

INDIAN HIGHWAY SAFETY PROGRAM

**BUREAU OF INDIAN AFFAIRS
HIGHWAY SAFETY PLAN**

FY-2007

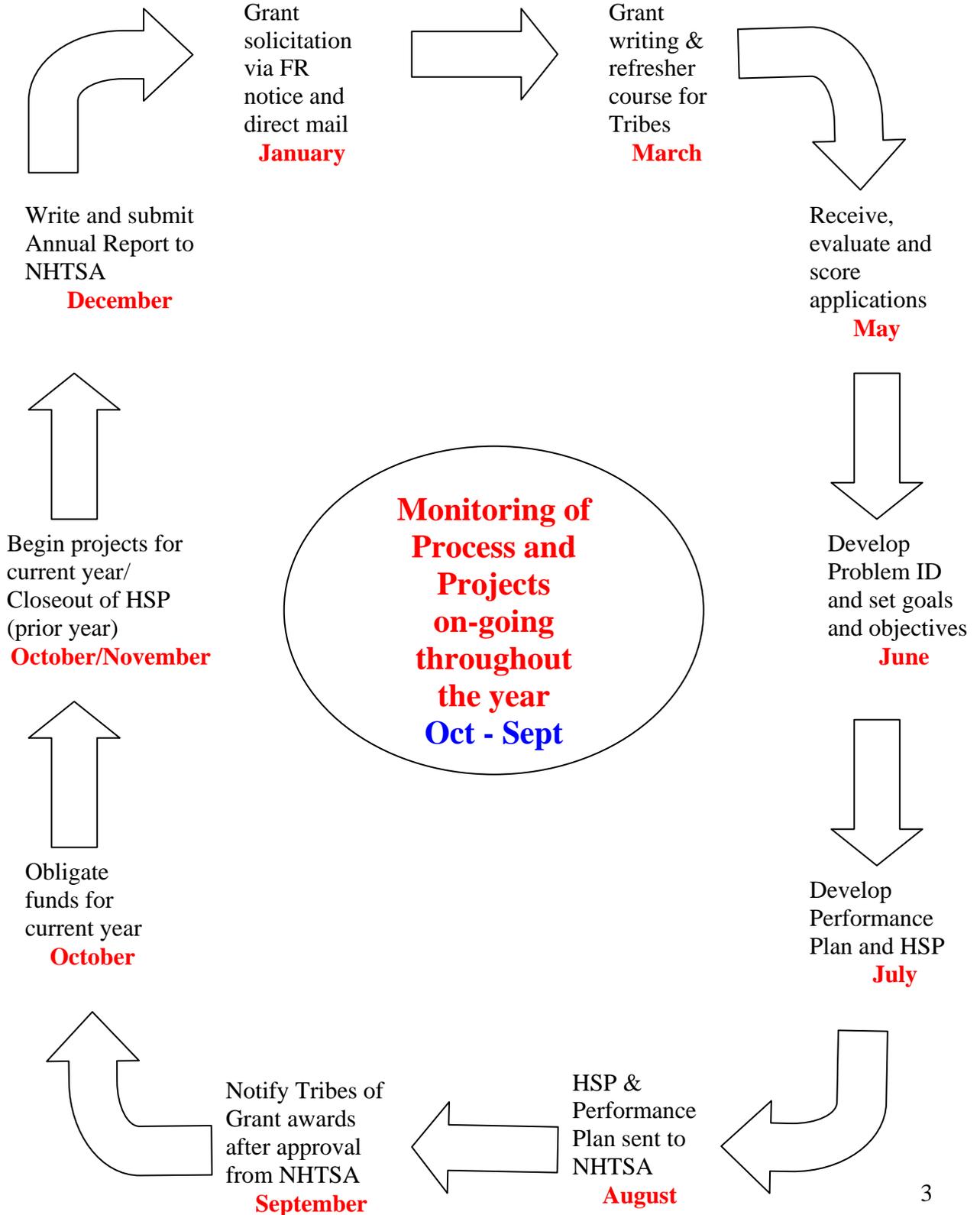


Charles Jaynes
Governor's Representative for Highway Safety
Bureau of Indian Affairs Highway Safety Program
1011 Indian School Road N.W.
Suite 331
Albuquerque, New Mexico 87104

