

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



**FY 2014
Highway Safety
Plan**

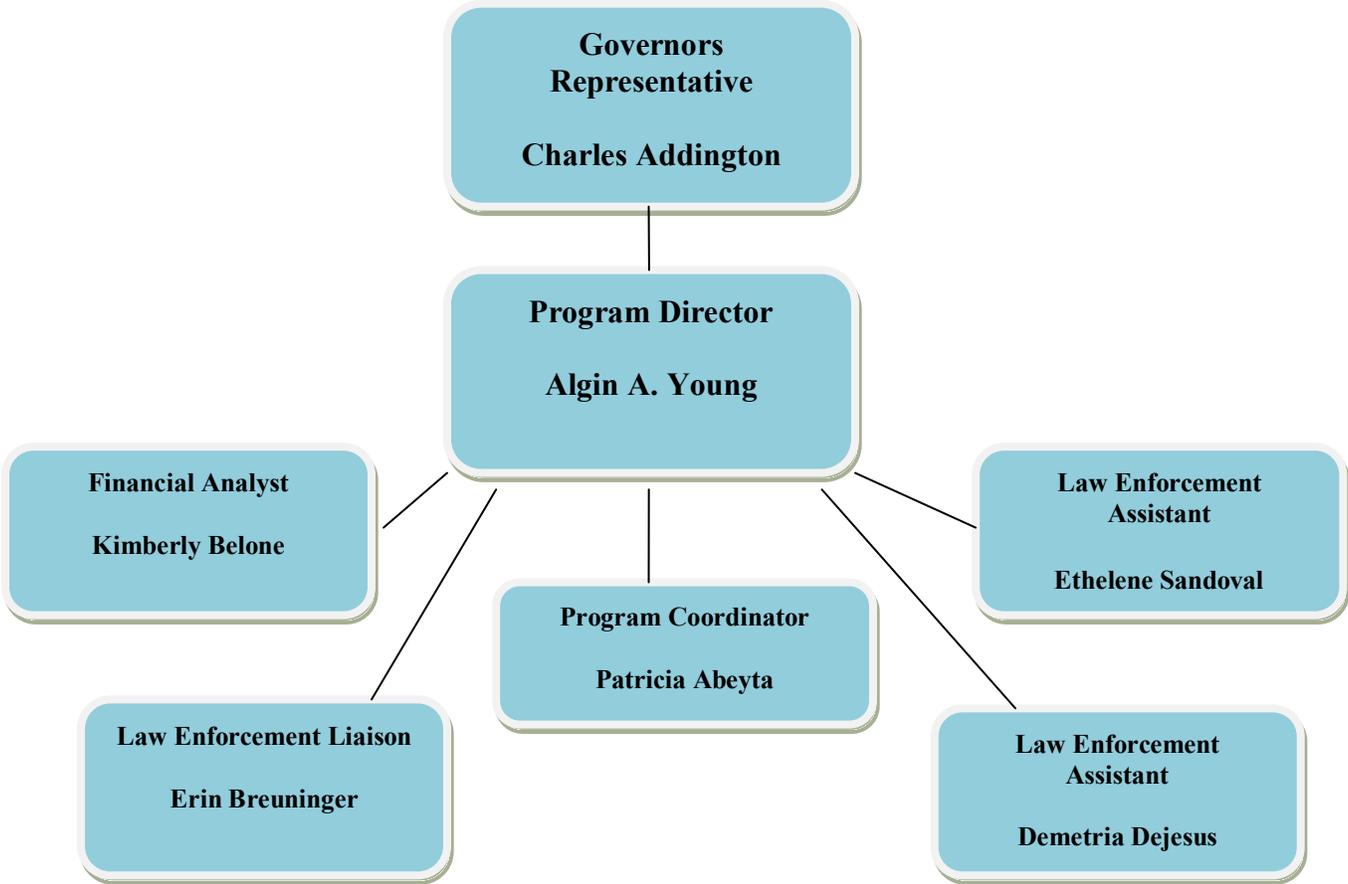
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INDIAN HIGHWAY SAFETY PROGRAM ORGANIZATION CHART



MISSION STATEMENT

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

VISION

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

EXECUTIVE SUMMARY

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

The most recent National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System (FARS) data showed that in 2010 there were 438 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of those 438, 102 individuals were killed on reservations.

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

According to a safety belt survey conducted on behalf of the IHSP, the overall rate of seat belt use on reservations is relatively low (68.8%). Belt use varies greatly across reservations, ranging from a low of 31.1 percent to a high of 92.2 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws; reservations with no seat belt laws have the lowest use rates.²

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

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

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

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

² Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. November 2012. DOT HS 809 921

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

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

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

The following Performance and Highway Safety Plan describes programs and projects designed to address traffic safety issues in Indian Country for FY2014, and serves as the basis for the execution of the Highway Safety Program Cost Summary (HS form 217).

PERFORMANCE PLAN

HIGHWAY SAFETY PLANNING PROCESS

Each year the IHSP reviews existing data to determine the severity of motor vehicle related crashes in Indian Country. This data includes self reported numbers from project tribes, IHSP, FARS, and other reports from federal, state and tribal entities

The (IHSP) develops a Problem Identification based on the information listed above for the Indian Nation and projects are selected from the applications received. The identified projects are those which have provided sufficient traffic records data to identify a problem and contain strategic plans to address the highway safety problem identified.

Because the BIA IHSP "Indian State" boundaries cover the entire country and includes 566 federally recognized Tribes, to date, it has not been possible to have a single "State" strategic highway safety plan, so the BIA IHSP relies on its partnerships with Tribal, State and Federal agencies.

The BIA IHSP serves as part of the Tribal Safety Management Systems (SMS) Steering Committee. This committee is comprised of members from Tribes and other federal agencies such as NHTSA, FHWA, Indian Health Service, CDC and TTAPs. A sub-committee of the many members of the SMS Steering Committee serves as the Tribal Traffic Records Coordinating Committee (TTRCC) for the BIA IHSP. The TTRCC will make every effort to meet at least quarterly during FY14 and develop a multi-year Traffic Records Strategic Plan.

DATA SOURCES

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

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

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

Center for Disease Control (CDC) WISQARS (Web-based Injury Statistics Query and Reporting System)

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

Additionally, there is no one source of data for Emergency Medical Services (EMS), Breath Alcohol Concentration (BAC) levels, court records or other types of data that are

generally available to States, as each Tribe is within itself a sovereign nation and are not required to share data within the Tribe or with outside sources.

PROJECT SELECTION

In February of 2013, a solicitation letter, and an electronic fill-in-the-blank application form with instructions were mailed to the Tribal Leaders of all federally recognized Tribes. In addition, announcements regarding the solicitation for proposals were posted on TTAP websites, Indian Health Service websites and in the Federal Register.

In FY2011 the IHSP began utilizing an electronic fill-in-the-blank application form. The application was designed with the assistance of NHTSA to help streamline the application process and assist in the evaluation of proposed projects. The electronic fill-in-the-blank application is data specific, which required the Tribes to focus on specific highway safety problems as identified by data.

Prospective applicants were required to submit their application for funding to the Indian Highway Safety Program office no later than May 1, 2013. The Tribes were required to include traffic crash data to support the problem(s) they chose to address, as well as provide supportive data that included arrest records, citation records, and conviction rates.

The IHSP convenes a review board which consists of representatives from NHTSA, Indian Health Service, Bureau of Indian Affairs Office of Justice Services and State Highway Safety Programs to evaluate and score the proposals. Once the proposals are scored, project goals and performance measures are assigned to the individual projects. Those individual project and performance goals become the foundation for the Indian Highway Safety Plan for the upcoming year.

All proposals were scored using the same criteria. Proposals were eligible for scores up to 110 based on the following: *General Information - 10 points, Data (Problem Identification - 45 points, Goals and Performance Measures/Strategies - 35 points, Budget - 10 points and Past Performance - plus or minus 10 points.*

After all scores were averaged, projects were selected for funding based on their ranking. The projects selected provided sufficient traffic records data to identify a traffic problem and methods to address the problem.

INDIAN “STATE” DEMOGRAPHIC ANALYSIS

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

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

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

The 2010 U.S. Census website shows the following States have Native American populations over 50,000:

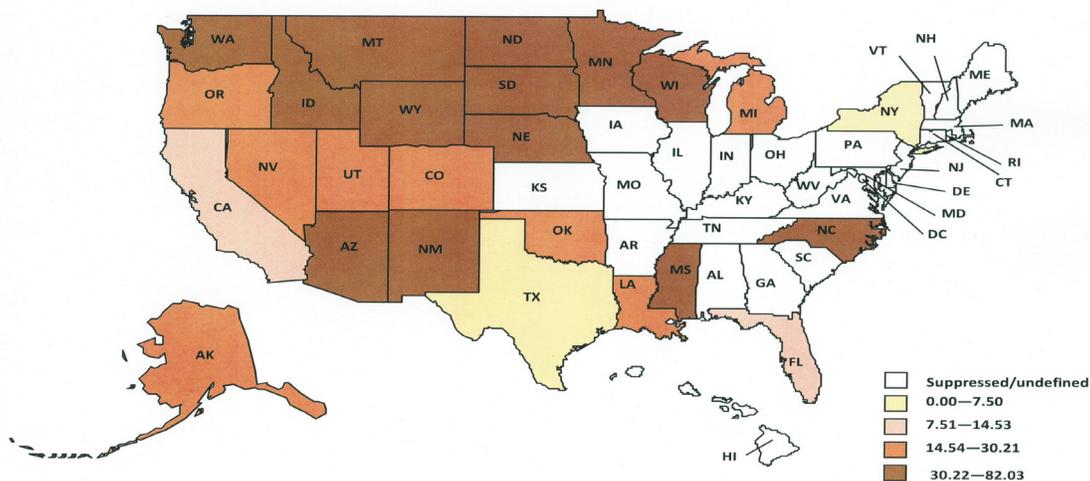
		Native American/ Alaskan Native (NA/AN)
	<u>State</u>	<u>Population</u>
1	California	362,801
2	Oklahoma	321,687
3	Arizona	296,529
4	New Mexico	193,222
5	Texas	170,972
6	North Carolina	122,110
7	New York	106,906
8	Alaska	104,871
9	Washington	103,869
10	South Dakota	71,817
11	Florida	71,458
12	Montana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

PROBLEM IDENTIFICATION SUMMARY

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

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

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



There is difficulty in quantifying crash data in Indian Country due to sovereignty issues of Tribal Agencies. This hampers the ability of agencies to often distinguish between what types of crashes are taking place and the location of those crashes.

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

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

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

FARS	<u>Number of AI/AN Motor Vehicle Crash (MVC) Fatalities on Reservations</u>	<u>Total Number of Deaths</u>
2010	102	438
2009	172	531
2008	156	564
2007	222	650
2006	242	704

Chart 1

According to the FARS numbers, MVC fatalities among American Indians/Alaska Natives decreased significantly from 2009 to 2010. The FARS number of deaths attributed to traffic crashes includes motor vehicle, pedestrian, other land transport, motorcycles and bicycles. The FARS system will count a death as motor vehicle related if it occurs within 30 days of the crash.

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

The BIA IHSP has selected 30 Tribes in the following 11 states to participate in the FY14 program: Arizona, Idaho, Minnesota, Montana, Nevada, New Mexico, North Dakota, South Dakota, Washington, Wisconsin and Wyoming. Motor vehicle crash fatality data from FARS for 2008, 2009 and 2010 is displayed in *Chart 2* to show the number of American Indian/Alaska Native MVC fatalities in the states funded for those years.

2008		2009		2010	
STATE	FARS	STATE	FARS	STATE	FARS
Alaska	0	Alaska	0	Arizona	8
Arizona	76	Arizona	61	Idaho	9
Idaho	2	Idaho	10	Minnesota	16
Minnesota	3	Minnesota	9	Montana	30
Montana	13	Montana	16	Nevada	5
Nevada	0	Nevada	0	New Mexico	51
New Mexico	22	New Mexico	11	North Dakota	26
North Dakota	10	North Dakota	19	South Dakota	24
South Dakota	11	South Dakota	27	Washington	24
Wisconsin	6	Wisconsin	3	Wisconsin	13
Wyoming	5	Wyoming	5	Wyoming	6

Chart 2 (American Indian/Alaska Native Reservation Fatalities)

ARIZONA

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

FARS reported 8 deaths attributed to motor vehicle crashes of American Indians/Alaska Natives on reservations in 2010. This is down significantly from 61 reported in FARS in 2009 and 76 motor vehicle crash fatalities being reported in 2008. *(Chart 3)*

In FY2014 the BIA IHSP will offer Overtime Enforcement grants to four Tribes: The Salt River Pima-Maricopa Indian Community, Fort McDowell Tribe, the San Carlos Apache Tribe and the White Mountain Apache Tribe. In FY2012, Salt River reported five (5) motor vehicle crash fatalities, Fort McDowell reported 0 but had 8 injury crashes and San Carlos Apache also reported five (5) motor vehicle crash fatalities. The White Mountain Apache Tribe reported six (6) motor vehicle crash fatalities in FY2012.

