

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



**FY 2013  
Highway Safety  
Plan**

**1001 Indian School Road, NW – Suite 251  
Albuquerque, New Mexico 87104**



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# HIGHWAY SAFETY PLANNING PROCESS

## Annual Calender

### ***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
- 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***

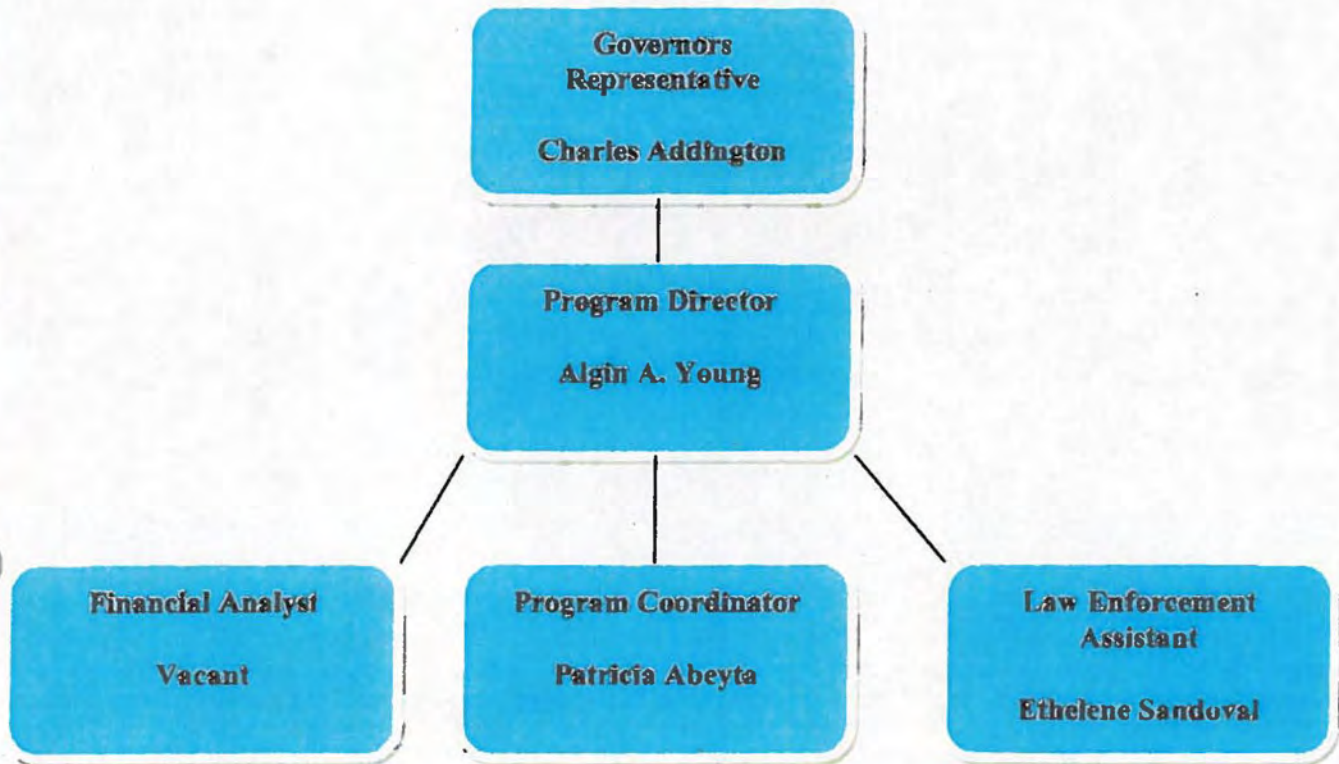
- Begin projects for current year/Closeout Highway Safety Plan (prior year)

### ***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 Department of Interior (DOI), Bureau of Indian Affairs (BIA), 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. 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 531 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of those, 172 were killed were 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.<sup>1</sup>

According to a safety belt survey conducted on behalf of the IHSP, the overall rate of seat belt use on reservations is relatively low (64.8%). Belt use varies greatly across reservations, ranging from a low of 21.4 percent to a high of 88.5 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 rates.<sup>2</sup>

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

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.

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<sup>1</sup> 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}.

<sup>2</sup> Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. February 2006. DOT HS 809 921

<sup>3</sup> 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 Service (IHS). Also the IHSP participates on the Safety Management Steering Committee, with representatives from NHTSA, Federal Highways Administration (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 FY13, 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 Service, Bureau of Indian Affairs Office of Justice Services and State Highway Safety Programs to evaluate and score the proposals. For FY13, the review board consisted of NHTSA and BIA personnel only because of last minute cancellations. 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.

<b>Native American/ Alaskan Native (NA/AN)</b>		
	<b><u>State</u></b>	<b><u>Population</u></b>
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

*(U.S. Census 2010)*

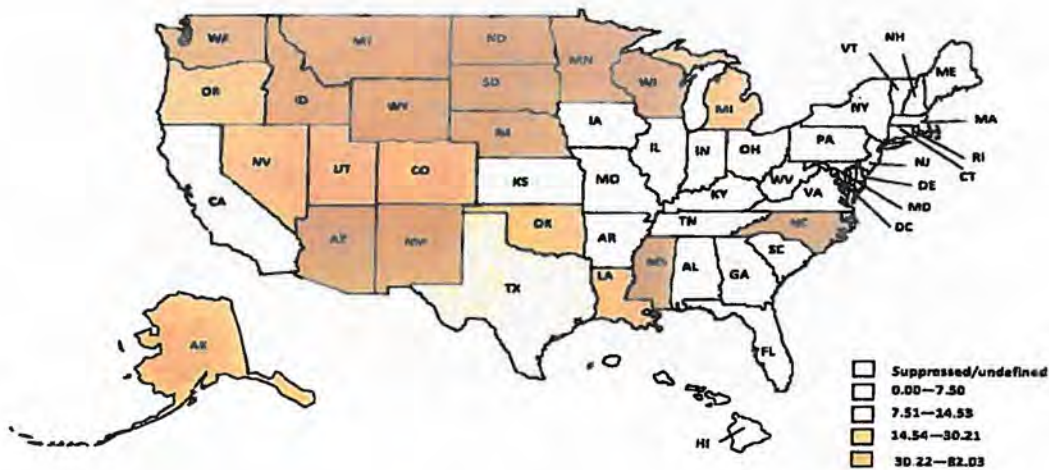
## PROBLEM IDENTIFICATION SUMMARY

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.<sup>4</sup>

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. As well as limiting the amount of crash data that is actually reported.

While lack of accurate data remains an issue, it is evident from the self-reported data from the Tribes, that alcohol, speed and non-use of seat belts also play a role in fatal and injury crashes on reservations in Indian Country.

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

<b>FARS</b>	<b><u>Number of AI/AN Motor Vehicle Crash (MVC) Fatalities on Reservations</u></b>	<b><u>Total Number of Deaths</u></b>
2009	172	531
2008	156	564
2007	222	650
2006	242	704

*Chart 1*

According to the FARS numbers, MVC fatalities 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 thirty-five (35) Tribes in the following eleven (11) states to participate in the FY13 program: Alaska, Arizona, Idaho, Minnesota, Montana, Nevada, New Mexico, North Dakota, South Dakota, Wisconsin and Wyoming. 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 in these 11 states.

2007

STATE	FARS
Alaska	0
Arizona	95
Idaho	1
Minnesota	0
Montana	30
Nevada	0
New Mexico	34
North Dakota	17
South Dakota	20
Wisconsin	1
Wyoming	4

2008

STATE	FARS
Alaska	0
Arizona	76
Idaho	2
Minnesota	3
Montana	13
Nevada	0
New Mexico	22
North Dakota	10
South Dakota	11
Wisconsin	6
Wyoming	5

2009

STATE	FARS
Alaska	0
Arizona	61
Idaho	10
Minnesota	9
Montana	16
Nevada	0
New Mexico	11
North Dakota	19
South Dakota	27
Wisconsin	3
Wyoming	5

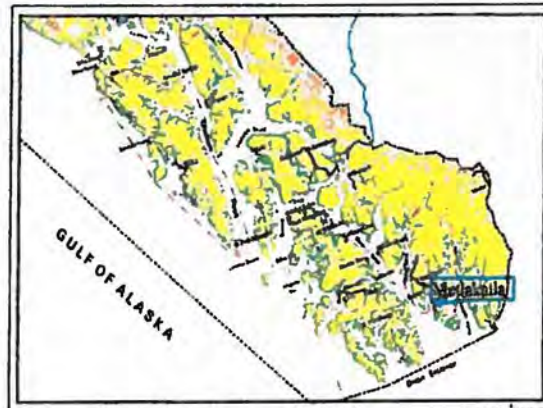
Chart 2 (American Indian/Alaska Native Reservation Fatalities)

**ALASKA**

The state of Alaska is home to approximately 250 of the 560+ federally recognized Tribes in the United States.