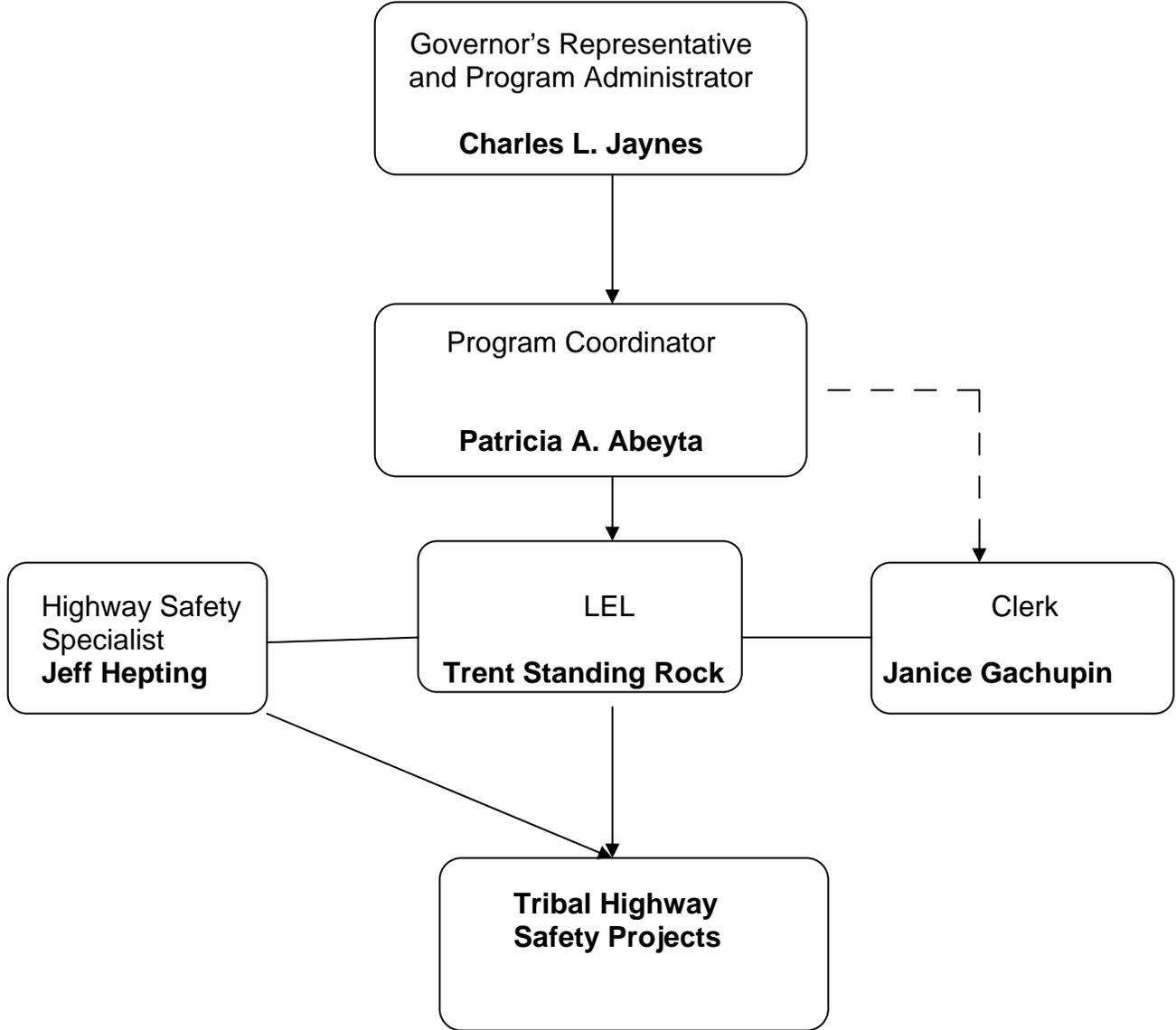
TABLE OF CONTENTS

Highway Safety Planning Process Calendar	3
HSO Organization Chart	4
Mission Statement	5
Executive Summary	6
Performance Plan	7
Problem ID Process	8
Data Sources	8
Indian Demographic Analysis.....	9
Problem ID Summary	11
Development of Goals.....	24
Participants Involved.....	24
BIA Program Goals for FY06.....	25
Project Selection	26
Highway Safety Plan.....	27
Planning & Administration.....	28
Impaired Driving	30
Occupant Protection	41
Police Traffic Services	50
Traffic Records	67
Certifications	74
Program Cost Summary.....	85
Appendix.....	93

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-2007, 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 then performance measures are 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 electronic 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 “STATE” 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 FY07 no Tribes from Texas, North Carolina, Alaska, Washington, 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 Indian/Alaska Native Tribal lands and reservations 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 represents approximately 2.5 million American Indians/Alaska Natives from over 570+ Tribes throughout this country. (See Chart 1)

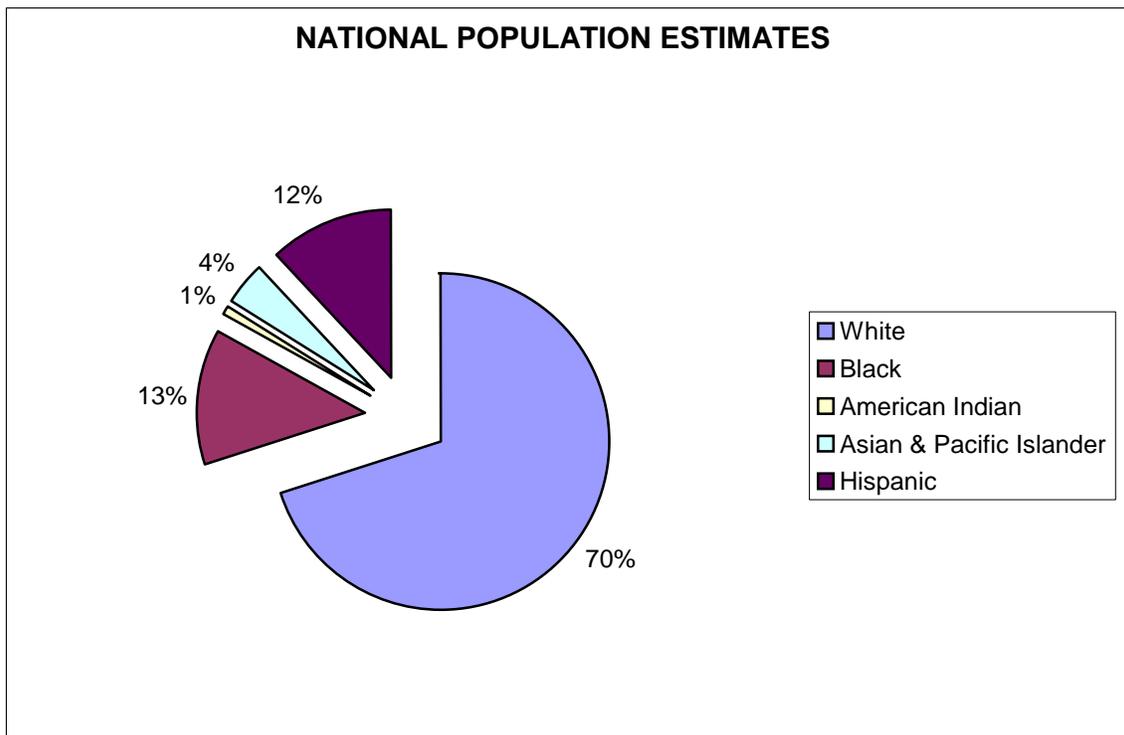


Chart 1

Despite their small ethnicity numbers, American Indians/Alaska Natives continue to be killed and injured in traffic crashes at rates that are 2 to 3 times that of other ethnic groups and that of the national average. The Fatal Analysis Reporting System (FARS) reports the total number of lives lost in traffic related crashes in 2004 at 42,636. This number is a decrease from the final number of 42,884 in 2003. Of the total number of fatalities in 2004, FARS reports 601 are American Indians/Alaskan Natives. This number represents a 12% decrease in fatalities among American Indians/Alaskan Natives from the previous year of 681. While the

decrease is good news, it should be looked at cautiously at best because of the propensity to underreport by the Tribes.

