



INDIAN INDIAN HIGHWAY
SAFETY PROGRAM



FY 2005 Executive Summary

Bureau of Indian Affairs
Indian Highway Safety Program
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505/245-2104

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The mission of the Bureau of Indian Affairs (BIA), Indian Highway Safety Program (IHSP) is to reduce the number and severity of traffic crash injuries and fatalities in Indian Country and to assist Indian Tribes in providing a safe and efficient transportation system. The 560+ Indian Tribes that comprise the Indian State are located in all but thirteen states in this country. Travel in Indian Country is accomplished on Indian Reservation Roads (IRR) which includes Tribal, BIA, county, State and federal highways. Hundreds of thousands of road miles are traveled each year across Indian Country.

Data collection in Indian Country continues to be a challenge. Although three years behind, the available data indicate that unintentional injury and death rates continue to be two to three times higher for Native Americans than for any other ethnic group in America. There are a number of contributing factors, including speed and little or no use of seat belts and child safety restraints, but alcohol is still the major contributing factor.

In an effort to ensure that more current data is available from the Tribes, there was an emphasis put on problem identification and traffic records in the Tribal projects funded in FY 2005 by the BIA IHSP. We believe we are making progress in these areas and will continue to do so in future years.

Our program continues to look for new ideas and new partners in our quest to ensure that motor vehicle travel on Tribal roads is among the safest in the nation. It is the responsibility of each of us to bring these numbers down and to help ensure a continued legacy for Native Americans.

Sincerely,

Charles L. Jaynes
Program Administrator

INTRODUCTION

In an effort to change the injury and fatality statistics attributed to motor vehicle crashes, the Indian Highway Safety Program programmed \$1.3 million dollars in federal funds in FY-2005. Our dedication to reducing all traffic crashes in Indian Country by supporting Education and Enforcement Programs remains consistent. In pursuit of this goal and in partnership with Tribes, State and Federal agencies and other organizations, the Indian Highway Safety Program funded a wide range of projects and activities aimed at meeting the performance measures in our FY-2005 Highway Safety Plan.

Although there are approximately 560 federally-recognized Indian Tribes in the United States, with a combined population total of approximately 2.2 million, the program for FY-2005 began with nine (9) Tribes receiving funding in program areas including Alcohol Countermeasures and Police Traffic Services.

The overall benchmark goal for the program was to reduce death and injuries resulting from traffic crashes in Indian Country. **The performance measure to meet this goal in FY-2005 was:**

- **Reduce fatalities by 3% from the 1999-2001 CDC average reported numbers of 815 to 791 by the end of calendar year 2006.**
- **Reduce fatalities by 2% from the 1999-2001 FARS average of 628 to 615 by the end of 2005.**

Native American injury and fatality data is very difficult to obtain. The Indian Highway Safety Program relies on data received by the CDC. This data, although it does not provide the needed breakdowns, is the best unintentional fatality data available. Injury data is more complex and harder to obtain. Currently, FARS does not specifically track data on Tribal land, therefore making it virtually impossible to determine if traffic deaths are decreasing, other than data received from the Tribes.

In an effort to help reach the benchmark goals, each year, projects are selected to participate in the Indian Highway Safety Program by a total score based on an RFP listing. There have been occasions when a project has received a score high enough to qualify for funding but has been rejected because of the lack of Tribal data and achievable countermeasures.

Project monitoring is a large part of the BIA Indian Highway Safety Program. Monitoring is accomplished through on-site visits, required reports and weekly telephone calls.

Tribal project coordinators are required to submit monthly narrative reports along with monthly Requests for Reimbursement. A year-end summary report addressing their performance measures is due 30 days after the end of the project year. Receiving the required reports from the Tribal projects by their due dates continues to be an issue for the BIA IHSP, especially from the projects not funded for the following year. This year, as last year, the BIA IHSP sent a memo to all Tribal projects stating that September Requests for Reimbursement would not be processed unless an adequate annual report was received, and if a complete annual report was not received, their Tribal proposal would not be considered for funding for the following year.



