

INDIAN HIGHWAY SAFETY PROGRAM

BUREAU OF INDIAN AFFAIRS
HIGHWAY SAFETY PLAN

FY-2006

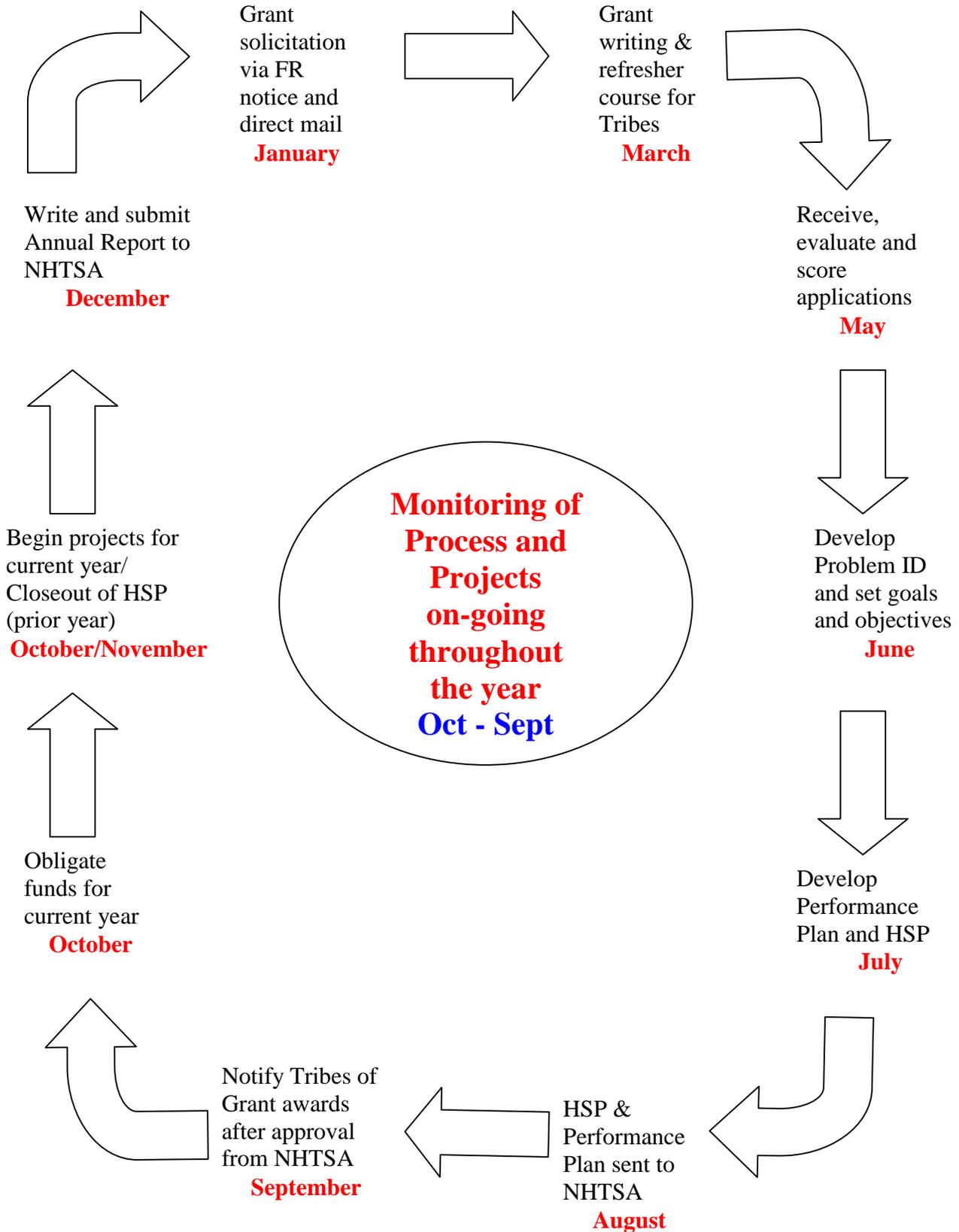


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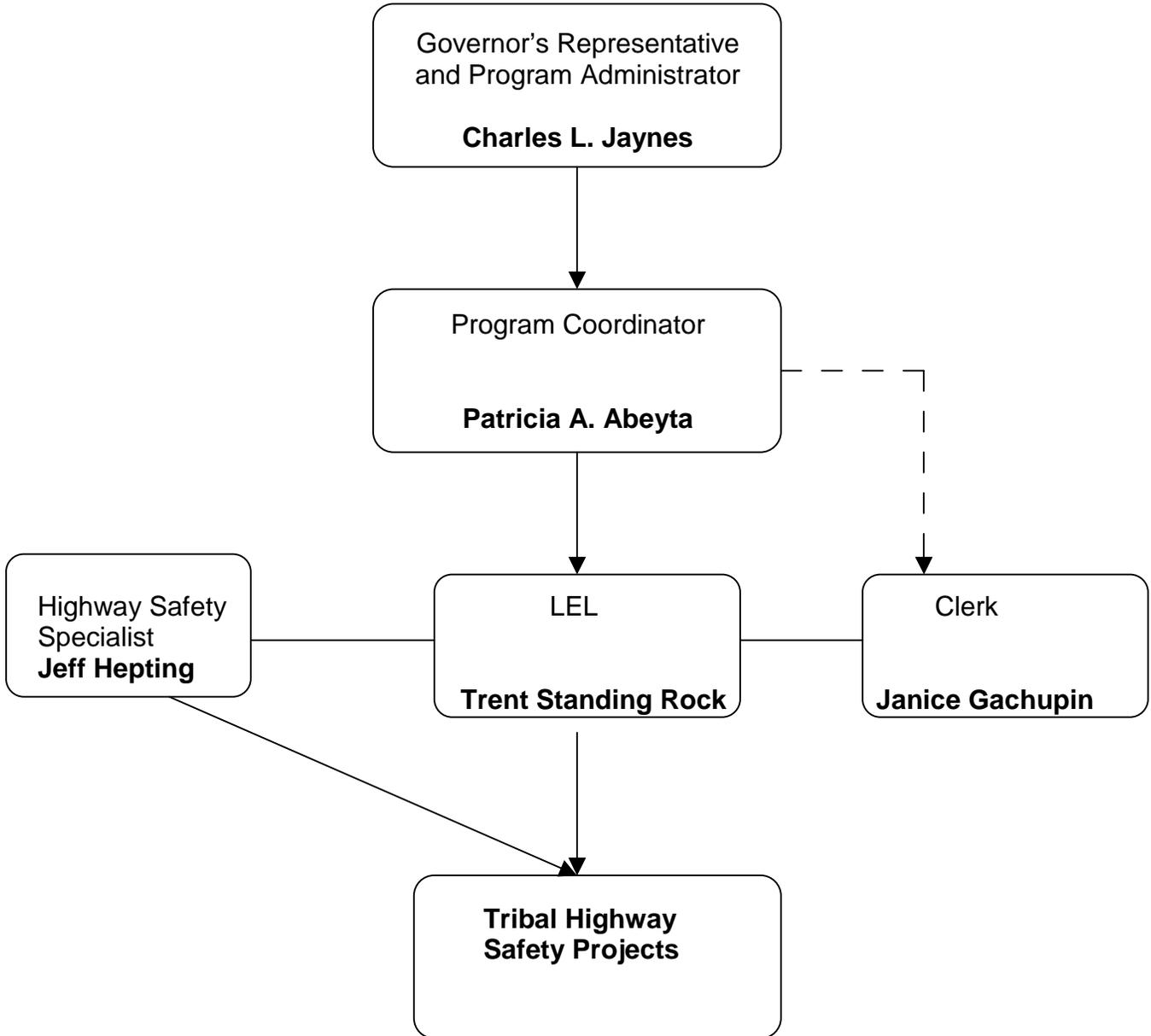
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HIGHWAY SAFETY PLANNING PROCESS CALENDAR



HSO 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.

PRINCIPALS

Credibility

Teamwork

EXECUTIVE SUMMARY

To assist Tribes in creating a Safe Community Environment where roadways in Indian Country are safe for all.

The Bureau of Indian Affairs, Indian Highway Safety Program (IHSP) is the focal point for highway safety issues in Indian Country. The IHSP provides leadership by developing, promoting and coordinating programs that influence tribal and public awareness of all highway safety issues.

The Indian Highway Safety Program is committed to providing leadership and coordination in Highway Safety to all Indian Tribes. Included in this plan is an outline of the Program's Strategic Plan.

Problem identification and data analysis capabilities continue to be a relatively new field for the Indian Nation. We will continue to grow and improve in all areas of database management and analytical skills and tools.

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. Tribal governments are committed to reducing traffic crashes, injuries, and fatalities attributed to impaired driving, speeding, and lack of seat belts and child safety seat use.

Safe roadways in Indian Country will always remain a priority issue. This effort will require every individual and organization involved to do his or her part. The following Performance and Highway Safety Plan describes programs and projects designed to address traffic safety in Indian Country for FY-2005, and serves as the basis for the execution of the Highway Safety Program Cost Summary (HS form 217).