The 2010 census shows the Salt River-Maricopa Indian Community has a reservation population of 6,289, Fort McDowell Tribe has a reservation population of 971, the San Carlos Apache has a population of 14,574, and the White Mountain Apache has a reservation population of 18,000.

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

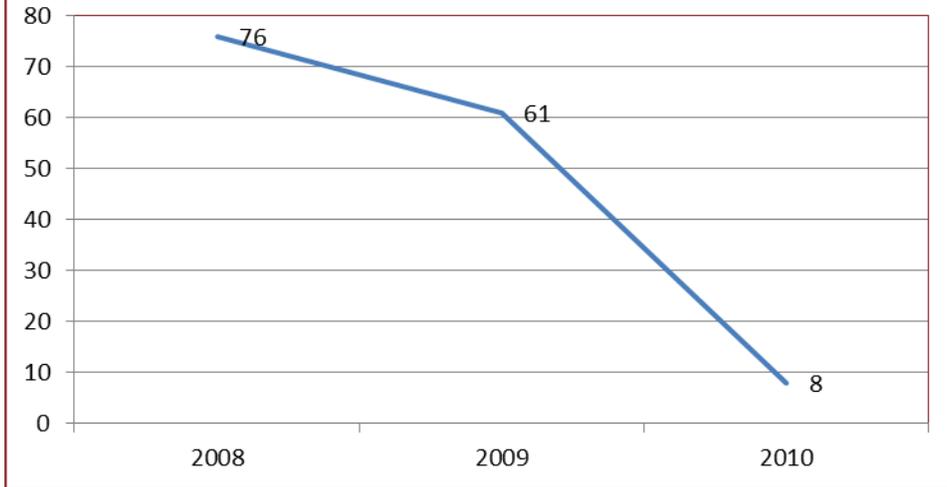
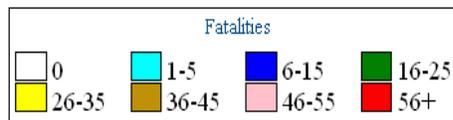
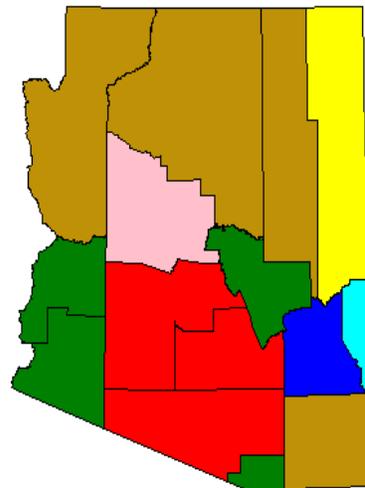


Chart 3

Fatalities (All Crashes)



Latest data Available 2009

IDAHO

There are four (4) Tribes located in Idaho with an estimated Native American population of 31,000. The Shoshone-Bannock (Fort Hall) Tribe is the second largest, both in land area and reservation population.

FARS reported 4 American Indian/Alaska Native motor vehicle crash fatalities on reservations in 2010, ten (10) motor vehicle crash fatalities in 2009, and two (2) motor vehicle crash fatalities in 2008. *(Chart 4)*

The Shoshone-Bannock Tribes are located in Southeastern Idaho. The tribal government offices and most tribal business enterprises are located eight miles north of Pocatello in Fort Hall. The Fort Hall Reservation was established by the Fort Bridger Treaty of 1868 as a 1.8 million acre homeland for the four distinct bands of Shoshone and one Northern Paiute band, the Bannock that once inhabited this region. Today, the reservation consists of 544,000 acres, nestled between the cities of Pocatello, American Falls and Blackfoot, and is divided into five districts: Fort Hall, Lincoln Creek, Ross Fork, Gibson and Bannock Creek.

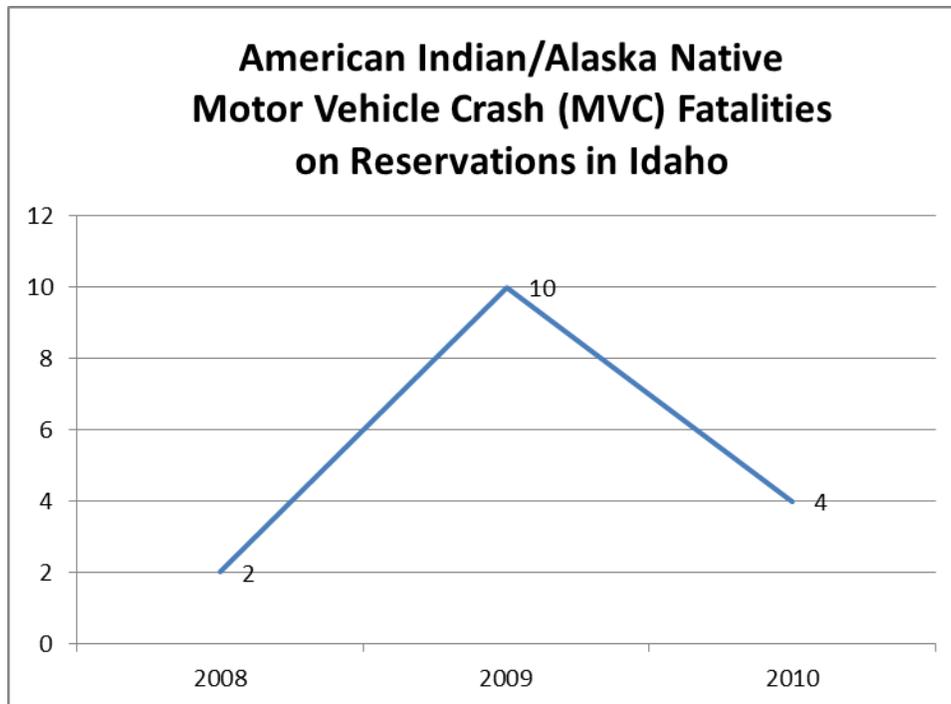


Chart 4

The Shoshone-Bannock Tribe applied for a Police Traffic Services grant for FY2014 and is included in the highway safety plan (HSP) for funding. They reported three (3) motor vehicle crash fatalities in FY2012, two (2) motor vehicle crash fatalities in FY2011, both years down significantly from 15 motor vehicle crash fatalities reported in FY2010.

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

MINNESOTA

Minnesota is home to 11 federally recognized Tribes. Approximately 60,916, American Indians/Alaska Natives call Minnesota home according to the 2010 Census. White Earth, Leech Lake and Red Lake are the largest reservations in the State. All three of these tribes received funding from the BIA IHSP in FY2009, FY2010, FY2011, FY2012, and FY2013.

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

The Leech Lake Indian Reservation, is a Native American reservation located in the north-central Minnesota counties of (in descending order of reservation area) Cass, Itasca, Beltrami, and Hubbard. It is the land-base for the Leech Lake Band of Ojibwe. As of the 2010 census, it had a population of 10,660, making it the largest Indian reservation in the state by number of residents. Over one-fourth of its territory comprises of lakes, as the reservation covers 972,517 square miles of land and 337,392 square miles of water. As a result it is the second-largest reservation in Minnesota (to the White Earth Indian Reservation) when viewed in terms of land area, and the largest reservation in Minnesota when viewed in terms of total area.

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

In FY2012, White Earth reported eight (8) motor vehicle crash fatalities, Leech Lake reported two (2) motor vehicle crash fatalities, Red Lake reported five (5) motor vehicle crash fatalities and Upper Sioux reported 0 motor vehicle crash fatalities.

In 2008, FARS reported three (3) motor vehicle fatalities for American Indians/Alaska Natives on reservations in the State of Minnesota, nine (9) motor vehicle crashes in 2009 and three (3) motor vehicle crashes in 2010. *(Chart 5)*

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

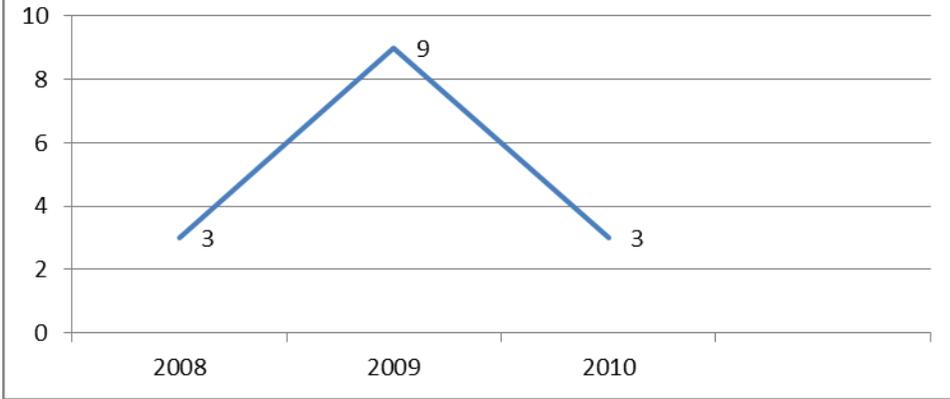
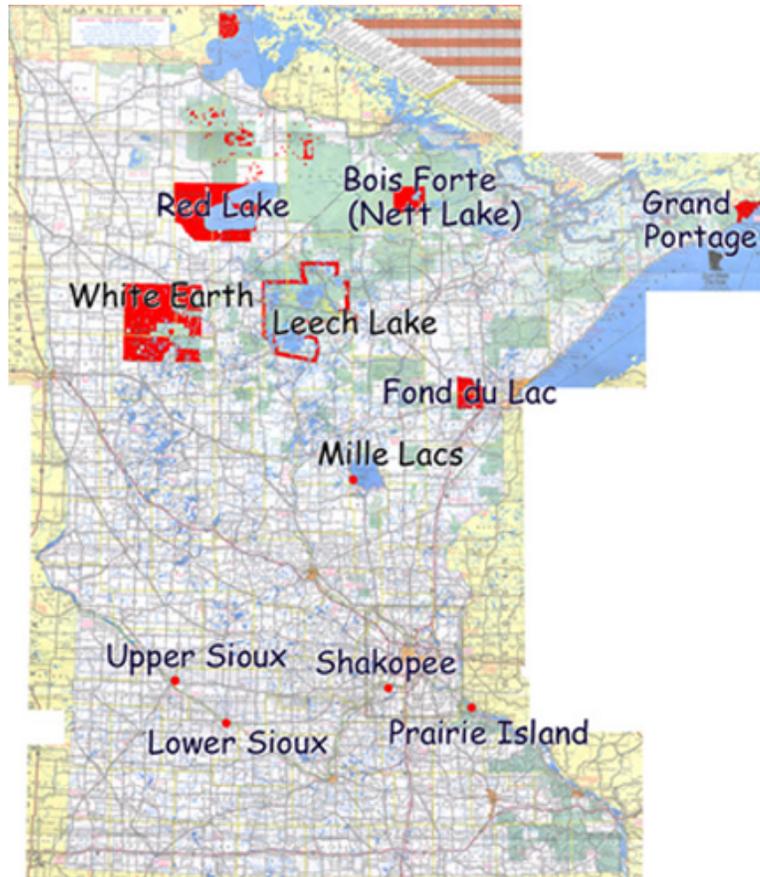


Chart 5



White Earth, Leech Lake, Red Lake and Upper Sioux Tribes are included in the FY2014 BIA IHSP highway safety plan for funding.

White Earth reported 12 motor vehicle crash fatalities, Leech Lake reported three (3) motor vehicle crash fatalities and the Upper Sioux Tribe reported 0 motor vehicle crash fatalities and 13 motor vehicle crash injuries in 2010.