ALCOHOL COUNTERMEASURES

The BIA IHSP funded three (3) projects specifically directed at DUI enforcement; however, the six (6) projects under police traffic services, all had DUI enforcement components. Tribal law enforcement officers from all three Alcohol Countermeasures projects involved local, county and state law enforcement officers in DUI checkpoints and roadblocks on their reservations in Montana, South Dakota and New Mexico. These cross-jurisdictional efforts will continue and the effects will be beneficial to both the Tribes and the local, county and state governments.

This project year, the BIA IHSP required the Alcohol Countermeasures and Police Traffic Services projects to participate in two national mobilizations. The first was the *Click It or Ticket* Mobilization in May, 2005 and *You Drink & Drive, You Lose* Mobilization in August 2005. Project personnel were required to send in Overtime and Sustained Enforcement forms to this office. To ensure participation in the two mobilizations, overtime funds were included as part of the project budgets.

The BIA IHSP purchased checkpoint equipment for six (6) of the nine (9) funded Tribal Projects in FY-2005. The three (3) other Tribal projects received checkpoint equipment in FY-2003 and FY-2004. The checkpoint equipment included cones, reflective vests, lights, signs and sign stands. The checkpoint equipment continues to be very much appreciated by all Tribal project personnel, as most of the Tribal law enforcement departments had been doing their checkpoints with flares and flashlights.



BIA IHSP Performance Measure

- To reduce the incidence of impaired drivers by increasing DUI arrests by participating Tribes by 20% from the 2004 number of 800 to 960 in FY-2005.

The three (3) Alcohol Countermeasures projects reported a total of 1,126 DWI/DUI citations for FY-2004.

Ramah-Navajo

The *Ramah-Navajo Tribe* was awarded a grant of \$26,000.00, which included the purchase of Checkpoint Equipment. Their performance measures and accomplishments were:

- To decrease motor vehicle crash related injuries on the Ramah-Navajo Reservation by at least 25% from the 2003 self reported number of 15 to 11

The Ramah-Navajo Tribe met this performance measure by having a total of 11 injurious motor vehicle crashes with 0 fatalities.

- To increase the number of DUI arrests from an average of 2 per month to 5 per month by the end of the project year.

The Ramah-Navajo Tribe met this goal and increased their monthly average to just over 6 DUI arrests per month. They had a total of 76 DUIs during the project year.

This project was funded for overtime to participate in the two (2) National Mobilizations. The Chief of Police, Val Panteah was selected as the FY-2005 Indian Highway Safety Program Coordinator of the Year. Chief Panteah was selected because of the timeliness and accuracy of his reports. Chief Panteah is very dedicated and this office was privileged to work with the Ramah-Navajo Tribe in this effort to save lives and reduce injuries on the Ramah-Navajo reservation.

Rosebud Sioux Tribe

The Rosebud Sioux Tribe was awarded a grant of \$295,000.00. Their performance measures and accomplishments were:

- To decrease motor vehicle crash related fatalities by 25% on the Rosebud Sioux reservation from the 2003 number of 10 to 7.

The Rosebud Sioux Tribe recorded 9 fatalities during the project year. This is down from 15 fatalities in FY 2004.

- To reduce the number of alcohol related motor vehicle fatality crashes by 25% from the 2003 number of 7 to 5.

The Rosebud Sioux Tribe recorded 9 fatalities of which 8 were alcohol related.

Rosebud Law Enforcement was able to decrease the number of motor vehicle crashes from 577 in FY 2004 to 392 in FY 2005. Of the total number of crashes, 135 were injurious compared to 246 in FY-2004.

- To increase the number DUI arrests by 25% from the 2003 number of 375 to 469.

The Rosebud Sioux Tribal Law Enforcement officers arrested 607 DUI offenders in FY-2005 compared to 438 in FY-2004.

The FY-2005 Rosebud Sioux Tribe highway safety grant was under the direct supervision of the Chief of Police and Captain of the Rosebud Sioux Police Department and has run much more smoothly. The Rosebud Sioux Tribe Law Enforcement Department exceeded their performance measures with the exception of reducing fatalities. Though we cannot explain the reason for this, it should be noted that the total number of DUI arrests far exceeded the measurable goal, as did the reduction in injurious crashes.

