 746

Land Base: 24,000 acres

Road Miles: 198.3

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Walker River Reservation.

PERFORMANCE MEASURES:

To maintain, or reduce, the number of motor vehicle related fatalities on the Walker River Reservation at the FY 2010 number of 1, or less, by the end of FY 2012.

To reduce the number of motor vehicle related crashes by 20% from the 2010 number of 20 to 16 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 50% from the FY 2010 number of 15 to 23 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 15% from the FY 2010 number of 118 to 136 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 20% from the FY 2010 number of 269 to 323 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-21
Acoma Pueblo (New Mexico)
\$100,000.00

Reservation Population: 3,011

Land Base: 449,317 acres

Road Miles: 351.1

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Acoma Pueblo Reservation.

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities from the 2010 number of 0 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 20% from the 2010 number of 41 to 33 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 65% from the FY 2010 number of 26 to 42. HSO will be required to make not less than 26 DUI arrests by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 50% from the FY 2010 number of 178 to 267 by the end of FY 2012

To increase the number of speed citations issued by the HSOs by 30% from the FY 2010 number of 490 to 637 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-22
Upper Sioux Tribe (Minnesota)
\$135,000.00

Reservation Population: 480

Land Base: 1,385 acres

Road Miles: 204.4

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the Upper Sioux Reservation.

PERFORMANCE MEASURE:

To maintain the number of motor vehicle related fatalities at the 2010 number of 0 by the end of FY 2012.

To reduce the total number of motor vehicle crashes by 20% from the 2010 number of 89 to 68 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 20% from the FY 2010 number of 46 to 58 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 40% from the FY 2010 number of 118 to 151 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 45% from the FY 2010 number of 139 to 202 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-23
Pyramid Lake (Nevada)
\$96,000.00

Reservation Population: 1,660

Land Base: 475,000 acres

Road Miles: 224.6

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Pyramid Lake Paiute Reservation.

PERFORMANCE MEASURES:

To reduce motor vehicle related fatalities by 50% from the 2010 number of 2 to 1 by the end of FY 2012.

To reduce the number of motor vehicle crashes by 10% from the 2010 number of 27 to 24 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 60% from the FY 2010 number of 23 to 37 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 60% from the FY 2010 number of 293 to 469 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 60% from the FY 2010 number of 209 to 334 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-24
Pojoaque Pueblo (New Mexico)
\$165,000.00

Reservation Population: 3,316

Land Base: 12,004 acres

Road Miles: 73.8

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the Pojoaque Pueblo.

PERFORMANCE MEASURE:

To reduce the number of motor vehicle crash fatalities by 50% from the 2010 number of 2 to 1 by the end of FY 2012.

To reduce the total number of motor vehicle crashes by 20% from the 2010 number of 118 to 94 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 300% from the FY 2010 number of 18 to 72 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 400% from the FY 2010 number of 258 to 1,290 by the end of FY 2012.

To increase the number of speed citations issued by the HSOs by 400% from the FY 2010 number of 388 to 1,690 by the end of FY 2012.

Hire two (2) Highway Safety Officers.

Provide Traffic Safety related training.

Provide support to the *“Click It or Ticket”* mobilization and *“Drive Sober or Get Pulled Over.”* crackdown and the *“Don’t Shatter The Dream”* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twenty-four (24) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-25
Indian Highway Safety Program (Overtime Projects)
\$698,000.00
\$800,000.00 (For additional OT Projects)

GOAL:

The following Overtime projects will reduce death and injury attributed to motor vehicle crashes on the reservations by participating in the national Mobilizations.

IHSP will provide funds to the following Tribes to conduct checkpoints and saturation patrols to support national mobilizations:

PT-12-25-01	Salt River	\$152,000.00
PT-12-25-02	Fort McDowell	\$128,000.00
PT-12-25-03	Leech Lake	\$ 65,000.00
PT-12-25-04	Lac du Flambeau	\$ 58,000.00
PT-12-25-05	Lac Courte Oreilles	\$ 65,000.00
PT-12-25-06	Colville	\$105,000.00
PT-12-25-07	Colorado River	\$125,000.00

IHSP PERFORMANCE MEASURES:

To successfully implement not less than seven (7) over time projects.