The 2004 fatalities numbers have not been posted by the Centers for Disease Control (CDC) so comparison to determine if there was a decrease and if it was comparable to the FARS numbers can not be done at this time. However, the 2003 numbers from the CDC does show a decrease of 2% between 2002 and 2003. Chart 2 captures the historical data related to crashes as a result of motor vehicle crashes as reported by these 2 database systems.

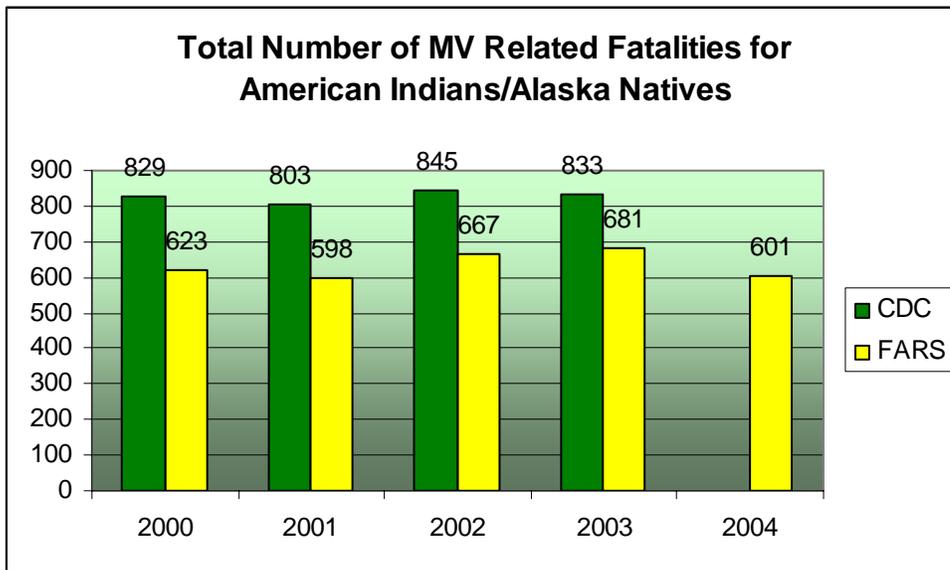


Chart 2

A recent inquiry into the differences in the data numbers revealed that FARS had 8% of the ethnicity identifiers listed as “unknown” or no information was recorded. This further indicates that under reporting is an issue with regards to American Indians/Alaska Natives.

A closer examination of the differences between the 2 numbers reported in the databases suggests the difference can be attributed to a couple of factors. 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 can be seen, the difference between the three years noted is approximately 200 each year.

FARS 2003 annual report indicated the national rate for people killed in traffic related crashes (per 100,000 population) was 14.75, down from 14.93 for 2002. The rate for American Indians/Alaska Natives for 2003 was 26.78, which is down from the previous year of 27.52.

The BIA Highway Safety Office set its goal in FY03 to reduce fatalities by 02% from the 1999 FARS number of 702 to 695. According to the data, this goal was accomplished. Motor vehicle crash fatalities were 667 in 2002 for Native Americans/Alaska Natives. The goal for FY04 was to reduce motor vehicle related fatalities (as reported by the CDC) from 829 as reported in 2000 to 788 by the end of 2006. It will be a few years before this program will know if the goal for FY04 has been met because of the timeliness of the data. As is noted in the chart above, fatalities in 2003 were lower than the previous year for the CDC data, but higher for the 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 2003, a total of 833 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 a decrease of 2%. Although there is a decrease in 2003, trend analysis for the CDC numbers indicates at the current rate, by the end of 2006, motor vehicle related fatalities will increase to about 850 for this ethnic group. (See Chart 3)

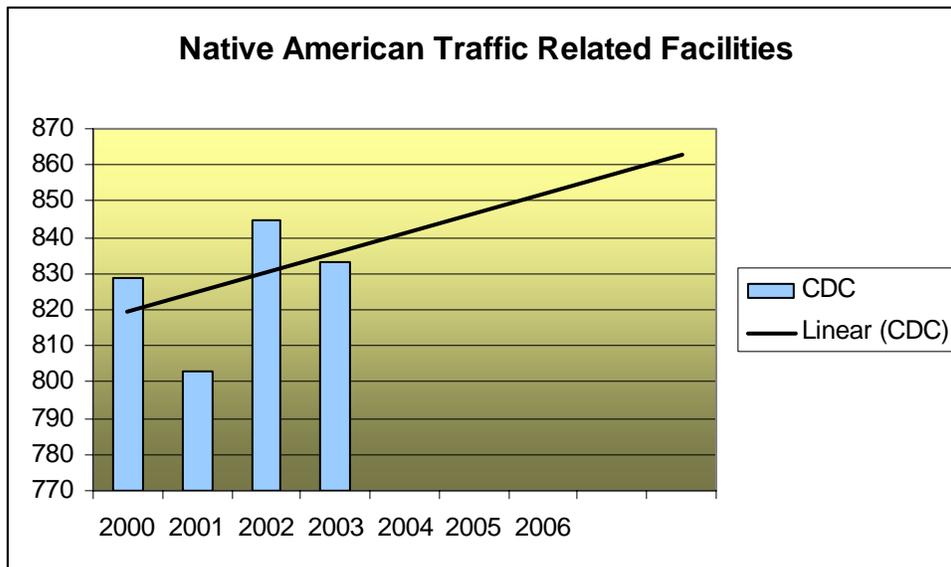


Chart 3

Although the numbers are different between the two databases, clearly, as can be seen from the FARS data as well, increases are expected based on trend. (See Chart 4)

