



**INDIAN HIGHWAY
SAFETY PROGRAM**



FY 2006 Executive Summary

**Bureau of Indian Affairs
Indian Highway Safety Program
1011 Indian School Road,
N.W. - Suite 331
Albuquerque, New Mexico 87104**

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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 from the CDC indicates 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 remains the major contributing factor.

In a continuing effort to ensure that more current data is available from the Tribes, emphasis was again placed on problem identification and traffic records in the Tribal projects funded in FY 2006 by the BIA IHSP. We are making progress in these areas and will strive 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

The passage of SAFETEA-LU provided the BIA IHSP with approximately \$4.3 million in funds for highway safety projects. In an effort to change the injury and fatality statistics attributed to motor vehicle crashes, the Indian Highway Safety Program programmed \$2.5 million dollars in federal funds in FY06. The dedication to reduce 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 FY06 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 FY06 consisted of only twenty-one Tribes receiving funding in Alcohol Countermeasures and Police Traffic Services program areas. All grants awarded were enforcement grants. The 21 Tribes selected for funding included some of the largest Tribes in the country.

The overall benchmark goal for the program was: To reduce death and injury rates resulting from traffic crashes among Indian Tribes on the reservations within the United States. The performance measure to meet this goal in FY 2006 was:

- Reduce fatality crashes within the participating Tribes by 35% from the 2004 number of 47 to 31 by the end of FY06.

Fifty-five (55) fatal crashes were reported by ten (10) Alcohol Countermeasures and Police Traffic Services projects, funded for full-time Highway Safety Officers. This number does not include the eleven (11) Overtime projects. The above performance measure was not met. The IHSP staff has concluded that the differing reporting requirements, misunderstanding of the reporting process, and the varying ways in which the Tribes report their statistics, all played a role in not achieving this performance measure. Federal and State Agencies request and collect general data from the Tribes on a fairly regular basis. However, the reporting requirements are not uniform and are subject to the individual Tribal interpretation.

Examples of such misunderstandings are as follows: In FY05, the Crow Tribe of Montana, counted only Native American fatalities rather than all that occurred within the reservation boundaries. Additionally, the Rocky Boy Tribe, also of Montana, reported a fatal crash that occurred near the reservation and involved enrolled members, but did not occur within the reservation boundaries. The Rosebud Sioux Tribe reported "fatal events" or "fatal crashes" but not the actual number of people this involved. There were numerous other Tribes that reported "fatal events" as "fatal crashes" but do not count individual fatalities encompassed by the "fatal event". Furthermore, there were Tribes that reported all fatalities, even passengers, as "fatal events," complicating an already vague reporting system. The IHSP recognizes this and is taking steps with the FY07 grantees to ensure that the reporting will be universal and uniform within the "Indian State".

Of the fifty-five (55) fatal motor vehicle related crashes that occurred within the ten (10) full-time projects, forty-three (43) were reported as alcohol-related fatalities. 78% of the fatal crashes were alcohol related.

Native American injury and fatality data continues to be difficult to obtain. The fact that there are over 560 federally recognized Tribes, each a sovereign entity with no uniform reporting system, contributes to the confusion and skepticism of accurate "Indian State" data. To further complicate the matter, the "Indian State" is actually located within the boundaries of thirty seven (37) traditional States. The IHSP is the "lead agency" in reducing injuries and fatalities attributed to motor vehicle crashes. Like other Federal and State Agencies, the IHSP has historically relied on data received by the CDC and the available FARS data as a basis for Indian Country statistics. The IHSP is working to address the issue of uniform reporting among grantees. The Indian Health Service, FARS, CDC, State Highway Safety Offices, and Tribal Agencies, can then compare their statistical information against the BIA Indian Highway Safety Programs to get a true feel for what type of data is being collected and published as reliable statistics.

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. The monthly reporting requirement has been in effect for three years, but the year-end report requirement has always been in place. 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. This continues to be problematic and have yet to receive reports from two (2) Tribes that will not be eligible for funding this fiscal year.

ALCOHOL COUNTERMEASURES

In an effort to reduce DUI /DWI on selected reservations, the BIA IHSP funded sixteen (16) Alcohol Countermeasures projects. Of these sixteen, eleven (11) were funded for Overtime only and were provided funding to participate in three Mobilizations. However, the Police Traffic Services projects also had DUI enforcement components. Tribal law enforcement officers from the majority of the Alcohol Countermeasures projects worked with local, county and state law enforcement officers in DUI checkpoints and roadblocks on their reservations.

In FY06, the BIA IHSP required all Alcohol Countermeasures and Police Traffic Services projects to participate in three mobilizations. The first mobilization, *"Don't Shatter the Dream"* is unique to Indian Country, and ran from December 20, 2005, through January 2, 2006. The first national mobilization was the *Click It or Ticket* Mobilization which ran from May 22 to June 4, 2006 and the *Drunk Driving, Over the limit, Under Arrest* Crackdown, from August 18 through September 4, 2006. Project personnel are required to send in Overtime and Sustained Enforcement forms to this office. To ensure participation in the three mobilizations, overtime funds were included as part of the project budgets.

The eleven (11) Tribes funded for Overtime projects were:

Menominee Tribe of Wisconsin
Ramah-Navajo, NM
Tesuque Pueblo, NM
Taos Pueblo, NM
Santa Clara Pueblo, NM

Laguna Pueblo, NM
Sandia Pueblo, NM
Santa Ana Pueblo, NM
Fort Hall Tribe. Idaho
San Juan Pueblo, NM (Did not report)
Navajo Nation (Did not report)

The BIA IHSP purchased checkpoint equipment for five (5) Alcohol Countermeasures Overtime Projects in FY06. The checkpoint equipment included cones, reflective vests, lights, signs and sign stands. Most of the Tribal law enforcement departments had not been properly equipped to conduct checkpoints safely because they lacked the proper equipment.

BIA IHSP Performance Measure

- To reduce the incidence of impaired driving by increasing DUI arrests within the participating Tribes by 25% from the FY04 totals of 1,273 to 1,591 by the end of FY06.

There were sixteen (16) Alcohol Countermeasures projects (including 11 Overtime projects) funded with fourteen (14) reporting a total of 3,096 DWI/DUI citations for FY06.