MONTANA

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

The Fort Peck Indian Reservation is the ninth-largest Indian reservation in the United States and comprises parts of four counties. In descending order of land area they are Roosevelt, Valley, Daniels, and Sheridan counties. A population of 10,008 was counted during the 2010 census. The largest community on the reservation is the city of Wolf Point.

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

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

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

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

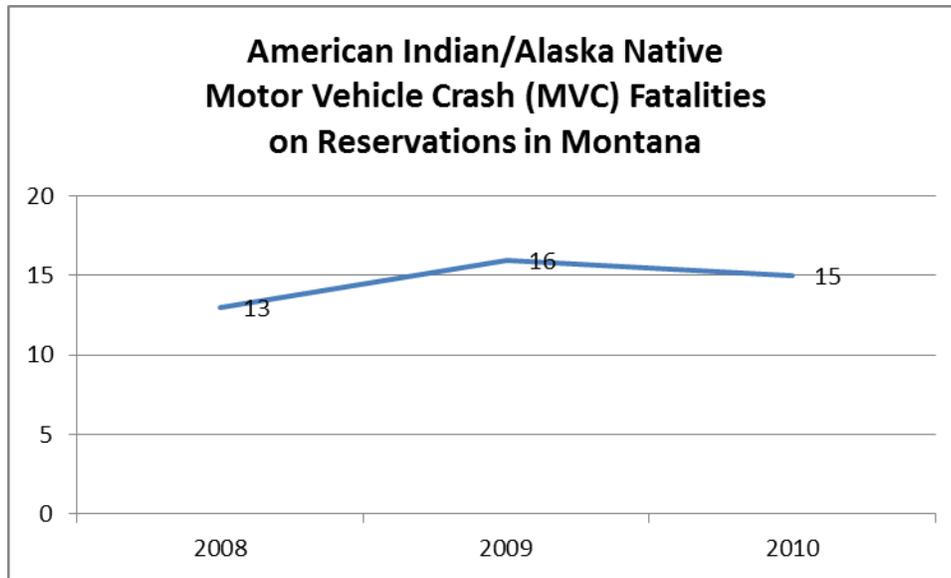
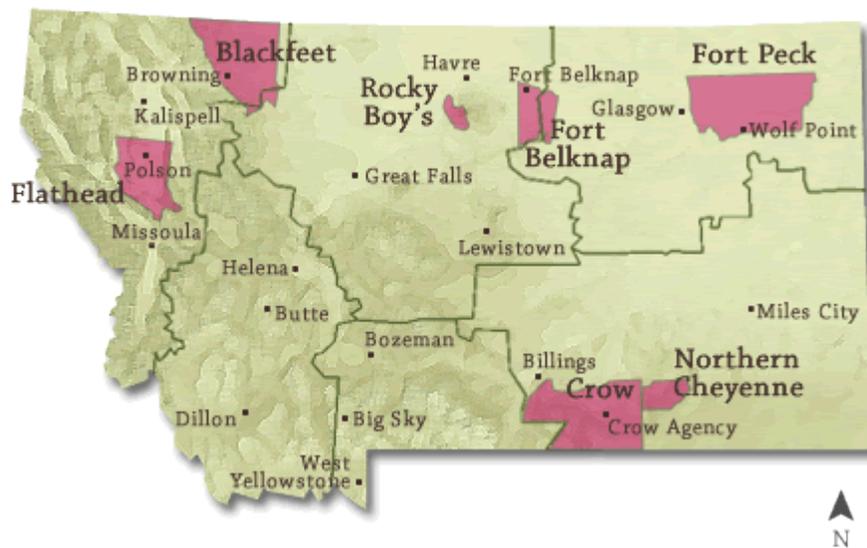


Chart 6



According to FARS reports, the Montana fatality number for American Indian/Alaska Native Reservation motor vehicle crash fatalities was 13 in 2008, increased to 16 motor vehicle crash fatalities in 2009 and was reported at 15 motor vehicle crashes in 2010. *(Chart 6)*

Four (4) Tribes in Montana are included in the FY14 HSP for funding. They are: Rocky Boy Tribe, Northern Cheyenne Tribe, the Crow Nation and the Blackfeet Tribe.

In FY2012, Rocky Boy Tribe reported 3 motor vehicle crash fatalities, Northern Cheyenne reported 3 motor vehicle crash fatalities, Crow Nation reported 8 motor vehicle crash fatalities and the Blackfeet Nation reported 5 motor vehicle crash fatalities.

NEVADA

Nevada is home to 26 federally recognized Tribes, with Pyramid Lake being the largest land based reservation. Pyramid Lake and Walker River have been funded for Police Traffic Services grants for the past several years. They are again included in the FY2014 HSP.

The Pyramid Lake Indian Reservation is located in northwestern Nevada approximately 35 miles northeast of Reno; in Washoe, Storey, and Lyon Counties. It is governed by the Pyramid Lake Paiute Tribe (Cui Ui Ticutta). The 2010 census indicates a reservation population of 1,660.

The reservation has 742.2 square miles in land area, and includes all of Pyramid Lake and all of the Truckee River from the Big Bend north. The reservation is centered on Pyramid Lake, and the lake itself comprises 25% of the reservation's area.

The Walker River Indian Reservation is located in central Nevada along the Walker River between Yerington and Walker Lake. At the current lake level, the reservation has only a small frontage on Walker Lake. The bulk of the reservation (72.68%) is in Mineral County; however, portions are in Lyon County (14.37%) and Churchill County (12.95%). The reservation's land area is 529,970 square miles and a population of 746 was reported in the 2010 census.

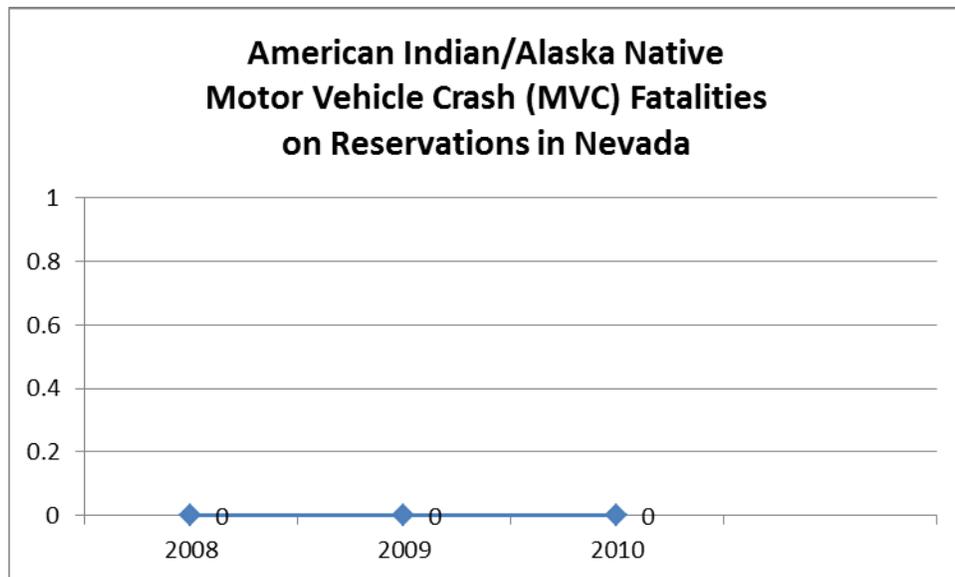


Chart 7



In 2008, 2009 and 2010, FARS reported 0 motor vehicle crash fatalities for American Indians/Alaska Natives Reservation Fatalities in the state of Nevada. (Chart 7)

In FY2012, Pyramid Lake reported 0 MVC fatalities and a total of 29 motor vehicle crashes.

Walker River reported 0 MVC fatalities and a total of 23 motor vehicle crashes in FY2012.

NEW MEXICO

New Mexico is home to 193,222 American Indians/Alaska Natives. There are 22 federally recognized Tribes in the State of New Mexico. The IHSP will contract with six (6) New Mexico Tribes in FY2014.

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

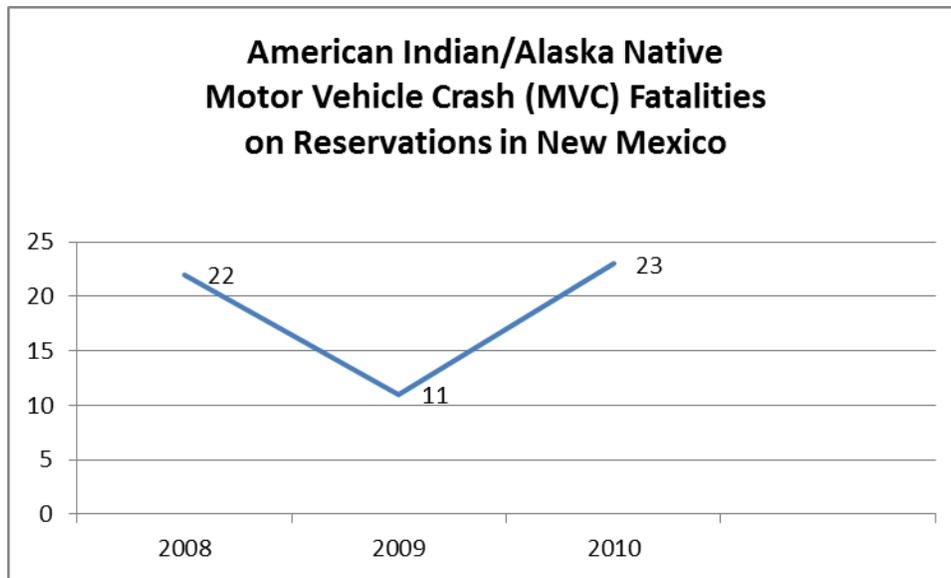


Chart 8



FARS reported twenty-three (23) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2010. There were 11 recorded in 2009 and. 22 MVC fatalities were recorded in 2008. (*Chart 8*)

Ramah-Navajo, Isleta, Laguna, Acoma, Santa Ana Pueblo and the Jicarilla Apache are included in the FY2014 HSP for funding. According to the 2010 census the tribes had the following populations:, Ramah-Navajo - 3,200, Isleta - 3,400, Laguna - 4,043, Acoma - 3,011, Santa Ana - 621 and Jicarilla - 3,254.

NORTH DAKOTA

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

The IHSP will include only one (1) Tribe from North Dakota in the FY2014 HSP, the Turtle Mountain Band of Chippewa. This tribe is located in extreme northern North Dakota, close to Canada. According to the 2010 census, the reservation population is 2,078 and the land area covers 72 square miles.

The Turtle Mountain Band of Chippewa reported three (3) MVC fatalities in FY2012.