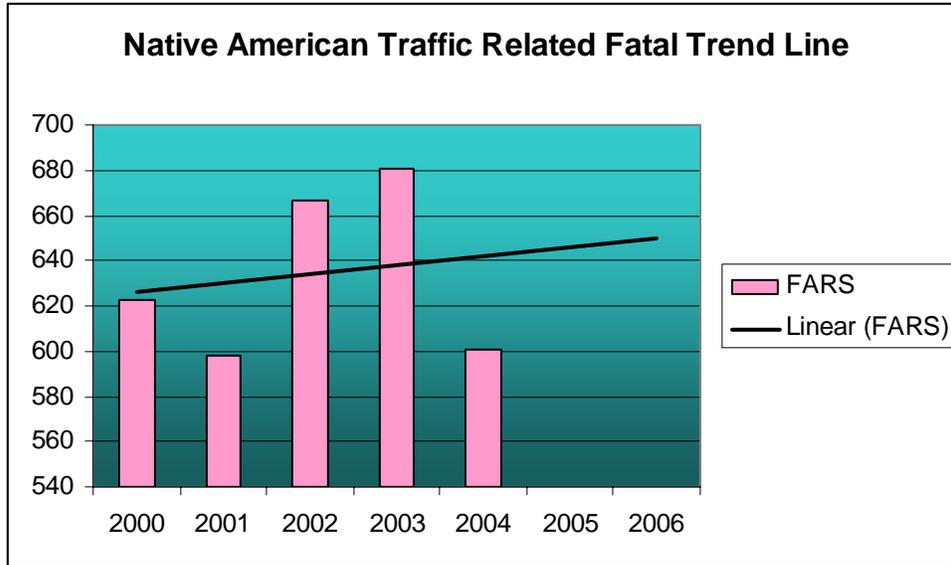


Chart 4

The overall 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.

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 2003, the CDC reported 1,573 unintentional deaths for American Indians. This number is up from the same period the year before by over 5% with the largest portion of that being motor vehicle related deaths. As mentioned before, 833 or 530% of these were traffic related.

The 2003 10-Leading Cause of Death in the United States for American Indians/ Alaska Natives shows unintentional injuries first in all categories from ages 1 –44. Unintentional injuries is the 3rd overall leading cause of death for American Indians and of the total number of 1,573, again, 53% are motor vehicle related. (See chart 5)

10 Leading Causes of Death, United States 2003, Am Indian/AK Native, Both Sexes

Rank	Age Groups										All Ages
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Congenital Anomalies 72	Unintentional Injury 33	Unintentional Injury 28	Unintentional Injury 40	Unintentional Injury 315	Unintentional Injury 264	Unintentional Injury 313	Heart Disease 308	Heart Disease 492	Heart Disease 1,705	Heart Disease 2,712
2	SIDS 54	Congenital Anomalies 10	Congenital Anomalies 5	Suicide 7	Suicide 103	Suicide 86	Heart Disease 135	Malignant Neoplasms 303	Malignant Neoplasms 465	Malignant Neoplasms 1,227	Malignant Neoplasms 2,154
3	Short Gestation 34	Homicide 7	Malignant Neoplasms 4	Congenital Anomalies 6	Homicide 78	Homicide 51	Liver Disease 127	Unintentional Injury 241	Diabetes Mellitus 162	Diabetes Mellitus 452	Unintentional Injury 1,573
4	Unintentional Injury 20	Malignant Neoplasms 7	Homicide 2	Malignant Neoplasms 4	Malignant Neoplasms 19	Heart Disease 44	Malignant Neoplasms 101	Liver Disease 203	Liver Disease 134	Cerebro-vascular 389	Diabetes Mellitus 783
5	Placenta Cord Membranes 14	Influenza & Pneumonia 5	Septicemia 2	Heart Disease 2	Heart Disease 11	Liver Disease 25	Suicide 77	Diabetes Mellitus 115	Unintentional Injury 128	Chronic Low. Respiratory Disease 365	Liver Disease 570
6	Influenza & Pneumonia 12	Heart Disease 4	Cerebro-vascular 1	Homicide 2	Congenital Anomalies 6	Malignant Neoplasms 24	Homicide 44	Cerebro-vascular 58	Chronic Low. Respiratory Disease 92	Influenza & Pneumonia 255	Cerebro-vascular 552
7	Maternal Pregnancy Comp. 12	Septicemia 4	Influenza & Pneumonia 1	Influenza & Pneumonia 2	Influenza & Pneumonia 4	Diabetes Mellitus 12	Diabetes Mellitus 42	Chronic Low. Respiratory Disease 35	Cerebro-vascular 63	Unintentional Injury 190	Chronic Low. Respiratory Disease 512
8	Homicide 10	Five Tied 1	Perinatal Period 1	Septicemia 2	Liver Disease 4	HIV 8	HIV 37	Influenza & Pneumonia 35	Influenza & Pneumonia 49	Nephritis 164	Influenza & Pneumonia 390
9	Circulatory System Disease 9	Five Tied 1		Benign Neoplasms 1	Septicemia 4	Septicemia 8	Cerebro-vascular 34	Homicide 32	Septicemia 45	Alzheimer's Disease 121	Suicide 322
10	Neonatal Hemorrhage 8	Five Tied 1		Viral Encephalitis 1	Nephritis 3	Influenza & Pneumonia 6	Septicemia 22	Nephritis 32	Nephritis 42	Septicemia 113	Nephritis 255

Chart 5

In each age category from 1-64, motor vehicle crashes claimed more lives than any other cause of unintentional injuries among American Indians/Alaska Natives. For children <1, unintentional injuries moved from third to fourth place in 2003. Of the 20 unintentional injury deaths to children in this age group, 7 were motor vehicle related. (See Chart 6).