FARS reported 0 deaths attributed to motor vehicle crashes to Alaska Natives on reservations in 2007, 2008 and 2009. (Chart 3)

In FY 13, the IHSP will fund the Metlakatla Indian Community for an overtime project. 41% of the motor vehicle crashes on the Metlakatla reservation are speed related. Metlakatla is located on Annette Island, 15 miles southwest of Ketchikan, Alaska.



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



Chart 3

#### 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 3<sup>rd</sup> largest population of American Indians/Alaska Natives in the United States.

FARS reported 61 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 76 MVC fatalities and 95 recorded in 2007. (Chart 4)

In FY13 the BIA IHSP will offer Overtime enforcement grants to four Tribes: The Salt River Pima-Maricopa Indian Community, Fort McDowell Tribe, the Colorado River Indian Tribe and San Carlos Apache Indian Tribe. In FY 2011, Salt River reported 5 MVC fatalities, Fort McDowell reported 0 but had 10 injury crashes, Colorado River reported 5 fatalities that occurred in 3 crashes and San Carlos Apache also reported 5 MVC fatalities.

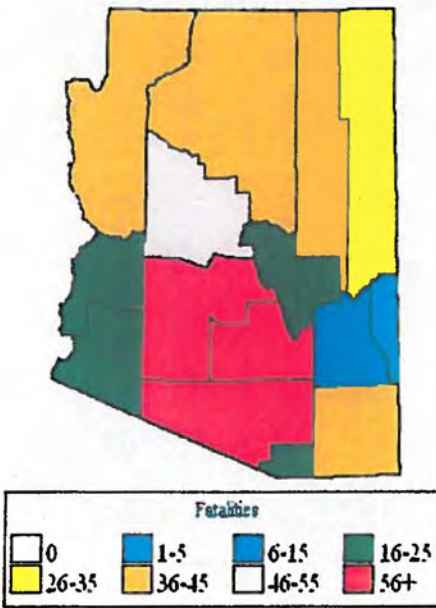
The 2010 census shows the Salt River-Maricopa Indian Community has a reservation population of 6,289, Fort McDowell Tribe has a reservation population of 971, Colorado River Indian Tribe has a reservation population of 8,764 and the San Carlos Apache has a population of 14,574.

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



*Chart 4*

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.

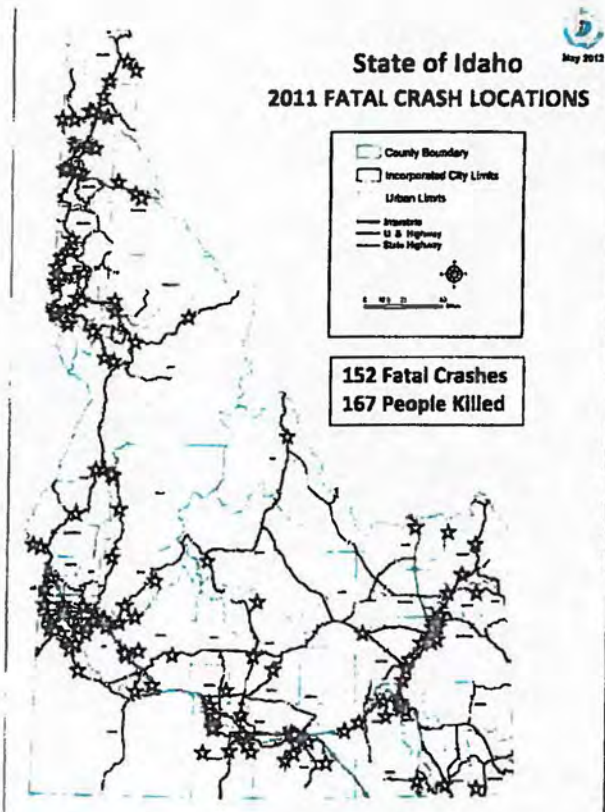
FARS reported 10 American Indian/Alaska Native MVC fatalities in 2009, 2 in 2008, and 1 in 2007 in the state of Idaho. (Chart 5)

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 5





5

The Shoshone-Bannock Tribe applied for a Police Traffic Services grant for FY 13 and is included in the HSP for funding. They reported 3 MVC fatalities in FY 11, down significantly from 15 in 2010.

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

<sup>5</sup> [www.itd.idaho.gov/ohs/2011Data/Analysis2011.pdf](http://www.itd.idaho.gov/ohs/2011Data/Analysis2011.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 FY 09, FY 10, FY 11 and FY 12.

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 largest Indian reservation in the state by number of residents. Over one-fourth of its territory comprises of lakes, as the reservation covers 972,517 square miles of land and 337,392 square miles of water. 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.

In FY 11, White Earth reported 11 MVC fatalities, Leech Lake reported 2 MVC fatalities, Red Lake reported 4 MVC fatalities and Upper Sioux reported 0.

In 2007, FARS reported 0 motor vehicle fatalities for American Indians/Alaska Natives, 3 in 2008 and 9 in 2009, in the state of Minnesota. *(Chart 6)*

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

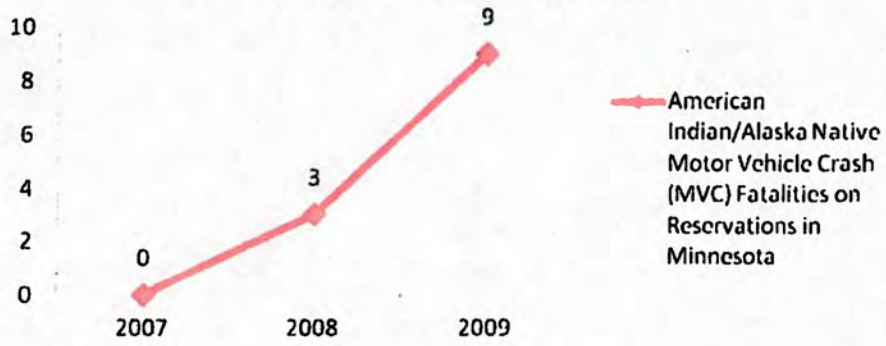
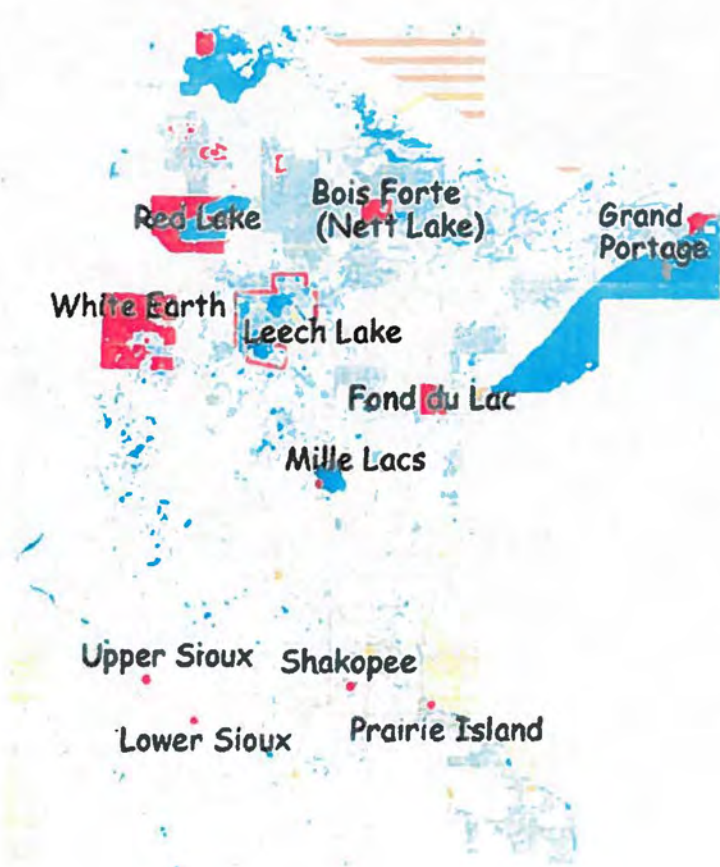


Chart 6



White Earth, Leech Lake, Red Lake and Upper Sioux Tribes are included in the FY 13 HSP for funding.

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.

## **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 through the BIA IHSP for the past several years.

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.

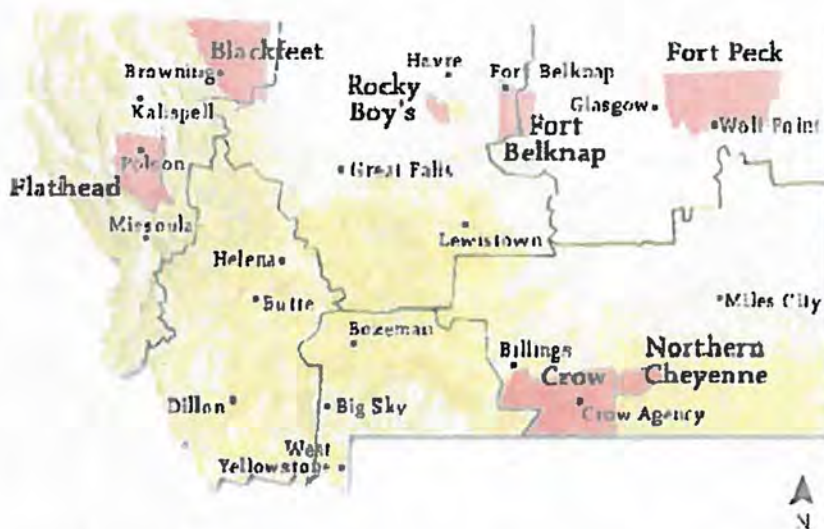
The Crow Indian Reservation is the largest of the 7 Indian Reservations in Montana and is located in the south central portion of the State, bordered by Wyoming to the south and the Northern Cheyenne Indian Reservation to the east. The reservation encompasses 2.8 million acres and according to the 2010 census, the reservation population is approximately 7,000.