FARS reported sixteen (16) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2010, nineteen (19) in 2009 and ten (10) motor vehicle crash fatalities in 2008. (*Chart 9*)

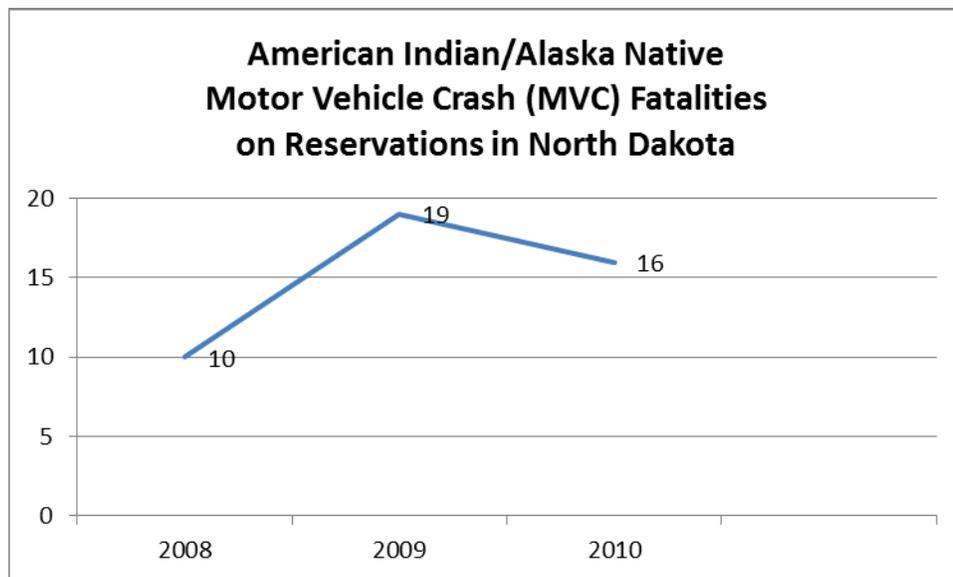
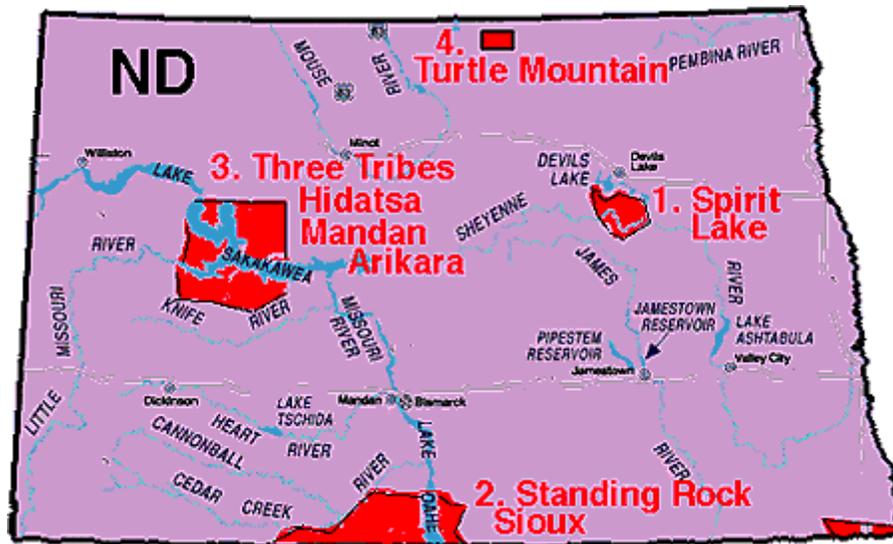


Chart 9



SOUTH DAKOTA

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

The population for the State of South Dakota is 814,180 with approximately 71,817 or 8.8% classified as American Indians/Alaska Natives.

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

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

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

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

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

FARS reported 16 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in South Dakota in 2010, down from 27 motor vehicle crash fatalities reported in 2009. In 2008 there were 11 motor vehicle crash fatalities recorded. (*Chart 10*)

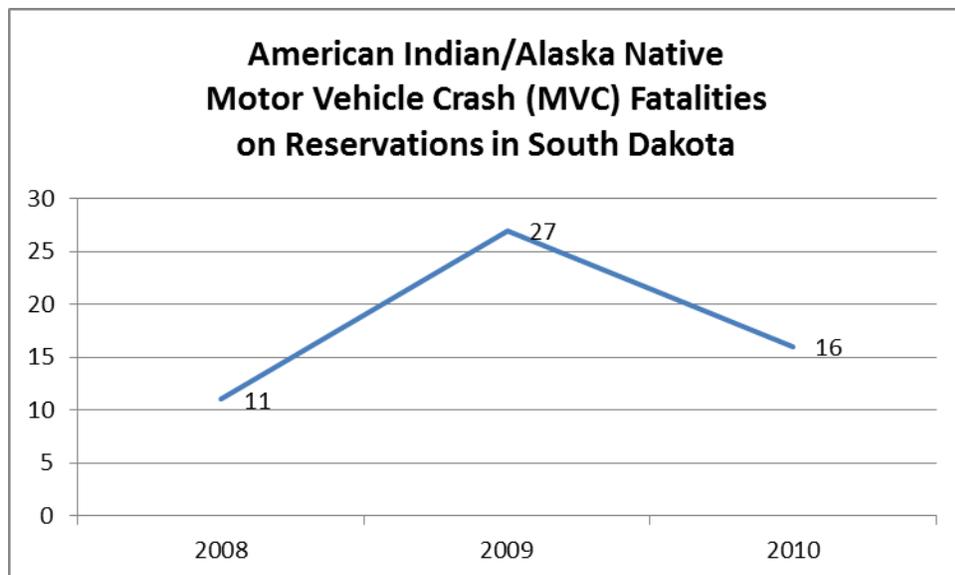
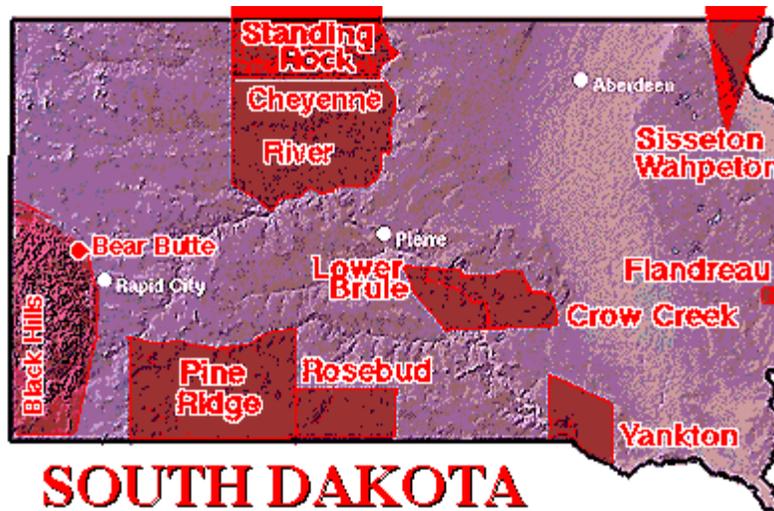


Chart 10



In FY2012, Cheyenne River Sioux reported one (1) motor vehicle crash fatality, Sisseton-Wahpeton reported eight (8) motor vehicle crash fatalities, Oglala Sioux reported 11 motor vehicle crash fatalities and Rosebud Sioux reported seven (7) motor vehicle crash fatalities.

The Cheyenne River Sioux, Oglala Sioux, Rosebud Sioux and Sisseton-Wahpeton Sioux Tribes are included in the FY2014 Highway Safety Plan.

WASHINGTON

The State of Washington is home to 29 federally recognized Tribes with a population of 103,869 classified as American Indian/Alaska Native according to the 2010 census.

FARS numbers report eight (8) motor vehicle crash fatalities which occurred on reservations in 2010, eight (8) motor vehicle crash fatalities in 2009 and (4) motor vehicle crash fatalities in 2008. *(Chart 11)*

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

The Colville Tribe is included in the FY2014 HSP. The Colville Tribe reported five (5) motor vehicle crash fatalities on their reservation in FY2012.

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

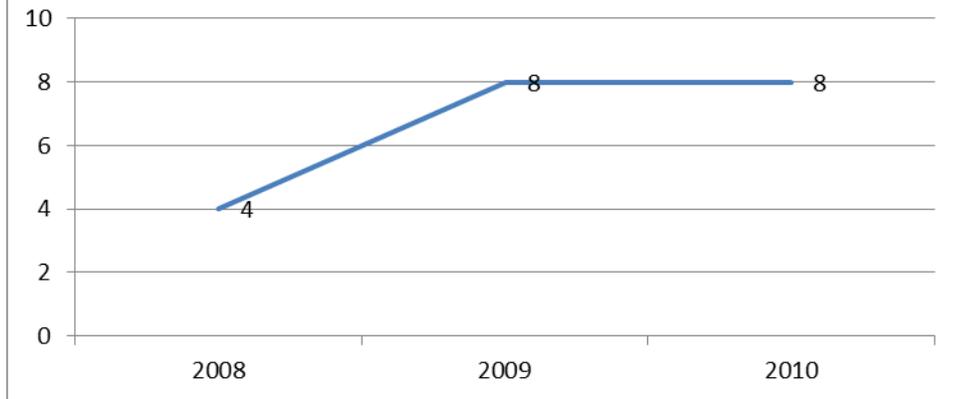
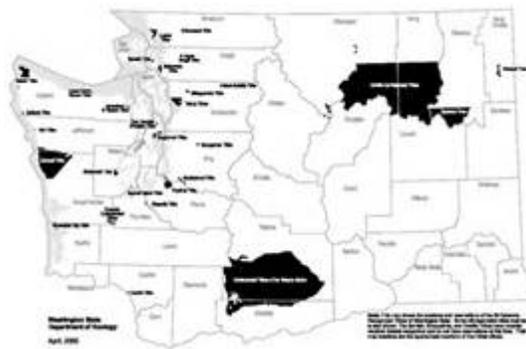


Chart 11



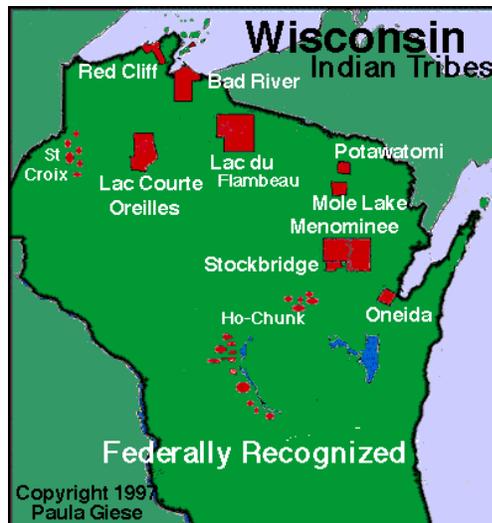
WISCONSIN

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

FARS reported two (2) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on reservations in 2010, three (3) motor vehicle crash fatalities in 2009 and six (6) motor vehicle crash fatalities in 2008. (*Chart 12*)



Chart 12



The Menominee Tribe is included in the FY2014 Highway Safety Plan.

According to the 2010 census, the Menominee Tribe has a population of 3,141. They reported one (1) motor vehicle crash fatality in FY2012.

WYOMING

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

FARS reported four (4) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives on the Wind River Reservation in 2010. Five (5) deaths attributed to motor vehicle crashes were recorded in 2009 and five (5) motor vehicle crash fatalities were recorded in FARS in 2008. (*Chart 13*)

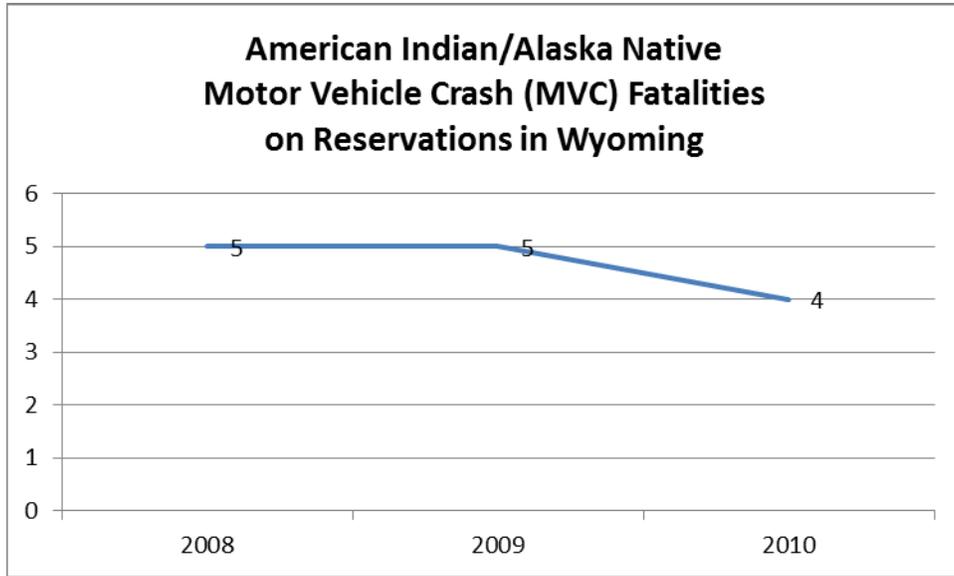
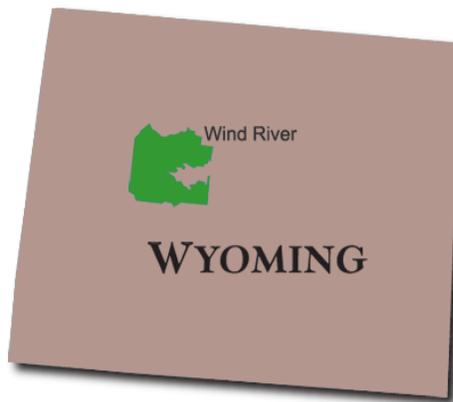


Chart 13



The IHSP will contract with the Wind River Shoshone-Arapaho Tribes in FY2014. The Wind River Tribe reported three (3) motor vehicle crash fatalities in FY2012.