IHSP STRATEGIES:

Outreach to Tribes without highway safety projects or contracts.

Monitoring of participating tribal projects with on-site visits and telephone calls.

Providing technical assistance to participating and non-participating Tribes through various media.

OVERTIME PROJECTS - PERFORMANCE MEASURE:

To conduct not less than 3 checkpoints and/or saturation patrols during each mobilization or crackdown period and not less than 6 during non mobilization periods.

OVERTIME PROJECTS - STRATEGIES:

Increase DUI/DWI patrols.

Increase moving violation enforcement (speed, safety belt, CPS, etc.)

Conduct checkpoints and high visibility saturation patrols. Any overtime during checkpoints/saturation patrols conducted outside of the three mobilizations may be reimbursed.

Provide Traffic Safety related training.

Provide support to the ***“Click It or Ticket”*** mobilization and ***“Drive Sober or Get Pulled Over”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase traffic patrols for speed and all other moving violations.

EQUIPMENT: Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

PT-12-26
Red Lake Tribe (Minnesota)
\$130,000.00

Reservation Population: 5,162

Land Base: 806,698 acres

Road Miles: 575

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the Red Lake Reservation.

PERFORMANCE MEASURES:

To reduce motor vehicle crash fatalities by 65% from the FY 2010 number of 3 to 1 by the end of FY 2012.

To reduce the total number of motor vehicle crashes by 20% from the FY 2010 number of 131 to 105 by the end of FY 2012.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 30% from the FY 2010 number of 299 to 389 by the end of FY 2012.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 200% from the FY 2010 number of 65 to 195 by the end of FY 2012.

To increase the number of speed citations issued by the HSO by 300% from the FY 2010 number of 91 to 364 by the end of FY 2012.

Hire one (1) Highway Safety Officer.

Provide Traffic Safety related training.

Provide support to the *"Click It or Ticket"* mobilization and *"Drive Sober or Get Pulled Over."* crackdown and the *"Don't Shatter The Dream"* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (12) checkpoints and/or saturation patrols.

Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on seatbelt use & the effects of impaired driving.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

- Total number of MVC fatalities
- Total number of alcohol-related MVC fatalities
- Total number of speed-related MVC fatalities
- Total number of MVC fatalities involving driver with BAC of .08+
- Total number of drivers age 20 or younger involved in MVC fatal crashes
- Total number of motorcyclist fatalities
- Total number of un-helmeted motorcyclist fatalities
- Total number of pedestrian fatalities
- Total number of unrestrained occupant MVC fatalities, all seat positions
- Total number of motor vehicle crashes
- Total number of motor vehicle injury crashes
- Total number of alcohol-related MVC crashes
- Total number of speed-related MVC crashes
- Total number of traffic citations
- Total number of speed citations
- Total number of DUIs
- Total number of safety belt citations
- Total number of CPS citations
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations

Police Traffic Safety Budget Summary

Project Number	FY 2012 Project Title	Budget	Budget Source
PT-12-03	Fort Peck Tribe	215,000.00	402
PT-12-04	Jemez Pueblo	91,000.00	402
PT-12-05	Cheyenne River Sioux	240,000.00	402
PT-12-06	White Earth Tribe	210,000.00	402
PT-12-07	Santa Clara Pueblo	210,000.00	402
PT-12-08	Menominee	190,000.00	402
PT-12-09	Ramah-Navajo	185,000.00	402
PT-12-10	Rocky Boy	192,000.00	402
PT-12-11	Tesuque Pueblo	210,000.00	402
PT-12-12	Isleta Pueblo	290,000.00	402
PT-12-13	Laguna Pueblo	255,000.00	402
PT-12-14	Taos Pueblo	100,000.00	402
PT-12-15	Three Affiliated Tribes	345,000.00	402
PT-12-16	Oglala Sioux	432,000.00	402
PT-12-17	Northern Cheyenne	235,000.00	402
PT-12-18	Sisseton-Wahpeton Sioux	195,000.00	402
PT-12-19	Shoshone-Bannock	100,000.00	402
PT-12-20	Walker River	100,000.00	402
PT-12-21	Acoma Pueblo	100,000.00	402
PT-12-22	Upper Sioux Tribe	135,000.00	402
PT-12-23	Pyramid Lake	96,000.00	402
PT-12-24	Pojoaque Pueblo	165,000.00	402
PT-12-25	Overtime and Checkpoints		
PT-12-25-01	Salt River	152,000.00	402
PT-12-25-02	Fort McDowell	128,000.00	402
PT-12-25-03	Leech Lake	65,000.00	402
PT-12-25-04	Lac du Flambeau	58,000.00	402
PT-12-25-05	Lac Courte Oreilles	65,000.00	402
PT-12-25-06	Colville	105,000.00	402
PT-12-25-07	Colorado River	125,000.00	402
PT-12-25-08	Additional OT Projects	800,000.00	402
PT-12-26	Red Lake	130,000.00	402
402 Total		\$5,919,000.00	
Total All Funds		\$5,919,000.00	

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM Area Problem Identification

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. In FY2012, staff of the IHSP will revitalize the traffic records program and submit an updated Traffic Records plan to the NHTSA Region 6 office for approval before any Tribal traffic records project awards are made.

This is to be accomplished by approaching NHTSA for approval to develop a contract proposal for an individual/corporation to be the lead in revitalizing the traffic records program at the IHSP.

In addition FY 2012 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

Traffic Records (TR) Area Program Goal:

To conduct a Traffic Records Assessment in accordance with regulations of Section 408.

To reactivate the Tribal Traffic Records Coordinating Committee and conduct quarterly meetings.

To update and implement the goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

K9-12-01
Indian Highway Safety Program
\$173,807.40 (408)

GOAL:

To provide resources and technical assistance to Tribes in an effort to establish traffic records systems on Indian reservations.

PERFORMANCE MEASURES:

To conduct a Traffic Records Assessment as required by NHTSA.

To reactivate the Tribal Traffic Records Coordinating Committee.

To develop a Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

STRATEGIES:

Provide training for Tribes with CISCO Program Software.

Provide technical assistance to all Tribes participating in the annual BIA Indian Highway Safety Program.

To offer assistance to Tribes not currently participating in program as requested.

PROJECT DESCRIPTION:

Hire a term position employee to oversee the management of the TR Multi-year strategic plan.

Implementation of the Indian Highway Safety Program multi-year strategic plan.

EQUIPMENT:

None

TR-12-02
Indian Highway Safety Program
\$500,000.00 (402)

GOAL:

To provide resources and technical assistance to Tribes in an effort to establish traffic records systems on Indian reservations.

PERFORMANCE MEASURES:

To establish Traffic Records systems, by providing funding for the purpose of collecting all traffic crash data on reservations within Indian Country by the end of FY 2012.

To begin implementation of the goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

STRATEGIES:

Provide funding to the Tribes to update CISCO software and hardware.

Provide training for Tribes in use of CISCO software.

Provide traffic records technical assistance to all Tribes participating in the annual BIA Indian Highway Safety Program.

To offer assistance to Tribes not currently participating in program as requested.

PROJECT DESCRIPTION:

Provide funds to Tribes to set up Traffic Records systems.

EQUIPMENT:

Computers and software

TR-12-03
BIA Program Management
\$40,000.00

GOAL:

To conduct a Traffic Records Assessment in accordance with regulations of Section 408.

PERFORMANCE MEASURES:

Conduct a Traffic Records Assessment in accordance with regulations of Section 408.

Provide recommendations from the final traffic records assessment report to all Tribes interested in establishing traffic records systems on their reservations.

STRATEGIES:

Reimburse travel expenses and per diem for Tribal members participating in traffic records assessment.