The Fort Belknap Indian Community is located in north central Montana. It is comprised of the Gros Ventre and the Assiniboine Tribes. The total land area is 652,593 acres and has a reservation population of 2,959.

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



Chart 7



According to FARS reports, the Montana fatality number for American Indian/Alaska Native Reservation Fatalities was 30 in 2007, declined to 13 in 2008 and increased to 16 in 2009. (Chart 7)

Five (5) Tribes in Montana are included in the FY12 HSP for funding. They are: Fort Peck Tribe, Rocky Boy Tribe, Fort Belknap, Northern Cheyenne and the Crow Nation.

Fort Peck reported 3 MVC fatalities, Fort Belknap reported 1 MVC fatality, Crow reported 2 MVC fatalities and Rocky Boy and Northern Cheyenne both reported 0 MVC fatalities in FY 11.

## 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 13 HSP.

The Pyramid Lake Indian Reservation is located in northwestern Nevada approximately 35 miles northeast of Reno, in Washoe, Storey, and Lyon Counties. 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 square miles in 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 Walker River Indian Reservation is located in central Nevada 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.

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

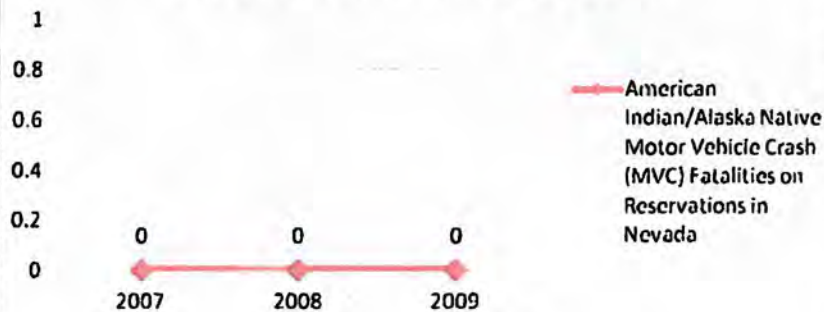


Chart 8



In 2007, 2008 and 2009, FARS reported 0 motor vehicle crash fatalities for American Indians/Alaska Natives Reservation Fatalities in the state of Nevada. *(Chart 8)*

In FY 11, Pyramid Lake reported 2 MVC fatalities in FY 11 and a total of 31 motor vehicle crashes.

Walker River reported 0 MVC fatalities and a total of 29 motor vehicle crashes in FY 11.

## **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 8 New Mexico Tribes in FY 13.

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.

### American Indian/Alaska Native Motor Vehicle Crash (MVC) Fatalities on Reservations in New Mexico



Chart 9



FARS reported 11 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 22 MVC fatalities and 34 recorded in 2007. (Chart 9)

Santa Clara, Ramah-Navajo, Isleta, Laguna, Taos, Acoma, Pojoaque and the Jicarilla Apache are included in the FY 13 HSP for funding. According to the 2010 census the tribes had the following populations: Santa Clara - 12,021, Ramah-Navajo - 3,200, Isleta - 3,400, Laguna - 4,043, Taos - 4,384, Acoma - 3,011, Pojoaque - 3,316 and Jicarilla - 3,700.



## **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.

The Mandan, Hidatsa, and Arikara Nation, also known as the Three Affiliated Tribes, are a Native American Tribe 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.

The Turtle Mountain Band of Chippewa is located in extreme northern North Dakota, close to Canada. According to the 2010 census, the reservation population is 2,078 and the land area covers 72 square miles.

FARS reported 19 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 10 MVC fatalities and 17 recorded in 2007. (Chart 10)



*Chart 10*



The IHSP will contract with the Three Affiliated Tribes and the Turtle Mountain Band of Chippewa in FY 13.

In FY 11, the Three Affiliated Tribes reported 12 MVC fatalities and Turtle Mountain reported 3.

### **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.

The Cheyenne River Indian Reservation was created by the United States in 1889 by breaking up the Great Sioux Reservation. 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 Ahánghaŋ Oyáŋke* in Lakota, also called Pine Ridge Agency) is an Oglala Sioux Native American reservation located in south-western

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.

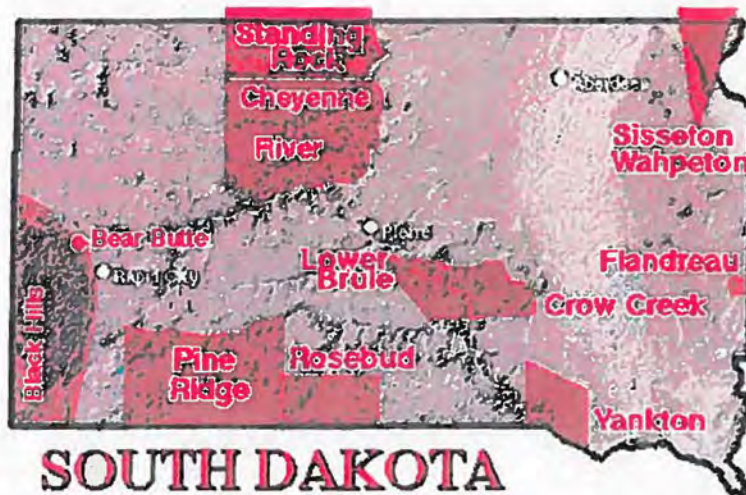
The Rosebud Sioux Reservation borders the Oglala Sioux Reservation in the southwest corner of South Dakota. It also borders the State of Nebraska. The reservation land area covers 884,194 acres and the reservation population is 10,469 according to the 2010 census.

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.

FARS reported 27 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 11 MVC fatalities and 20 recorded in 2007. (Chart 11)



Chart 11



Cheyenne River Sioux reported 2 MVC fatalities, Sisseton-Wahpeton reported 4 MVC fatalities, Oglala Sioux reported 6 MVC fatalities and Rosebud Sioux reported 11 MVC fatalities in FY 11.

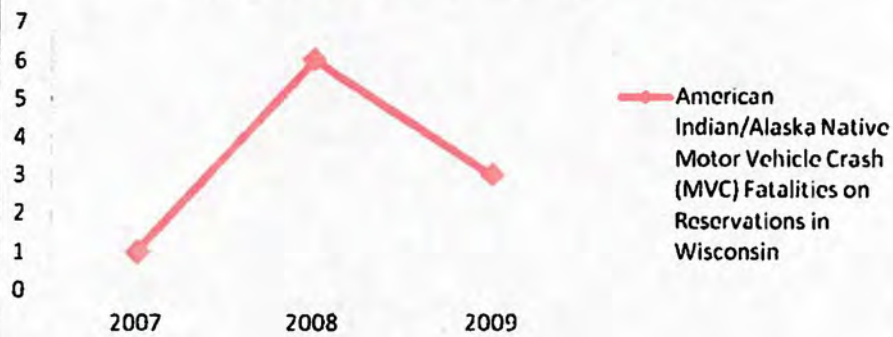
The Cheyenne River Sioux, Oglala Sioux, Rosebud Sioux and Sisseton-Wahpeton Sioux Tribes are included in the FY 13 Highway Safety Plan.

### **WISCONSIN**

Wisconsin is home to 5,686,986 people (2010 census) with Native Americans comprising 1.9% of this population. There are 11 federally recognized Tribes in Wisconsin with Menominee having the largest reservation.

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 12)

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



*Chart 12*



The Menominee and Lac Courte Oreilles Tribes are included in FY 13 Highway Safety Plan.

The Menominee Tribe reported 2 MVC fatalities in FY 11 with a population of 3,141 reported on the 2010 census.

Lac Courte Oreilles is located in Sawyer County with a 2010 census population of 2,803. Lac Courte Oreilles reported 1 MVC fatality in FY 11.

## WYOMING

The Wind River Reservation is the only reservation in the state of Wyoming. It is the home of the Shoshone and Arapaho Tribes. It is located in west-central Wyoming. The reservation population is 6,730 according to the 2010 census and the land area covers 2.2 million acres.

FARS reported 5 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2009. In 2008 there were 5 MVC fatalities and 1 recorded in 2007. (Chart 13)



Chart 13



The IHSP will contract with the Wind River Shoshone-Arapaho Tribes in FY 13. The Wind River Tribe reported 6 MVC fatalities in FY 11 and 66 motor vehicle crashes.