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

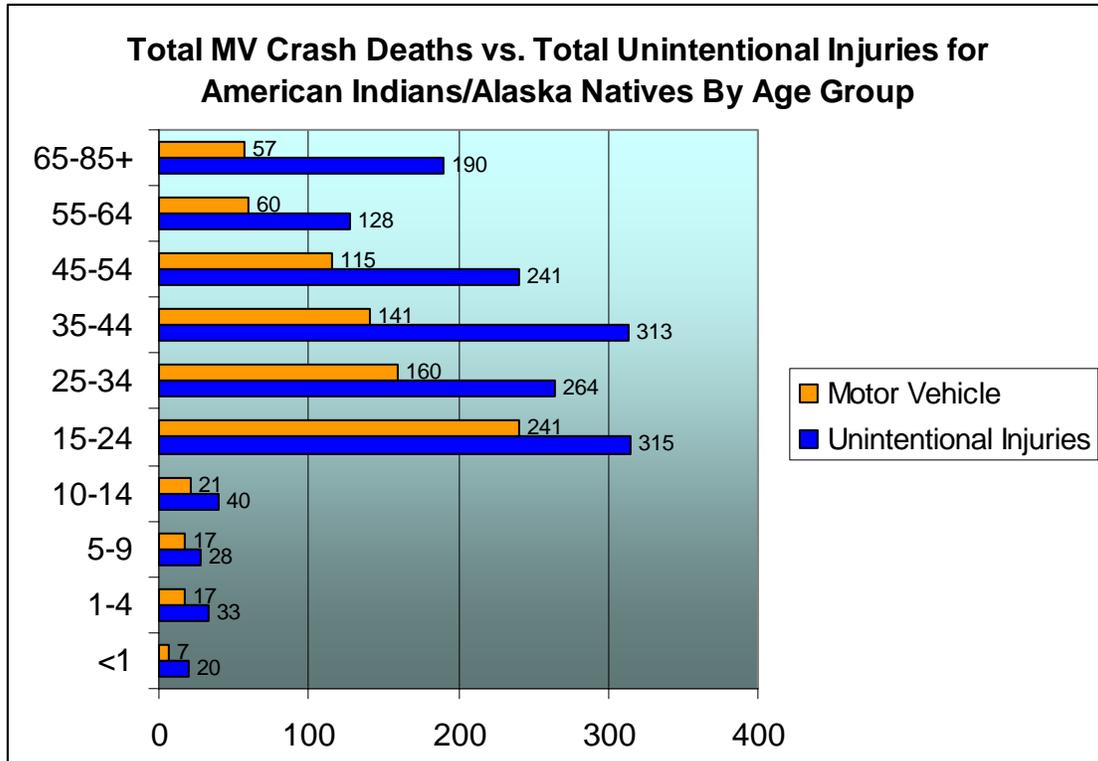


Chart 6

The second closest killer for unintentional injuries continues to be poisoning, followed by falls according to data from the CDC. There were 20 pedestrian fatalities according to the CDC data and 3 Pedal cyclist.

The chart also reveals Indians were almost 4 times more likely to be killed in traffic related crashes than to be poisoned. (See Chart 7).

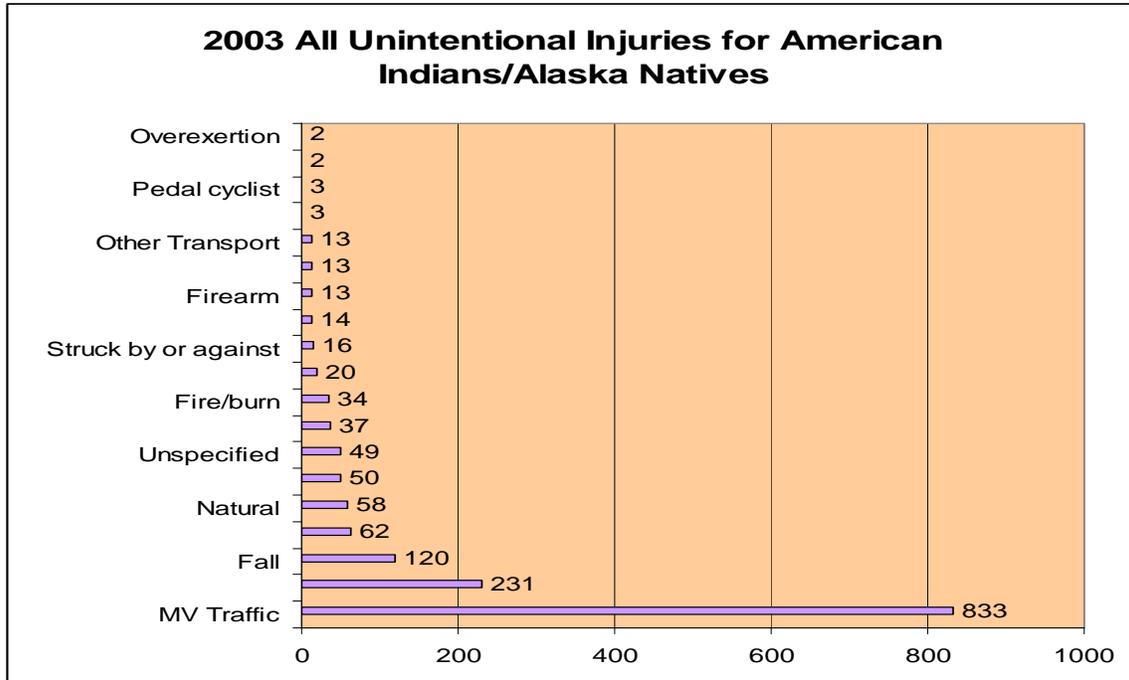


Chart 7

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 8 below.