Charles L. Jaynes
Program Administrator

PERFORMANCE PLAN

PROBLEM IDENTIFICATION PROCESS

Each year the BIA IHSP reviews existing data to determine the severity of motor vehicle related crashes in Indian Country. A list is developed of States that have the highest number of fatalities among Native Americans. Although the solicitation notice is sent to all federally recognized Tribes, preference is given to Tribes located in the States with the highest number of fatalities, if applications are received.

If no applications are received from Tribes in States with high Native American fatalities, the population, reservation size, location and severity of the problem, as identified by the Tribe submitting the application, are used as secondary factors.

The BIA Indian Highway Safety Program (IHSP), along with assistance from NHTSA, develops a Problem Identification based on the information listed above for the Indian Nation and then selects projects in targeted "States" to be funded. The identified projects provide sufficient traffic records data to identify a problem and methods they intend to use to address the problem. IHSP staff evaluates the proposals and overall program goals and performance measures are then developed based upon the goals submitted by the Tribes themselves.

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)

Center for Disease Control and Prevention (CD), Data and Statistics. Web-based Injury Statistics Query and Report System (WISQARS), 2000 database.

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

Additionally, there is no one source of data for EMS, BAC, 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 outside sources.

INDIAN DEMOGRAPHIC ANALYSIS

The United States is home to 281,421,906 people according to the U.S. Census (April 2000). Seventy percent (70%) of those are classified as White, thirteen percent (13%) Black, twelve percent (12%) Hispanic, four percent (4%) Asian and Pacific Islander and one percent (1%) are classified as American Indians/Alaska Natives.

The 1% of American Indian/Alaska Natives represents a whole number of approximately 2,447,989. Consistent with the general population in the United States, 50.3% of American Indian/Alaska Natives are female and 49.7% are males. Also consistent with the general population of this country, the largest age group for American Indian/Alaska Natives is 35-44 years of age. The median age for American Indian/Alaska Natives is 28.5 compared to 35.3 for the general population in the United States.

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

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

California	333,346
Oklahoma	273,230
Arizona	255,879
New Mexico	173,483
Texas	118,362
North Carolina	99,551
Alaska	98,043
Washington	93,301
New York	82,461
South Dakota	62,283
Michigan	58,479
Montana	56,068
Minnesota	54,967
Florida	53,541

It should be noted, of the States listed above, in FY06 no Tribes from Oklahoma, Texas, North Carolina, Alaska, New York, Michigan or Florida applied for highway safety funding.

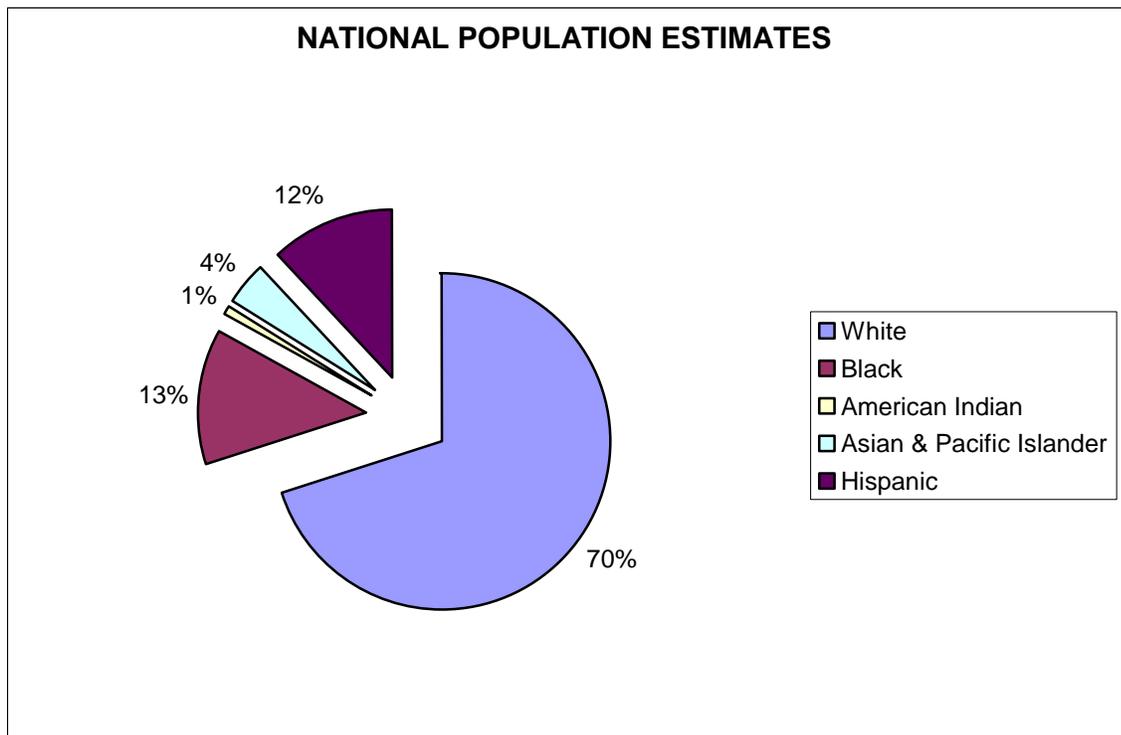
Roadway data is available for each Tribe, but not specific to each State. However, the following is a breakdown of road miles on reservations located in the United States:

BIA roads	24,000 miles
Tribal	940
Other (state)	8,800
Urban	225
County	21,594
Other fed	221
Other non fed	248

PROBLEM IDENTIFICATION SUMMARY

The United States 2000 census data indicates there **281,421,906** people living in the United States. Seventy percent (70%) of those are classified as White, thirteen percent (13%) Black, twelve percent (12%) Hispanic, four percent (4%) Asian and Pacific Islander and one percent (0.9%) are classified as American Indians/Alaska Natives.

American Indians/Alaska Native Tribes are spread out over this vast land in all but 13 states in the United States. It should be noted however, there are Native American populations in all 50 states, and Washington, D.C. The 1% classified in the 2000 U.S. Census represent approximately 2.5 million American Indians/Alaska Natives from over 560 Tribes throughout this country. (See chart 1)



Despite their small ethnicity numbers, American Indians/Alaska Natives are being killed and injured in traffic crashes at rates that are 2 to 3 times that of other ethnic groups and that of the national average. The Fatal Analysis Reporting System (FARS) reports the total number of lives lost in traffic related crashes in 2003 at 42,643. Of that number, FARS reports 681 are American Indians/Alaskan Natives. It should be noted that the 2003 FARS numbers for American Indians/Alaskan Native traffic related deaths represents an increase of 2.1%.

Although the data from the Center for Disease Control (CDC) does not have fatality data posted for 2003, consistently from 2000 – 2002, those numbers generally show a higher number of fatalities related to motor vehicle crashes. A closer examination of this anomaly suggests this can be attributed to a couple offactors. First, the FARS system will only count a death as motor vehicle related if occurs within 30 days of the crash. In sharp contrast, CDC counts any death within the year as motor vehicle related if the mitigating factor was the result of a crash at any time and the person died in that specific year. The second difference between the FARS and CDC numbers is CDC counts people that are run over on private property, driveways, off road, etc. as well as on streets and highways by vehicles as motor vehicle related, whereas FARS does not. FARS only counts those deaths that occurred as a result of a motor vehicle crash that occurred on public roadways.

The comparison numbers are noted on chart 2. As you can see, the difference between the three years noted is approximately 200 each year.

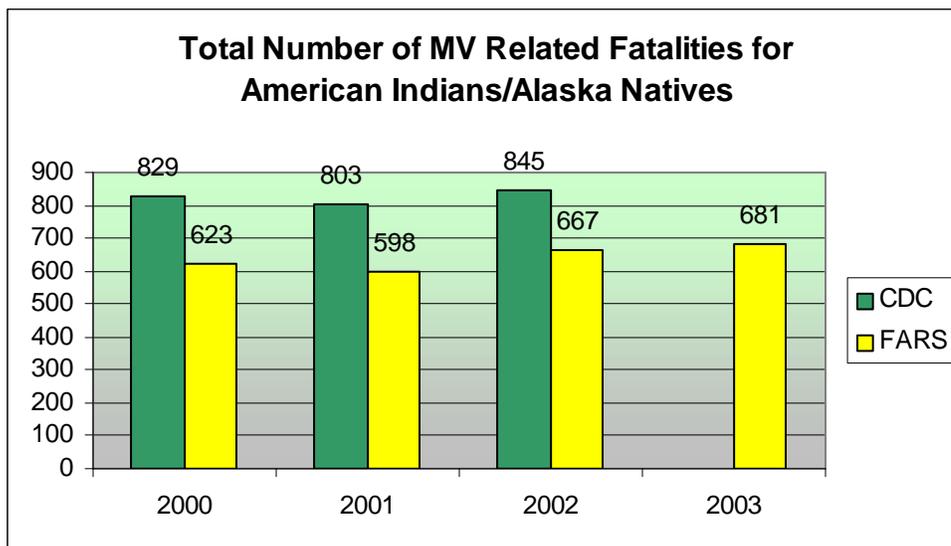


Chart 2

FARS 2002 annual report indicated the national rate for people killed in traffic related crashes (per 100,000 population) was 14.93. The rate for American Indians/Alaska Natives in 2002, according to the CDC, was 27.52.