The DWI/DUI citation number is a conservative number for several reasons. Fourteen (14) Alcohol Countermeasures projects reported with two (2) not submitting a year-end report by the end of the calendar year. These projects were the Navajo Nation and San Juan Pueblo. Navajo Nation was funded for the *Click It or Ticket* and *Drunk Driving, Over the Limit, Under Arrest* Mobilizations. San Juan was funded in August, 2006, for the *Drunk Driving, Over the Limit, Under Arrest*

Mobilization. Several of the Overtime projects were funded for only one or two of the Mobilizations so their numbers do not reflect data for the whole year.

Some of the statistics reported from the nine (9) Overtime projects are as follows:

- **6,687** traffic citations were written. Of these, 3,814 were speeding citations, 484 were seatbelt violations.
- **836** DUI /DWI arrests were reported.
- **649** motor vehicle crashes were reported. **243** were injury crashes.
- **7** fatalities were reported. 5 of the 7, or 71% of the fatalities were alcohol related.
- Of the **7** fatalities, **0** were using safety belts.
- 182 of 649, or **28%** of the motor vehicle crashes were alcohol related.

Rosebud Sioux Tribe - AL-06-02

The Rosebud Sioux Tribe was awarded a grant of \$285,000. Their performance measures and accomplishments were:

- To decrease motor vehicle related fatalities on the Rosebud Sioux Reservation by at least 25% from 2004 number of 15 to 11 by the end of FY06.

The Rosebud Sioux Tribe reported eleven (11) single vehicle fatality crashes that claimed the lives of thirteen (13) people. Ten (10) of the eleven (11) fatality crashes involved alcohol.

- To decrease the number of alcohol related motor vehicle injury crashes by 10% from the 2004 number of 246 to 222 by the end of FY06.

The Rosebud Sioux Police Department reported 74 alcohol related motor vehicle injury crashes in FY06. There were 181 total injury crashes. Interestingly, the vast majority of the alcohol related injury crashes contained multiple occupants in one vehicle. One crash alone resulted in injuries to six people. The Tribe exceeded this performance measure.

- To increase the number of DUI arrests by 25% from the 2004 number of 438 to 547 by the end of FY06.

The Rosebud Sioux Law Enforcement issued 761 DUI citations in FY06. This performance measure was met and exceeded.

- To increase speeding citations by 25% over the 2004 number of 228 to 285 by the end of FY06.

The Rosebud Sioux Tribal Law Enforcement reported 231 speeding citations for FY06. Even though this performance measure was not met, Tribal officers attribute the lower number of speed citations to a result of high visibility enforcement.

This project was funded for four (4) DUI officers but was never fully staffed. The highway safety officers who started the project year moved on to other positions. The remaining officer worked and reported monthly statistics for the rest of the fiscal year. Even with the turn over rate, the Rosebud Sioux Police Department was able to apprehend 761 impaired drivers.

As a result of the dedication to removing impaired drivers from the reservation roads, Rosebud Sioux Tribe Highway Safety Officer, Sgt. Robert Sedlmajer was nominated and recognized as the Highway Safety Officer of the Year for FY06. He was presented with a plaque during the annual project management training. Sgt. Sedlmajer was also the first Highway Safety Officer, funded full-time by the BIA IHSP, to become a certified Crash Reconstructionist.

The Rosebud Sioux Tribal Police Department also worked in cooperation with the Cheyenne River Sioux Tribe in sending officers to each other's reservations during the three mobilizations and annual pow-wows to assist each other with checkpoints and saturation patrols during high volume traffic times.

The State of South Dakota reports that 55% of all alcohol related fatal crashes are Native American. On the Rosebud Sioux Reservation, ten of the 11 crashes fatalities were alcohol related. This means a staggering **90%** of the crash fatalities were alcohol related!

Fort Peck Assiniboine-Sioux Tribe -AL-06-03

The Fort Peck Tribe was awarded a grant of \$108,000. The performance measures and accomplishments were:

- To decrease motor vehicle related fatalities on the Fort Peck Reservation by at least 40% from the 2004 self-reported number of 5 to 3 by the end of FY06.

The Fort Peck Law and Justice Department reported seven (7) fatalities during the project year.

This office was informed that the statistics submitted in years past only included Fort Peck Tribal Police Department numbers (which was the case when the FY06 grant proposal was submitted). These numbers did not include any data from the four other agencies that patrol the reservation. These agencies are the Montana Highway Patrol, Roosevelt County Sheriff's Office, the Wolf Point City Police Dept. and the Poplar City Police Department.

- To reduce the number of alcohol related motor vehicle fatality crashes by 50% from the 2004 number of 3 to 1 by the end of FY06.

Fort Peck reported five (5) alcohol related fatality crashes which resulted in seven (7) fatalities. In each of the fatalities, none were using safety belts.

- To increase the number of DUI arrests by 15% over the 2004 number of 383 to 440 by the end of FY06.

The Fort Peck Tribal Law Enforcement officers issued 315 DUI citations in FY06. This performance measure was not achieved.

Again, the Tribal Police Department insists that the 2004 number of 383 was inaccurate. According to Tribal Police statistics, there were 281 DUI arrests in FY05.

- To decrease the number of alcohol related motor vehicle crashes by 25% from the 2004 number of 16 to 12 by the end of FY06.

The Fort Peck Tribal Law Enforcement reported 43 alcohol related crashes during the project year. The Fort Peck Law and Justice Department are adamant that the numbers given to this office in FY05 were skewed and inaccurate. These FY05 numbers were obtained from the Injury Prevention and Tribal Health Departments and not from the Law Enforcement Department.

This project was initially funded for two (2) DUI officers. The FY05 Highway Safety Officer resigned shortly after the beginning of FY06, leaving the P.D. to find new recruits. One HSO was hired in January, 2006 and the second in May, 2006. In addition, the Public Safety Director resigned in the midst of the project year and the entire Tribal Law Enforcement program was in disarray for several months.