EQUIPMENT:

None

Traffic Records Area Cost Summary

TR: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-12-02	Indian Highway Safety Program	\$500,000.00	402
K9-12-01	Indian Highway Safety Program	\$173,807.40	408
TR-12-03	Indian Highway Safety Program	\$40,000.00	402
402 Total		\$540,000.00	
Total All funds		\$713,807.40	

SAFE COMMUNITIES

SAFE COMMUNITIES Area Problem Identification

Safe Communities focus is not only about reducing traffic injuries and deaths, but also about decreasing all unintentional injuries and fatalities. When injuries go down, health care costs as well as societal costs go down.

SA-12-01
BIA Program Management
\$285,000.00

GOAL:

To encourage the establishment of community level traffic safety activities throughout the Indian State

PERFORMANCE MEASURES:

To reduce fatalities to AI/AN in Indian Country by 5% from the FY 2009 FARS number of 178 to 169 by the end of FY 2012.

STRATEGIES:

Provide technical assistance to all Tribes participating in the annual BIA Indian Highway Safety Program.

Provide "best practices" to all Tribes in collaboration with Indian Health Service and the CDC.

PROJECT DESCRIPTION:

Costs to include travel in-state and out-of-state; training for personnel on an as-needed basis; educational materials; seminar tuition; per diem; supplies; meeting rooms; reproduction costs; and other appropriate administrative expenditures.

EQUIPMENT:

None

SA-12-02
BIA Program Management (Advocacy Travel/Training)
\$100,000.00

GOAL:

To encourage Tribal participation in traffic safety related conferences, i.e. Lifesavers.

PERFORMANCE MEASURES:

To provide travel and training resources to a minimum of 50 Tribal members to attend traffic safety related conferences and training seminars.

STRATEGIES:

Provide traffic safety conference and training information to all federally recognized Tribes in Indian Country.

Coordinate with Indian Health Service and CDC to provide traffic safety conference and training information to all federally recognized Tribes in Indian country.

PROJECT DESCRIPTION:

Costs to include reimbursement of in-state and out-of-state travel, seminar tuition, and per diem expenses

EQUIPMENT:

None

SA-12-03
BIA Program Management (Grants Writing Training)
\$50,000.00

GOAL:

To provide information on the BIA IHSP 402 grants and the application process to Tribes throughout Indian Country.

PERFORMANCE MEASURE:

To provide Grants Writing Training in 2-3 regions throughout Indian Country.

STRATEGIES:

To provide travel resources for a minimum of 50 Tribal grants writers to attend grants writing training.

Coordinate with other federal agencies in an effort to recruit participation by Tribal members in the grants writing training.

PROJECT DESCRIPTION:

Costs to include reimbursement of in-state and out-of-state travel, and per diem expenses

EQUIPMENT:

None

Safe Communities Area Cost Summary

SA: Budget Summary

Project Number	Project Title	Budget	Budget Source
SA-12-01	BIA Program Management	\$285,000.00	402
SA-12-02	Indian Highway Safety Program	\$100,000.00	402
SA-12-03	Indian Highway Safety Program	\$50,000.00	402
402 Total		\$435,000.00	
Total All funds		\$435,000.00	

CERTIFICATIONS AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or

State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment

Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required

to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Charles Addington
Governor's Representative for Highway Safety