In FY2014 the BIA IHSP will continue to do outreach to the large land based Tribes in an effort to provide program support. The BIA IHSP will award Overtime enforcement grants to Tribes to participate fully in the ***“Click It or Ticket”*** and the ***“Drive Sober or Get Pulled Over”*** mobilizations as well as the Indian State ***“Don’t Shatter the Dream”*** mobilization.

DEVELOPMENT OF GOALS AND OBJECTIVES

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

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

Once Tribal projects are selected for funding, Tribes are contacted and the BIA IHSP negotiates with the Tribes on the goals and performance measures for the project year. This process is necessary as often the applications, as received, cannot be funded in their entirety, or as written. IHSP staff evaluates the proposals and overall program goals and performance measures are then developed.

The project discussion with Tribal officials includes negotiation on evidence-based countermeasures to combat the problem identified on the individual reservations. All projects proposed for funding in FY2014 are enforcement projects, with the exception of one (1) Impaired Driving Court project. High visibility enforcement, to include saturation patrols and sobriety checkpoints are strategies that are mandatory in any tribal enforcement project funded by BIA IHSP.

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

PARTICIPANTS INVOLVED

The BIA IHSP works with many partners such as the Safety Management Systems (SMS) Steering Committee, Indian Health Service, Center for Disease Control (CDC) personnel, BIA Office of Justice Services law enforcement agencies and many State Highway Safety Offices in an effort to collaborate on goal setting, training and outreach efforts for the federally recognized Tribes in this country. The BIA IHSP will continue to do outreach to other Indian Service Agencies in an effort to collaborate on ways to reduce motor vehicle crash related injuries and deaths among American Indian/Alaska Natives.

BIA GOALS FOR FY 2014

OVERALL PROGRAM GOAL:

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

To reduce American Indian/Alaska Native fatalities on reservations by 10% from the 2010 FARS number of 102 to 92 by the end of FY2014.

Justification for overall program goal: American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally-recognized Tribes aimed at reducing death and injury caused by motor vehicle crashes.

PLANNING & ADMINISTRATION

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

To initiate highway safety related projects with not less than 30 Tribes by the end of FY2014.

To track and evaluate the average number of days from receipt of Tribal Requests for Reimbursement to payment in the Grants Tracking System by the end of FY14.

IMPAIRED DRIVING

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 109% from the FY2012 total of 4,056 to 4,462 by the end of FY2014. (Self reported numbers by Tribes)

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

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

Justification for Impaired Driving Goal: The evidence-based strategy of high-visibility enforcement will be utilized by the participating Tribes to include sobriety checkpoints and saturation patrols aimed at impaired drivers. This will increase DUI/DWI/OWI arrests on the reservations and as a result will decrease motor vehicle crash injuries and fatalities attributed to impaired driving. High-visibility enforcement will also support the *Drive Sober or Get Pulled Over* national impaired driving

mobilization and the Indian State *Don't Shatter the Dream* impaired driving mobilization.

Occupant Protection (OP)

To increase safety belt usage rates in Indian Country from the FY2012 "national" Indian Country rate of 68.8% to 71% by the end of FY2014.

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

To increase the number of Tribes participating and reporting on the Click It or Ticket national mobilization from 40 in FY2012 to 50 by the end of FY2014.

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

Justification for Occupant Protection Goal: The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the *Click It or Ticket* mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among Tribes.

Encouraging passage of Primary Safety Belt Laws on reservations will increase enforcement of safety belt laws which will result in lower motor vehicle crash fatalities.

Police Traffic Services (PTS)

To reduce the number of speed related fatalities on Indian Reservations by 24% from the 2010 FARS number of 41 to 31 by the end of FY2014.

To increase the number of citations issued for speed by full-time funded Highway Safety Officers by 5% from the FY2012 number of 13,641 to 14,323 by the end of FY2014.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by full-time funded Highway Safety Officers by 5% from the FY2012 number of 22,406 to 23,526 by the end of FY2014.

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

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

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

To decrease the number of motorcyclist fatalities by 11% from the 2010 FARS number of 35 to 31 by the end of FY2014.

Performance Measure to be tracked: Number of motorcyclist fatalities.

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

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

To decrease the number of pedestrian fatalities by 5% from the 2010 FARS number of 64 to 61 by the end of FY2014.

Performance Measure to be tracked: Number of pedestrian fatalities.

Justification for Police Traffic Services Goal: The evidence-based strategy of high-visibility enforcement will be utilized by the participating Tribes. An increase in speed citations and other moving violation citations will result in a decrease in motor vehicle crash injuries and fatalities to drivers of all ages, helmeted and un-helmeted motorcyclists and pedestrians. Self-reported statistics from Tribes often report that motor vehicle crash fatalities are alcohol and speed involved.

Traffic Records (TR)

To convene quarterly meetings of the Tribal Traffic Records Coordinating Committee.

To develop a multi-year Traffic Records Strategic Plan by the end of FY2014.

Justification for Traffic Records Goals: Regularly scheduled Tribal Traffic Records Coordinating Committee meetings and the development of a multi-year Traffic Records Strategic Plan for the IHSP and the participating Tribes will result in progress towards electronic data systems for Tribes that currently have antiquated traffic data systems or use manual paper systems.

BIA Core Performance Measures and Results For FY2012

OVERALL PROGRAM GOAL

To reduce fatalities in Indian Country by 5% from the 2009 FARS number of 178 to 169 by the end of FY2012.

For the year 2009 (latest year of available data), FARS reported that 555 Native Americans were killed in motor vehicle crashes in the United States.

PLANNING & ADMINISTRATION

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

To initiate highway safety related projects with not less than 30 Tribes by the end of FY2012.

While the IHSP awarded only twenty-six (26) tribal project grants in FY2012, services and technical assistance were provided to approximately 75 tribes throughout the country. This was accomplished by providing medial materials for the impaired driving and safety belt mobilizations.

Impaired Driving:

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests within the participating Tribes by 15% from the FY2010 total of 5,278 to 6,070 by the end of FY2012. (Self-reported numbers by Tribes)

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

26 Tribes funded by the BIA IHSP in FY2012 reported 4,056 (66%) DUI/DWI/OWI arrests. The shortage may be attributed to four Tribes (Three Affiliated, Rocky Boy, Lac du Flambeau and Colville) not participating after being included in the highway safety plan and the effectiveness of the impaired driving messages reaching Tribal members on reservations.

To decrease the number of impaired driving fatalities of American Indian/Alaska Natives on reservations by 10% from the 2009 FARS number of 108 to 97 by the end of FY2012.

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

*FARS reported that **101** American Indian/Alaska Natives were killed in impaired driving motor vehicle crashes on reservations in 2009.*

*The 26 funded Tribes in FY2012 reported a total of **26** motor vehicle crash fatalities with drivers with .08+ BAC.*

Occupant Protection (OP):

To increase safety belt usage rates in Indian Country from the “national” Indian Country rate of 64.8% to 67.8% by the end of FY2012.

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

*The overall safety belt use has increased to **68.8%** in Indian Country as reported by Preusser Research Group, Inc., in FY2012.*

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

*The 26 Tribes funded by the IHSP in FY2012 reported issuing a total of **3,173** safety belt violations and **696** child passenger safety violation citations throughout the project year.*

Police Traffic Services (PTS):

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

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

*FARS reports indicate that **56** American Indian/Alaska Natives died in speed-involved motor vehicle crashes on reservations in 2009.*

*The 26 Tribes funded by the BIA IHSP in FY2012 reported a total of **14** speed-related motor vehicle fatalities on their reservations during the project year.*

To increase the number of citations issued for speed by 10% from the FY2010 total of 33,802 to 37,182.

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

*26 Tribes funded by the BIA IHSP in FY2012 reported **31,037** speed citations being issued during the project year.*

To increase the number of citations issued for other moving violations by 10% from the FY2010 total of 36,977 to 40,674 within the participating Tribes by the end of FY2012.

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

*26 Tribes funded by the IHSP in FY2012 reported **30,166** traffic violation citations (excluding speed) being issued during the project year.*

To decrease the number of American Indian/Alaska Native motorcyclist fatalities from the 2009 FARS number of 27 to 26 by the end of FY2012.

Performance Measure to be tracked: Number of motorcyclist fatalities.

*FARS reported **0** American Indian/Alaska Native motorcyclist fatalities on reservations in 2009.*

*The 26 Tribes funded by the BIA IHSP in FY2012 reported a total of **4** motorcycle fatalities on their reservations during the project year.*

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

*FARS reported **0** American Indian/Alaska Native un-helometed motorcyclist fatalities on reservations in 2009.*

*The 26 Tribes funded by the BIA IHSP in FY2012 reported **3** un-helmeted motorcyclist fatalities on their reservations during the project year.*

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

*FARS reported **11** American Indian/Alaska Natives age 20 and younger killed on reservations in 2009.*

*26 Tribes funded by IHSP in FY2012 reported **6** motor vehicle crash fatalities involving drivers age 20 or younger on their reservations..*

To decrease the number of American Indian/Alaska Native pedestrian fatalities on reservations by 5% from the 2009 FARS number of 21 to 20 by the end of FY2012.

Performance Measure to be tracked: Number of pedestrian fatalities.

*.26 Tribes funded by IHSP in FY2012 reported **6** motor vehicle crash fatalities involving drivers age 20 or younger on their reservations.*

HIGHWAY SAFETY PLAN

PLANNING & ADMINISTRATION

PA-14-01

BIA Program Management

\$234,870.00

GOAL:

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

To initiate highway safety related projects with not less than 30 Tribes by the end of FY2014.

To track and evaluate the average number of days from receipt of Tribal Requests for Reimbursement to payment in the Grants Tracking System by the end of FY14.

OBJECTIVES/PERFORMANCE MEASURES:

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

To host quartely Chief of Police/Program Corridinator confrence calls.

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

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

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Indian Highway Safety Program include: 100% Program Analyst (Coordinator), 100% Program Analyst (Finance) and 100% Law Enforcement Assistant.

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

EQUIPMENT:

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

P&A: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-14-01	BIA Program Management	\$234,870.00	402
402 Total		\$234,870.00	402
Total All funds		\$234,870.00	

IMPAIRED DRIVING

IMPAIRED DRIVING Program Area Problem Identification

Alcohol usage is high on most reservations. While it is estimated that approximately 75% or more of all incidences on reservations involve alcohol, 2009 FARS data shows alcohol use among fatality crashes at approximately 52%.

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

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

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

Even with the Impaired Driving Assessment Report in place, performance measures remain difficult to set for the Indian "State" because of the many issues surrounding data. Tribes that submit proposals often send some data; however, the data is hard to qualify and quantify. As a result, setting Performance Measures and Goals becomes difficult. Because of these difficulties, the BIA IHSP began utilizing FARS data as base data in FY2008. Self-reported numbers will be used to set performance measures for each individual Tribal project.

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

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

In FY2010, the BIA IHSP was able to provide the tribes in Indian Country with four (4) BAT Mobiles. Purchase of the BAT Mobiles was a two-year project and could not have been accomplished without the support of the NHTSA Region 6 Administrator, and NHTSA IHSP Program Manager and the dedication of many individuals. Staff members of IHSP, several Tribes and BIA Office of Justice Services (OJS) were also involved

throughout the process. The BAT Mobiles are for tribal use; however, BIA OJS agreed to take physical responsibility for them. OJS retains physical custody of the BAT Mobiles and provides the BAT Mobiles to Tribes in their respective Districts, based upon proper checkout procedures.

Recently, the IHSP conducted an evaluation of the use of all four (4) BAT Mobiles. The IHSP Governors Representative (GR) along with the Director of IHSP reached out to other OJS District Commands to evaluate the needs of the tribes. District I (Aberdeen, S.D.) had collected support letters from tribal leaders expressing the need for a BAT Mobile assigned to District I area. Current there are BAT Mobiles assigned to District I (Aberdeen), District II (Muscogee, OK), one (1) in District IV (Albuquerque, N.M.), and one (1) in District V (Billings, MT).

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

IHSP will again evaluate and monitor the use of the BAT Mobile project showing the need for additional BAT Mobiles in Indian Country.

All funded projects for FY2013 must sign a commitment to participate in all national traffic safety campaigns. Tribes are also required to participate in the *"Don't Shatter the Dream,"* Indian State Impaired Driving Mobilization. Funded tribes will participate by conducting checkpoints, saturation patrols and/or enhanced enforcement as well as distributing safety belt and alcohol information. Extra funding has been added to each project budget for high visibility enforcement throughout the year.