The BIA Highway Safety Office set its goal in FY02 to reduce fatalities by 01% from an average of 698 as in recorded in 1998 to 691 by the end of FY02. As is noted in the chart above, fatalities in 2003 were higher than any other year in recent history according to both CDC and FARS data. Data from both of these data sources note 2001 as the lowest fatality year for motor vehicles in this ethnic group in the past 4 years. According to data obtained from the CDC, in 2002, a total of 845 American Indians/Alaska Native deaths

were attributed to traffic crashes. This number includes motor vehicle, pedestrian, other land transport, motorcycles and bicycles. This number indicates an increase of 5.0%. Trend analysis indicates if the current increase in fatalities continues, by the end of 2006, motor vehicle related fatalities will increase to 860 in this ethnic group.

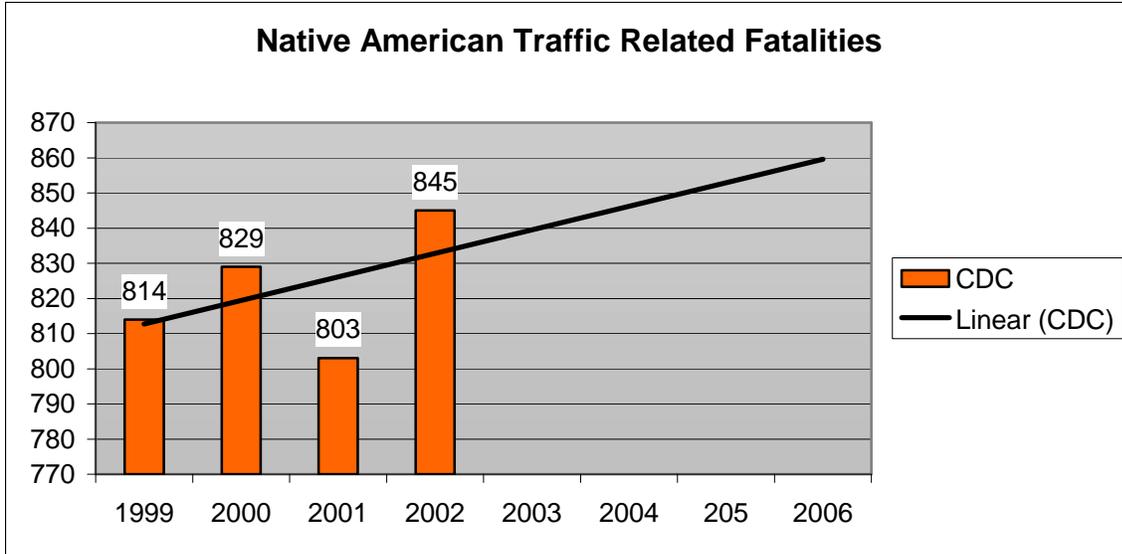


Chart 3

This trend clearly indicates this group will continue to be over represented for some time based on the American Indian/Alaska Native population for this country.

Similar results are noted when FARS data is charted as can be seen in Chart 4.

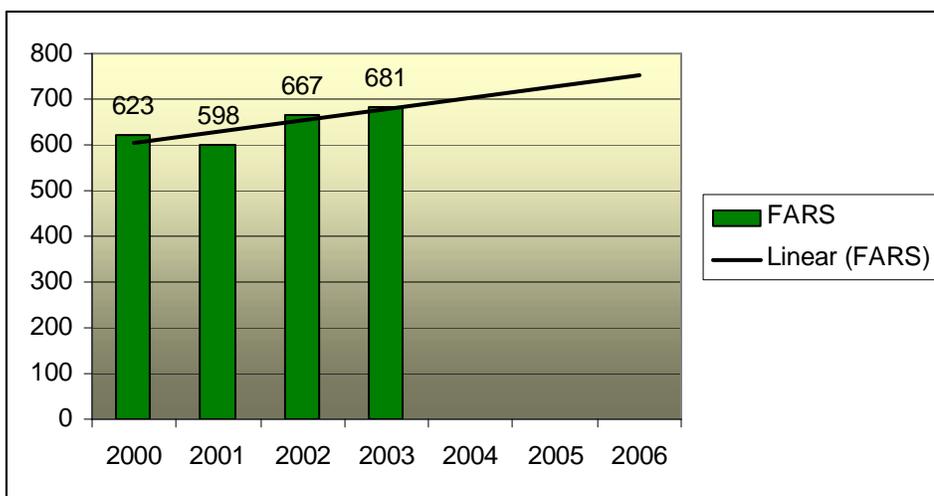


Chart 4

Unintentional injury deaths are categorized by the CDC as: motor vehicle traffic, poisonings, drowning, falls, fires/burns, machinery, suffocation, natural environment, cut/piercing, other transports (boats, planes, trains), other land transports (3 wheelers, motorcycles), and other. By far, traffic related fatalities are the leading cause of death for Indians in unintentional injuries.

In 2002, the CDC reported 1,488 unintentional deaths for American Indians. This number is up from the same period the year before by over 8% with the largest portion of that being motor vehicle related deaths. As mentioned before, 845 or 57% of these were traffic related.

In each age category from 1-65 and over, motor vehicle crashes claimed more lives than any other cause among American Indians/Alaska Natives. This is a change from the previous year when the ranking was number one for ages 1-44. For children <1, unintentional injuries moved up from the number 3 to the number 2 spot from 2001 to 2002. Of the 15 unintentional injury deaths to children in this age group, 4 were motor vehicle related. (See Chart 5).

**Total MV Crash Deaths vs. Total Unintentional Injuries
For American Indians/Alaska Natives
By Age Groups**

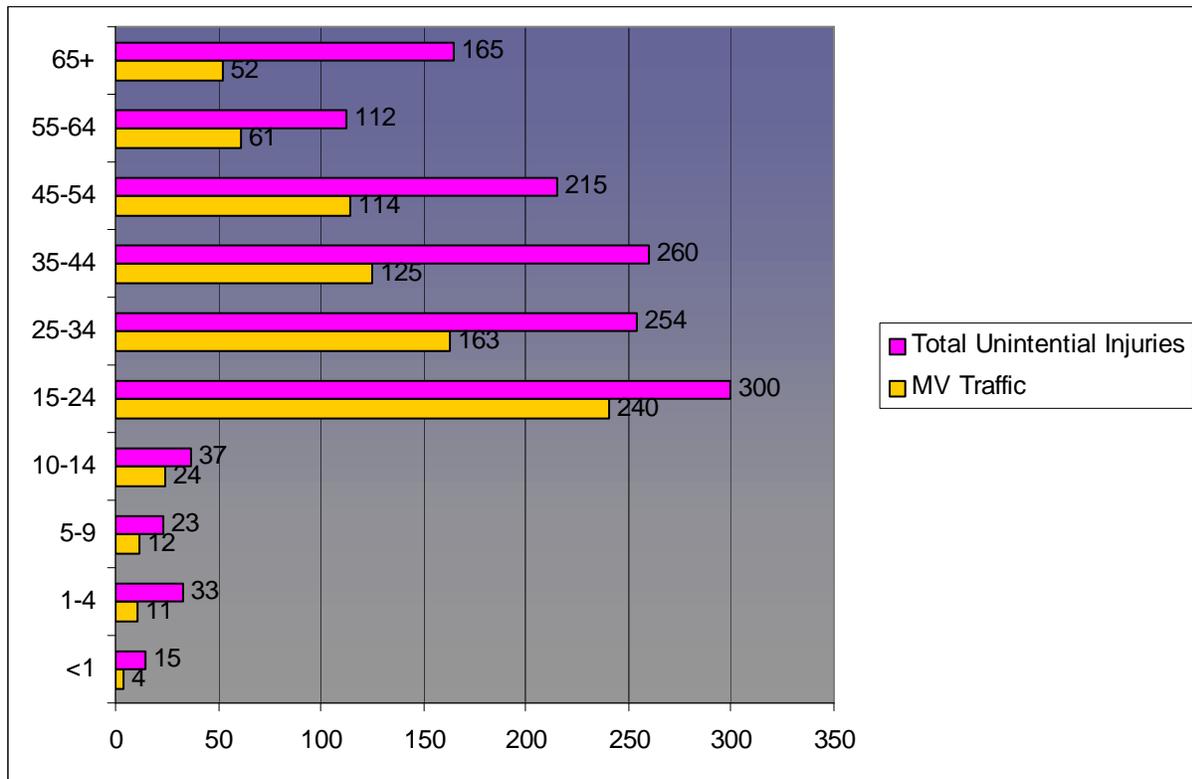


Chart 5

The second closest killer for unintentional injuries continues to be poisoning, according to data from the CDC. The chart shows Indians were 4.5 times more likely to be killed in traffic related crashes than to be poisoned. (See chart 6).