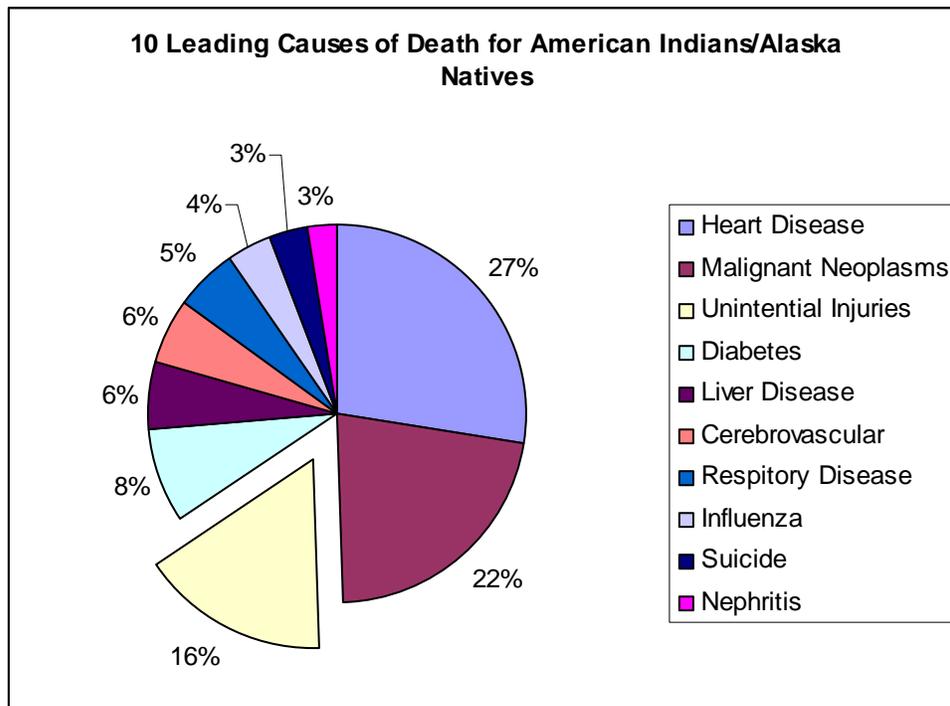


Chart 8

Chart 9 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.

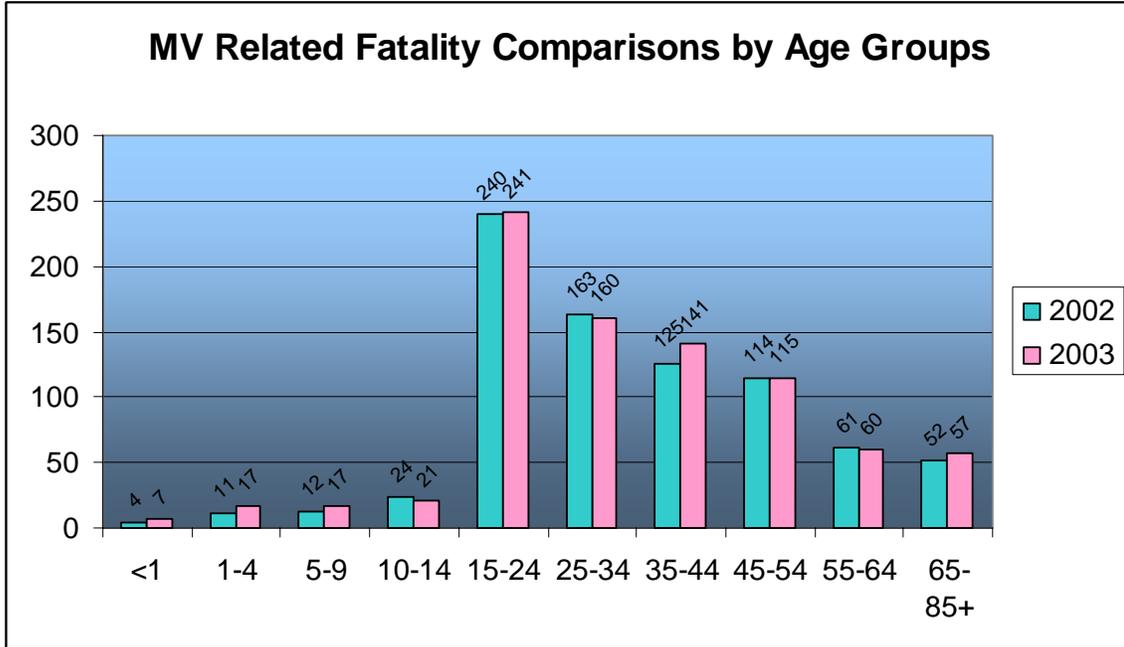


Chart 9

It is also worth noting that of the age group 19-34, 309 American Indians/Alaska Natives were killed in motor vehicle related crashes. Of the 309 American Indians/Alaska Natives killed, 219 were males which is consistent with all of the national data.

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 10 below.

Sex of Motor Vehicle Fatality Victims

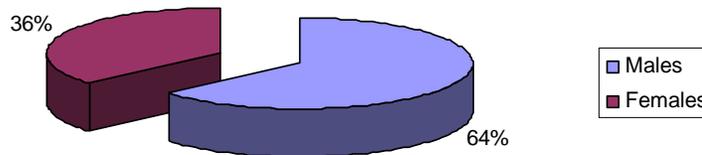


Chart 10

Data from FARS and the CDC are displayed in charts 10 to show the rankings of states (top 10) with the largest number of fatalities attributed to motor vehicle crashes in 2003.

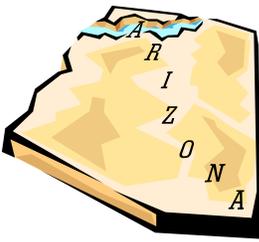
STATE	FARS
Arizona	148
New Mexico	65
Oklahoma	64
South Dakota	58
Montana	42
California	42
North Carolina	36
Washington	35
Michigan	23
North Dakota	22

STATE	CDC
Arizona	188
New Mexico	99
Oklahoma	76
South Dakota	63
California	44
Montana	43
Washington	40
North Carolina	34
North Dakota	25
Minnesota	22

Charts 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 Tribes in the following states to participate in the FY07 program: Montana, South Dakota, Wisconsin, New Mexico, Arizona, North Dakota, New York, Kansas, Nevada, Minnesota, Oklahoma, and Idaho. No applications were received from several of the high fatality states listed above.

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 309,392. Arizona has the 3rd largest population of Native Americans/Alaska Natives in the United States.