The Rosebud Police Department continues to utilize CISCO software to track Tribal crash data. The Highway Safety Officers compiled *Traffic and Crash Information* Booklets for both FY-2004 and FY-2005. Their crash booklet was the first to be compiled by any of the Tribes and continues to be widely distributed by this office and serves as a model crash booklet for the other Tribes in the Indian Nation.

The Rosebud Sioux Law Enforcement Department continues to voluntarily send crash and citation data from their CISCO software system to this office. Their willingness to assist other tribes throughout the Country with questions regarding CISCO has been most helpful and is much appreciated.

Fort Peck Tribe

The Fort Peck Tribe was awarded a grant of \$135,000. Their performance measures and accomplishments were:

- To decrease alcohol related motor vehicle crash fatalities by 50% from 2003 number of 4 to 2.

The Fort Peck Tribe recorded 2 fatalities during the project year. 1 of the crashes was alcohol related while the other was not. The police department reported a total of 106 motor vehicle crashes for the project year.

- To increase DUI arrests by 10% from 2003 number of 400 to 440.

The Fort Peck Tribal Law Enforcement officers issued 443 DUI citations in FY-2005.

This project was funded for one (1) DUI officer but the Highway Safety Officer who started the project year, attended project management training and never returned to duty. When the project began in October, 2004, the project was under the Tribal Health Department. We had several problems with this project, one being not meeting reporting due dates. This project received a *First* and *Final Notice* and was terminated in January, 2005.

IHSP staff then renegotiated the grant with Fort Peck Law Enforcement and the project began again in March, 2005. Despite the problems at the beginning of the project year, once under the supervision of the Director of Public Safety, this project not only met, but exceeded their performance measures.

Enhanced training for officers is the best tool against a drinking driver and continued support of NHTSA sponsored training is needed. Well-trained officers are better able to identify and remove the drinking and drugged driver before he or she causes injury or death to innocent people.

From the statistics that are available, we know that alcohol continues to play a major role in the traffic crash injuries and fatalities in Indian Country.

Police Traffic Services

Six (6) Police Traffic Services (PTS) projects were approved for funding at the beginning of FY-2004. These projects were initiated in an effort to improve motor vehicle transportation safety in Indian Country. Projects were focused on a variety of moving traffic violations. Radars were purchased for several Tribal projects in an effort to place the proper tools in the hands of law enforcement officers. Many Tribes also requested training and the BIA IHSP again relied on many of the State highway safety offices to assist in this area. Public education programs were initiated by the participating Tribes in an effort to educate the public on errors that significantly contribute to traffic crashes.

BIA IHSP Performance Measures

- Decrease the number of speed related and other moving violation injury crashes and fatalities by 20% from the 2002 number of 196 to 157.
- Increase the number of citations issued for speed and other moving violations by 15% in participating Tribes from the 2002 self reported number of 1,460 to 1,693.

Rocky Boy's Chippewa-Cree

The Rocky Boy's Chippewa Cree Tribe was awarded a grant of \$75,000.00, which included funding for one (1) full-time Highway Safety Officer. Their **performance measures** and **accomplishments** were:

- To decrease motor vehicle crash related fatalities on the Rocky Boy reservation by 33% from 2003 self-reported number of 2 to 1.

The Rocky Boy's Chippewa Cree Tribe recorded 2 fatalities during this fiscal year. One fatality was alcohol related.

- To reduce motor vehicle related injury crashes resulting from speed and other moving violations by 20% from the 2002 self-reported number of 48 to 40

The Rocky Boy Tribal Police Department investigated a total of 61 crashes for FY 2005. Of 61 crashes, only eight (8) resulted in injuries.

- To increase traffic violations by 10% over the monthly average of 65 to 71.

The Rocky Boy Chippewa-Cree Law Enforcement Department issued 1,018 traffic citations in FY-2005.

- To increase the number of DUI/DWI arrests by 20% from the 2003 self reported number of 155 to 185.

There were a total of 264 violators arrested for DUI/DWI during FY-2005 by the Chippewa Cree Law Enforcement Services Department. This number was 79 more than their performance measure.