The Fort Peck Police Department is a participant in a multi-agency DUI Task Force. This task force is comprised of officers from the Northern Cheyenne Police Department, Crow Police Department and the Chippewa-Cree Police Department. The four (4) departments have shared Highway Safety Officers during high volume traffic times. The **North American Indian Law Enforcement DUI (NAILED)** Task Force is the first concentrated effort by multiple Tribal and BIA operated police

departments to combat and address traffic safety issues. The program, still in its infancy stages, has gained interest from several agencies including the State of Montana, District V, BIA Office of Law Enforcement Services and other Tribes within the State of Montana. Fort Peck Law Enforcement acknowledges the IHSP efforts in assisting in this effort.

The BIA IHSP also worked with the Fort Peck Tribe in providing educational and PSA materials.

San Carlos Tribe - AL-06-04

The San Carlos Tribe was awarded a grant of \$88,000. The performance measures and **accomplishments** were:

- To decrease motor vehicle related fatalities on the San Carlos Apache Reservation by at least 33% from the 2004 number of 6 to 4 by the end of FY06.

The San Carlos Tribe recorded four (4) fatalities during the project year. Of the four reported fatalities two (2) were alcohol related, one was a pedestrian and the last was attributed to the driver falling asleep and inexperience. This performance measure has been met.

- To reduce the number of motor vehicle crashes by 10% from the 2004 number of 338 to 304 by the end of FY06.

San Carlos Tribal Law Enforcement reported 262 motor vehicle crashes in FY06. Of 262 crashes, 81 resulted in injuries. This performance measure was met.

- To increase the number of DUI arrests by 25% from 2004 number of 208 to 260 by the end of FY06.

The San Carlos Tribal Law Enforcement reported 452 DUI citations/arrests for the project year. This performance measure was not only met but exceeded expectations.

This project got off to a late start, however, the San Carlos Tribal Police Department remained vigilant in addressing their issues with crashes, fatalities and DUI offenders and carried the program until an officer was hired. This can be reflected in the number of DUI offenders that were apprehended, the drop in fatalities and the reduction of motor vehicle crashes in general.

Menominee Tribe - AL-06-05

The Menominee Tribe was awarded a grant of \$30,000. Their performance measures and accomplishments were:

- To decrease motor vehicle related fatalities on the Menominee Reservation by at least 100% from the 2004 number of 1 to 0 by the end of FY06.

The Menominee Tribe reported that there were 0 motor vehicle related fatalities during the project year. This performance measure was met.

- To increase the number of DUI arrests by 20% from FY04 number of 244 to 293 by the end of FY06.

The Menominee Tribal Law Enforcement officers issued 156 DUI citations in FY06. Though this performance measure was not met, the Menominee Tribal Officer issued a total of 1,037 traffic citations in FY06.

The Menominee Tribe exercised their status as a sovereign nation by conducting checkpoints for the first time ever on Tribal lands within the State of Wisconsin. The State of Wisconsin does not allow checkpoints, however, the Menominee Tribal Police found it a very effective tool and a means of capturing DUI and drug offenders. The BIA IHSP provided the Menominee Tribe with checkpoint equipment in FY06.

During the project year, there were 226 motor vehicle crashes. Of these 226 crashes, 45 resulted in injury.

The Menominee Tribal Police Department and its staff have strived to stay informed and involved in the highway safety arena. Menominee's Master Sergeant currently sits on the Tribal Traffic Records Coordinating Committee and is a valued committee member with his insight and knowledge. The Menominee Police have attended numerous community meetings as well as presenting classes in the schools to educate the young and the community members on highway safety related topics and issues.

White Mountain Apache Tribe - AL-06-06

The White Mountain Apache Tribe was awarded a grant of \$151,000. The performance measures and accomplishments were:

- To increase DUI arrests by 25% over the FY04 number of 179 to 224 by the end of FY06.

The White Mountain Tribal Law Enforcement officers issued **467** DUI citations in FY06. This performance measure was not met but doubled.

- To increase the number of moving violations by 25% over the 2004 number of 380 to 475 by the end of FY06.

The White Mountain Apache Tribal Law Enforcement officers issued a total of **2,534** traffic citations. 594 of these were speed citations. This performance measure was met and exceeded expectations.

- To decrease motor vehicle crash related fatalities by 33% from 2004 number of 9 to 6.

The White Mountain Apache Tribal Law Enforcement reported three (3) motor vehicle crash fatalities during the project year. Of the three fatal crashes, two (2) were attributed to alcohol and speed. In the three fatal crashes, 0 had occupants that were properly restrained.

- To increase the number of safety belt/child restraint citations by 20% from the 2004 number of 102 to 122.

The White Mountain Tribal Law Enforcement officers issued **389** seatbelt and child restraint citations during this project year. As is the case with the other performance measures, this was not only met but exceeded expectations.

In the year prior to being funded by the IHSP, there were nine (9) motor vehicle crash fatalities. After only one year of funding, the

White Mountain Tribal Police Department decreased that amount by 66% with (3) fatal motor vehicle crashes being reported. A total of 315 motor vehicle crashes were reported with eighty-four (84) resulting in injury. Less than 1% of the total crashes resulted in a fatality, unfortunately, 66% of the fatal crashes involved alcohol.

The White Mountain Apache Tribal Police Department has been very impressive in their efforts in reducing injuries and saving lives through proactive efforts and education. The Assistant Chief of Police has been an extremely strong advocate for highway safety as have the two (2) Highway Safety Officers, most notably Sgt. Lutie Littleman, who also became a certified Crash Reconstructionist.

Because of the strong and supportive leadership of the Assistant Chief of Police, the Highway Safety Officers have become involved with the following:

- Tribal Traffic Safety Coalition representing the Fire Department, Highway Safety Officers, Indian Health Services, Tribal Health Education, Emergency Medical Services, Tribal Injury Prevention, CDC and BIA Roads.
- An MOA between the White Mountain Apache Tribe and the Arizona Department of Public Safety. The purpose is to work together on traffic safety issues and patrols to assist one another in enforcing laws. This was passed by the Tribal Council and signed by the Governor of Arizona.
- Providing Public Information and Education to the residents and to the local school children. This involved mock crash scenes, how to properly report intoxicated drivers and displays and presentations during public events.

Northern Cheyenne Tribe AL-06-07

The Northern Cheyenne Tribe was awarded a grant of \$152,000. The performance measures and accomplishments were:

- To reduce the total number of crashes on the Northern Cheyenne Reservation by 20% from the CY04 number of 25 to 20.