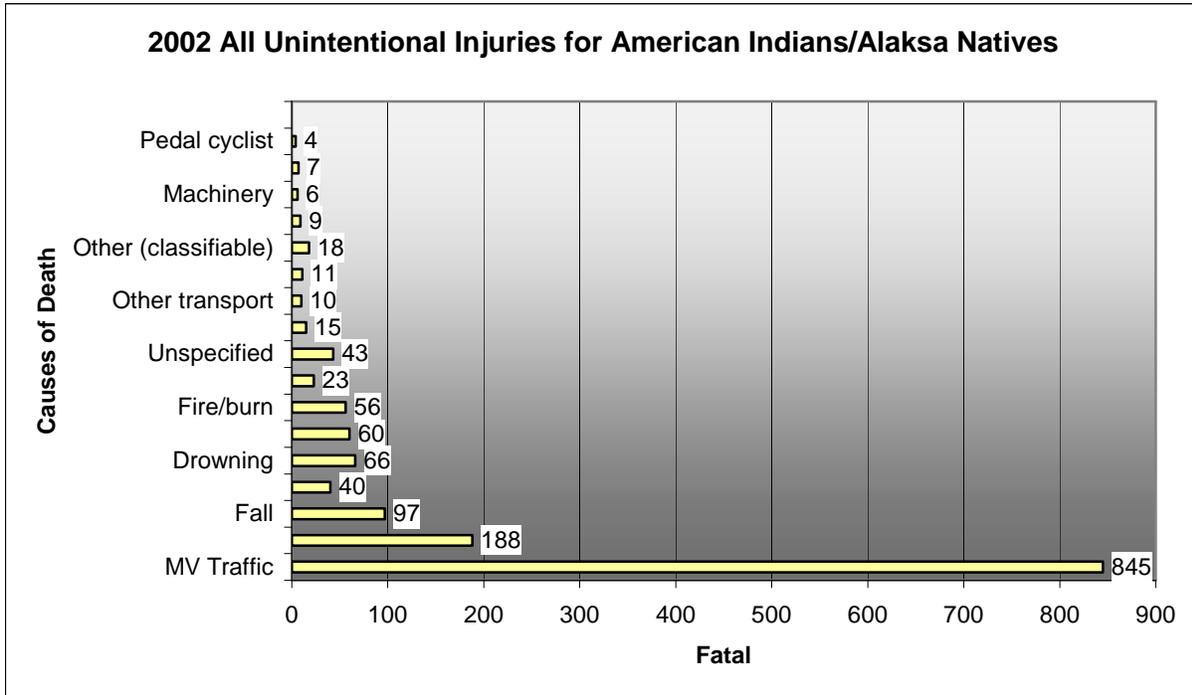


Chart 6

As has been the case for the past several years, unintentional injuries have consistently been the third overall cause of deaths to American Indians/Alaska Natives, behind Heart Disease and Malignant Neoplasm's. The 10 leading causes of deaths for American Indians/Alaskan Natives is noted in Chart 7 below.

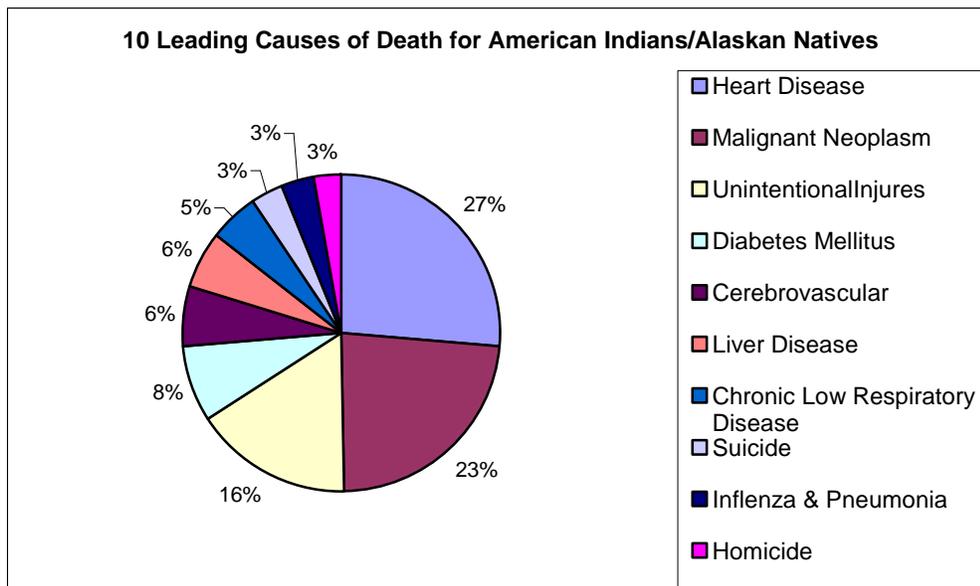


Chart 8 clearly illustrates that American Indians/Alaskan Natives between the ages of 15-24 were most affected by traffic related fatalities, followed by those between the ages of 25-34.

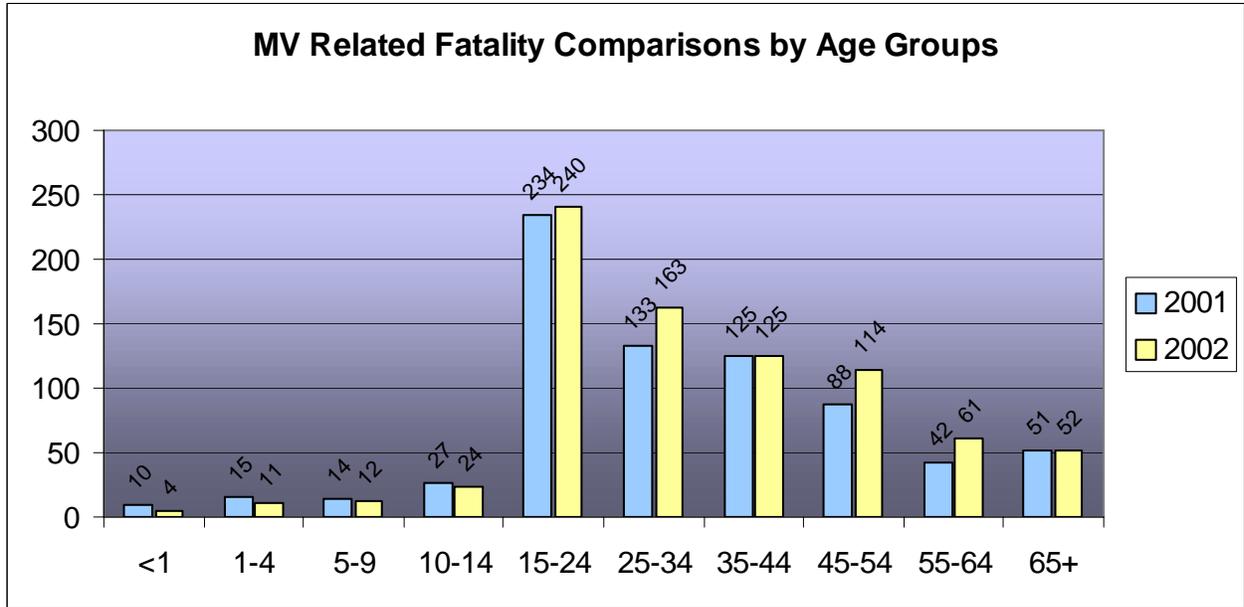


Chart 8

It is also worth noting that the largest increase in traffic related fatalities is among the age group of 25-34.

Males are usually killed in traffic crashes at rates that are generally 2 to 1 over females. This holds true for Native American/Alaska Natives as well. These numbers are shown on chart 9 below.

Sex of Motor Vehicle Fatality Victims

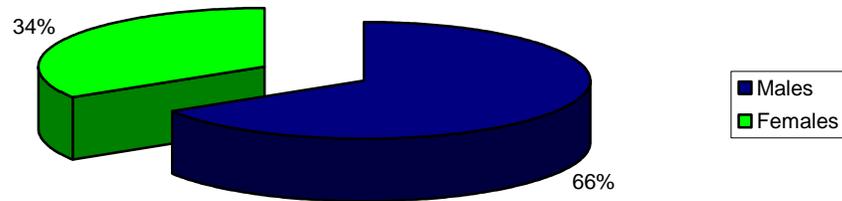


Chart 9

Data from FARS and the CDC are displayed in chart 10 to show the rankings of states (top 10) with the largest number of fatalities attributed to motor vehicle crashes in 2002.

STATE	FARS	CDC
Arizona	162	183
New Mexico	18*	95
Oklahoma	81	87
Montana	51	53
South Dakota	43	49
North Carolina	38	43
California	45	43
Washington	29	28
Minnesota	20	25
Wisconsin	25	24

*** New Mexico under reported in 2002**

Chart 10

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. Each Tribe is unique in its heritage, languages and lifestyles. The BIA IHSP has selected the following Tribes to participate in the FY06 program: Rosebud Sioux (SD), Fort Peck (MT), San Carlos Apache (AZ), Menominee (WI), Jemez Pueblo (NM), Crow Agency (MT), Rocky Boy's Chippewa Cree (MT), Oglala Sioux (SD) and Cheyenne River (SD).