In FY 13 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 2013**

### **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 on reservations by 5% from the 2009 FARS number of 172 to 163 by the end of FY13.*

### **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 35 Tribes by the end of FY13.*

### **IMPAIRED DRIVING**

*To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 15% from the FY 2011 total of 1,053 to 1,211 by the end of FY13. (Self reported numbers by Tribes)*

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 FY 2011 "national" Indian Country rate of 68.5% to 71% by the end of FY13.*

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 FY13.*

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 FY 2011 total of 38 to 34 by the end of FY13.*

*To increase the number of citations issued for speed by full-time funded Highway Safety Officers by 10% from the FY 2011 number of 9,809 to 10,790 by the end of FY13.*

*To increase the number of citations issued for other moving violations (excluding speed and DUI) by full-time funded Highway Safety Officers by 10% from the FY 2011 number of 11,522 to 12,674 by the end of FY13.*

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 motorcyclist fatalities by 5% from the 2009 FARS number of 26 to 24 by the end of FY13.*

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 pedestrian fatalities by 5% from the 2009 FARS number of 82 to 78 by the end of FY13.*

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 March of 2012, a solicitation letter and an electronic fill-in-the-blank 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, Indian Health Service websites and in the Federal Register.

In FY11 the IHSP began utilizing an electronic fill-in-the-blank application form. The application was designed with the assistance of NHTSA to help streamline 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, 2012. 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 IHSP and BIA Office of Justice Services 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. The projects selected provided sufficient traffic records data to identify a problem and methods to address the problem.

# **HIGHWAY SAFETY PLAN**

## PLANNING & ADMINISTRATION

PA-13-01  
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 35 Tribes by the end of FY13.

### 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 Analyst (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-13-01	BIA Program Management	\$234,870.00	402
<b>402 Total</b>		<b>\$234,870.00</b>	<b>402</b>
<b>Total All funds</b>		<b>\$234,870.00</b>	

## **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, FARS data shows alcohol use among fatality crashes at 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 means 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. Tribes will 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 surrounding data. Tribes that submit proposals often send some data; however, the data is hard to qualify and quantify. As a result, setting Performance Measures and Goals becomes difficult. Because of these difficulties, the BIA IHSP began utilizing FARS data as base data in FY08. However, self-reported numbers will be 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 Highway Safety Plan.

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 BAT Mobile which would allow them to more effectively and safely perform checkpoint functions to remove impaired drivers from the reservation roadways.

In FY10, 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 them. Two (2) of the BAT Mobiles were placed in OJS District V (Billings, MT), one (1) in OJS District II (Muscokee, 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 heavily 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 FY13 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 safety belt and alcohol information. Extra funding has been added to each project budget for high visibility enforcement throughout the year.

In FY13, the IHSP plans to hire one (1) Law Enforcement Liaison (LEL) who will provide assistance and outreach to Tribal Law Enforcement agencies. It is believed that this will encourage additional involvement in the national campaigns and mobilizations to include, *"Click It or Ticket," "Drive Sober or Get Pulled Over,"* and *"Don't Shatter the Dream"*.

Tribes receiving funding are exposed to the latest materials, handouts, and Public Service Announcements (PSAs). The BIA's LELs would work closely with the NHTSA Region 6 Media Consultant, if available, to provide Public Information & Education (PI&E) information to tribes nationwide in support of the national mobilizations. The LELs would also be in a position to provide tribal project monitoring for compliance.

Again, in FY13, most enforcement projects will have a performance measure related to alcohol. These projects will track DUI arrests, however, since all projects have other performance measures related to moving violations, all projects 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 by all funded traffic activity within the participating Tribes by 15% from the FY 2011 total of 1,053 to 1,211 by the end of FY13. (Self reported numbers by Tribes)*

**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-13-00  
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-13-03 - To increase the number of DUI arrests by the HSOs by 20% from the FY11 number of 117 to 140 by the end of FY13.

Rosebud Sioux – PT-13-04 - To increase the number of DUI arrests by 1% from the FY11 number of 536 to 541 by the end of FY13.

Cheyenne River Sioux – PT-13-05 - To increase the number of DUI arrests by the HSOs by 20% from the FY11 number of 287 to 344 by the end of FY13.

White Earth – PT-13-06 - To increase the number of DUI arrests by the HSOs by 25% from the FY11 number of 195 to 244 by the end of FY13.

Santa Clara – PT-13-07 - To increase the number of DUI arrests by the HSOs by 400% from the 2011 number of 8 to 32 by the end of FY13.

Menominee – PT-13-08 - To increase the number of DUI arrests by the HSO by 30% from the FY11 number of 37 to 48 by the end of FY13.

Ramah-Navajo – PT-13-09 – To increase the number of DUI arrests by the HSO by 50% from the 2011 number of 24 to 36 by the end of FY13.

Rocky Boy – PT-13-10 - To increase the number of DUI arrests by 20% from the 2010 number of 242 to 290 by the end of FY13.

Crow Nation – PT-13-11 - To increase the number of DUI arrests by 15% from the FY11 number of 283 to 325 by the end of FY13.

Isleta – PT-13-12 – To increase the number of DUI arrests by the HSOs by 100% from the FY11 number of 29 to 58 by the end of FY13.

Laguna Pueblo – PT-13-13 – To increase the number of DUI arrests by the HSOs by 40% from the 2011 number of 37 to 52 by the end of FY13.

Taos Pueblo – PT-13-14 – To increase the number of DUI arrests by the HSO by 100% from the FY11 number of 8 to 16 by the end of FY13.

Three Affiliated - PT-13-15 - To increase the number of DUI arrests by 15% from the 2011 number of 332 to 382 by the end of FY13.

Oglala Sioux - PT-13-16 - To increase the number of DUI arrests by the HSOs by 300% from the FY11 number of 101 to 404 by the end of FY13.

Northern Cheyenne - PT-13-17 - To increase the number of DUI arrests by the HSO by 40% from the FY11 number of 63 to 88 by the end of FY13.

Sisseton-Wahpeton - PT-13-18 - To increase the number of DUI arrests by the HSO by 60% from the FY11 number of 35 to 56 by the end of FY13.

Shoshone Bannock - PT-13-19 - To increase the number of DUI arrests by the HSO by 1000% from the FY11 number of 8 to 88 by the end of FY13.

Walker River - PT-13-20 - To increase the number of DUI arrests by the HSO by 50% from the FY11 number of 11 to 17 by the end of FY13.

Acoma Pueblo - PT-13-21 - To increase the number of DUI arrests by 100% from the 2011 number of 9 to 18 by the end of FY13.

Upper Sioux - PT-13-22 - To increase the number of DUI arrests by the HSO by 75% from the FY11 number of 17 to 30 by the end of FY13.

Pyramid Lake - PT-13-23 - To increase the number of DUI arrests by 60% from the FY11 number of 16 to 26 by the end of FY13.

Pojoaque - PT-13-24 - To increase the number of DUI arrests by the HSOs by 300% from the FY11 number of 12 to 48 by the end of FY13.

Red Lake - PT-13-25 - To increase the number of DUI arrests by the HSO by 50% from the FY11 number of 39 to 59 by the end of FY13.

Jicarilla Apache - PT-13-265 - To increase the number of DUI arrests by 30% from the 2010 number of 231 to 300 by the end of FY13.

Eastern Shoshone-Arapaho - PT-13-27 - To increase the number of DUI arrests by 30% from the FY11 number of 278 to 361 by the end of FY13.

*See individual projects under PTS.*

**STRATEGIES:**

Hire Highway Safety Officers.

Promote sustained enforcement of impaired driving.

Increase enforcement of traffic violations (excluding speed and DUI).

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-13-02  
BIA OJS (Office of Justice Services)  
\$100,000.00

**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 number of times the BAT Mobiles are deployed within the participating Tribes by 15% from the FY10 total of 56 to 64 by the end of FY13.

To increase use of BAT Mobiles for educational events on the reservations in FY13. Baseline will be set in FY13.

To increase use of BAT Mobiles at checkpoints on the reservations in FY13. Baseline will be set in FY13.

To support the Tribes in BIA OJS Districts I (South Dakota), 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 educational events, checkpoints, pow-wows and saturation patrols.

Evaluate use of BAT Mobiles to determine if additional BAT Mobiles are needed in Indian Country.

Evaluate use of BAT Mobiles to determine if BAT Mobiles are receiving maximum utilization in current locations.

**EQUIPMENT:**

None.

**EVALUATION:**

Tracking of the BAT Mobile reports and logs, to include number of times BAT Mobiles are used, types of events at which BAT Mobiles are used (educational and enforcement), number of Tribes using BAT Mobiles and tracking of number of BAC tests run utilizing equipment and all enforcement data.

AL-13-03  
Menominee Tribe (Wisconsin)  
\$185,000.00

Reservation Population: 3,141

Land Base: 235,523

Road Miles: 528.3

**GOALS:**

Reduce the number of OWI related crashes, injuries and deaths on the Menominee Reservation

Establish an Operating While Intoxicated (OWI) Tribal Court on the Menominee Reservation

**Performance Measures:**

By the end of the 2013 fiscal year, establish an OWI dedicated court.