The Northern Cheyenne Tribe reported thirty (30) motor vehicle crashes for FY06. This performance measure was not met because the project got off to a late start with the first officer being hired in January, 2006 and the second officer being hired in late March, 2006.

- To reduce the number of alcohol related crashes on the reservation by 20% from the CY04 number of five (5) to four (4).

The Northern Cheyenne Law Enforcement Department investigated five (5) alcohol related crashes for FY06. This performance measure was not met. Again, this project got a late start and also faced political challenges throughout the year.

- To reduce the number of motor vehicle crash fatalities on the Northern Cheyenne Reservation by 25% from the CY04 number of 4 to 3.

The Northern Cheyenne Law Enforcement Department reported five (5) fatalities that were the result of two (2) fatal crashes. The Northern Cheyenne Tribe expressed concerns about this performance measure.

Again, there was confusion as to number of fatal crash events vs. number of individual motor vehicle crash fatalities.

The Project Coordinator was of the understanding that the number in the performance measure was for motor vehicle fatality crash events rather than **individual** people counted as **fatalities***.

- To reduce the number of alcohol related motor vehicle fatalities by 50% from the CY04 number of 4 to 2.

Again, the Northern Cheyenne Tribe stated the number given to the IHSP was of alcohol related motor vehicle crash fatality events rather than individual people counted as fatalities*.

The total number of alcohol related motor vehicle fatalities for FY06 is five (5). This was the result of two (2) separate crashes that took the lives of five (5) individuals.

- To increase the number of DUI/DWI arrests by 50% from the self-reported number of 155 to 232.

The Northern Cheyenne Tribe reported a total of 265 DUI /DWI arrests for FY06. This performance measure was met and surpassed.

** When the Northern Cheyenne Tribe reported these numbers to the BIA IHSP they were of the understanding that the numbers given were of events rather than individuals. The IHSP's intentions were that these numbers were specific to individual fatalities rather than events. This Tribe is not the only Tribe that had this same understanding. This has caught our attention and will be addressed in FY07 to clarify to all concerned what statistics the Tribe is to collect and report.*

The Northern Cheyenne Tribe had some unique problems with the implementation and operating of the Highway Safety Grant. First, the Tribe currently has a BIA, Office of Law Enforcement Services Police Department as its primary law enforcement agency. The BIA Police Department is independent of the Tribe and does not fall under their operating guidelines. This created some confusion as to supervision of project officers. Ultimately, the Tribe agreed to let the BIA Chief of Police have oversight responsibilities of the Tribal Officers. However, the Northern Cheyenne Tribe was responsible for the hiring of the officers and was held accountable for the officer's productivity or lack thereof.

In addition to this, the communication between the Tribe and the BIA Law Enforcement was minimal and seemed at odds with regard to project objectives and deliverables. The IHSP conducted several on-site trips to provide information and technical assistance. Representatives from both the Tribe and the BIA agreed to work in unison and resolve this matter.

Toward the middle of the fiscal year the IHSP funded project got on track and began showing progress. The Police Department was actively participating in assisting their neighbor, the Crow Tribe, who also have an IHSP grant. Combined efforts of these agencies to assist each other when needed led to working as part of the NAI LED Task Force.

By the end of the fiscal year, one officer had resigned while the other remained. The Northern Cheyenne Tribe, through perseverance, has managed to keep the program on track. The confusion between the IHSP, BIA OLES and Northern Cheyenne Tribe was a challenge but provide opportunities for peer exchange and open communication for future issues.

POLICE TRAFFIC SERVICES

Five (5) Police Traffic Services (PTS) projects were approved for funding in FY06. Projects were focused on a variety of moving traffic violations. Radars were purchased for these 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 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 Measure

- To increase the number of citations issued for speed and other moving violations by 15% in participating Tribes from the FY04 total of 2,355 to 2,708 by the end of FY06.

There were a total of 5,000 speed and moving violation citations reported by five (5) Tribal projects for FY06. Of the total amount of moving violations, 1,375 of these were speeding citations.

Performance measures for the five (5) individual Tribal projects were different. This was necessary because of geographical locations, Tribal populations and size of the Tribal police force at each of the 5 projects.

The Police Traffic Services programs were provided with checkpoint equipment. As with the Alcohol Countermeasure programs, the Police

Traffic Services projects were required to report their activities during each of three Mobilizations.

The five projects funded had varying ways of reporting. A lack of understanding of data to be reported for the purpose of evaluation was uncovered. This issue could have been addressed with at least four of the Tribes had the CI SCO software program been utilized to its fullest capabilities.

All five Police Traffic Services grants were funded for at least one full-time officer. All five projects contained educational proponents. This included school and community presentations on highway safety issues.

Jemez Pueblo - PT-06-02

The Jemez Pueblo was awarded a grant of \$86,000.00. Their performance measures and **accomplishments** were:

- To decrease motor vehicle crash related injuries and fatalities attributed to motor vehicle traffic violations by 20% from 2004 number of 15 to 12 by the end of FY06.

The Jemez Pueblo Police Department reported that a total of fourteen (14) crashes occurred during the project year with 0 injuries or fatalities. Although a reduction occurred, they fell short of the performance measure.

- To increase traffic violation citations by 15% over the FY04 total of 900 to 1,035 by the end of FY06.

There were a total of 1,059 traffic citations issued by the Jemez Pueblo Police Department. This performance measure was met.

- To increase the number of DUI/DWI arrests by 25% over the 2004 number of 54 to 68 by the end of FY06.

The Jemez Pueblo Police Department reported 62 DWI arrests for the project year. This number was lower than anticipated but more than the previous year.

The Jemez Police Department was successful in most areas they identified as problem areas. They attributed the lower number of DUI arrests to the frequency of saturation patrols and checkpoints they participated in.

All officers from the Jemez Police Department participated in the three mobilizations with assistance from the Sandoval County Sheriff's Office. In addition to the number of high visibility enforcement campaigns, the Tribe adopted a policy that allowed for the Tribe to impound vehicles until the case is adjudicated.

The Jemez Pueblo Police Department was active in Public Awareness activities which included participating in Health Fairs, addressing local school children, community members and participating in car seat clinics sponsored by the Jemez Injury Prevention program.