As additional funds are identified through SAFETEA-LU, the BIA IHSP will outreach to other Tribes to help develop programs on their reservations that will decrease injuries and deaths attributed to motor vehicle crashes.

DEVELOPMENT OF GOALS AND OBJECTIVES

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

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

The Tribes are required to provide goals and objectives it wants to accomplish with each application. Once Tribal projects are selected for funding, Tribes are contacted and the BIA IHSP negotiates with the Tribes on the goals and objectives for the project year. This process is necessary because often the applications, as received, cannot be funded in their entirety. Reduced funding requires the BIA IHSP to balance funding levels with proposed goals and objectives as identified by the Tribes. IHSP staff evaluates the proposals and overall program goals and performance measures are then developed. This process is done by adding all of the available data from the Tribes and either increasing or decreasing in a program area based on an “average” of all percentages from the applications in that program area.

The BIA IHSP staff uses those Tribal projects to then formulate a Highway Safety Plan to submit to the funding agency, the National Highway Traffic Safety Administration. A copy of the plan is sent to the Assistant Secretary – Indian Affairs. The originals are submitted to the funding agency for final approval.

Beginning in FY07, the BIA will move toward a new process for goal setting by providing guidance to the Tribes in its annual notice for funding. National priority areas as well as those more specific to Tribal culture will be outlined in the notice.

PARTICIPANTS INVOLVED

Beginning in FY04, the BIA IHSP reached out to Indian Health Service in an effort to collaborate on goal setting, training and outreach efforts for the two agencies. IHS was involved in the FY05 process but unable to participate in FY06. The BIA IHSP will continue to outreach to this and other Indian Service Agencies in an effort to collaborate on ways to reduce mv related injuries and deaths among American Indian/Alaska Natives.

BIA GOALS FOR FY06

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

PLANNING & ADMINISTRATION

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

IMPAIRED DRIVING

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

OP

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

PTS

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

TR

To establish TR systems, collecting all traffic crash data on 8 reservations within Indian Country by the end of FY06.

To establish a central repository for collecting crash data from 8 reservations at the BIA IHSP by the end of FY06.

PROJECT SELECTION

In January of each year, a solicitation letter is mailed to all federally recognized Tribes. In addition, announcements regarding the solicitation for proposals are posted on Tribal Technical Assistance Programs (TTAP) websites, IHS websites and the Federal Register. Prospective applicants are required to submit their requests to the Indian Highway Safety Program office no later than May 1 of each year. The submitting Tribes are required to include in their request, a statement of their traffic problems and how the Tribe plans to address the problem. Tribes are required to include traffic crash data to support the problem(s) they chose to address, as well as support documentation that include arrest records, citation records, and conviction rates.

A selection committee comprised of representatives from NHTSA, BIA, IHS, State Highway Safety Office, CDC and BIA Law enforcement score proposals and help select projects to be funded. All proposals are scored using the same criteria. Proposals are eligible for scores up to 100 based on the following: *Problem Identification – 40 points, Countermeasures – 30 points, Evaluation – 20 points and Community Support – 10 points*. Tribes that have been funded in the previous year can earn up to 10 points or have up to 10 points removed based on their past performance. After all scores are averaged, projects are selected for funding based on their ranking. The identified projects must provide sufficient traffic records data to identify a problem and methods they intend to use to address the problem.

HIGHWAY SAFETY PLAN

PLANNING & ADMINISTRATION

PA-06-01
Indian Highway Safety Program

GOAL:

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

OBJECTIVES/PERFORMANCE MEASURES:

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

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

Maintain video library for use by Tribes with videos that address highway safety issues.

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: 1/2 Program Coordinator and 1/2 Clerk-Typist, increased to include cost of living allowance (COLA).

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

EQUIPMENT:

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

P&A: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-06-01	BIA	\$60,000.00	402
		\$2,000.00**	402
402 Total		\$60,000.00	
Total All funds		\$62,000.00	

** denotes carryforward amount

IMPAIRED DRIVING

Program Area Problem ID

Alcohol usage is high on most reservations. While it is estimated that approximately 75% or more of all incidences on reservations involve alcohol, FARS data shows alcohol uses among fatality crashes at approximately 57%. Alcohol usage is not limited or confined to adults on the reservations. In fact, most reservations have tremendous youth alcohol problems.

The BIA Indian Highway Safety Program has over the years funded many projects aimed at reducing the incidences of DUI. Because usage rates on reservations across this country are so high, there might be an assumption that alcohol is a constant staple. This information is inaccurate. In fact, most of the reservations prohibit the sale and distribution of alcoholic beverages. Therein, however, may be part of the problem.

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. Because of the remoteness of some reservations, the closest municipality could be up to 2 or more hours away. Tribal members make the journey to the bar or liquor establishment, drink and then must make the long journey home.

Drinking and driving are not the only adverse affects to the systemic problem surrounding alcohol on the reservations. Tribal police departments report most every type of incident they respond to from suicides to domestic violence involve alcohol or some other type of drug. Alcohol, however, seems to be the drug of choice – no doubt because of its cost and availability.

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 compliment the efforts of law enforcement.

In FY06, four (4) Tribes have been selected to receive grants for alcohol projects. Those Tribes are: Rosebud Sioux (SD), Ft. Peck (MT), San Carlos (AZ) and Menominee (WI). According to FARS data, in FY02, these 4 states had combined Tribal mv related fatalities of 281. Of that total, 160 (57%) were alcohol related. Of course there is no way to determine which Tribes contributed more or less to these statistics given the fact that for these 4 states, there are 46 different Tribes.

The BIA Indian Highway Safety Program is committed to providing training, educational materials and equipment necessary to assist tribal law enforcement officers and police departments in their efforts to remove drinking drivers from the road.

All funded projects for FY06 must sign a commitment to participate in the national mobilizations as well as participate in the “You Drink & Drive, You Lose” campaign.

Funded tribes will participate by conducting checkpoints, saturation patrols and/or enhanced enforcement as well as distributing belt and alcohol information. The BIA's LEL, which is being funded through NHTSA as a part of a 403 grant, will continue to provide assistance and outreach to Tribal law enforcement agencies to get them involved with NHTSA campaigns and mobilizations to include, ***Click It or Ticket, You Drink & Drive, You Lose***, and ***Buckle Up in Your Truck***. Tribes receiving funding will be exposed to the latest materials, handouts, and PSA's.

AL-06-01
Indian Highway Safety Program
\$30,000.00

GOAL:

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

PERFORMANCE MEASURES:

Successfully implement not less than 4 Impaired Driving enforcement projects.

STRATEGIES:

Provide effective monitoring for participating Tribes.
Provide technical assistance where necessary.
Attend related seminars, meetings and training.
Train personnel on latest enforcement and education innovations.

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Alcohol portion of the Indian Highway Safety Program include: 1/8 Program Coordinator, 1/4 Highway Safety Specialist, and 1/8 Clerk-Typist, increased to include COLA.

Other costs will 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

DATA USED TO DEVELOP PERFORMANCE MEASURES:

Tribal proposals and the BIA Highway Safety Plan Problem Identification.

AL-06-02
Rosebud Sioux
\$285,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI on the Rosebud Reservation.

PERFORMANCE MEASURES:

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

To decrease the number of alcohol related motor vehicle injury crashes by 10% from the 2004 number of 246 to 222 in FY 2006.

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

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

STRATEGIES:

Increase DUI/DWI patrols.

Provide support for the "You Drink & Drive, You Lose" and "Click It or Ticket" campaigns.

Conduct checkpoints and saturation patrols.

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

Provide support to the national mobilizations by increasing patrols.

Provide educational presentations to elementary, high school and college students on the effects of impaired driving.

EQUIPMENT:

2 radars

PAID MEDIA:

None

EVALUATION:

Tracking of BAC's, number of DUI arrests and citations, and number of injury and fatality crashes.

AL-06-03
Ft. Peck
\$108,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI on the Ft. Peck Reservation.

PERFORMANCE MEASURES:

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

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

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

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

STRATEGIES:

Increase DUI/DWI patrols.

Provide support for the "You Drink & Drive, You Lose" and "Click It or Ticket" campaigns.

Conduct checkpoints and saturation patrols.

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

Provide support to the national mobilizations by increasing patrols.

Conduct monthly checkpoints and saturation patrols.

EQUIPMENT:

2 PBTs

EVALUATION:

Tracking of BAC's, number of DUI arrests and citations, and number of injury and fatality crashes.

AL-06-04
San Carlos
\$88,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI on the San Carlos Apache Reservation.

PERFORMANCE MEASURES:

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

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

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

STRATEGIES:

Increase DUI/DWI patrols.

Provide support for the “You Drink & Drive, You Lose” and “Click It or Ticket” campaigns.

Conduct checkpoints and saturation patrols.

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

Provide support to the national mobilizations by increasing patrols.

Conduct monthly checkpoints and saturation patrols.

EQUIPMENT:

1 radar/2 PBTs

EVALUATION:

Tracking of BAC's, number of DUI arrests and citations, and number of injury and fatality crashes.

AL-06-05
Menominee
\$30,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI on the Menominee Reservation.