During the 2013 fiscal year, monitor and evaluate the number of OWI related offenses to determine an estimated number of candidates for the OWI Program.

**Strategies:**

Establish and maintain an OWI Steering Committee/Stakeholders which will be responsible for developing a comprehensive OWI enforcement and communication program on the Menominee Reservation.

Establish and maintain an OWI Court Team responsible for the implementation of an OWI Court.

**Action Items:**

**OWI Court Development**

- Recruit members to participate in the OWI Court Steering Committee/Stakeholders within the first quarter
- Hire OWI Court and Community Outreach Coordinator within the second quarter.
- Identify and apply to NHTSA and/or other DWI Court Training programs in the first quarter.
- Create a work plan/timeline to establish the Tribal OWI Court by the end of the second quarter.
- Develop preliminary draft of policies and procedures for the Tribal OWI Court by the end of the third quarter.
- Draft and obtain Legislative approval of Tribal Ordinance to establish the Tribal OWI Court by the end of the fourth quarter.
- Finalize policies and procedures for the Tribal OWI Court in the fourth quarters.
- Meet with elected and appointed officials to seek support.
- Hold biweekly OWI Steering Committee/Stakeholder meetings during the planning period, every month during implementation and quarterly after full implementation.

### **OWI Community Based Program.**

1. Recruit Steering Committee members/Stakeholders to participate, plan and direct community based educational program(s) to address tribal OWI issues.
2. Assess the current level of community based educational programs and information related to OWI being provided to the Menominee.
3. Create and implement a coordinated OWI education and outreach program.
4. Ensure enforcement and marketing efforts are focused on high risk locations and populations.
5. Review existing agreements for sharing limited OWI and determine what information is available that can be provided to outside data collection organizations.

### **EQUIPMENT:**

None

### **EVALUATION:**

Tracking and reporting on the following:

#### **OWI Court Development**

- Provide timely submittal of all required reports and request for reimbursement with correct information and signatures to the Indian Highway Safety program.
- Total number OWI Steering Committee/Stakeholder meetings with attendee list.
- Total number of OWI Tribal Court-Team meetings with attendee list after implementation.
- Total number and names of OWI Steering Committee/Stakeholder and/or Team members who receive NHTSA-approved and/or other DWI Court Trainings.
- Final version of the Tribal Ordinance to establish the Tribal OWI Court.
- Final version of the policies and procedures for the Tribal OWI Court.
- Final version of the strategic plan for the development of the Tribal OWI Court.

#### **OWI Community Based Program**

- Provide timely submittal of all required reports and request for reimbursement with correct information and signatures to the Indian Highway Safety program.
- Total number Community/Stakeholder meetings with attendee list.
- Total number of community meetings to obtain tribal member input/feedback into strategies.
- Written record of input/feedback obtained from community meetings.
- Written assessment of the current state of OWI data collected by the Menominee Tribal Police Department (MTPD), the Prosecutor's Office, and the Courts, including recommendations for improvement, as a result of the strategic plan.
- Final version of the strategic plan to improve culturally-relevant, evidence-based OWI education and outreach.

**Alcohol Area Cost Summary**

**Alcohol: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
AL-13-02	BIA OJS	\$100,000.00	402
AL-13-03	Menominee Comprehensive		
	Impaired Driving Project	\$185,000.00	402
<b>402 Total</b>		<b>\$285,000.00</b>	
<b>Total All funds</b>		<b>\$285,000.00</b>	

## **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. As a result, the BIA turned to NHTSA in an effort to help implement a comprehensive seat belt program that can work on the reservations. Assistance from NHTSA will include developing a model program that can be implemented and evaluated, and if necessary, adjusted so that it can be duplicated within several Tribes.

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 FY05, 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%. In FY11, the safety belt usage rates in Indian Country again increased to 68.5%.

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.

#### **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 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 FY13. 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 FY 2011 "national" Indian Country rate of 68.5% to 71% by the end of FY13.*

OP-13-02  
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 September 30, 2013

**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-13-03  
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 FY13. 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.

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

Number of child safety seats 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-13-04  
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 (developed by Preusser Research Group, Inc.) for use on individual reservations.

**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 FY13.

**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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP-13-02	Safety Belt Survey	\$125,000.00	402
OP-13-03	BIA CPS	\$100,000.00	402
OP 13-04	BIA OP Survey Form	\$100,000.00	402
<b>402 Total</b>		<b>\$325,000.00</b>	
<b>Total All funds</b>		<b>\$325,000.00</b>	

**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 highway 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.

In FY13, the BIA IHSP will hire one (1) Law Enforcement Liaison (LEL). Along with monitoring of funded tribes, the LEL 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 34 States. The LEL will also work on specific task orders and will be responsible for outreach, to include at least 50% travel time, to a designated number of Tribes during FY13.

All Tribal law enforcement agencies funded in FY13 will 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.

The BIA LEL, 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 Public Information & Education 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 FY 2011 total of 38 to 34 by the end of FY13.*

*To increase the number of citations issued for speed by all funded traffic activity by 10% from the FY 2011 number of 9,809 to 10,790 by the end of FY13.*

*To increase the number of citations issued for other moving violations (excluding speed and DUI) by all funded traffic activity by 10% from the FY 2011 number of 11,522 to 12,674 by the end of FY13.*

*To decrease the number of motorcyclist fatalities by 5% from the 2009 FARS number of 26 to 24 by the end of FY13.*

*To decrease the number of pedestrian fatalities by 5% from the 2009 FARS number of 82 to 78 by the end of FY13.*

**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-13-02  
Law Enforcement Liaison  
\$120,000.00

**GOAL:**

To decrease the number of motor vehicle crashes and fatalities related to traffic safety issues within Indian Country and to encourage the use of seat belts on reservations by providing Law Enforcement Liaison services to Tribal Law Enforcement agencies.

**PERFORMANCE MEASURES:**

To outreach to not less than fifty (50) Tribes within Indian Country.

**STRATEGIES:**

Site visits to Tribes not currently under contract with the BIA IHSP.

Assist Tribal Law Enforcement with training needs.

Conduct quarterly Tribal Law Enforcement Advisory Committee meetings.

Plan annual Tribal Law Enforcement Summit.

Promote sustained traffic safety activities.

**EQUIPMENT:**

Laptop/printer  
Office Supplies

**EVALUATION:**

Number of Tribes recruited for participation in the IHSP. Number of Tribes participating in national mobilizations. Number of tribal project monitoring visits.

PT-13-03  
Fort Peck Tribe (Montana)  
\$235,000.00

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 reduce the number of motor vehicle related fatalities by 66% from the FY11 number of 3 to 1 by the end of FY13.

To decrease the number of motor vehicle crashes by 20% from the FY11 number of 82 to 66 by the end of FY13.

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 requested).

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 20% from the FY11 number of 117 to 140 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 5% from the FY11 number of 998 to 1,048 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 20% from the FY11 number of 258 to 310 by the end of FY13.

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 training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-04  
Rosebud Sioux (South Dakota)  
\$160,000.00

Reservation Population: 10,469
Land Base: 884,194 acres
Road Miles: 459

**GOAL:**

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

**PERFORMANCE MEASURE:**

To reduce the number of motor vehicle related fatalities on the Rosebud Reservation by 25% from the FY11 number of 11, to 8, or less, by the end of FY13.

To decrease motor vehicle related crashes by 10% from the FY11 number of 358 to 322 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by 1% from the FY11 number of 536 to 541 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 200% from the FY11 number of 0 to 200 by the end of FY13.

To increase the number of speed citations issued by the HSO by 100% from the FY11 number of 38 to 114 by the end of FY13.

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)**
- **Total number of speed citations by Police Department and Highway Safety Officer(s)**
- **Total number of DUIs by Police Department and Highway Safety Officer(s)**
- **Total number of safety belt citations by Police Department and Highway Safety Officer(s)**
- **Total number of CPS citations by Police Department and Highway Safety Officer(s)**
- **Total number of checkpoints**
- **Total number of saturation patrols**
- **Total number of educational presentations by Police Department and Highway Safety Officer(s)**

PT-13-05  
Cheyenne River Sioux Tribe (South Dakota)  
\$295,000.00

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 50% from the FY11 number of 2 to 1 by the end of FY13.

To decrease motor vehicle crashes by 20% from the FY11 number of 136 to 109 by the end of FY13.

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 requested).

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 20% from the FY11 number of 287 to 344 by the end of FY13.

To increase the number of traffic citations issued (excluding speed and DUI) by the HSOs by 10% from the FY11 number of 872 to 959 by the end of FY13.

To increase the number of speed citations (excluding DUIs and speed) issued by the HSOs by 15% from the FY11 number of 606 to 697 by the end of FY13.

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

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-06  
White Earth Tribe (Minnesota)  
\$195,000.00

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 60% from the 2011 number of 11 to 4 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the 2011 number of 199 to 159 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 25% from the FY11 number of 195 to 244 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 10% from the FY11 number of 632 to 695 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 40% from the FY11 number of 338 to 473 by the end of FY13.