In FY2014, the IHSP Law Enforcement Liaison (LEL) will provide assistance and outreach to Tribal Law Enforcement agencies. It is believed this will encourage additional involvement in the national campaigns and mobilizations to include, *"Click It or Ticket"*, *"Drive Sober or Get Pulled Over"*, and *"Don't Shatter the Dream"*.

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

Again, in FY2014, most enforcement projects will have a performance measure related to alcohol. These projects will track DUI arrests; however, since all projects have other performance measures related to moving violations, all projects are coded as Police Traffic Services (PTS) projects.

Impaired Driving Program Area Goal:

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 10% from the FY2012 total of 4,056 to 4,462 by the end of FY2014. (Self reported numbers by Tribes)

Justification for Impaired Driving Goal: The evidence-based strategy of high-visibility enforcement will be utilized by the participating Tribes to include sobriety checkpoints and saturation patrols aimed at impaired drivers. This will increase DUI/DWI/OWI arrests on the reservations and as a result will decrease motor vehicle crash injuries and fatalities attributed to impaired driving. High-visibility enforcement will also support the *Drive Sober or Get Pulled Over* national impaired driving mobilization and the Indian State *Don't Shatter the Dream* impaired driving mobilization.

NOTE:

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

Performance measures for each funded project are set for full-time highway safety officers versus overall police department traffic statistics.

Traffic data for some tribal projects are maintained on a calendar year basis versus the IHSP fiscal year basis.

AL-14-00
BIA Program Management

GOAL:

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

PERFORMANCE MEASURES: (Based on Self-reported numbers)

Rosebud Sioux – PT-14-03 - To increase the number of DUI arrests by 1% from the FY2012 number of 636 to 642 by the end of FY2014.

Cheyenne River Sioux – PT-14-04 - To increase the number of DUI arrests by the HSOs by 20% from the FY2012 number of 215 to 258 by the end of FY2014.

Menominee – PT-14-05 - To increase the number of DUI arrests by the HSO by 15% from the FY2012 number of 53 to 61 by the end of FY2014.

Ramah-Navajo – PT-14-06 – To increase the number of DUI arrests by the HSO by 31% from the 2012 number of 13 to 17 by the end of FY2014.

Rocky Boy – PT-14-07 - To increase the number of DUI arrests by 10% from the FY2012 number of 195 to 215 by the end of FY2014.

Crow Nation – PT-14-08 - To increase the number of DUI arrests by 25% from the FY2012 number of 142 to 178 by the end of FY2014.

Isleta – PT-14-09 – To increase the number of DUI arrests by the HSOs by 100% from the 2012 number of 16 to 32 by the end of FY2014.

Laguna Pueblo – PT-14-10 – To increase the number of DUI arrests by the HSOs by 58% from the 2012 number of 19 to 30 by the end of FY2014.

Oglala Sioux – PT-14-11 – To increase the number of DUI arrests by the HSOs by 50% from the FY2012 number of 65 to 98 by the end of FY2014.

Northern Cheyenne – PT-14-12 – To increase the number of DUI arrests by the HSO by 40% from the FY2012 number of 36 to 50 by the end of FY2014.

Shoshone Bannock – PT-14-13 – To increase the number of DUI arrests by the HSO by 300% from the FY2012 number of 13 to 52 by the end of FY2014.

Walker River – PT-14-14 - To increase the number of DUI arrests by the HSO by 500% from the FY2012 number of 2 to 12 by the end of FY2014.

Acoma Pueblo –PT-14-15 – To increase the number of DUI arrests by the HSOs by 30% from the 2012 number of 16 to 21 by the end of FY2014.

Upper Sioux– PT-14-16 – To increase the number of DUI arrests by the HSO by 50% from the FY2012 number of 14 to 21 by the end of FY2014.

Pyramid Lake – PT-14-17 – To increase the number of DUI arrests by 40% from the FY2012 number of 22 to 31 by the end of FY2014.

Red Lake – PT-14-18 – To increase the number of DUI arrests by the HSO by 100% from the FY2012 number of 57 to 114 by the end of FY2014.

Jicarilla Apache – PT-14-19 – To increase the number of DUI arrests by 15% from the 2010 number of 231 to 267 by the end of FY2014.

Leech Lake – PT-14-20 – To increase the number of DUI arrests by 30% from the FY2012 number of 117 to 152 by the end of FY2014.

Turtle Mountain – PT-14-21 – To increase the number of DUI arrests by 10% from the FY2011 number of 275 to 303 by the end of FY2014.

See individual projects under PTS.

STRATEGIES:

Hire Highway Safety Officers.

Promote sustained enforcement of impaired driving.

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

Increase DUI/DWI saturation patrols.

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

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

EQUIPMENT:

None.

EVALUATION:

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

AL-14-02
BIA OJS (Office of Justice Services)
\$100,000.00

GOAL:

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

PERFORMANCE MEASURES:

To increase the number of times the BAT Mobiles are deployed within the participating Tribes by 15% from the FY2012 total of 103 to 118 by the end of FY2014.

To increase use of BAT Mobiles for educational events on the reservations by 30% from the FY2012 number of 31 to 40 in FY2014.

To increase use of BAT Mobiles at checkpoints on the reservations by 30% from the FY2012 number of 59 to 77 in FY2014.

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

STRATEGIES:

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

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

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

EQUIPMENT:

None.

EVALUATION:

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

AL-14-03
Lower Brule Sioux Tribe (South Dakota)
\$170,000.00

Reservation Population: 1,683

Land Base: 156,917 acres

Road Miles: 173

GOALS:

To reduce the number of impaired driving related crashes, injuries and deaths on the Lower Brule Reservation from the FY2012 number of 2 motor vehicle crash fatalities, to 1 by the end of FY2014.

By the end of the FY2014, operate an OWI dedicated court.

Performance Measures:

By the end of the FY2014, establish an OWI dedicated court.

Establish and maintain Operating While Intoxicated (OWI) Tribal Court on the Lower Brule Reservation

Evaluate OWI offenders to determine the number of offenders to be placed into the OWI court program.

During FY2014, monitor and evaluate the number of crashes, injuries and deaths to determine if a reduction from previous years has been achieved.

Strategies:

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

Action Items:

OWI Court Development

- Hire OWI Court Probation Officer within the first quarter.
- Identify and apply to NHTSA and/or other DWI Court Training programs in the first quarter.
- Draft and obtain Legislative approval of Tribal Ordinance to establish the Tribal OWI Court by the end of the fourth quarter.
- Finalize policies and procedures for the Tribal OWI Court in the fourth quarter.
- Meet with elected and appointed officials to seek support.

OWI Community Based Program.

1. Assess the current level of community based educational programs and information related to OWI being provided to the Lower Brule Reservation.
2. Create and implement a coordinated OWI education and outreach program.

3. Ensure enforcement and marketing efforts are focused on high risk locations and populations.
4. Review existing agreements for sharing limited OWI and determine what information is available that can be provided to outside data collection organizations.

EQUIPMENT:

None

EVALUATION:

Tracking and reporting on the following:

OWI Court Development

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

OWI Community Based Program

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

Alcohol Area Cost Summary

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-14-02	BIA OJS	\$100,000.00	402
AL-14-03	Lower Brule Comprehensive		
	Impaired Driving Project	\$170,000.00	402
402 Total		\$270,000.00	
Total All funds		\$270,000.00	

OCCUPANT PROTECTION

OCCUPANT PROTECTION Program Area Problem Identification

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

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

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

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

Yet, with all the information that has been printed and distributed on the benefits of safety belt usage, the reservations continue to struggle with effective programs aimed at increasing and sustaining belt usage rates. As a result, the BIA turned to NHTSA in an effort to help implement a comprehensive seat belt program that can work on the reservations. Assistance from NHTSA will include developing a model program that can be implemented and evaluated, and if necessary, adjusted so that it can be duplicated within several Tribes.

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

In FY2005, the BIA IHSP contracted with Preusser Research Group, Inc., to develop and conduct a statistically sound "national" Indian Safety Belt survey. The purpose of the survey was to gauge belt usage on reservations across the country and serve as the official "Indian State" rate. The goal is to have Tribes compare their rate against the Indian State rate vs. the overall national rate or the geographic state rates.

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%. The second Indian State safety belt survey, published in May 2008, reported that safety

belt usage rates in Indian Country had increased to 61.8%. It should be noted that the Navajo Nation did not consent to survey sites on their Reservation in the first two surveys.

The contract to conduct the next annual Indian State safety belt survey was awarded to Preusser Research Group, Inc., in August 2009. The survey was completed in the spring of FY2010 and did include the Navajo Nation. The safety belt usage rate for Indian Country increased by 3% to 64.8%.

In FY2011, the safety belt usage rates in Indian Country increased to 68.5%. Again, in FY2012, the safety belt usage rates in Indian Country increased to 68.8%.

Occupant Protection Program Area Goal:

To increase safety belt usage rates in Indian Country from the FY2012 “national” Indian Country rate of 68.8% to 71% by the end of FY2014.

Justification for Occupant Protection Goal: The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the *Click It or Ticket* mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among Tribes..

Encouraging passage of Primary Safety Belt Laws on reservations will increase enforcement of safety belt laws which will result in lower motor vehicle crash fatalities.

Occupant Protection Area Cost Summary

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-14-02	Safety Belt Survey	\$125,000.00	402
402 Total		\$125,000.00	
Total All funds		\$125,000.00	

POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES (PTS) Program Area Problem ID

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

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

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

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

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

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

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

In FY2013, the BIA IHSP hired a Law Enforcement Liaison (LEL). Along with monitoring of funded tribes, the LEL will be able to provide outreach to some of the largest Tribes not already being funded by the BIA IHSP. Indian Country is massive, with 560+ Tribes in 34 States. The LEL will also work on specific task orders and will be responsible for outreach, to include at least 50% travel time, to a designated number of Tribes during FY2014.

All Tribal law enforcement agencies funded in FY2014 will sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year. Additionally, extra funding has been added to each project so that they can conduct high visibility enforcement throughout the year.

The IHSP LEL will be responsible for contacting Tribal and BIA law enforcement agencies to get them involved with NHTSA campaigns and mobilizations as well as continued and sustained enforcement utilizing overtime funds.

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

Police Traffic Services (PTS) Program Area Goal:

To reduce the number of speed related fatalities on Indian Reservations by 24% from the 2010 FARS number of 41 to 31 by the end of FY2014.

To increase the number of citations issued for speed by full-time funded Highway Safety Officers by 5% from the FY2012 number of 13,641 to 14,323 by the end of FY2014.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by full-time funded Highway Safety Officers by 5% from the FY2012 number of 22,406 to 23,526 by the end of FY2014.

To decrease the number of motorcyclist fatalities by 11% from the 2010 FARS number of 35 to 31 by the end of FY2014.

To decrease the number of pedestrian fatalities by 5% from the 2010 FARS number of 64 to 61 by the end of FY2014.

Justification for Police Traffic Services Goal: The evidence-based strategy of high-visibility enforcement will be utilized by the participating Tribes. An increase in speed citations and other moving violation citations will result in a decrease in motor vehicle crash injuries and fatalities to drivers of all ages, helmeted and un-helmeted motorcyclists and pedestrians. Self-reported statistics from Tribes often report that motor vehicle crash fatalities are alcohol and speed involved.

Each Tribal application for funding for a Police Traffic Services grant is evaluated on the following factors, in addition to traffic problem identification and traffic data:

- On-reservation population
- Reservation land area size
- Reservation road miles
- Number of police officers
- Traffic Laws (Traffic Code, Primary/Secondary or No Belt Laws, .08 BAC)

NOTE:

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

PT-14-02

Law Enforcement Liaison

\$120,000.00

GOAL:

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

PERFORMANCE MEASURES:

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

STRATEGIES:

Site visits to Tribes currently under contract with the BIA IHSP.

Assist Tribal Law Enforcement with training needs.

Conduct quarterly Tribal Law Enforcement Advisory Committee meetings.

Plan annual Tribal Law Enforcement Summit.

Promote sustained traffic safety activities.

EQUIPMENT:

Laptop/printer

Office Supplies

EVALUATION:

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

PT-14-03
Rosebud Sioux (South Dakota)
\$300,000.00

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

GOAL:

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

The Rosebud Sioux Tribe was not funded in FY2012. Baseline data for the Police Department, as a whole, is used for strategies.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities on the Rosebud Reservation by 50% from the FY2012 number of 7 to 3 by the end of FY2014.