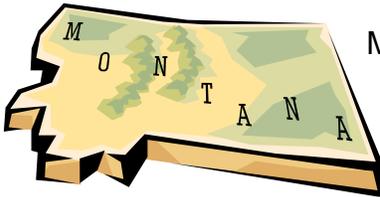
The CDC reports 188 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in this state with a motor vehicle fatality rate of 61.36 (per 100,000 population) compared to the State fatality rate of 20.04 (per 100,000 population) (FARS). This means American Indians/Alaska Natives are 3 times more likely to be killed in a motor vehicle crash than people of other ethnic group in the State of Arizona.

NEW MEXICO

New Mexico is home to 193,804 Native Americans/Alaska Natives. There are 25 federally recognized Tribes in the State of New Mexico. The Navajo Nation is the largest land based Tribe in the State of New Mexico. CDC data for 2003 shows 99 motor vehicle related fatalities with a motor vehicle fatality rate of 51.08. FARS data shows the fatality rate for the State of New Mexico for the same period is 23.37 (per 100,000 population). As is usual across the country, in New Mexico, American Indians/Alaska Natives are more than 2 times as likely to be killed in a motor vehicle crash than other ethnic group in this state.



MONTANA



Montana is home to approximately 63,185 Native Americans/Alaska Natives. Within the geographic boundaries of the State, there are 7 federally recognized Tribes. Most of the Tribes in Montana are large land based Tribes. Several of the Tribes in this State have had some type of traffic safety program through the BIA IHSP.

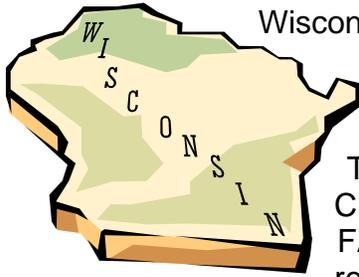
The CDC reports 43 deaths to Native Americans/Alaska Natives in 2003 in the State of Montana. The death rate based on the CDC data is 68.05. FARS reports the Montana fatality rate is 28.54 (per 100,000 population). Again, as with the national rate, Native Americans in Montana are more likely to be killed in motor vehicle crashes at a rate of 2.5 that of any other ethnic group in Montana.

SOUTH DAKOTA

The State of South Dakota is home to 9 federally recognized Tribes. The Standing and Lake Traverse Tribes have reservation boundaries that extend into North Dakota. Cheyenne River is the largest reservation in the State. In 2003, FARS reported 58 motor vehicle related fatalities. The CDC reported 63. The motor vehicle fatality rate per 100,000 population in South Dakota is 26.54 while the Tribal motor vehicle fatality rate (per 100,000 population) is 94.32. This rate is almost 4 times that of the State fatality rate. The population for the State of South Dakota is 754,844 with approximately 66,791 or 8.6% classified as Native Americans/Alaska Natives. In contrast, the motor vehicle related fatalities for Native Americans/Alaska Natives (according to FARS), equates to 28.5% in South Dakota.



WISCONSIN



Wisconsin is home to 5,363,675 people (2000 census) with Native Americans comprising 0.9% of this population. There are 11 federally recognized Tribes in Wisconsin with Menominee having the largest reservation (land size). The number of motor vehicle related fatalities reported by CDC and FARS is very close (13 and 12 respectively). FARS reports the fatality rate (attributed to motor vehicle related crashes) in Wisconsin is 15.49 per 100,000 population. According to the CDC, the rate is 23.57 making it approximately 1.5 times higher.

NORTH DAKOTA

North Dakota is home to 4 federally recognized Tribes, with Fort Berthold being the largest land based. Also, North Dakota has 2 reservations that cross lines with the State of South Dakota. The 2000 population for North Dakota is 642,200 with 32,373 being Native Americans/Alaska Natives. Overall, Native Americans/Alaska Natives comprise 5.0% of the population of this State. In 2003, according to the CDC, 25 Native Americans/Alaska Natives were killed in motor vehicle related crashes. FARS reports 22 fatalities for the same period. The FARS fatality rate (per 100,000 populations) for 2003 was 16.58, while the CDC reports the rate for Native Americans/Alaska Natives in this state, for the same period, 77.22. Native Americans/Alaska natives are 4 ½ more times likely to be killed in motor vehicle crashes than any other ethnic group in North Dakota. In 2003, Native American fatalities were 20.9% of the total in the State.



NEW YORK

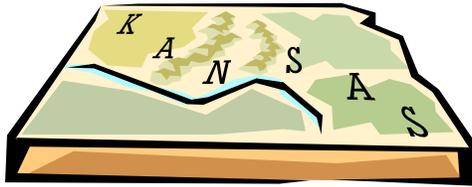
New York is home to 18,976,457 people, with Native Americans comprising approximately 124,790, or 0.6% of the total population. New York is home to 10 federally recognized Tribes. Motor vehicle related fatalities for American Indians are low in New York in comparison to many other States in this country. In 2003, FARS reported no deaths attributed to motor vehicle related crashes for Native Americans/Alaska Natives, while the CDC reported 4. The motor vehicle fatality rate (per 100,000 population) for the State of New York in 2003 was 7.77% with the CDC reporting in the same period a rate of 3.21% for Native Americans/Alaska Natives.

KANSAS

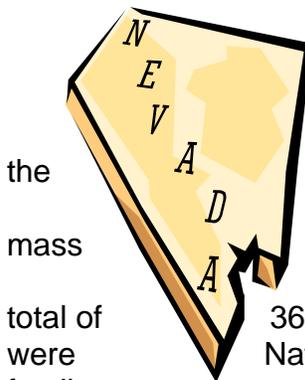
The State of Kansas is home to 4 federally recognized Tribes.