Hire two (2) Highway Safety Officers.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-07  
Santa Clara Pueblo (New Mexico)  
\$175,000.00

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 2011 number of motor vehicle related fatalities at 0 by the end of FY13.

To reduce the number of motor vehicle crashes by 20% from the 2011 number of 64 to 51 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 400% from the 2011 number of 8 to 32 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 1% from the 2011 number of 1,240 to 1,252 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 50% from the 2011 number of 387 to 775 by the end of FY13.

Hire two (2) Highway Safety Officers.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-08  
Menominee Tribe (Wisconsin)  
\$275,000.00

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 FY2011 number of 2 to 1 by the end of FY13.

To reduce the number of motor vehicle crashes by 25% from the FY11 number of 198 to 148 by the end of FY13.

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 requested).

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 30% from the FY11 number of 37 to 48 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 30% from the FY11 number of 138 to 179 by the end of FY13.

To increase the number of speed citations issued by the HSO by 100% from the FY11 number of 60 to 120 by the end of FY13.

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

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-09  
Ramah-Navajo (New Mexico)  
\$155,000.00

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, or reduce the number of motor vehicle fatalities at the 2011 number of 1 by the end of FY13.

To reduce the number of motor vehicle crashes by 15% from the 2011 number of 38 to 32 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 50% from the 2011 number of 24 to 36 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 10% from the 2011 number of 283 to 311 by the end of FY13.

To increase the number of speed citations issued by the HSO by 1% from the 2011 number of 1,071 to 1,085 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-10  
Rocky Boy's Chippewa Cree (Montana)  
\$110,000.00

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 maintain the number of motor vehicle related fatal crashes on the Rocky Boy Reservation at 0 by the end of FY13.

To reduce motor vehicle crashes by 15% from the 2010 number of 41 to 35 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by 20% from the 2010 number of 242 to 290 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by 15% from the 2010 number of 729 to 838 by the end of FY13.

To increase the number of speed citations issued by 50% from the 2010 number of 232 to 348 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-11  
Crow Nation (Montana)  
\$105,000.00

Reservation Population: 7,000

Land Base: 2.8 million acres

Road Miles: 1,484

**GOAL:**

To reduce injuries and fatalities resulting from motor vehicle crashes on the Crow Nation.

**PERFORMANCE MEASURES:**

To reduce the number of motor vehicle related fatalities by 50% from the FY11 number of 2 to 1 by the end of FY13.

To reduce the total number of motor vehicle crashes by 15% from the FY11 number of 101 to 86 by the end of FY12.

**STRATEGIES:**

To increase the number of DUI arrests by 15% from the FY11 number of 283 to 325 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by 300% from the FY11 number of 136 to 408 by the end of FY13.

To increase the number of speed citations issued by 4000% from the FY11 number of 5 to 200 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-12  
Isleta Pueblo (New Mexico)  
\$340,000.00

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 2011 number of 1, or less, by the end of FY13.

To reduce motor vehicle crashes by 20% from the 2011 number of 251 to 201 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 100% from the FY11 number of 29 to 58 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 20% from the FY11 number of 1,615 to 1,938 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 5% from the FY11 number of 2,155 to 2,263 by the end of FY13.

Hire three (3) Highway Safety Officers and one (1) Data Clerk.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-13  
Laguna Pueblo (New Mexico)  
\$260,000.00

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, or reduce, the 2011 number of motor vehicle related fatalities at 1 by the end of FY13.

To reduce the number of motor vehicle crashes by 20% from the 2011 number of 199 to 159 by the end of FY13.

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 requested).

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 40% from the 2011 number of 37 to 52 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 15% from the 2011 number of 570 to 656 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 2% from the 2011 number of 1,416 to 1,455 by the end of FY13.

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

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13 -14  
Taos Pueblo (New Mexico)  
\$105,000.00

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 FY11 number of 0 by the end of FY13.

To maintain, or decrease, motor vehicle crashes by 20% from the FY11 number of 80 to 64 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 100% from the FY11 number of 8 to 16 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 150% from the FY11 number of 131 to 328 by the end of FY13.

To increase the number of speed citations issued by the HSO by 70% from the FY11 number of 133 to 226 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-15  
Three Affiliated Tribes (North Dakota)  
\$135,000.00

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 2011 motor vehicle fatalities on the Three Affiliated Tribes Reservation by 60% from 11 to 4 by the end of FY13.

To decrease the number of motor vehicle crashes by 20% from the 2011 number of 130 to 109 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by 15% from the 2011 number of 332 to 382 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) by 2% from the 2011 number of 2,165 to 2,208 by the end of FY13.

To increase the number of speed citations issued by 5% from the FY10 number of 956 to 1,004 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-16  
Oglala Sioux Tribe (South Dakota)  
\$335,000.00

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 FY11 number of 6 to 3 by the end of FY13.

To reduce motor vehicle crashes by 25% from the FY11 number of 311 to 233 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 300% from the FY11 number of 101 to 404 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 20% from the FY11 number of 2,918 to 3,502 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 10% from the FY11 number of 1,650 to 1,815 by the end of FY13.

Hire three (3) Highway Safety Officers.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-17  
Northern Cheyenne Tribe (Montana)  
\$125,000.00

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 maintain the number of motor vehicle related fatalities at the FY11 number of 0 by the end of FY13

To decrease the number of motor vehicle crashes by 10% from the FY11 number of 117 to 105 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 40% from the FY11 number of 63 to 88 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 350% from the FY11 number of 78 to 351 by the end of FY13.

To increase the number of speed citations issued by the HSO by 1200% from the FY11 number of 23 to 299 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)**
- **Total number of speed citations by Police Department and Highway Safety Officer(s)**
- **Total number of DUIs by Police Department and Highway Safety Officer(s)**
- **Total number of safety belt citations by Police Department and Highway Safety Officer(s)**
- **Total number of CPS citations by Police Department and Highway Safety Officer(s)**
- **Total number of checkpoints**
- **Total number of saturation patrols**
- **Total number of educational presentations by Police Department and Highway Safety Officer(s)**

PT-13-18  
Sisseton-Wahpeton Tribe (South Dakota)  
\$130,000.00

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 50% from the FY11 number of 2 to 1 by the end of FY13.

To reduce the number of motor vehicle crashes by 15% from the FY11 number of 40 to 32 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 60% from the FY11 number of 35 to 56 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 15% from the FY11 number of 401 to 461 by the end of FY13.

To increase the number of speed citations issued by the HSO by 20% from the FY11 number of 266 to 319 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-19  
Shoshone-Bannock (Idaho)  
\$130,000.00

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 60% from the FY11 number of 3 to 1 by the end of FY13.

To reduce motor vehicle crashes by 15% from the FY11 number of 218 to 185 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 1000% from the FY11 number of 8 to 88 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 1500% from the FY11 number of 19 to 304 by the end of FY13.

To increase the number of speed citations issued by the HSO by 50% from the FY11 number of 200 to 300 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-20  
Walker River (Nevada)  
\$130,000.00

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 the number of motor vehicle related fatalities on the Walker River Reservation at the FY11 number of 0 by the end of FY13.

To reduce the number of motor vehicle related crashes by 20% from the FY11 number of 29 to 23 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 50% from the FY11 number of 11 to 17 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 75% from the FY11 number of 139 to 243 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 300% from the FY11 number of 67 to 268 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-21  
Acoma Pueblo (New Mexico)  
\$115,000.00

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 at the 2011 number of 0 by the end of FY13.

To reduce the number of motor vehicle crashes by 20% from the 2011 number of 44 to 35 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO 100% from the 2011 number of 9 to 18 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 10% from the 2011 number of 500 to 550 by the end of FY13.

To increase the number of speed citations issued by the HSO by 25% from the 2011 number of 384 to 480 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-22  
Upper Sioux Tribe (Minnesota)  
\$125,000.00

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 FY11 number of 0 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the FY11 number of 48 to 38 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 75% from the FY11 number of 17 to 30 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 150% from the FY11 number of 104 to 260 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 150% from the FY11 number of 127 to 318 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-23  
Pyramid Lake (Nevada)  
\$130,000.00

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 FY11 number of 2 to 1 by the end of FY13.

To reduce the number of motor vehicle crashes by 20% from the FY11 number of 31 to 25 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 60% from the FY11 number of 16 to 26 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 200% from the FY11 number of 84 to 252 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 50% from the FY11 number of 209 to 314 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-24  
Pojoaque Pueblo (New Mexico)  
\$230,000.00

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 maintain the number of motor vehicle crash fatalities at the FY11 number of 0 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the FY11 number of 111 to 89 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSOs by 300% from the FY11 number of 12 to 48 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 15% from the FY11 number of 652 to 750 by the end of FY13.

To increase the number of speed citations issued by the HSOs by 100% from the FY11 number of 397 to 794 by the end of FY13.