Chief of Police Mike Toya stated "the fact that we did not have one crash injury or death in 2006 can be attributed to the Indian Highway Safety Program."

Crow Agency - PT-06-03

The Crow Tribe was awarded a grant of \$127,000.00. The performance measures and accomplishments were:

- To decrease motor vehicle crash related fatalities on the Crow Reservation by 50% from the self-reported FY04 number of 2 to 1 by the end of FY06.

The Crow Agency Law Enforcement Department reported seven (7) fatalities during the project year. This agency admittedly incorrectly monitored and reported the total number of fatalities in 2004. There were actually eight (8) fatalities that occurred on the reservation but until this fiscal year Crow Law Enforcement reported only Native American fatalities. The 7 fatal crashes that occurred this year are all inclusive regardless of ethnicity and down from 8 the prior year. 5 of the 7 fatalities were alcohol related and 2 of these were motorcycle operators. 1 crash alone claimed the lives of 3 individuals.

- To reduce motor vehicle related injury crashes by 25% from the FY04 number of 491 to 368 by the end of FY06.

There were a total of 180 motor vehicle injury crashes reported by the Crow Tribe for FY06. This performance measure was met and exceeded. The Indian Health Service recognized the Crow Police Department for reducing the costs associated with injuries from motor vehicle crashes. The I.H.S. saved over \$300,000.00, and awarded the Crow Police Department with a plaque.

- To increase the number of DUI/DWI arrests by 15% from the FY04 number of 520 to 598 by the end of FY06.

The Crow Police Department made 301 DUI /DWI arrests during the project year. The Tribe failed to reach this performance measure. Although no single item can be pointed to, this may be due in part to problems which included a misunderstanding between the Tribe and BIA Law Enforcement on the roles of the Highway Safety Officers. The BIA IHSP utilized its LEL to provide technical assistance and this misunderstanding has been resolved. This office has been assured that their highway safety grant will not be affected negatively in the future.

- **To increase the number of speeding citations and other moving violations from the FY04 number of 50 to 500 by the end of FY06.**

The Crow Police Department has reported 405 citations issued for moving violations during FY06. Once again, this is reflective of the misunderstanding that only the Highway Safety Officers were responsible for all traffic violations and crashes. This has since been addressed with the officers, the Chief of Police and the BIA Special Agent in Charge.

This project was funded for two Highway Safety Officers. Initially, the Tribe and the Police Department allowed only the Highway Safety Officers to work overtime. This misconception that only the Indian Highway Safety Officers can work OT under the grant was addressed and resolved.

The Highway Safety Officers, along with other officers from the Police Department, made many presentations at the local schools, and addressed community members at town meetings, local rodeos and pow-wows on the importance of highway safety related issues. The highway safety officers also participated in numerous car seat clinics on the

reservation and have worked with the Montana State Traffic Safety Office.

The Crow Police Department and Highway Safety Officers conducted at least sixty (60) checkpoints in FY06. Despite all this, there were still many motor vehicle crash fatalities.

It remains a fact in Indian Country that a single crash event will usually claim the lives of multiple victims.

The Crow Police Department is part of the NAILED Task Force which also includes the Fort Peck, Rocky Boy and the Northern Cheyenne Police Departments.

Rocky Boy's Chippewa-Cree - PT-06-04

The Rocky Boy's Chippewa-Cree Tribe was awarded a grant of \$106,000.00. Their performance measures and **accomplishments** were:

- To decrease motor vehicle related fatalities on the Rocky Boy Reservation by 50% from the self-reported FY04 number of 2 to 1 by the end of FY06.

The Chippewa-Cree Police Department responded to a single vehicle rollover that occurred just off the reservation. Both occupants, enrolled members of the Chippewa-Cree Tribe, were intoxicated and ejected. One occupant was fatally injured in this crash. However, the crash fell under the jurisdiction of the State of Montana. The Chippewa-Cree Tribe has met and exceeded this performance measure.

- To reduce motor vehicle related injury crashes resulting from speed and other moving violations by 25% from the FY04 number of 40 to 30 by the end of FY06.

The Chippewa-Cree Police Department reported that thirty-four (34) crashes were investigated during the project year with twenty-three (23) resulting in injury. This performance measure was met and exceeded.

- To increase traffic violation citations by 20% from the FY04 total of 704 to 844 by the end of FY06.

The Chippewa-Cree Tribal Police Department issued a total of 1,165 traffic citations in FY06. Of these citations, 469 were speed violations.

- To increase the number of DUI/DWI arrests by 10% from the FY04 number of 248 to 273 by the end of FY06.

There were a total of 233 DUI /DWI arrests made by the Chippewa-Cree Police Department during the project year. This performance measure was not met. The Highway Safety Officer felt that this may be due to the Tribal Court implementing stricter mandatory minimum sentencing for DUI offenders.

The Chippewa-Cree Tribal Police Department underwent a re-organization in FY06. The total number of police officers was reduced by approximately one-third but was still able to meet and exceed most of the performance measures.

The Highway Safety Officer presented approximately 20 highway safety classes to a total of 350 students in the Rocky Boy School

system. He was also allowed to present to the school children in the city of Havre, Montana, which borders the reservation.

The Rocky Boy Chippewa-Cree Financial Monitor, Charlotte Big Knife received the *Finance Officer of FY06* award.

Oglala Sioux Tribe - PT-06-05

The Oglala Sioux Tribe was awarded a grant of \$142,000.00. Their performance measures and **accomplishments** were:

- To reduce motor vehicle related fatalities on the Oglala Sioux Reservation by 33% from the FY04 number of 14 to 9 by the end of FY06.

The Oglala Sioux Tribe reported fourteen (14) motor vehicle related fatalities during FY06. This number of fatalities is the same as the previous year. This performance measure was not met, however, there were constant obstacles the program had to overcome. The Tribe hired and dismissed at least four different Chiefs of Police during the year. In addition, due to lack of other Federal funding, the Tribe lost over 50 police officers. This project was funded for two officers. One HSO completed the entire year, the second HSO position was filled by at least 3 different officers throughout the year.

- To reduce alcohol related motor vehicle fatalities by 50% from the FY04 number of 10 to 5 by the end of FY06.