PERFORMANCE MEASURES:

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

To increase the number of DUI arrests by 20% over the FY 2004 number of 244 to 293 by the end of FY06.

STRATEGIES:

Increase DUI/DWI patrols.

Provide support for the “You Drink & Drive, You Lose” and “Click It or Ticket” campaigns.

Conduct saturation patrols.

Provide support to the national mobilizations by increasing patrols.

EQUIPMENT:

None.

EVALUATION:

Tracking of BAC's, number of DUI arrests and citations, and number of injury and fatality crashes.

Alcohol Area Cost Summary

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL 06-01	BIA management	\$ 22,00.00	402
AL 06-02	Rosebud Sioux	\$285,000.00	402
AL 06-03	Ft Peck	\$108,000.00	402
AL 06-04	San Carlos	\$ 88,000.00	402
AL 06-05	Menominee	\$ 30,000.00**	402
402 Total		\$533,000.00	
Total All funds		\$533,000.00	

** denotes carryforward

OCCUPANT PROTECTION

OCCUPANT PROTECTION Program Area Problem Identification

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

Although there is no concrete number of Tribes that have seat belt and child passenger safety restraint laws or ordinances, it is estimated that it is less than one half of the 560 Federally Recognized Tribes. Of the Tribes that do have laws and ordinances, few are primary laws and even less are actively enforced.

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

In FY05, NHTSA, at the request of the BIA IHSP contracted with Preusser Research 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 concluded in April 2005 with an overall usage rate in Indian country at 55.4%. While this is considerably lower than the national rate of 80%, it shows there has been progress made in Indian Country. There are many things that need to be done on the reservations to close the gap between these two numbers.

Late model cars are more the exception than the rule on reservations. In fact, pick-up trucks are the preferred method of transportation for Native Americans. There are a number of reasons for this, including: the ruralness of the reservations, weather conditions, and farming businesses.

Fear is the primary factor involved for why Native Americans do not buckle up. Most fear that safety belts will trap them in the event of a crash. As a result, the feeling is there is a better chance of surviving without the belt. Only through education and enforcement can changes in these types of attitudes be made.

It is imperative that not only the attitudes of Tribal members be changed, but also the attitudes of Tribal police, council members and judicial system. Saving lives through the usage of safety belts and child safety seats has to become a priority of the 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 participate in the national mobilization and are beginning to distribute information on the effectiveness of safety belts 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. Additionally, the BIA Indian Highway Safety Program is actively recruiting Tribes to upgrade or pass seat belt and child passenger safety ordinances. The BIA's LEL is working with Tribal and BIA law enforcement agencies to gain their support of primary ordinances on the reservations.

The Seat Belt Marketing Packet, developed in FY03 with NHTSA, continues to be mailed out to Tribes, however, the packet will be updated based on information contained in the BIA Indian State Survey.

CHILD PASSENGER SAFETY

The availability of child safety seats has always been a factor, especially on the reservations. The need to educate Tribal members on the benefits of properly securing children is as great as the need for seats.

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

The BIA Indian Highway Safety Program began training Tribal members and helping to establish safety seat loaner programs over 15 years ago. The programs were not adequately funded, but were better than no programs at all. As the program(s) began to take shape, the need for seats became apparent when seats would not be returned or be returned in unsalvageable condition. Also, there was no way for technicians to tell whether or not seats had been involved in crashes or if they were indeed safe to transport children.

As a result, the BIA Indian Highway Safety Program began to rethink this approach and developed Child Safety Seat Programs. These programs were designed to provide education to parents and caregivers. And, to those parents that were unable to afford seats, a seat was given to them. Eventually, these programs began to grow and for the past 5 years or longer, nearly every project funded had some component built in for Child Passenger Safety.

Training for child passenger safety technicians became one of the most regularly requested trainings. In response to the demand, the BIA Indian Highway Safety Program applied for and was awarded Section 2003(b) funds. These funds have been used to sponsor two (2) training per year for the past three years.

As part of its partnership between the BIA Indian Highway Safety Program and the Indian Health Service, an agreement was reached that allows IHS to provide the Child Passenger Safety Technician and refresher course training. The BIA Indian Highway Safety Program refers candidates for training to their Area Injury Prevention Specialist and in return, the BIA IHSP supplements Child Passenger Safety Programs on the reservations by providing seats and materials to support clinics, checkpoints and fitting stations.

This collaborated effort was met with some growing pains for the agencies, but the commitment remains to continue the partnership. Once the process begins to run smoothly, the combined effort of these two agencies should help increase the awareness for the need to transport children safely by providing the expertise needed at the Tribal level and help supply the need for seats and materials by the Tribes.

OP-06-01
\$30,000.00

GOAL:

To increase seat belt usage rates within Indian Country.

PERFORMANCE MEASURE:

To increase seat belt usage rates in demonstration projects by 8 – 12 percentage points.

STRATEGIES:

To work with NHTSA to develop a comprehensive occupant protection project that encompasses several elements, including the Click It or Ticket enforcement model.

To develop the application process to be used to solicit Tribes for the demonstration projects.

To contract with not less than 3 Tribes to implement the model program elements.

To help identified Tribes establish a baseline seat belt usage rate.

To provide oversight and program management of OP projects.

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Alcohol portion of the Indian Highway Safety Program include: 1/8 Program Coordinator, 1/4 Highway Safety Specialist, and 1/8 Clerk-Typist, increased to include COLA.

Other costs will 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.

EVALUATION:

Increase in safety belt usage rates from established baseline numbers.

OP-06-02
\$160,000.00

GOAL:

To increase seat belt usage rates within Indian Country.

PERFORMANCE MEASURE:

To increase seat belt usage rates in demonstration projects by 8 – 12 percentage points.

To contract with not less than 2 Tribes, once the protocol is developed, to implement the model program elements.

STRATEGIES:

To follow the protocol developed by the contractor.

To implement all elements as outlined in the protocol.

Provide necessary community and Tribal leadership support.

Provide training in grant management.

To help identified Tribes establish a baseline seat belt usage rate.

EQUIPMENT:

None

EVALUATION:

Increase in safety belt usage rates from established baseline numbers.

J3-06-01
Indian Highway Safety Program
\$15,000.00

GOALS:

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

PERFORMANCE MEASURES:

Monitor CPS activities of Tribal members funded by BIA IHSP to attend CPS technician certification and re-certification training courses. Written reports will be required from training attendees.

At least four (4) CPS checkpoints will be conducted by participating Tribes and Indian Health Service Injury Prevention Specialists where CPS materials will be distributed.

At least four (4) car seat clinics conducted on Reservations of participating Tribes/Indian Health Service Injury Prevention Specialists where CPS educational information will be distributed.

STRATEGIES:

Provide travel and per diem for selected personnel to attend CPS technician certification and re-certification training.

The BIA Indian Highway Safety Program will serve as storehouse for all CPS materials. Pamphlets, brochures, videos, posters and other printed materials will be provided for distribution to Tribal members and caregivers.

PSAs will be broadcast on reservations of those Tribes with television and radio stations.

EQUIPMENT:

Child safety seats.

Occupant Protection Area Cost Summary

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP 06-01	BIA OP manag ment	\$ 25,000.00	402
OP 06-02	Demo projects	\$160,000.00**	402
J9-06-01	BIA CPS	\$ 15,000.00**	2003(b)
402 Total		\$185,000.00	
Total All funds		\$200,000.00	

**denotes carryforward amount

POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES Program Area Problem ID

Tribal culture 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 President, Tribal Elders, or Tribal Council.

Many Tribes do not have Tribal Traffic Codes. When this is the case, enforcement of traffic laws is extremely difficult, if not impossible. Additionally, judicial attitudes are a huge piece of this pie. If the officers are making the stops and the arrests, and they 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 and 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 Tribal Police Academy to provide needed training for officers.

Radars, Intoxilyzers and PBT's have been purchased to aid in law enforcements' efforts to minimize the risk to the motoring public from those who willfully disobey the law by speeding, driving and refusing to wear safety belts. Educating the Tribal motoring public on the increased survival chances just by wearing safety belts has not been an easy sale and has, based on the traditionally low numbers, fallen on deaf ears. Enforcement of these types of laws has not, in the past, been a priority for Tribal law enforcement.

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

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

The BIA Indian Highway Safety Program is committed to providing the necessary tools that Tribal law enforcement departments need in order to effectively enforce traffic laws and ordinances. One of the ways the BIA ISHP has assisted Tribal law enforcement agencies is by providing checkpoint equipment.

All Tribal law enforcement agencies funded in FY06 will sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year.

The BIA's 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.

Checkpoint and saturation patrol training will be offered to Tribal officers participating in the program.

PT-06-01
Indian Highway Safety Program
\$30,000.00

GOAL:

To assist participating Tribes in decreasing the injury and fatality rates attributed to speed, driver inattention, road rage, aggressive driving, driver impairment and driver error.

PERFORMANCE MEASURES:

To successfully implement not less than 5 projects.

To provide check point equipment to not less than 8 Tribes.

STRATEGIES:

Monitoring of participating tribal projects with on-site visits and telephone calls.
Providing technical assistance to participating and non-participating Tribes through various media.