Hire two (2) Highway Safety Officers.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-25  
Red Lake Tribe (Minnesota)  
\$135,000.00

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 50% from the 2011 number of 4 to 2 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the 2011 number of 108 to 86 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by the HSO by 50% from the FY11 number of 39 to 59 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 1800% from the FY11 number of 12 to 228 by the end of FY13.

To increase the number of speed citations issued by the HSO by 1500% from the FY11 number of 19 to 304 by the end of FY12.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-26  
Jicarilla Apache (New Mexico)  
\$135,000.00

Reservation Population: 3,700
Land Base: 330 square miles
Road Miles: 350

**GOAL:**

To reduce injuries and fatalities resulting from motor vehicle crashes on the Jicarilla Apache Reservation.

**PERFORMANCE MEASURES:**

To maintain the number of motor vehicle crash fatalities at the 2010 number of 1 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the 2010 number of 150 to 120 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by 30% from the 2010 number of 231 to 300 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by 15% from the 2010 number of 2,264 to 2,604 by the end of FY13.

To increase the number of speed citations issued by 15% from the 2010 number of 1,518 to 1,746 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)
- Total number of speed citations by Police Department and Highway Safety Officer(s)
- Total number of DUIs by Police Department and Highway Safety Officer(s)
- Total number of safety belt citations by Police Department and Highway Safety Officer(s)
- Total number of CPS citations by Police Department and Highway Safety Officer(s)
- Total number of checkpoints
- Total number of saturation patrols
- Total number of educational presentations by Police Department and Highway Safety Officer(s)

PT-13-27  
Eastern Shoshone-Arapaho (Wyoming)  
\$160,000.00

Reservation Population: 6,730

Land Base: 2.2 million acres

Road Miles: 1,621

**GOAL:**

To reduce injuries and fatalities resulting from motor vehicle crashes on the Wind River Shoshone-Arapaho Reservation.

**PERFORMANCE MEASURES:**

To reduce motor vehicle crash fatalities by 50% from the FY11 number of 6 to 3 by the end of FY13.

To reduce the total number of motor vehicle crashes by 20% from the FY11 number of 66 to 53 by the end of FY13.

**STRATEGIES:**

To increase the number of DUI arrests by 30% from the FY11 number of 278 to 361 by the end of FY13.

To increase the number of traffic citations (excluding speed and DUI) issued by 15% from the FY11 number of 1,018 to 1,171 by the end of FY13.

To increase the number of speed citations issued by 20% from the FY11 number of 464 to 557 by the end of FY13.

Hire one (1) Highway Safety Officer.

Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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 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 by Police Department and Highway Safety Officer(s)**
- **Total number of speed citations by Police Department and Highway Safety Officer(s)**
- **Total number of DUIs by Police Department and Highway Safety Officer(s)**
- **Total number of safety belt citations by Police Department and Highway Safety Officer(s)**
- **Total number of CPS citations by Police Department and Highway Safety Officer(s)**
- **Total number of checkpoints**
- **Total number of saturation patrols**
- **Total number of educational presentations by Police Department and Highway Safety Officer(s)**

PT-13-28  
Indian Highway Safety Program (Overtime Projects)  
\$770,000.00  
\$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-12-28-01	Salt River	\$150,000.00
PT-12-28-02	Fort McDowell	\$130,000.00
PT-12-28-03	Leech Lake	\$ 65,000.00
PT-12-28-04	Lac Courte Oreilles	\$ 65,000.00
PT-12-28-05	Colorado River	\$110,000.00
PT-12-28-06	Fort Belknap	\$ 65,000.00
PT-12-28-07	San Carlos	\$ 65,000.00
PT-12-28-08	Metlakatla	\$ 55,000.00
PT-12-28-09	Turtle Mountain	\$ 65,000.00

**IHSP PERFORMANCE MEASURES:**

To successfully implement nine (9) over time projects.

Each Overtime project will conduct not less than 6 checkpoints and/or saturation patrols during each mobilization or crackdown period.

**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 6 checkpoints and/or saturation patrols during each mobilization or crackdown period.

## **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 training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.

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:** 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 Cost Summary**

**Police Traffic Safety Budget Summary – FY13 Projects**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT-13-02	Law Enforcement Liaison	\$120,000.00	402
PT-13-03	Fort Peck Tribe	\$235,000.00	402
PT-13-04	Rosebud Sioux	\$160,000.00	402
PT-13-05	Cheyenne River Sioux	\$295,000.00	402
PT-13-06	White Earth	\$195,000.00	402
PT-13-07	Santa Clara Pueblo	\$175,000.00	402
PT-13-08	Menominee	\$275,000.00	402
PT-13-09	Ramah-Navajo	\$155,000.00	402
PT-13-10	Rocky Boy	\$110,000.00	402
PT-13-11	Crow Nation	\$105,000.00	402
PT-13-12	Isleta Pueblo	\$340,000.00	402
PT-13-13	Laguna Pueblo	\$260,000.00	402
PT-13-14	Taos Pueblo	\$105,000.00	402
PT-13-15	Three Affiliated Tribes	\$135,000.00	402
PT-13-16	Oglala Sioux	\$335,000.00	402
PT-13-17	Northern Cheyenne	\$125,000.00	402
PT-13-18	Sisseton	\$130,000.00	402
PT-13-19	Shoshone-Bannock	\$130,000.00	402
PT-13-20	Walker River	\$130,000.00	402
PT-13-21	Acoma Pueblo	\$115,000.00	402
PT-13-22	Upper Sioux	\$125,000.00	402
PT-13-23	Pyramid Lake	\$130,000.00	402
PT-13-24	Pojoaque Pueblo	\$230,000.00	402
PT-13-25	Red Lake	\$135,000.00	402
PT-13-26	Jicarilla Apache	\$135,000.00	402
PT-13-27	E. Shoshone-Arapahoe	\$160,000.00	402
PT-13-28	Overtime and Checkpoints		
PT-13-28-01	Salt River	\$150,000.00	402
PT-13-28-02	Fort McDowell	\$130,000.00	402
PT-13-28-03	Leech Lake	\$65,000.00	402
PT-13-28-04	Lac Courte Oreilles	\$65,000.00	402
PT-13-28-05	Colorado River	\$110,000.00	402
PT-13-28-06	Fort Belknap	\$65,000.00	402
PT-13-28-07	San Carlos	\$65,000.00	402
PT-13-28-08	Metlakatla	\$55,000.00	402
PT-13-28-09	Turtle Mountain	\$65,000.00	402
PT-13-28-10	Additional OT Projects	\$800,000.00	
<b>Total 402 Funds</b>		<b>\$6,115,000.00</b>	



**TRAFFIC RECORDS**

## **TRAFFIC RECORDS PROGRAM Area Problem Identification**

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. In FY13, staff of the IHSP will work to 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 permission to develop a contract proposal for an individual/corporation to be the lead in redeveloping the traffic records program at the IHSP.

In addition, FY2013 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 as required by NHTSA.

To reactivate the Tribal Traffic Records Coordinating Committee.

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

K9-13-01  
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 implement the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

**STRATEGIES:**

Purchase CISCO software and hardware for Tribes participating in the demonstration project.

Provide training for Tribes participating in the demonstration project.

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:**

As provided in the Section 408 plan as incorporated herein.

TR-13-02  
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 TR systems, by providing funding for the purpose of collecting all traffic crash data on reservations within Indian Country by the end of FY12.

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 purchase traffic records software and hardware.

Provide training for Tribes in use of traffic records 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-13-03**  
IHSP Traffic Records Assessment  
\$40,000.00

**GOAL:**

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

**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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
K9-13-01	Indian Highway Safety Program	\$173,807.40	408
TR-13-02	Indian Highway Safety Program	\$500,000.00	402
TR-13-03	Indian Highway Safety Program	\$40,000.00	402
<b>402 Total</b>		<b>\$540,000.00</b>	
<b>Total All funds</b>		<b>\$713,807.40</b>	

## **SAFE COMMUNITIES**

## SAFE COMMUNITIES Area Problem Identification

The IHSP has long believed that the best problem solving efforts start at the community level. This is especially true of Native Americans. They are very proud and protective of their heritage and as such are more inclined to pull together to solve problems for the sake of the Tribe.

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.

The most recent National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS) data showed that in 2009 there were 531 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of those, 172 were killed were 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.<sup>6</sup>

According to a safety belt survey conducted on behalf of the IHSP, the overall rate of seat belt use on reservations is relatively low (64.8%). Belt use varies greatly across reservations, ranging from a low of 21.4 percent to a high of 88.5 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 rates.<sup>7</sup>

More than 3 out of every 4 (76 %) of passenger vehicle occupants who died in motor vehicle crashes on reservations were unrestrained at the time of the fatal crash.<sup>8</sup>

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 safe communities programming to further advance the public's awareness and level of education related to these issues.

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<sup>6</sup> 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}.

<sup>7</sup> Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. February 2006. DOT HS 809 921

<sup>8</sup> 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



SA-13-01  
Indian Highway Safety Program (IHSP)  
\$285,000.00

**GOAL:**

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

**PERFORMANCE MEASURE:**

To reduce the number of American Indian/Alaska Native motor vehicle crash fatalities on reservations by 5% from the 2009 FARS number of 172 to 163 by the end of FY13.