To decrease motor vehicle related crashes by 20% from the FY2012 number of 337 to 270 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by 1% from the FY2012 number of 636 to 642 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) by 400% from the FY2012 number of 125 to 500 by the end of FY2014.

To increase the number of speed citations issued by 5,900% from the FY2012 number of 4 to 240 by the end of FY2014.

Hire two (2) Highway Safety Officers.

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

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

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

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

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

EQUIPMENT: 3 Radars
1 Laptop
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-14-04
Cheyenne River Sioux Tribe (South Dakota)
\$335,000.00

Reservation Population: 8,090

Land Base: 2,796,355 acres

Road Miles: 1,105

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle related fatal crashes on the Cheyenne River Sioux Reservation at the FY2012 number of 1, or less, by the end of FY2014.

To decrease motor vehicle crashes by 20% from the FY2012 number of 134 to 107 by the end of FY2014.

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

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 20% from the FY2012 number of 215 to 258 by the end of FY2014.

To maintain the number of traffic citations issued (excluding speed and DUI) by the HSOs at the FY2012 number of 1,615 by the end of FY2014.

To increase the number of speed citations (excluding DUIs and speed) issued by the HSOs by 2% from the FY2012 number of 720 to 734 by the end of FY2014.

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

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

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

Increase DUI/DWI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 2 Radars
Desktop PC
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-14-05
Menominee Tribe (Wisconsin)
\$150,000.00

Reservation Population: 3,141
Land Base: 235,523
Road Miles: 528.3

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle related fatal crashes on the Menominee Reservation at the FY2012 number of 1, or less, by the end of FY2014.

To reduce the number of motor vehicle crashes by 15% from the FY2012 number of 182 to 155 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 15% from the FY2012 number of 53 to 61 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 25% from the FY2012 number of 315 to 394 by the end of FY2014.

To increase the number of speed citations issued by the HSO by 75% from the FY2012 number of 105 to 184 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase OWI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

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

PT-14-06
Ramah-Navajo (New Mexico)
\$160,000.00

Reservation Population: 3,200

Land Base: 157,000 acres

Road Miles: 480.1

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities at the 2012 number of 0 by the end of FY2014.

To reduce the number of motor vehicle crashes by 15% from the 2012 number of 35 to 30 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 30% from the 2012 number of 13 to 17 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 5% from the 2012 number of 371 to 390 by the end of FY2014.

To increase the number of speed citations issued by the HSO by 5% from the 2012 number of 637 to 662 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 2 Radars
1 Laptop

EVALUATION:

Tracking and reporting on the following:

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

PT-14-07
Rocky Boy's Chippewa Cree (Montana)
\$125,000.00

Reservation Population: 3,323

Land Base: 122,000 acres

Road Miles: 650

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatal crashes by 50% from the FY2012 number of 4 to 2 by the end of FY2014.

To reduce motor vehicle crashes by 15% from the FY2012 number of 47 to 40 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by 15% from the FY2012 number of 195 to 215 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by 30% from the FY2012 number of 189 to 246 by the end of FY2014.

To increase the number of speed citations issued by 5% from the FY2012 number of 377 to 396 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-14-08
Crow Nation (Montana)
\$150,000.00

Reservation Population: 7,000

Land Base: 2.8 million acres

Road Miles: 1,484

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities by 50% from the FY2012 number of 8 to 4 by the end of FY2014.

To reduce the total number of motor vehicle crashes by 5% from the FY2012 number of 75 to 71 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by 25% from the FY2012 number of 142 to 178 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by 500% from the FY2012 number of 37 to 222 by the end of FY2014.

To increase the number of speed citations issued by 300% from the FY2012 number of 32 to 128 by the end of FY2013.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Laptop
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-14-09
Isleta Pueblo (New Mexico)
\$370,000.00

Reservation Population: 3,400

Land Base: 211,095 acres

Road Miles: 291.9

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities on the Isleta Pueblo by 50% from the 2012 number of 2 to 1 by the end of FY2014.

To reduce motor vehicle crashes by 10% from the 2012 number of 206 to 185 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 100% from the 2012 number of 16 to 32 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 1% from the 2012 number of 2,372 to 2,396 by the end of FY2014.

To maintain the number of speed citations issued by the HSOs the 2012 number of 3,023 by the end of FY2014.

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

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-14-10
Laguna Pueblo (New Mexico)
\$260,000.00

Reservation Population: 3,400

Land Base: 211,095 acres

Road Miles: 330.7

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities on the Laguna Pueblo by 50% from the 2012 number of 2 to 1 by the end of FY2014.

To reduce the number of motor vehicle crashes by 10% from the 2012 number of 166 to 149 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 50% from the 2012 number of 19 to 30 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 10% from the 2012 number of 611 to 672 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 5% from the 2012 number of 874 to 918 by the end of FY2014.

Hire two (2) Highway Safety Officers.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 2 radars
Checkpoint equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-14-11
Oglala Sioux Tribe (South Dakota)
\$370,000.00

Reservation Population: 18,830

Land Base: 2,788,731 acres

Road Miles: 1,782.5

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Oglala Sioux Reservation by 50% from the FY2012 number of 10 to 5 by the end of FY2014.

To reduce motor vehicle crashes by 10% from the FY2012 number of 248 to 223 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 50% from the FY2012 number of 65 to 98 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 20% from the FY2012 number of 1,483 to 1,780 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 15% from the FY2012 number of 906 to 1,042 by the end of FY2014.

Hire three (3) Highway Safety Officers.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 3 Lidars

EVALUATION:

Tracking and reporting on the following:

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

PT-14-12
Northern Cheyenne Tribe (Montana)
\$125,000.00

Reservation Population: 4,789

Land Base: 444,775 acres

Road Miles: 880.2

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Northern Cheyenne Reservation by 50% from the FY2012 number of 4 to 2 by the end of FY2014.

To decrease the number of motor vehicle crashes by 5% from the FY2012 number of 110 to 105 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 40% from the FY2012 number of 36 to 50 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 100% from the FY2012 number of 109 to 218 by the end of FY2014.

To increase the number of speed citations issued by the HSO by 150% from the FY2012 number of 88 to 220 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 In-Car Video

EVALUATION:

Tracking and reporting on the following:

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

PT-14-13
Shoshone-Bannock (Idaho)
\$160,000.00

Reservation Population: 5,767
Land Base: 544,000 acres
Road Miles: 410.2

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle crash fatalities at the FY2012 number of 1, or less, by the end of FY2014.

To reduce motor vehicle crashes by 10% from the FY2012 number of 249 to 224 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 300% from the FY2012 number of 13 to 52 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 2000% from the FY2012 number of 5 to 105 by the end of FY2014.

To increase the number of speed citations issued by the HSO by 50% from the FY2012 number of 163 to 300 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
2 PBTs
1 In-Car Video
1 Digital Camera

EVALUATION:

Tracking and reporting on the following:

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

PT-14-14
Walker River (Nevada)
\$145,000.00

Reservation Population: 746

Land Base: 24,000 acres

Road Miles: 198.3

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle crash fatalities at the FY2012 number of 1, or less, by the end of FY2014.

To reduce the number of motor vehicle related crashes by 1% from the FY2012 number of 12 to 11 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 500% from the FY2012 number of 2 to 12 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 300% from the FY2012 number of 78 to 234 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 5% from the FY2012 number of 402 to 422 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
1 PBT
1 In-Car Video

EVALUATION:

Tracking and reporting on the following:

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

PT-14-15
Acoma Pueblo (New Mexico)
\$225,000.00

Reservation Population: 3,011

Land Base: 449,317 acres

Road Miles: 351.1

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities at the 2012 number of 0 by the end of FY2014.

To reduce the number of motor vehicle crashes by 10% from the 2012 number of 41 to 37 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSOs 30% from the 2012 number of 16 to 21 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 5% from the 2012 number of 90 to 1,040 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 20% from the 2012 number of 315 to 378 by the end of FY2014.

Hire two (2) Highway Safety Officers.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

Conduct not less than twelve (24) checkpoints and/or saturation patrols.

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

EQUIPMENT: 1 Laptop
1 Desktop PC
2 Radars

EVALUATION:

Tracking and reporting on the following:

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

PT-14-16
Upper Sioux Tribe (Minnesota)
\$130,000.00

Reservation Population: 480

Land Base: 1,385 acres

Road Miles: 204.4

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle related fatalities at the FY2012 number of 0 by the end of FY2014.

To reduce the total number of motor vehicle crashes by 20% from the FY2012 number of 46 to 37 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 50% from the FY2012 number of 14 to 21 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 30% from the FY2012 number of 179 to 233 by the end of FY2014

To increase the number of speed citations issued by the HSOs by 50% from the FY2012 number of 94 to 141 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 PBT

EVALUATION:

Tracking and reporting on the following:

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

PT-14-17
Pyramid Lake (Nevada)
\$140,000.00

Reservation Population: 1,660

Land Base: 475,000 acres

Road Miles: 224.6

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle related fatalities at the FY2012 number of 0 by the end of FY2014.

To reduce the number of motor vehicle crashes by 15% from the FY2012 number of 29 to 25 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSO by 40% from the FY2012 number of 22 to 31 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 100% from the FY2012 number of 77 to 154 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 10% from the FY2012 number of 292 to 321 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Digital Camera

EVALUATION:

Tracking and reporting on the following:

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

PT-14-18
Red Lake Tribe (Minnesota)
\$240,000.00

Reservation Population: 5,162

Land Base: 806,698 acres

Road Miles: 575

GOAL:

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

PERFORMANCE MEASURES:

To reduce motor vehicle crash fatalities by 50% from the 2012 number of 5 to 2 by the end of FY2014.

To reduce the total number of motor vehicle crashes by 20% from the 2012 number of 109 to 87 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by the HSOs by 100% from the FY2012 number of 57 to 114 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 250% from the FY2012 number of 108 to 378 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 300% from the FY2012 number of 117 to 468 by the end of FY2014.

Hire two (2) Highway Safety Officers.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
1 In-Car Video
1 Desktop PC
1 Laptop

EVALUATION:

Tracking and reporting on the following:

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

PT-14-19
Jicarilla Apache (New Mexico)
\$200,000.00

Reservation Population: 3,700

Land Base: 330 square miles

Road Miles: 350

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle crash fatalities at the 2012 number of 0 by the end of FY2014.

To reduce the total number of motor vehicle crashes by 10% from the 2012 number of 228 to 205 by the end of FY2014.

The Jicarilla Apache Tribe was not funded in FY2012. Baseline data for the Police Department, as a whole, is used for strategies.

STRATEGIES:

To increase the number of DUI arrests by 15% from the 2012 number of 231 to 267 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) issued by 10% from the 2012 number of 1,471 to 1,618 by the end of FY2014.

To increase the number of speed citations issued by 10% from the 2012 number of 1,032 to 1,135 by the end of FY2014.

Hire one (1) Highway Safety Officer.

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

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

Increase DUI patrols.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
1 Lidar
1 In-Car Video
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-14-20
Leech Lake (Minnesota)
\$170,000.00

Reservation Population: 10,205
Land Base: 677,099 acres
Road Miles: 859.6

GOAL:

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

PERFORMANCE MEASURES:

To reduce motor vehicle related fatalities by 50% from the FY2012 number of 2 to 1 by the end of FY2014.

To reduce the total number of motor vehicle crashes by 10% from the FY2012 number of 162 to 146 by the end of FY2014.

Leech Lake was an Overtime project in FY2012. Baseline data for the Police Department, as a whole, is used for strategies.

STRATEGIES:

To increase the number of DUI arrests by 30% from the FY2012 number of 117 to 152 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) by 5% from the FY2012 number of 1,841 to 1,933 by the end of FY2014.

To increase the number of speed citations issued by 5% from the FY2012 number of 676 to 710 by the end of FY2014.

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

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

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

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
1 In-Car Video Camera
2 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-14-21
Turtle Mountain (North Dakota)
\$120,000.00

Reservation Population: 9,983

Land Base: 72,255 acres

Road Miles: 160

GOAL:

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

Turtle Mountain was not funded in FY2012. FY11 data is used as baseline data for performance measures and strategies.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle fatalities by 66% from the FY2011 number of 3 to 1 by the end of FY2014.