The Oglala Sioux Tribe reported that ten (10) of the fourteen (14) fatalities in FY06 were alcohol related.

- To increase the number of DUI arrests by 15% from the FY04 number of 279 to 321 by the end of FY06.

There were a total of 86 DUI arrests reported for FY06. This performance measure was not met. Again, the Tribe attributed this to the political turmoil experienced throughout the year, the loss of a significant portion of the police force and the high turn-over rate in one of the Highway Safety Officer positions.

- To increase the number of DWI arrests by 15% from the FY04 number of 356 to 415 by the end of FY06.

The Oglala Sioux Police Department made 148 DWI arrests during the project year.

- To increase the number of speed citations by 20% from FY04 number of 682 to 819 by the end of FY06.

There were a total of 281 speeding citations issued by the Oglala Sioux Tribal Police Department during FY06. This number is well below expectations. The Tribe reported that none of the officers assigned to the Eastern District of the reservation had radars and there was only one operational radar in the Western District.

The Oglala Sioux Tribal Police Department participated in the three (3) mobilizations. HSO Lt. Morgan stated that a radio station in Nebraska assisted them with public service announcements during the campaign periods. Checkpoints, saturation patrols and high visibility were done throughout the mobilization periods.

The Highway Safety Officers conducted numerous class visits to area schools and addressed over 450 students throughout the year on

highway safety related issues. The Highway Safety Officers also took part in a coalition aimed at highway safety on the reservation. Agencies involved included Indian Health Service, Tribal Roads Department, Environmental Protection Agency and the Tribal Council.

Cheyenne River Sioux Tribe - PT-06-06

The Cheyenne River Sioux Tribe was awarded a grant of \$124,000.00. Their performance measures and accomplishments were:

- To decrease motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 50% from FY04 number of 2 to 1 by the end of FY06.

The Cheyenne River Sioux Police Department reported a total of 172 crashes with two (2) fatalities during the project year. 1 of the 2 fatalities was alcohol related.

- To reduce alcohol related motor vehicle fatalities by 50% from FY04 number of 2 to 1 by the end of FY06.

The Cheyenne River Sioux Police Department reported two (2) fatalities. 1 was alcohol related and the second fatality was attributed to speed and no seat belt use. This performance measure was met for FY06.

- To increase the number of DUI arrests by 15% of the FY04 number of 423 to 487 by the end of FY06.

The Cheyenne River Sioux Police Department made 550 DWI arrests during the project year. During one of the DUI /DWI

arrests, it was discovered that the suspect was a felon wanted in the State of Texas. The Cheyenne River Sioux Tribe met and exceeded this performance measure.

- To increase the number of speed violation citations by 20% from FY04 number of 69 to 83 by the end of FY06.

There were a total of **593** speeding citations issued by the Cheyenne River Sioux Police Department for this reporting period. This number far exceeds the performance measure set for this Tribe. The Chief of Police feels this contributed to saving many lives during the year.

The Cheyenne River Sioux Police Department was funded for two Highway Safety Officers. This Tribe ended the project year with different Highway Safety Officers in both positions than they began the year. This Tribal Police Department was under political pressure throughout the year because it was an election year.

The Cheyenne River Tribe also issued citations to 51 people for Child Passenger Safety violations. The Tribe has a secondary law and joined with Community Health Representatives in raising public awareness on the importance of buckling up.

The Cheyenne River Sioux Tribe is one of two Tribes in the State of South Dakota that assist each other with annual pow-wows and during high volume traffic events. The other is the Rosebud Sioux Tribe.

FY06 Alcohol Countermeasures & Police Traffic Services Highlights

- The Rosebud and Cheyenne River Sioux Tribes of South Dakota worked together to address traffic safety concerns. This included the sharing of highway safety officers and regular police officers.
- Highway Safety Officers from the Rosebud Sioux and Cheyenne River Sioux Tribes are certified Crash Reconstructions.
- San Carlos Apache and White Mountain Apache Tribes of Arizona combined their highway safety programs and worked together to address fatalities, crashes and traffic offenses.
- The White Mountain Apache Tribe of Arizona signed a Memorandum of Agreement with the State of Arizona to work cooperatively on highway safety issues.
- Fort Peck, Crow, Northern Cheyenne and Rocky Boy Tribes of Montana have agreed to assist each other with high traffic times. Law Enforcement representatives of the four reservations have already met and assisted each other during FY06.
- BIA District V Law Enforcement, in conjunction with Tribal Police in Montana and Wyoming, have agreed to create a DUI task force. This task force would consist of Fort Peck Assiniboine-Sioux, Northern Cheyenne, Blackfeet, Rocky Boy's Chippewa-Cree, Crow and Wind River's Shoshone-Arapaho Police Officers. If successful, this would be the first time these Law Enforcement Agencies have worked together in a combined effort to address

traffic issues. These 6 reservations include officers from P.L. 93-638 contracted Tribal Law Enforcement, Self-Governance Tribal Law Enforcement and BIA Office of Law Enforcement Services agencies.

- In the nineteen (19) Tribal project reports submitted, there were a total of **17,038** traffic citations issued, **6,517** of those were for speed and **1,166** were for seat belt violations.
- In the nineteen (19) project reports that were submitted, there were **4,476** DUI /DWI offenders arrested.
- A total of **1,936** motor vehicles crashes were investigated of which **912** resulted in injury.
- There were **62** motor vehicle fatalities reported by nineteen (19) Tribal projects in FY06. Of 62, **48** fatalities were alcohol related or 77%.
- Of **62** reported motor vehicle fatalities, only **1** occupant was wearing a safety belt.

TRAFFIC RECORDS

The Tribal Traffic Records Coordinating Committee (TTRCC) for the BIA IHSP remains active and involved in the Traffic Records Program. Every attempt is made to hold quarterly TTRCC meetings, at the very least, conference calls may be scheduled.

BIA IHSP Performance Measure

- To establish TR systems, collecting all crash data on 8 reservations within Indian Country by the end of FY06.
- To establish a central repository for collecting crash data from 8 reservations at the BIA IHSP by the end of FY06.