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Police Traffic Services program to include: 1/8 Program Coordinator, ¼ Highway Safety Specialist and 1/8 Clerk-Typist.

EQUIPMENT:

Upgrade to office equipment and consumables as deemed necessary.

PT-06-02
Jemez Pueblo
\$86,000.00

GOAL:

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

PERFORMANCE MEASURES:

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

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

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

STRATEGIES:

Increase traffic patrols for all moving violations.

Provide support for the "You Drink & Drive, You Lose" & "Click It or Ticket" campaigns.

Provide support to the national mobilizations by increasing patrols.

Provide training for grant officer(s) in SFST, saturation patrols and check point methods.

Conduct not less than six checkpoints and/or saturation patrols.

Provide not less than four presentations to Jemez tribal members and school-aged children.

EQUIPMENT:

None.

EVALUATION:

Tracking of citations, DUI arrests, and number of injury and fatality crashes.

PT-06-03
Crow Agency
\$127,000.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Crow Reservation by 50% from the self reported 2004 number of 2 to 1 by the end of FY06.

To reduce motor vehicle related injury crashes by 25% from the 2004 number of 491 to 368 by the end of FY06.

To increase the number of DUI/DWI arrests by 15% from the 2004 number of 520 to 598 by the end of FY06.

To increase the number of citations for speed and other moving violations from the 2004 self reported number of 50 to 500. ****(Prior to January 2005, there was no clearly defined law that allowed the police to write citations for speed and no record was being kept of the number of moving violations).

STRATEGIES:

Increase traffic patrols for all moving violations.

Provide support for the "You Drink & Drive, You Lose" & "Click It or Ticket" campaigns.

Provide support to the national mobilizations by increasing patrols.

Provide training for grant officer(s) in SFST, saturation patrols and check point methods.

Conduct not less than six checkpoints and/or saturation patrols.

Provide not less than four presentations to Tribal members and school-aged children.

EQUIPMENT:

1 Radar and 1 PBT

EVALUATION:

Tracking of citations, DUI arrests, and number of injury and fatality crashes.

PT-06-04
Rocky Boy's Chippewa Cree
\$92,000.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Rocky Boy Reservation by 50% from the self reported 2004 number of 2 to 1 by the end of FY06.

To reduce motor vehicle related injury crashes resulting from speed and other moving violations by 25% from the 2004 number of 40 to 30 by the end of FY06.

To increase traffic violation citations by 20% over the 2004 total of 704 to 844 by the end of FY06.

To increase the number of DUI/DWI arrests by 10% of the 2004 number of 248 to 273 by the end of FY06.

STRATEGIES:

Increase traffic patrols for all moving violations.

Provide support for the "You Drink & Drive, You Lose" & "Click It or Ticket" campaigns.

Provide support to the national mobilizations by increasing patrols.

Provide training for grant officer(s) in SFST, saturation patrols and check point methods.

Conduct not less than four checkpoints and/or saturation patrols.

Provide not less than four presentations to Tribal members and school-aged children.

EQUIPMENT:

2 PBTs

EVALUATION:

Tracking of citations, DUI arrests, and number of injury and fatality crashes.

PT-06-05
Oglala Sioux Tribe
\$142,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI/DWI on the Oglala Sioux Reservation.

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Oglala Sioux Reservation by 33% from the FY 2004 number of 14 to 9 by the end of FY06.

To reduce alcohol related motor vehicle fatalities by 50% from the FY2004 number of 10 to 5 by the end of FY06.

To increase the number of DUI arrests by 15% from the FY 2004 number of 279 to 321 by the end of FY06.

To increase the number of DWI arrests by 15% from the FY 2004 number of 356 to 415 by the end of FY06.

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

STRATEGIES:

Increase traffic patrols for all moving violations.

Provide support for the "You Drink & Drive, You Lose" & "Click It or Ticket" campaigns.

Provide support to the national mobilizations by increasing patrols.

Provide training for grant officer(s) in SFST, saturation patrols and check point methods.

Conduct not less than six checkpoints and/or saturation patrols.

Provide not less than four presentations to tribal members and school-aged children.

EQUIPMENT:

None.

EVALUATION:

Tracking of citations, DUI and DWI arrests, and number of injury and fatality crashes.

PT-06-06
Cheyenne River
\$124,000.00

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic violations on the Cheyenne River Sioux Reservation.

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 50% from the FY 2004 number of 2 to 1 by the end of FY06.

To reduce alcohol related motor vehicle fatalities by 50% from the FY 2004 number of 2 to 1 by the end of FY06.

To increase the number of DUI arrests by 15% of the FY 2004 number of 423 to 487 by the end of FY06.

To increase the number of speed citations by 20% from the FY 2004 number of 69 to 83 by the end of FY06.

STRATEGIES:

Increase traffic patrols for all moving violations.

Provide support for the "You Drink & Drive, You Lose" & "Click It or Ticket" campaigns.

Provide support to the national mobilizations by increasing patrols.

Provide training for grant officer(s) in SFST, saturation patrols and check point methods.

Conduct not less than six checkpoints and/or saturation patrols.

Provide not less than four presentations to Tribal members and school-aged children.

EQUIPMENT:

2 Radars 2 PBTs

EVALUATION:

Tracking of citations, DUI arrests, and number of injury and fatality crashes.

PT-06-07
SAFER New Mexico Now
\$30,000.00

GOAL:

To increase the use of checkpoints on the reservations by providing checkpoint equipment to Tribal law enforcement agencies.

PERFORMANCE MEASURES:

To provide checkpoint equipment to not less than 5 Tribal law enforcement agencies by the end of FY06.

STRATEGIES:

Work with the BIA IHSP to identify Tribal law enforcement agencies needing checkpoint equipment

Determine the needs of the Tribal law enforcement agencies for equipment

Order equipment and have it shipped to the identified Tribal law enforcement agencies

EQUIPMENT:

Checkpoint equipment consist of:

Generator(s)
Heater(s)
Propane tank(s)
Flood lights
Signs
Stands
Reflective Vests
Cones

EVALUATION:

Participation in all national mobilization

Police Traffic Safety Cost Summary

Police Traffic Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-06-01	BIA	\$ 26,000.00	402
PT-06-02	Jemez Pueblo	\$ 86,000.00	402
PT-06-03	Crow Agency	\$127,000.00	402
PT-06-04	Rocky Boy	\$ 92,000.00	402
PT-06-05	Oglala Sioux	\$142,000.00	402
PT-06-06	Cheyenne River	\$124,000.00	402
PT-06-07	SAFER	\$30,000.00	402
402 Total		\$627,000.00	
Total All funds		\$627,000.00	

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM Area Problem Identification

Each year the BIA Indian Highway Safety Program issues a Request for Proposals (RFP) to all of the federally recognized Tribes. The core component of the RFP is the problem identification, which has to be data driven. Each year the proposals received by the IHSP lack data or have insufficient data.

It is apparent from this lack of data that a traffic records system is difficult in any setting, but especially within the Tribes. Generally, at the state level, there are multiple keepers of the records including: Department of Transportations, Driver's Licensing Bureaus, EMS, Courts, and Hospitals. Trying to bring all of the data sources together to create a usable database is challenging and most times fragmented.

Because the over 560 federally recognized Tribes are sovereign, there are no mandates, either federal, state or local, or other requirements to submit traffic data from any source. As a result, the Tribes have through the years not traditionally shared their data externally or internally within the Tribe. In addition, these data are in numerous forms from hand written note cards to computer database systems.

As a result of TEA-21 funding, the Indian Highway Safety Program was able to apply for Section 411 funds to conduct Traffic Records Assessments among the Tribes. It has long been the position of the BIA Indian Highway Safety Program that the Tribes should share their data and have approached many Tribes in an effort to make that happen. However, change is often slow and sometimes painful and it has not happened as quickly as hoped.

The BIA IHSP received the initial Section 411 funds in FY99 and immediately sent notices to the Tribes soliciting involvement. Not many Tribes were willing to go through the assessment process for a variety of reasons. However, the most prominent reason was lack of confidentiality. The Indian Highway Safety Program has made great strides in calming the fear of confidentiality breaches and as a result, Traffic Records Assessments have been conducted with sixteen (16) Tribes. Each Tribe that has an assessment receives a written report with recommendations. A copy of the assessment is also given to the BIA Indian Highway Safety Program.

The process of conducting individual assessments on reservations proved to be very costly and time consuming. As a result, the BIA ISHP in concert with NHTSA conducted a Traffic Records Assessment for the "Indian State." The process utilized mirrored that used by the States in that a panel of experts listened to presentations and testimony from Tribal members from all across the country over a three day period. Tribal experts in a number of areas were invited to attend. After testimony and presentations were made, the panel members wrote a report which included observations and recommendations. The Assessment Report was released in July 2005 at the Traffic Records Forum in Buffalo, NY. This report should satisfy the requirements of Section 411 and the records section in SAFETEA-LU.