US BUREAU OF INDIAN AFFAIRS
State or Commonwealth

FY 2012
For Fiscal Year

09/01/11
Date

PROGRAM COST SUMMARY

FY 2012 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PA-12-01	BIA Program Management	\$234,870.00	402
	Total P&A Program Area	\$234,870.00	
AL-12-02	BIA OJS	\$75,000.00	402
AL-12-03	Impaired Driving Projects	\$300,000.00	402
	Total AL Program Area	\$375,000.00	
OP-12-02	Safety Belt Survey	\$125,000.00	402
OP-12-03	BIA CPS	\$100,000.00	402
OP-12-04	BIA Belt Surveys	\$100,000.00	402
	Total OP Program Area	\$325,000.00	
PT-12-03	Fort Peck Tribe	\$215,000.00	402
PT-12-04	Jemez Pueblo	\$91,000.00	402
PT-12-05	Cheyenne River Sioux	\$240,000.00	402
PT-12-06	White Earth	\$210,000.00	402
PT-12-07	Santa Clara	\$210,000.00	402
PT-12-08	Menominee	\$190,000.00	402
PT-12-09	Ramah-Navajo	\$185,000.00	402
PT-12-10	Rocky Boy	\$192,000.00	402
PT-12-11	Tesuque	\$210,000.00	402
PT-12-12	Isleta	\$290,000.00	402
PT-12-13	Laguna	\$255,000.00	402
PT-12-14	Taos	\$100,000.00	402
PT-12-15	Three Affiliated	\$345,000.00	402
PT-12-16	Oglala Sioux	\$432,000.00	402
PT-12-17	Northern Cheyenne	\$235,000.00	402
PT-12-18	Sisseton-Wahpeton Sioux	\$195,000.00	402
PT-12-19	Shoshone-Bannock	\$100,000.00	402
PT-12-20	Walker River	\$100,000.00	402
PT-12-21	Acoma Pueblo	\$100,000.00	402
PT-12-22	Upper Sioux	\$135,000.00	402
PT-12-23	Pyramid Lake	\$96,000.00	402
PT-12-24	Pojoaque Pueblo	\$165,000.00	402
PT-12-25	Overtime Projects		402
PT-12-25-01	Salt River	\$152,000.00	402

FY 2012 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PT-12-25-02	Fort McDowell	\$128,000.00	402
PT-12-25-03	Leech Lake	\$ 65,000.00	402
PT-12-25-04	Lac du Flambeau	\$58,000.00	402
PT-12-25-05	Lac Courte Oreilles	\$65,000.00	402
PT-12-25-06	Colville	\$105,000.00	402
PT-12-25-07	Colorado River	\$125,000.00	402
PT-12-25-08	Additional OT Projects	\$800,000.00	402
PT-12-26	Red Lake	\$130,000.00	402
	Total PT Program Area	\$5,919,000.00	
K9-12-01	Indian Highway Safety Program	\$173,807.40	408
TR-12-02	Indian Highway Safety Program	\$500,000.00	402
TR-12-03	Indian Highway Safety Program	\$40,000.00	402
	Total TR Program Area	\$713,807.40	
SA-12-01	BIA Program Management	\$285,000.00	402
SA-12-02	BIA Program Management	\$100,000.00	402
SA-12-03	BIA Program Management	\$50,000.00	402
	Total SA Program Area	\$435,000.00	

	Total P&A Program Area	\$234,870.00	
	Total AL Program Area	\$375,000.00	
	Total OP Program Area	\$325,000.00	
	Total PT Program Area	\$5,919,000.00	
	Total TR Program Area	\$713,807.40	
	Total SA Program Area	\$435,000.00	
	Total Program Funds	\$8,002,677.40	

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-12-01-01	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 234,870.00	\$ 234,870.00	\$.00
Planning and Administration Total			\$.00	\$.00	\$.00	\$ 234,870.00	\$ 234,870.00	\$.00
Alcohol								
	AL-2012-12-02-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
	AL-2012-12-03-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 300,000.00	\$ 300,000.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$ 375,000.00	\$ 375,000.00	\$.00
Occupant Protection								
	OP-2012-12-02-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 125,000.00	\$ 125,000.00	\$.00
	OP-2012-12-03-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
	OP-2012-12-04-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$ 325,000.00	\$ 325,000.00	\$.00
Police Traffic Services								
	PT-2012-12-03-00	Fort Peck Tribe	\$.00	\$.00	\$.00	\$ 215,000.00	\$ 215,000.00	\$.00
	PT-2012-12-04-00	Jemez Pueblo	\$.00	\$.00	\$.00	\$ 91,000.00	\$ 91,000.00	\$.00
	PT-2012-12-05-00	Cheyenne River Sioux	\$.00	\$.00	\$.00	\$ 240,000.00	\$ 240,000.00	\$.00
	PT-2012-12-06-00	White Earth Tribe	\$.00	\$.00	\$.00	\$ 210,000.00	\$ 210,000.00	\$.00
	PT-2012-12-07-00	Santa Clara Pueblo	\$.00	\$.00	\$.00	\$ 210,000.00	\$ 210,000.00	\$.00
	PT-2012-12-08-00	Menominee Indian Tribe	\$.00	\$.00	\$.00	\$ 190,000.00	\$ 190,000.00	\$.00
	PT-2012-12-09-00	Ramah Navajo	\$.00	\$.00	\$.00	\$ 185,000.00	\$ 185,000.00	\$.00
	PT-2012-12-10-00	Chippewa Cree Rockey Boy's	\$.00	\$.00	\$.00	\$ 192,000.00	\$ 192,000.00	\$.00
	PT-2012-12-11-00	Tesuque Pueblo	\$.00	\$.00	\$.00	\$ 210,000.00	\$ 210,000.00	\$.00
			\$.00					