At an open TTTRCC meeting held during the International Traffic Records Forum in Buffalo, NY, in the summer of 2005, plans for a Tribal Traffic Records Pilot Project were discussed with the Tribal representatives present and the project was developed and steps were taken to put the Pilot Project into place.

The goal of the Tribal Traffic Records Pilot Project was to obtain accurate crash data from the Tribes on a monthly basis that would eventually be shared with the States in which the Tribes are located and with other Federal agencies.

The crash data submitted by the Tribes would not contain any personal identifiers such as name, social security numbers, driver license numbers, license plates, vehicle registrations, vehicle identification numbers or phone numbers.

At the beginning of FY06, seven (7) Tribes from three (3) States agreed to participate in this three year pilot project. These Tribes were:

Ft. Peck, Montana
Rocky-Boy, Montana
Northern Cheyenne, Montana
Crow Tribe, Montana
Cheyenne River Sioux, South Dakota
Rosebud Sioux, South Dakota
Jemez Pueblo, New Mexico

In order to participate, an agreement was signed by the Tribal Leader of each Tribe. A Tribal Resolution supporting the project was also required. The agreement stated that each Tribe would submit crash data on a monthly basis via internet to the BIA IHSP for a period of three years regardless of whether or not they also had a highway safety grant with the BIA IHSP.

BIA IHSP provided hardware (computers and servers) and CISCO software (crash/citation/personnel modules) to each of six Tribes. The Rosebud Sioux Tribe was already using the CISCO system at the Tribal Police Department and did not require any additional support for hardware/software from the BIA IHSP.

BIA IHSP also provided sufficient User Licenses for each Tribe and provided training (both on-site and off-site).

The BIA IHSP has experienced a number of setbacks with this Pilot Project. The BIA IHSP has still not been able to obtain a high-speed DSL line in order to receive the data uploads from the Tribes. The data continues to be submitted on an inconsistent basis by the Tribes. There

have also been training issues, and turn-over in personnel in the Tribal Police Departments.

In September, 2006, the BIA IHSP received a Section 408 grant in the amount of \$300,000. Plans are being made to implement this grant as well as revitalizing the Tribal Traffic Records Pilot Project.

FY06 BIA IHSP Highlights

IMPAIRED DRIVING ASSESSMENT

In an effort to determine the magnitude of the impaired driving issue within the Indian State, the BIA IHSP requested a NHTSA Impaired Driving Assessment. In March, 2006, this Assessment was conducted at the Sandia Resort and Casino, on the Sandia Pueblo, in Albuquerque, New Mexico.

Representatives from twenty-seven (27) Tribes from throughout the country participated by providing testimony in their respective areas of expertise to the Impaired Driving Assessment panel over a period of three days.

At the conclusion of the Assessment, BIA IHSP was presented with a draft report of recommendations. Once received, the final report contained 99 recommendations that BIA IHSP and/or the Tribes could implement to begin to address the impaired driving issue in Indian Country.

Copies of the Assessment have been distributed widely throughout Indian Country to Tribes, States and Federal agencies. The IHSP is in the process of considering the feasibility and practicality of implementing some of the recommendations from the final report.

Safety Belt: 634
CPS: 136
Felony Arrest: 039
Fugitives: 155
Speeding: 948
Drugs: 050
Stolen Vehicles: 037

Crashes:	062	Fatalities:	04
AL Related:	020	AL Related:	03

It should be noted that the Navajo Nation report was received after the due date and included Fourth of July numbers. Navajo Nation statistics, were as follows:

DUI /DWI : 100
Traffic Citations: 1,494

Crashes:	017	Fatalities:	02
AL Related:	unknown	AL Related:	02

Over 5 pounds of cocaine and more than 340 pounds of marijuana was recovered during traffic stops on the Navajo Nation during this time period.

Incentive awards were offered to Tribes that returned their Activity Reports to this office. The winners, selected in a random drawing, were:

- Cheyenne River, South Dakota
- Fond Du Lac, Minnesota
- Lac Du Flambeau, Wisconsin
- Santa Clara, New Mexico

- Coushatta, Louisiana
- Taos Pueblo, New Mexico
- Prairie Island, Minnesota
- Nez Perce, Idaho
- Neah Bay, Washington
- Fort McDowell, Arizona

Drunk Driving, Over the Limit, Under Arrest
Aug 18 - Sept 4, 2006

During the FY06 "*Drunk Driving, Over the Limit, Under Arrest*" National Mobilization, the BIA IHSP received 53 bounce back cards indicating Tribal intent to participate. After the Mobilization, this office received 20 Activity Report Forms.

Statistics from the 20 Activity Report Forms are as follows:

DUI /DWI :	109
Safety Belt:	231
CPS:	030
Felony Arrest:	006
Fugitives:	015
Speeding:	910
Drugs:	022
Stolen Vehicles:	001

Crashes:	023	Fatalities:	02
AL Related:	010	AL Related:	00

Tribes from 9 States participated and reported. These states were: Minnesota, Arizona, Wisconsin, Idaho, New Mexico, Montana, South Dakota, Nevada and Utah.

Statistics indicated there were 0 alcohol related fatalities reported during this Mobilization.

The IHSP staff is in the process of developing a tracking system that can be easily utilized by the entire IHSP staff.

Don't Shatter the Dream
Dec 20, 2005 - Jan 2, 2006

The BIA IHSP recognized that Tribes reported that injury and fatality crashes were higher than normal during the holiday season. In response, the IHSP staff looked at available data and decided this would be an opportune time to address this issue with high visibility enforcement.

The "*Don't Shatter the Dream*" Indian State Impaired Driving Mobilization was held from December 20, 2005, to January 2, 2006. This was the first ever concentrated effort in Indian Country to combat impaired driving. A press event to kick off the Mobilization was held at the Southwestern Indian Polytechnic Institute in Albuquerque, New Mexico, on December 14, 2005. Tribal officers from throughout the country attended this press event to show their support. This press event was covered by the three major news stations in Albuquerque, NM, and many articles were printed in newspapers across the country. This Mobilization was very successful and will be an annual event. The BIA IHSP appreciates the report received from the NHTSA South Central Regional staff and contractors.