The BIA IHSP also has, pursuant to Section 411 an active Tribal Traffic Records Coordinating Committee (TTRCC) which meets quarterly. A copy of all assessments are given to the BIA Traffic Records Coordinating Committee to aid and assist them as they continue developing a Strategic Plan to be used by the Indian Highway Safety Program and the Tribes participating in the program each year. The TTRCC, in addition to updating its strategic plan, formulated the idea of a demonstration project aimed at providing accurate crash data for the Tribes, federal and state agencies. The project will begin in FY06 and continue for a 3 year period.

Several high profile crashes have called attention to the need for a good traffic records system throughout the Tribes, but specifically to aid the Bureau of Indian Affairs and the Indian Highway Safety Program. As a result, the BIA is committed to targeting financial resources to this effort and will remain the lead agency for traffic records assistance and training for the Tribes.

TR-06-01

Indian Highway Safety Program
\$75,000.00

GOAL:

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

PERFORMANCE MEASURES:

To implement a 3 year traffic records demonstration project, by the end of FY06, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes. (See page 55 for a diagram of the project)

To establish TR systems, collecting all traffic crash data on 8 reservations within Indian Country by the end of FY06.

STRATEGIES:

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

Provide training for Tribes participating in the demonstration project

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

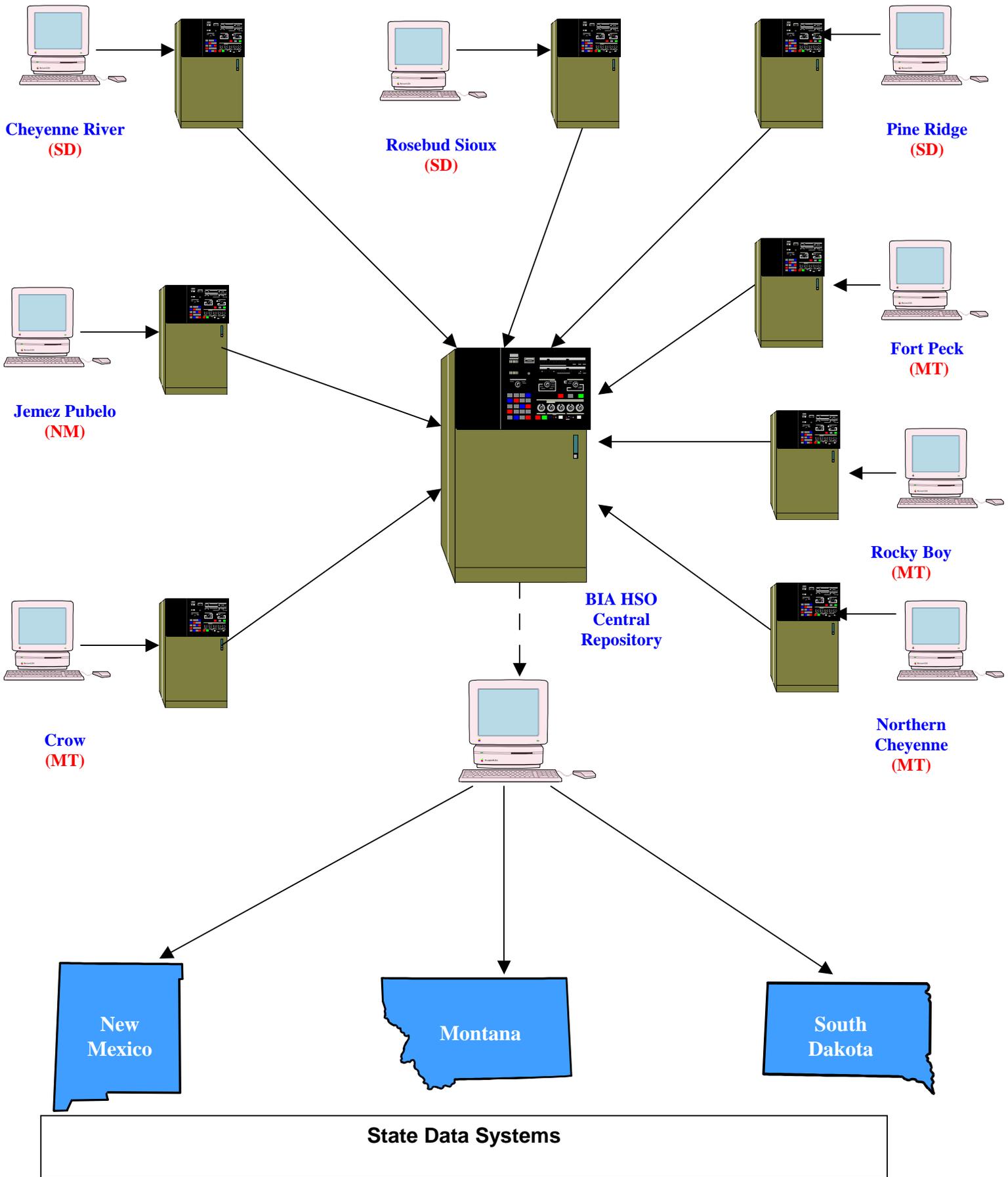
To offer assistance to Tribes not currently participating in program as requested.

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Traffic Records portion of the Indian Highway Safety Program include: 1/8 Program Coordinator, 1/8 Clerk-Typist and 1/4 Highway Safety Specialist, increased to include cost of living allowance (COLA).

EQUIPMENT:

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



Traffic Records Area Cost Summary

TR: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-06-01	BIA	\$75,000.00**	402
402 Total		\$75,000.00	
Total All funds		\$75,000.00	

** denotes carryforward amount

CERTIFICATIONS and ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highwaysafety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as

required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.

- 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective

primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the

certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier

covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year FY06 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8-29-2005

Date

PROGRAM COST SUMMARY

**U.S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
FY06**

State: Indian Nations

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-06-01	\$62,000.00	\$.00 0%	\$60,000.00	\$2,000.00	\$.00	\$.00	\$62,00.00
	Planning and Administration Total	\$62,000.00	\$.00 0%	\$60,000.00	\$2,000.00	\$.00 0%	\$.00 0%	\$62,000.00 100%
Alcohol								
	AL-01-01	\$22,000.00	\$.00 0%	\$22,000.00	\$.00	\$.00	\$.00	\$.00
	AL-06-02	\$285,000.00	\$.00 0%	\$285,000.00	\$.00	\$.00	\$.00	\$.00
	AL-06-03	\$108,000.00	\$.00 0%	\$108,000.00	\$.00	\$.00	\$.00	\$.00
	AL-06-04	\$88,000.00	\$.00 0%	\$88,000.00	\$.00	\$.00	\$.00	\$.00
	AL-06-05	\$30,000.00	\$.00 0%	\$.00	\$30,000.00	\$.00	\$.00	\$.00
	Alcohol Total	\$533,000.00	\$.00 0%	\$503,000.00	\$30,000.00	\$.00 0%	\$.00 0%	\$.00
Occupant Protection								
	OP-06-01	\$25,000.00	\$.00 0%	\$10,000.00	\$15,000.00	\$.00	\$.00	\$.00
	OP-06-02	\$160,000.00	\$.00 0%	\$.00	\$160,000.00	\$.00	\$.00	\$.00
	Occupant Protection Total	\$185,000.00	\$.00 0%	\$25,000.00	\$175,000.00	\$.00 0%	\$.00 0%	\$.00
Police Traffic Services								
	PT-06-01	\$26,000.00	\$.00 0%	\$26,000.00	\$.00	\$.00	\$.00	\$.00
	PT-06-02	\$86,000.00	\$.00 0%	\$86,000.00	\$.00	\$.00	\$.00	\$.00
	PT-06-03	\$127,000.00	\$.00 0%	\$127,000.00	\$.00	\$.00	\$.00	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
HSP Match Review
FY06**

State: Indian Nations

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-06-04	\$92,000.00	\$0.00 0%	\$92,000.00	\$0.00	\$0.00	\$0.00	
	PT-06-05	\$142,000.00	\$0.00 0%	\$142,000.00	\$0.00	\$0.00	\$0.00	
	PT-06-06	\$124,000.00	\$0.00 0%	\$124,000.00	\$0.00	\$0.00	\$0.00	
	PT-06-07	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$0.00	\$0.00	
	Police Traffic Services Total	\$627,000.00	\$0.00 0%	\$627,000.00	\$0.00	\$0.00	\$0.00	
<i>Traffic Records</i>								
	TR-06-01	\$75,000.00	\$0.00 0%	\$0.00	\$75,000.00	\$0.00	\$0.00	
	Traffic Records Total	\$75,000.00	\$0.00 0%	\$0.00	\$75,000.00	\$0.00	\$0.00	
<i>2003B Child Pass. Protect</i>								
	J3-06-01	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00	\$0.00	
	2003 ChildPass. Protect Total	\$15,000.00	\$0.00 0%	\$0.00	\$15,000.00	\$0.00	\$0.00	
	NHTSA Total	\$1,497,000.00	\$0.00 0%	\$1,200,000.00	\$297,000.00	\$0.00	\$0.00	\$62,000.00 4%
	Total	\$1,497,000.00	\$0.00 0%	\$1,200,000.00	\$297,000.00	\$0.00	\$0.00	\$62,000.00 4%