This Tribal Police Department underwent another change in leadership, and the total number of police officers was again reduced; however, the Chippewa-Cree Tribe far exceeded their performance measures in the reduction of injury related crashes and the increase in DUI arrests.

The Rocky Boy Chippewa-Cree Tribal Police Department, along with the Ft. Peck and Crow Tribal Police worked together throughout the summer assisting each other during their annual pow-wows.

The Chippewa-Cree, Ft. Peck, and Crow Tribal Police Departments are working with the Montana State Highway Safety Office to address highway safety issues on the reservations in Montana. This is a new approach and has never been done before between the Tribes and the State of Montana.

Crow Tribe

The Crow Tribe was awarded a grant of \$80,000.00 which included funding for one full-time officer and overtime. Their **performance measures** and **accomplishments** were:

- To decrease motor vehicle related fatalities by 50% from the 2003 number of 2 to 1.

The Crow Tribe reported six (6) fatalities during the project year. Three (3) of the fatalities involved enrolled Tribal members and three (3) were non-enrolled victims. When the proposal was written for this grant, only Native Americans were counted as fatalities so this number was under-reported for FY-2003.

- To reduce motor vehicle injury crashes resulting from speed and other moving violations from the self-reported 2003 number of 49 to 40.

There were a total of 461 crashes investigated by the Highway Safety Officer on the Crow Reservation in FY-2005. Of these 461 crashes, the number of injury crashes is unknown. However, the

Indian Health Service hospital reported over \$700,000.00 being expended for severe crash injuries in FY-2003. In FY-2005, the amount expended for vehicle crash injuries was \$229,000.00, less than half the amount expended in FY-2003.

- To increase the number of DUI/DWI arrests by 20% over the 2003 number of 272 to 326.

There were a total of 599 DUI/DWI citations issued on the Crow reservation.

The Highway Safety Officer funded through this project is extremely dedicated and put in an average of thirty six (36) hours of overtime every two (2) weeks but was only paid for eighteen (18) hours. The officer did not request compensation, saying only that he felt it was his responsibility to the residents of the Crow Reservation. The Crow Police Department did not have any radars or PBT's prior to being funded by the BIA IHSP. The Highway Safety Officer purchased a PBT and radar with grant funds in FY-2005. There were a total of 1,886 traffic stops made in FY-2005, with the vast majority being made by the Highway Safety Officer.

The Highway Safety Officer also participated in the two (2) national mobilizations and conducted checkpoints and saturation patrols nearly every week. The Crow Highway Safety Officer initiated the process of having speeding citation funds given back to the police department and also was instrumental in the passage of the new Tribal Traffic Code.

The Crow Highway Safety Officer was selected as the BIA IHSP Officer of the Year and has received accolades from BIA Law Enforcement for his efforts and dedication.

Jemez Pueblo

The Jemez Pueblo was awarded a grant in the amount of \$97,000.00, which included funding for one full-time Highway Safety Officer and overtime to participate in the two (2) national mobilizations. Their performance measures and accomplishments were:

- To decrease crash related injuries attributed to motor vehicle traffic violations on the Pueblo of Jemez by 20%, reducing the number of crashes from 27 in 2003 to 21 by the end of the project year.

The Pueblo of Jemez reportedly responded to 23 crashes in FY-2005, of which 4 resulted in injuries. 3 of the 4 injury crashes were alcohol related.

- To increase traffic violation citations by 25% over the current monthly average of 60 to 75.

The Pueblo of Jemez issued a total of 1,350 traffic citations for the year. This averages out to over 112 citations per month.

- To increase the number of DUI/DWI arrests by 33% from an average of 48 to 72.

The Pueblo of Jemez Police Department arrested 82 violators for DUI/DWI during the project year. They adopted a policy of seizing vehicles when a violator is arrested for DUI/DWI and impounding it until the case is adjudicated.

Jemez Pueblo had a successful year with respect to the Indian Highway Safety Program grant. All performance measures were met or exceeded.

A site-visit to this Tribe by our Law Enforcement Liaison and a representative from the NHTSA South Central Regional Office was conducted during the Management Review of the BIA IHSP.

The highway safety grant finance monitor from Jemez was selected as the Finance Representative of FY-2005.