A total of 57 law enforcement agencies from throughout the country participated and reported. These 57 agencies represented over 100 Tribes and covered an estimated 28,979 square miles of land with a

total population of 340,341 residents (2000 census). In comparison, this number is nearly 3,000 square miles more than the entire land base of the Navajo Nation, plus 150,000 more residents.

Participating Tribes were from thirteen (13) states, representing six (6) NHTSA regions and three (3) BIA Districts. The states were: Arizona, Kansas, Nevada, Colorado, New Mexico, Texas, Montana, Wyoming, Oklahoma, Oregon, Idaho, Washington and Wisconsin.

Statistics reported from this mobilization are as follows:

DUI /DWI :	303
Safety Belt:	202
CPS:	70
Felony Arrest:	48
Fugitives:	182
Speeding:	1,416
Drugs:	064
Stolen Vehicles:	037
Suspended/Revoked:	125

Crashes:	179	Fatals:	11
AL Related:	58	AL Related:	08

Total land base of participating Tribes:	18,546,503 acres
Total population of participating Tribes:	340,341 residents

The following Tribes were Incentive Award winners for this mobilization:

- Mescalero Tribe of New Mexico
- Swinomish Tribe of Washington State
- Tulalip Tribe of Washington State

- Nisqually Tribe of Washington State
- Quechan Tribe of Arizona
- Tuba City District of the Navajo Nation in Arizona
- White Mountain Apache Tribe of Arizona
- Oneida Tribe of Wisconsin
- Lac Vieux Desert Tribe of Michigan
- Oglala Sioux Tribe of South Dakota

Law Enforcement Summit

The BIA IHSP sponsored a Tribal Traffic Safety Law Enforcement Summit on August 15-16, 2006 at the Sandia Resort and Casino in Albuquerque, NM. The agenda for the summit was developed from suggestions made by the Tribes regarding topics they would be interested in hearing about.

Representatives from sixty (60) Tribes in twenty (20) States attended the Summit. In addition, Law Enforcement Liaisons (LEL's) from the NHTSA Pacific Northwest Region, South Central Region, Rocky Mountain Region and State LEL's from Montana, Oklahoma and New Mexico were in attendance.

The theme for the Summit was "Promoting Unity Among Partners to Save Lives". Numerous topics were discussed including Grant Availability for Tribes from State and Federal Agencies, Jurisdiction in Indian Country, MADD Efforts and Resources, Safety During Traffic Stops, Occupant Protection, Alcohol Enforcement on the National Level, SFST, Drug Interdiction and DRE Training.

The IHSP appreciates the help and assistance received from the States of New Mexico, Montana, Washington and Oklahoma for allowing representatives to attend. In addition, recognition of appreciation goes

to Indian Health Service, FHWA, BIA Office of Law Enforcement Services, Bureau of Justice, Indian Police Academy, Federal Lands, Albuquerque Police Department, MADD, the National Congress of American Indians and the NHTSA Administrator, Nicole Nason for her video welcome. Regional Administrators for the South Central, Pacific Northwest and Rocky Mountain Regional Offices are also recognized for their support.

Paid Media

For the first time ever, in FY06, paid media was purchased on behalf of the BIA IHSP. 7 thirty-second spots (national NHTSA impaired driving spot with BIA logo) are scheduled to air on ESPN and ESPN2 from mid-November through December, 2006. ESPN will provide detailed demographic reports from these 7 spots to this office. A report will be provided to NHTSA under separate cover.

Occupant Protection

BIA IHSP Performance Measure

- To increase safety belt usage rates in Indian Country from the "national" Indian Country rate of 55% to 56% by the end of FY06, as measured by the national belt use survey to be conducted in FY06.

NHTSA, on behalf of the BIA IHSP, funded a seat belt survey for Indian Country in 2005. The *Safety Belt Use Estimate for Native American Tribal Reservations* was published in February, 2006. The Indian State Safety Belt Survey was conducted by Preusser Research Group, Inc.

For Indian Country, the overall safety belt use rate was 55.4%.

The safety belt survey, which will satisfy the requirements of SAFETEA-LU, has been conducted for 2006, however, the results have not yet been released. At this point, it cannot be determined whether or not the BIA IHSP Performance Measure for Occupant Protection has been met.

Neither the 2005 or 2006 numbers will reflect the Navajo Nation. Despite several attempts, the staff of Preusser Research Group, Inc., was not allowed on the Navajo Nation reservation to conduct any safety belt surveys.

Child Passenger Safety

Utilizing 2003(b) funds, made available under TEA-21, the BIA IHSP purchased child safety seats for distribution to Tribes. The IHSP reached out to Indian Health Service to help coordinate the distribution of the child safety seats. An agreement was worked out whereby Indian Health Service staff would assist in the distribution of the child safety seats, and ensure Tribes would submit required reports to this office. This process ran into implementation issues and as a result the IHSP staff worked directly with the Tribes to distribute seats.

In FY06, a total of six Tribes from throughout the country received child safety seats. All remaining child safety seats will be distributed by the end of the calendar year.

The BIA Indian Highway Safety Program will continue working with Tribes to assist them in passing and enforcing occupant protection laws and child safety seat laws and ordinances.

LOOKING TO THE FUTURE

The BIA IHSP contracted with twenty-one (21) different Tribes for projects in FY 2006. While some of the projects funded for FY 2006 did not reach all of their performance measures, overall the Tribal Projects funded in FY 2006 did meet them in a number of areas.

Alcohol continues to be the number one problem in the Indian Nation. This office will strive to implement recommendations from the Impaired Driving Assessment and continue to fund DUI enforcement projects. This office will make a renewed effort in FY07 to reach out to all of our State and Federal partners and once again attempt joint, coordinated efforts in the area of Tribal highway safety. We very much appreciate all the assistance and support we received throughout the year from all of our partners and look forward to working closely with our partners in FY07. We will continue to publish and distribute the BIA E-News on a quarterly basis to all of our Tribal, State and Federal highway safety partners.

We truly believe we have made progress with the Tribes funded in FY06, however, much remains to be accomplished. We will continue the efforts begun in FY06. We are aware that behavior changes will be necessary in order to truly make a difference in our efforts to keep Native Americans safe on all roadways.

As always, we are thankful for the support and guidance received from the South Central Regional Administrator, our Regional Program Manager and the rest of the NHTSA South Central Region staff.