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2012-12-12-00	Isleta Pueblo	\$.00	\$.00	\$.00	\$290,000.00	\$290,000.00	\$.00
	PT-2012-12-13-00	Laguna Pueblo	\$.00	\$.00	\$.00	\$255,000.00	\$255,000.00	\$.00
	PT-2012-12-14-00	Taos Pueblo	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PT-2012-12-15-00	Three Affiliated Tribes	\$.00	\$.00	\$.00	\$345,000.00	\$345,000.00	\$.00
	PT-2012-12-16-00	Oglala Sioux Tribe	\$.00	\$.00	\$.00	\$432,000.00	\$432,000.00	\$.00
	PT-2012-12-17-00	Northern Cheyenne Tribe	\$.00	\$.00	\$.00	\$235,000.00	\$235,000.00	\$.00
	PT-2012-12-18-00	Sisseton Wahpeton Sioux Tribe	\$.00	\$.00	\$.00	\$195,000.00	\$195,000.00	\$.00
	PT-2012-12-19-00	ShoshoneBannock Tribes	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PT-2012-12-20-00	Walker River Paiute Tribe	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PT-2012-12-21-00	Pueblo of Acoma	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PT-2012-12-22-00	Upper Sioux Indian Community	\$.00	\$.00	\$.00	\$135,000.00	\$135,000.00	\$.00
	PT-2012-12-23-00	Pyramid Lake Paiute Tribe	\$.00	\$.00	\$.00	\$96,000.00	\$96,000.00	\$.00
	PT-2012-12-24-00	Pojoaque Pueblo	\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$.00
	PT-2012-12-25-01		173 \$.00	\$.00	\$.00	\$152,000.00	\$152,000.00	\$.00
	PT-2012-12-25-02		150 \$.00	\$.00	\$.00	\$128,000.00	\$128,000.00	\$.00
	PT-2012-12-25-08	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$800,000.00	\$800,000.00	\$.00
	PT-2012-12-26-00	Red Lake Band of Chippewa	\$.00	\$.00	\$.00	\$130,000.00	\$130,000.00	\$.00
	PT-2012-25-03-00	Leech Lake Reservation Business Commitee	\$.00	\$.00	\$.00	\$65,000.00	\$65,000.00	\$.00
	PT-2012-25-04-00	Lac du Flambeau Band WI	\$.00	\$.00	\$.00	\$58,000.00	\$58,000.00	\$.00
	PT-2012-25-05-00	Lac Courte Oreilles	\$.00	\$.00	\$.00	\$65,000.00	\$65,000.00	\$.00
	PT-2012-25-06-00	Colville Tribes	\$.00	\$.00	\$.00	\$105,000.00	\$105,000.00	\$.00
	PT-2012-25-07-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$125,000.00	\$125,000.00	\$.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$5,919,000.00	\$5,919,000.00	\$.00

Traffic Records

TR-2012-12-02-00 Bureau of Indian Affairs

\$.00 \$.00 \$.00

\$500,000.00

\$500,000.00 \$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	TR-2012-12-03-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$540,000.00	\$540,000.00	\$.00
	<i>Safe Communities</i>							
	SA-2012-12-01-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$285,000.00	\$285,000.00	\$.00
	SA-2012-12-02-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	SA-2012-12-03-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$435,000.00	\$435,000.00	\$.00