Fort Belknap

The Fort Belknap Tribe was awarded a grant in the amount of \$90,000.00, which included funding for one (1) full-time Highway Safety Officer and overtime to participate in the two (2) national mobilizations.

Their performance measures were:

- **To decrease the number of injuries and fatalities attributed to motor vehicle traffic violations on the Fort Belknap reservation.**
- **To reduce motor vehicle injury crashes resulting from speed and other moving violations (self reported number) by 15% from 2002 number of 42 to 36.**
- **To increase the number of DUI/DWI arrests by 20% over the 2003 number 128 to 152.**

The position was never fully staffed. The officer who began the project year resigned shortly after attending project management training. This project was plagued by continuing personnel and reporting issues. After an on-site monitoring visit, this project was terminated in April, 2005.

Pyramid Lake

The Pyramid Lake Tribe was awarded a grant for FY-2005 in the amount of \$48,000.00 which included funding for one (1) full-time officer. Their performance measures and accomplishments were:

- To decrease motor vehicle related fatalities on the Pyramid Lake reservation by 50% from the 2003 number of 2 to 1.

The Pyramid Lake Tribe reported 0 fatalities during the project year.

- To decrease the total number of vehicle crashes by 10% from the self-reported 2003 number of 61 to 56.

The Pyramid Lake Tribal Police Department reported a total of 27 vehicle crashes for the project year.

- To increase speed citations by 5% over the 2003 self reported number of 566 to 594 by the end of the project year.

The Pyramid Lake Tribal Police Department reported 565 total speed citations for the project year.

- To increase the number of DUI/DWI arrests by 10% over the 2003 self-reported number of 152 to 167.

The Pyramid Lake Tribal Police Department reported a total of 63 DUI/DWI citations issued in FY-2005.

This project received funding for one (1) full-time officer. Throughout the year, this office had concerns regarding the full-time status of the Highway Safety Officer. This was addressed by the Tribe agreeing to in-

kind expenses such as overtime and salary that would not otherwise be sufficient for the grant year.

Turtle Mountain

The Turtle Mountain Tribe was awarded an overtime grant in the amount of \$25,000.00. Their **performance measures** and **accomplishments** were:

- To decrease motor vehicle related fatalities on the Turtle Mountain Reservation by 50% from the 2003 number of 4 to 2.

The Turtle Mountain Police Department reported five (5) fatalities of which only one was alcohol related. Two (2) of these crashes were multiple passenger fatalities and the other was a single passenger fatality.

- To increase the number of DUI/DWI arrests by 20% over the 2003 number of 188 to 224.

The Turtle Mountain Police Department reported 179 arrests for DUI/DWI during FY 2005. High visibility enforcement may have contributed to the lower arrest total than in 2003.

- To increase the number of citations for speed from the self reported 2003 number of 526 to 578.

The Turtle Mountain Police Department reported 570 speeding citations for FY-2005.

TRAFFIC RECORDS

Over the past three (3) years, sixteen (16) traffic records assessments were conducted throughout Indian country. The processes of conducting individual assessments have been both costly and time intensive. As a result, the BIA IHSP decided to utilize the NHTSA model for conducting assessments.

The BIA IHSP held a Tribal Traffic Records Assessment in Las Vegas, Nevada during the week of April 25 - 29, 2005. Representatives from eleven (11) tribes from throughout the country gave testimony over two days in the area of:

Crash and Law Enforcement

Traffic Codes, citations, adjudication and sentencing

EMS, and

Tribal Roads

A final report, the *Indian State Traffic Records Assessment*, was completed and was made available for any tribe to use as their assessment for applying for a traffic records grant.

The Tribal Traffic Records Coordinating Committee (TTRCC) also continued to meet on a regular basis during FY-2005.