To reduce the number of motor vehicle crashes by 15% from the FY2011 number of 297 to 267 by the end of FY2014.

STRATEGIES:

To increase the number of DUI arrests by 10% from the FY2011 number of 275 to 303 by the end of FY2014.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2011 number of 784 to 862 by the end of FY2014.

To increase the number of speed citations issued by 200% from the FY2011 number of 89 to 267 by the end of FY2014.

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Conduct checkpoints and high visibility saturation patrols.

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

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

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-14-22
Indian Highway Safety Program (Overtime Projects)
\$795,000.00
\$800,000.00 (For additional OT Projects)

GOAL:

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

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

PT-14-22-01	Salt River	\$145,000.00
PT-14-22-02	Fort McDowell	\$125,000.00
PT-14-22-03	San Carlos	\$ 70,000.00
PT-14-22-04	Santa Ana	\$ 70,000.00
PT-14-22-05	Sisseton	\$ 65,000.00
PT-14-22-06	E. Shoshone	\$ 65,000.00
PT-14-22-07	White Earth	\$ 65,000.00
PT-14-22-08	White Mountain	\$ 65,000.00
PT-14-22-09	Blackfeet	\$ 65,000.00
PT-14-22-10	Colville	\$ 60,000.00

IHSP PERFORMANCE MEASURES:

To successfully implement ten (10) over time projects.

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

IHSP STRATEGIES:

Outreach to Tribes without highway safety projects or contracts.

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

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

OVERTIME PROJECTS - PERFORMANCE MEASURE:

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

OVERTIME PROJECTS - STRATEGIES:

Increase DUI/DWI patrols.

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

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

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

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

Increase traffic patrols for speed and all other moving violations.

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

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

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM Area Problem Identification

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. The BIA IHSP serves as part of the Tribal Safety Management Systems (SMS) Steering Committee. This committee is comprised of members from Tribes and other federal agencies such as National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), Indian Health Service (IHS), Centers for Disease Center (CDC) and Tribal Technical Assistance Programs (TTAP). A sub-committee of the many members of the SMS Steering Committee serves as the Tribal Traffic Records Coordinating Committee (TTRCC) for the BIA IHSP. The TTRCC will make every effort to meet at least quarterly during FY2014 and develop a multi-year Traffic Records Strategic Plan.

In addition, FY2014 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

Traffic Records (TR) Area Program Goal:

To convene quarterly meetings of the Tribal Traffic Records Coordinating Committee.

To develop a multi-year Traffic Records Strategic Plan by the end of FY2014.

Justification for Traffic Records Goals: Regularly scheduled Tribal Traffic Records Coordinating Committee meetings and the development of a multi-year Traffic Records Strategic Plan for the IHSP and the participating Tribes will result in progress towards electronic data systems for Tribes that currently have antiquated traffic data systems or use manual paper systems.

K9-14-01
Indian Highway Safety Program
\$173,807.40 (408)

GOAL:

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

PERFORMANCE MEASURES:

To convene quarterly meetings of the Tribal Traffic Records Coordinating Committee.

To provide travel and training resources to a minimum of 50 Tribal members to attend a traffic records training seminar.

STRATEGIES:

Convene meetings of the Tribal Traffic Records Coordinating Committee to plan for traffic records training seminar.

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

Coordinate with Federal Highway Administration (FHWA), Tribal Technical Assistance Program (TTAP), Indian Health Service (IHS) and Centers for Disease (CDC) to provide traffic safety conference and training information to all federally recognized Tribes in Indian country.

PROJECT DESCRIPTION:

Conduct a Traffic Records Training Seminar, planned and conducted by the Tribal Traffic Records Coordinating Committee.

EQUIPMENT: None.

TR-14-02
Indian Highway Safety Program
\$500,000.00 (402)

GOAL:

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

PERFORMANCE MEASURES:

To convene quarterly meetings of the Tribal Traffic Records Coordinating Committee.

To establish traffic records systems, by providing funding for the purpose of collecting all traffic crash data on reservations within Indian Country by the end of FY2012.

To develop a multi-year Traffic Records Strategic Plan to be submitted to NHTSA for approval.

STRATEGIES:

Provide funding to the Tribes to purchase traffic records software and hardware.

Provide training for Tribes in use of traffic records software.

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

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

PROJECT DESCRIPTION:

Provide funds to Tribes to set up Traffic Records systems.

EQUIPMENT:

Computers and software

Traffic Records Area Cost Summary

TR: Budget Summary

Project Number	Project Title	Budget	Budget Source
K9-14-01	Indian Highway Safety Program	\$173,807.40	408
TR-14-02	Indian Highway Safety Program	\$500,000.00	402
			402
402 Total		\$500,000.00	
Total All funds		\$673,807.40	

SAFE COMMUNITIES

SAFE COMMUNITIES Area Problem Identification

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

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

The most recent National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS) data showed that in 2010 there were 438 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of those, 102 were killed were on reservations.

While that represents a decrease from previous years, the Center for Disease Control (CDC) reports that motor vehicle crashes are the leading cause of unintentional injury for Native American/Alaska Natives ages 1 to 44. Adult motor vehicle-related death rates for American Indians/Alaska Natives are more than twice that of whites and almost twice that of blacks.⁵

According to a safety belt survey conducted on behalf of the IHSP, the overall rate of seat belt use on reservations is relatively low 68.8%. Belt use varies greatly across reservations, ranging from a low of 21.4 percent to a high of 88.5 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws; reservations with no seat belt laws have the lowest use rates.⁶

More than 3 out of every 4 (76 %) of passenger vehicle occupants who died in motor vehicle crashes on reservations were unrestrained at the time of the fatal crash.⁷

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

These statistics necessitate an increase in the level of safe communities programming to further advance the public's awareness and level of education related to these issues.

⁵ Centers for Disease Control and Prevention, National Center for Injury Prevention and Control. [Web-Based Injury Statistics Query and Reporting System](#) (WISQARS)(online)(2009) {cited 2009 October 2}.

⁶ Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. February 2006. DOT HS 809 921

⁷ Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Fatal Motor Vehicle crashes on Indian Reservations 1975-2002. April 2004. DOT HS 809 727

SA-14-01
Indian Highway Safety Program (IHSP)
\$285,000.00

GOAL:

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

PERFORMANCE MEASURE:

To reduce the number of American Indian/Alaska Native motor vehicle crash fatalities on reservations by 1% from the 2010 FARS number of 102 to 92 by the end of FY2014.

STRATEGIES:

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

Provide “best practices” to all Tribes in collaboration with Indian Health Service (IHS) and the Centers for Disease Control (CDC).

PROJECT DESCRIPTION:

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

EQUIPMENT:

None

SA-14-02
IHSP Advocacy Travel/Training
\$100,000.00

GOAL:

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

PERFORMANCE MEASURES:

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

STRATEGIES:

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

Coordinate with Federal Highway Administration (FHWA), Tribal Technical Assistance Program (TTAP), Indian Health Service (IHS) and Centers for Disease Control (CDC) to provide traffic safety conference and training information to all federally recognized Tribes in Indian country.

PROJECT DESCRIPTION:

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

EQUIPMENT:

None

SA-14-03
IHSP Grants Writing Training
\$50,000.00

GOAL:

To provide information on the BIA Indian Highway Safety Program (IHSP) 402 grants and the application process to Tribes throughout Indian Country.

PERFORMANCE MEASURE:

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

STRATEGIES:

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

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

PROJECT DESCRIPTION:

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

EQUIPMENT:

None

Safe Communities Area Cost Summary

SA: Budget Summary

Project Number	Project Title	Budget	Budget Source
SA-14-01	BIA Program Management	\$285,000.00	402
SA-14-02	Indian Highway Safety Program	\$100,000.00	402
SA-14-03	Indian Highway Safety Program	\$50,000.00	402
402 Total		\$435,000.00	
Total All funds		\$435,000.00	

PROGRAM COST SUMMARY

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

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 For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Alcohol								
	AL-2014-02-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	AL-2014-03-00-00		\$0.00	\$0.00	\$0.00	\$170,000.00	\$170,000.00	\$0.00
	Alcohol Total		\$0.00	\$0.00	\$0.00	\$270,000.00	\$270,000.00	\$0.00
Occupant Protection								
	OP-2014-02-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
Police Traffic Services								
	PT-2014-02-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$120,000.00	\$120,000.00	\$0.00
	PT-2014-03-00-00	Rosebud Sioux Tribe	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	PT-2014-04-00-00	Cheyenne River Sioux	\$0.00	\$0.00	\$0.00	\$335,000.00	\$335,000.00	\$0.00
	PT-2014-05-00-00	Menominee Indian Tribe	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PT-2014-06-00-00	Ramah Navajo	\$0.00	\$0.00	\$0.00	\$160,000.00	\$160,000.00	\$0.00
	PT-2014-07-00-00		\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	PT-2014-08-00-00	Crow Tribe	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PT-2014-09-00-00	Isleta Pueblo	\$0.00	\$0.00	\$0.00	\$370,000.00	\$370,000.00	\$0.00
	PT-2014-10-00-00	Laguna Pueblo	\$0.00	\$0.00	\$0.00	\$260,000.00	\$260,000.00	\$0.00
	PT-2014-11-00-00	Ogjala Sioux Tribe	\$0.00	\$0.00	\$0.00	\$370,000.00	\$370,000.00	\$0.00
	PT-2014-12-00-00	Northern Cheyenne Tribe	\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	PT-2014-13-00-00	ShoshoneBannock Tribes	\$0.00	\$0.00	\$0.00	\$160,000.00	\$160,000.00	\$0.00
	PT-2014-14-00-00	Walker River Paiute Tribe	\$0.00	\$0.00	\$0.00	\$145,000.00	\$145,000.00	\$0.00
	PT-2014-15-00-00	Pueblo of Acoma	\$0.00	\$0.00	\$0.00	\$225,000.00	\$225,000.00	\$0.00

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
	PT-2014-16-00-00	Upper Sioux Indian Community	\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	PT-2014-17-00-00	Pyramid Lake Paiute Tribe	\$0.00	\$0.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
	PT-2014-18-00-00	Red Lake Band of Chippewa	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
	PT-2014-19-00-00	Jicarilla Apache Nation	\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	PT-2014-20-00-00	Leech Lake Reservation Business Committee	\$0.00	\$0.00	\$0.00	\$170,000.00	\$170,000.00	\$0.00
	PT-2014-21-00-00	Turtle Mountain Band of Chippewa	\$0.00	\$0.00	\$0.00	\$120,000.00	\$120,000.00	\$0.00
	PT-2014-22-01-00	Salt River Pima Tribe	\$0.00	\$0.00	\$0.00	\$145,000.00	\$145,000.00	\$0.00
	PT-2014-22-02-00	Fort McDowell Yavapai Nation	\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	PT-2014-22-03-00	San Carlos Apache	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	PT-2014-22-04-00	Santa Ana Pueblo	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	PT-2014-22-05-00	Sisseton Wahpeton Sioux Tribe	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	PT-2014-22-06-00	Wind River Tribe	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	PT-2014-22-07-00	White Earth Tribe	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	PT-2014-22-09-00	Blackfeet Tribe	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	PT-2014-22-10-00	Colville Tribes	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	PT-2014-22-11-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00
	Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$5,455,000.00	\$5,455,000.00	\$0.00
	Traffic Records							
	TR-2014-02-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	Safe Communities							
	SA-2014-01-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$285,000.00	\$285,000.00	\$0.00
	SA-2014-02-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	SA-2014-03-00-00	Bureau of Indian Affairs	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
Safe Communities Total			\$.00	\$.00	\$.00	\$ 435,000.00	\$ 435,000.00	\$.00
NHTSA 402 Total			\$.00	\$.00	\$.00	\$ 6,785,000.00	\$ 6,785,000.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2014-01-00-00	Bureau of Indian Affairs	\$.00	\$.00	\$.00	\$ 173,807.40	\$ 173,807.40	\$.00
408 Data Program Incentive Total			\$.00	\$.00	\$.00	\$ 173,807.40	\$ 173,807.40	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 173,807.40	\$ 173,807.40	\$.00
NHTSA Total			\$.00	\$.00	\$.00	\$ 6,958,807.40	\$ 6,958,807.40	\$.00
Total			\$.00	\$.00	\$.00	\$ 6,958,807.40	\$ 6,958,807.40	\$.00