**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-13-02  
IHSP 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 FHWA, TTAPs, 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-13-03  
IHSP 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

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
SA-13-01	BIA Program Management	\$285,000.00	402
SA-13-02	Indian Highway Safety Program	\$100,000.00	402
SA-13-03	Indian Highway Safety Program	\$50,000.00	402
<b>402 Total</b>		<b>\$435,000.00</b>	
<b>Total All funds</b>		<b>\$435,000.00</b>	

**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 (as amended by Pub. L. 112-141)**

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).**

**(23 USC 402 (b)(1)(F));**

**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(j)).**

#### **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 (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov 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 OMB guidance.

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 2013  
For Fiscal Year

08/30/12  
Date



**PROGRAM COST SUMMARY**

### FY13 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PA-13-01	BIA Program Management	\$234,870.00	402
	<b>Total P&amp;A Program Area</b>	<b>\$234,870.00</b>	
AL-13-02	BIA OJS	\$100,000.00	402
AL-13-03	Menominee Impaired Driving Project	\$185,000.00	402
	<b>Total AL Program Area</b>	<b>\$285,000.00</b>	
OP-13-02	Safety Belt Survey	\$125,000.00	402
OP-13-03	BIA CPS	\$100,000.00	402
OP-13-04	BIA OP Belt Surveys	\$100,000.00	402
	<b>Total OP Program Area</b>	<b>\$325,000.00</b>	
PT-13-02	Law Enforcement Liaison	\$120,000.00	
PT-13-03	Fort Peck Tribe	\$235,000.00	402
PT-13-04	Rosebud Sioux	\$160,000.00	402
PT-13-05	Cheyenne River Sioux	\$295,000.00	402
PT-13-06	White Earth	\$195,000.00	402
PT-13-07	Santa Clara	\$175,000.00	402
PT-13-08	Menominee	\$275,000.00	402
PT-13-09	Ramah-Navajo	\$155,000.00	402
PT-13-10	Rocky Boy	\$110,000.00	402
PT-13-11	Crow Nation	\$105,000.00	402
PT-13-12	Isleta	\$340,000.00	402
PT-13-13	Laguna	\$260,000.00	402
PT-13-14	Taos	\$105,000.00	402
PT-13-15	Three Affiliated	\$135,000.00	402
PT-13-16	Oglala Sioux	\$335,000.00	402
PT-13-17	Northern Cheyenne	\$125,000.00	402
PT-13-18	Sisseton-Wahpeton Sioux	\$130,000.00	402
PT-13-19	Shoshone-Bannock	\$130,000.00	402
PT-13-20	Walker River	\$130,000.00	402
PT-13-21	Acoma Pueblo	\$115,000.00	402
PT-13-22	Upper Sioux	\$125,000.00	402
PT-13-23	Pyramid Lake	\$130,000.00	402
PT-13-24	Pojoaque Pueblo	\$230,000.00	402
PT-13-25	Red Lake	\$135,000.00	402
PT-13-26	Jicarilla Apache	\$135,000.00	402
PT-13-27	Wind River (Shoshone-Arapaho)	\$160,000.00	402
PT-13-28	Overtime Projects		
PT-13-28-01	Salt River	\$150,000.00	402

**FY13 Budget Summary (in lieu of HSC)**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT-13-28-02	Fort McDowell	\$130,000.00	402
PT-13-28-03	Leech Lake	\$65,000.00	402
PT-13-28-04	Lac Courte Oreilles	\$65,000.00	402
PT-13-28-05	Colorado River	\$110,000.00	402
PT-13-28-06	Fort Belknap	\$65,000.00	402
PT-13-28-07	San Carlos	\$65,000.00	402
PT-13-28-08	Metlakatla	\$55,000.00	402
PT-13-28-09	Turtle Mountain	\$65,000.00	402
PT-13-28-10	Additional OT Projects	\$800,000.00	402
	<b>Total PT Program Area</b>	<b>\$6,115,000.00</b>	
K9-13-01	Indian Highway Safety Program	\$173,807.40	408
TR-13-02	Indian Highway Safety Program	\$500,000.00	402
TR-13-03	Indian Highway Safety Program	\$40,000.00	402
	<b>Total TR Program Area</b>	<b>\$713,807.40</b>	
SA-13-01	BIA Program Management	\$285,000.00	402
SA-13-02	BIA Program Management	\$100,000.00	402
SA-13-03	BIA Program Management	\$50,000.00	402
	<b>Total SA Program Area</b>	<b>\$435,000.00</b>	<b>402</b>

	<b>Total P&amp;A Program Area</b>	<b>\$234,870.00</b>	
	<b>Total AL Program Area</b>	<b>\$285,000.00</b>	
	<b>Total OP Program Area</b>	<b>\$325,000.00</b>	
	<b>Total PT Program Area</b>	<b>\$6,115,000.00</b>	
	<b>Total TR Program Area</b>	<b>\$713,807.40</b>	
	<b>Total SA Program Area</b>	<b>\$435,000.00</b>	
	<b>Total Program Funds</b>	<b>\$8,108,677.40</b>	



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 6  
Louisiana, Mississippi, New Mexico,  
Oklahoma, Texas, Indian Nations

819 Taylor Street  
Room 8A38  
Fort Worth, TX 76102-6177  
Phone: 817-978-3653  
Fax: 817-978-8339

September 26, 2012

Mr. Charles Addington  
Assistant Deputy Director  
Governor's Highway Safety Representative  
Bureau of Indian Affairs,  
Office of Justice Services  
1849 C Street NW MS-4551  
Washington, DC 20240

Dear Mr. Addington:

We have reviewed the BIA's fiscal year 2013 Performance Plan, Highway Safety Plan (HSP), Certification Statement and Cost Summary (HS217) as received on July 20, 2012. Based on these submissions and the subsequent revisions, we find the BIA's Indian Highway Safety Program (IHSP) to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirement of 23 CFR §1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

However, the BIA's IHSP will remain on High Risk in FY 2013 as the IHSP progresses to accomplish actions related to findings and management considerations identified in the FY 2011 Management Review including: timely processing of reimbursement claims; detection and rejection of unallowable activities and costs prior to reimbursement; updating the IHSP Operating Guidelines; and development of an equipment inventory and tracking system.

NHTSA is placing the following conditions upon our approval of the FY 2013 HSP to ensure federal funds are adequately managed and to limit the risk to the BIA and Tribal governments:

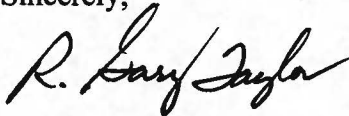
- All project agreements, contracts and internal projects must be submitted to NHTSA for review and approval prior to execution.
- The number of project agreements will be limited based on the IHSP's demonstrated ability to monitor activities and timely process requests for reimbursement.



- All proposed travel, except for IHSP monitoring activities, for BIA IHSP personnel, subgrantees and contractors must be submitted to the NHTSA for review and approval prior to travel.
- Until such time as a viable equipment inventory control process has been approved by NHTSA and implemented by BIA, no approvals will be provided for the purchase of equipment with federal highway safety funds.

We acknowledge the efforts the BIA IHSP staff in the development of the FY 2013 Highway Safety Plan. We also appreciate the BIA's efforts to reduce traffic deaths, injuries, and economic costs by implementing Click It or Ticket, and by participating in the national Drive Sober or Get Pulled Over campaign. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "R. Gary Taylor". The signature is written in a cursive style with a large, sweeping initial "R".

R. Gary Taylor  
Acting Regional Administrator

cc: Algin Young, BIA OJS



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September 26, 2012

Mr. Larry Echo Hawk  
Assistant Secretary  
Bureau of Indian Affairs  
Department of the Interior  
1849 C Street NW, MS-4657 MIB  
Washington, DC 20240-0002

Dear Assistant Secretary Echo Hawk:

We have reviewed the Bureau of Indian Affairs' (BIA) fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS217) as received on July 20, 2012. Based on these submissions and the subsequent revisions, we find the BIA's highway safety program to be in compliance with the requirements of the Section 402 program. However, the BIA's Indian Highway Safety Program (IHSP) will remain on High Risk status in FY 2013 as a result of the FY11 Management Review.

NHTSA is also placing conditions upon our approval of the BIA's FY 2013 Highway Safety Plan to ensure federal funds are adequately managed and to limit the risk to the program and to the Tribes. Details regarding the conditions and funding have been provided to your Highway Safety Representative, Charles Addington.

We would like to thank the personnel of the BIA's IHSP for their cooperation and efforts in the development of the FY2013 Highway Safety Plan. We also appreciate your support and that of the IHSP to reduce traffic deaths, injuries, and economic costs by implementing Click It or Ticket, and participating in the national Drive Sober or Get Pulled Over campaign.

If NHTSA may be of assistance to you, please do not hesitate to contact me.

Sincerely,

R. Gary Taylor  
Acting Regional Administrator

cc: Charles Addington, BIA OJS  
Algin Young, BIA OJS