LAW ENFORCEMENT LIAISON

- The LEL continues to work under the BIA IHSP with his funding being extended through January, 2007.
- The LEL is involved with negotiations with the Navajo Nation in getting the Law Enforcement Services a grant with the IHSP.
- The BIA LEL was also involved in the preparation of the "*Don't Shatter the Dream*" Indian State Impaired Driving Mobilization.
- The LEL has taken both Levels I and II Injury Prevention Training and also had taken part in the IHSP Project Management Training for BIA IHSP grantees.
- Coordinated with the BIA IPA in providing instructors for the Saturation Patrol and Checkpoint Procedures for project personnel.
- Made numerous site visits to get more tribes involved with the grant funding process, in participating in the National Mobilizations and assisting some with obtaining checkpoint equipment.
- Worked closely with District IV and District V Bureau of Indian Affairs, Office of Law Enforcement Services to help tribes in identifying problem areas with regard to highway safety. Also the LEL used the District Commanders to promote this program.
- Worked with NHTSA South Central Media Consultant in getting PSA type information to some of the funded projects.

- The IHSP LEL worked closely with NHTSA Rocky Mountain Regional LEL and the Rocky Mountain Region LEL went to his first on-site visit in Rocky Boy, Mt. They both participated in talks that brought Rocky Boy, Crow and Fort Peck all into agreements with the State of Montana. From this trip both the State of Montana and the three (3) Tribes are working closer together than has been the case in the past.
- Traveled with Ms. Heidi Coleman of NHTSA HQ to Navajo Nation Law Enforcement.
- The IHSP LEL was credited with updating and re-writing the Law and Order Traffic Code for the Rocky Boy Tribe. This law was passed during this fiscal year and has safety belt components that were not there before.

TRAINING AND EDUCATION

The BIA Indian Highway Safety Program (IHSP) utilizes training as its cornerstone, not just for the office staff, but also for the Tribal project coordinators, police officers and Tribal members.

TEA-21 provided an opportunity for the BIA IHSP to participate in funding opportunities other than the 402 program. Tribes directly benefited from this additional funding.

There was an increase in requests from the Tribal Projects for funding in several areas, including SFST, Radar, basic, advanced and technical crash Investigation along with Crash Reconstruction and Traffic Records training. The BIA IHSP partnered with many states to meet the training needs identified by the project Tribes.

Accomplishments

- Project coordinator and financial Management training was held in October, 2004 for the nine (9) projects funded in FY-2005
- Checkpoint and Saturation Patrol training was held in October, 2004 for law enforcement officers of the nine (9) projects funded in FY-2005. Tribal Law enforcement officers from tribes funded by CDC also attended this training.
- Traffic Records Training was held as part of the Annual Traffic Records Forum held in Buffalo New York.
- Police Officers from several of the Tribal projects participated in State sponsored training.

- Refresher Project Coordinator and Financial Management training was held for new project personnel in January, 2005.
- CISCO software training was held in September, 2005 in Albuquerque, NM for tribal participants of the Tribal Traffic Records Demonstration Project.
- Four (4) project Highway Safety Officers were trained and certified as Child Passenger Safety Technicians.

FY-2005 BIA IHSP Accomplishments

IHSP Staff:

The BIA IHSP Highway Safety Specialist Position was filled in July of 2005.

The staff now includes the Governors Representative/Program Administrator, Program Coordinator, Highway Safety Specialist, Law Enforcement Liaison and a Clerk-Typist.

Traffic Records Demonstration Project:

Initial planning for the Traffic Records Demonstration Project began at a Tribal Traffic Records Coordinating Committee meeting in January, 2005. The TTRCC members reviewed traffic records software demos from three (3) vendors at the January meeting, and decided that CISCO Traffic Records Software would most effectively meet the needs of the Tribal demo project participants. Plans for the three (3) year demo project were discussed and finalized with the Tribal representatives at the Traffic Records Forum held in Buffalo, New York in August, 2005.

The BIA IHSP has entered into agreements with seven (7) tribes to receive crash data in a centralized database. CISCO software, including user licenses and training, and hardware were purchased for six (6) of the seven (7) participating tribes. Each Tribe will upload its complete crash file monthly to the BIA IHSP. Once the data is reviewed and sanitized, it will be shared with the States that the Tribes are located.

Tribes participating in the three (3) year project are:

- **Rosebud (SD)** No hardware or software was purchased for this tribe.
- **Jemez (NM)**
- **Cheyenne River (SD)**
- **Fort Peck (MT)**
- **Rocky Boy (MT)**
- **Crow (MT)**
- **Northern Cheyenne (MT)**

Training was provided by Peter Behnke of CISCO Software in Albuquerque, New Mexico, in September, 2005.

The BIA IHSP staff is excited about this pilot project, as it is the first true data sharing endeavor between the tribes, state and federal agencies we hope to see the beginning results during FY-2006

National Seatbelt Survey for the Indian Nation:

In the summer of 2004, NHTSA headquarters contracted with Pruesser Research group, Inc. to ascertain a national safety belt usage rate for the Indian Nation. A total of eighteen (18) Indian reservations, with one hundred and fifty (150) sites were surveyed. The results were released during the last quarter of FY-2005. The collective safety belt use rate on Native American reservations is 55.4 percent. The Tribes do not have a national use rate against which to measure their own safety belt use rate. It is anticipated that a national safety belt survey will again be conducted in FY-2006 and the BIA IHSP will continue to encourage Tribes to pass Primary Seatbelt Laws and Ordinances on their reservations. The Seatbelt Marketing Packet that was developed in late summer of FY-2003 is still being mailed out to Tribes.

(403) Demo-Project-Occupant Protection Demo Project:

For the first time the BIA IHSP is receiving 403 demo funds for an Occupant Protection Demo Project. This demo project will develop project guidelines for a successful occupant protection project in Indian Country. The BIA IHSP will fund the demo sites while the 403 funds will be used to hire the contractor and fund the development and evaluation components. It is estimated that this will be a two (2) to three (3) year project.

(403) Demo Project-Traffic Safety Inventory Project:

The second project to be funded with 403 funds will be a traffic safety inventory project. The BIA IHSP will hire a contractor to survey all the Tribes in the Indian Nation and develop a web-based database will be a user-friendly on-line database available for use by all agencies, organizations and individuals interested in traffic safety in the Indian Nation. This database will be updated and maintained by the BIA IHSP.

The RFPs for the Occupant Protection Demo and Traffic Safety Inventory Projects are in the BIA Contracting Office and IHSP staff is awaiting the advertisement of both.

Ms. Heidi Coleman of NHTSA Headquarters with Patricia Abeyta of the BIA IHSP

LOOKING TO THE FUTURE

Despite setbacks in the FY-2005, the BIA IHSP staff will continue to reach out to Indian Health Service to coordinate efforts in the area of Child Passenger Safety. The IHSP staff will also attempt to coordinate efforts with CDC on two (2) Tribal Highway Safety Projects that the IHSP and CDC jointly fund.

The BIA IHSP contracted with nine (9) different Tribes for projects in 2005. One (1) of the projects was terminated after the first quarter of FY-2005. While some of the projects did not reach all of their performance measures, overall the Tribal Projects funded in FY-2005 did meet them in a number of areas.

Alcohol continues to be the number one problem in the Indian Nations. The BIA IHSP will continue to fund DUI enforcement projects and also continue to purchase checkpoint equipment. In addition to this, contractors are being sought within the States that have IHSP projects to train officers in highway safety related fields. Also, in an attempt to address the issue, the BIA IHSP has scheduled an Indian State Alcohol Assessment to be held in March, 2006. This assessment will follow the NHTSA alcohol assessment as closely as possible. It is our hope that once complete, we will receive practical recommendations that we can offer to the Tribes to implement to make a difference on their reservations.

Our Indian State "*Don't Shatter the Dream*" Impaired Driving Mobilization is scheduled for December, 2005 and will be held every year during the holiday season. We very much appreciate all the assistance and support we have received from all of our partners in this effort and we realize that there is strength in numbers. Only by working together, can we accomplish all that we envision for the Tribes in the Indian Nation.

Once again, the BIA IHSP wishes to acknowledge and thank all of our partners in our efforts in highway safety in Indian Country. Progress is sometimes slow but we are beginning to see results, and with the increase in funding from SAFTEA-LU, we will continue to do so in the years to come. Such progress would not be possible without the dedication we receive from our NHTSA Regional Office.

We continue to be thankful for the support and guidance of our Regional Administrator and the staff of the NHTSA South Central Regional Office.