The State of Kansas has a population of 3,688,418, with

as Native Americans/Alaska Natives. In 2003, FARS reported 7 motor vehicle related fatalities for Native Americans/Alaska Natives, while the CDC reported 5. The total number of motor vehicle related fatalities for this period (according to FARS) was 469, with a fatality rate (per 100,000 population) of 17.21 compared to the CDC rate for Native Americans/Alaska Natives in this State of 16.33. This is one of the few States in United States where the motor vehicle related fatality rate is less than the State rate. This can be attributed to very small reservations with limited road miles.



home to 4 federally recognized Tribes. The population for the (2000 census) is 3,688,418, with 30,625 of those classified



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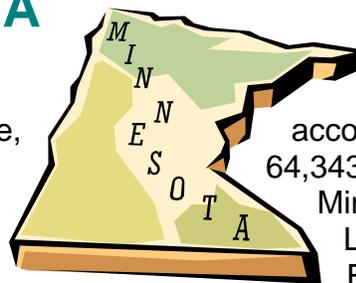
NEVADA

Nevada is home to 1,998,257 people with Native Americans/Alaska Natives comprising approximately 1.4% of total population. Nevada is also home to 26 federally recognized Tribes, with Pyramid Lake being the largest land reservation. Three of the 26 Tribes in this State share boundaries with adjoining States. In 2003 FARS reported a

368 motor vehicle related fatalities. Of those, FARS reported 7 Native American/Alaska Natives while the CDC reported 10. The fatality rate, according to FARS, in 2003 was 16.41 for the State of Nevada, while the CDC reports for the same period a motor vehicle related fatality rate of 27.33. This rate is almost 2 times the rate for the entire State of Nevada.

MINNESOTA

Minnesota is home to 11 federally recognized Tribes. The total population for the State, according to the 2000 census is 4,919,479. Approximately 64,343 Native Americans/Alaska Natives call White Earth, Leach Lake and Red Lake reservations in the State. In 2003, FARS reported 655 fatalities related to motor vehicles with 12 of those Native Americans/Alaska Natives. The CDC reports 22 for the same period in this State. FARS gives a fatality rate (based on 100,000 population) of 12.93 while the CDC reports the fatality rate for



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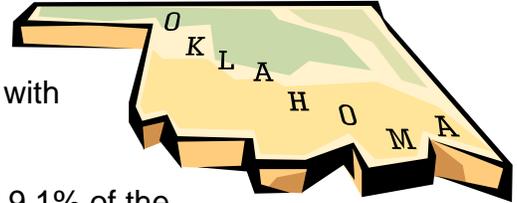
White Earth, Leach Lake and Red Lake are the largest reservations in the State. In 2003, FARS reported 655

fatalities related to motor vehicles with 12 of those Native Americans/Alaska Natives. The CDC reports 22 for the same period in this State. FARS gives a fatality rate (based on 100,000 population) of 12.93 while the CDC reports the fatality rate for

Native Americans (motor vehicle crash related) is 34.19. This rate is 2 ½ times higher than the general population in this State.

OKLAHOMA

Oklahoma has the second largest Native American/Alaska Natives population in the country with approximately 315,347. The total population for Oklahoma (2000 census) is 3,450,654. Native Americans/Alaska Natives comprise approximately 9.1% of the total in this state. There are 36 federally recognized Tribes in Oklahoma, but only one true reservation, the Osage Nation. In 2003, 671 people lost their lives in motor vehicle traffic related crashes in Oklahoma. FARS reports 64 of those were Native Americans/Alaska Natives. The CDC reports a higher number of 76 with a fatality rate for this ethnic group of 24.10 compared to the State fatality rate (based on 100,000 population) of 19.14.



IDAHO

FARS

The State of Idaho is home to 5 federally recognized Tribes. The Nez Perce is the largest reservation in the State. Idaho is home to 1,293,953 people. Approximately 1.6% of the total population is Native American/Alaska Natives. In 2003, reported the number of motor vehicle related fatalities in the State of Idaho at 293, with none Native Americans/Alaska Natives. The CDC reports, for the same period, 8 fatalities to Native Americans/Alaska Natives for a fatality rate for this ethnic group in this State of 36.76. This rate is compared to the State fatality rate of 21.43.

Data issues continue to plague the IHSP. The data received with project applications for FY07 was impossible to verify and in many cases was different from the previous numbers reported by the Tribes. As a result, the BIA IHSP has decided to utilize FARS data as its baseline data for the FY07 program.

It is interesting to note that none of the Tribes in North Carolina, Washington or Michigan applied for grants for FY07. The BIA IHSP will continue to outreach to the large land based Tribes in an effort to provide program support. Several mini-grants will be let to Tribes to participate fully in the “**Click It or Ticket**” and the “**Drunk Driving. Over the Limit, Under Arrest**” mobilizations as well as the Indian State “**Don’t Shatter The Dream**” mobilization. The BIA IHSP LEL will continue the outreach to other Tribes to help develop OP and Impaired Driving programs on the 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, or as written. Traditionally, reduced funding has required the BIA IHSP to balance funding levels with proposed goals and objectives as identified by the Tribes. However, with the passage of SAFETEA-LU and the increased funding received, the BIA IHSP is in a better position to fund more projects and at larger levels than before.

IHSP staff evaluates the proposals and overall program goals and performance measures are then developed. This process is done by adding all of the available data from the Tribes and either increasing or decreasing in a program area based on an "average" of all percentages from the applications in that program area.

The BIA IHSP staff uses those Tribal projects to then formulate a Highway Safety Plan to submit to the funding agency, the National Highway Traffic Safety Administration. 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 did participate in FY07 project reviews. 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 FY07

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 fatalities in Indian Country by 5% from the FY 2004 FARS number of 601 to 571 by the end of FY 2007.

PLANNING & ADMINISTRATION

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

To initiate highway safety related projects with not less than 50 Tribes by the end of FY 2007.

IMPAIRED DRIVING

To reduce the incidence of impaired driving by increasing DUI arrests within the participating Tribes by 23% from the FY05 totals of 6,910 to 8,918 by the end of FY07.

OP

To increase safety belt usage rates in Indian Country from the "national" Indian Country rate of 55% to 57% by the end of FY07 as measured by the national safety belt use survey to be conducted in FY07.

PTS

To increase the number of citations issued for speed and other moving violations by 19% from the FY05 total of 26,377 to 32,478 within the participating Tribes by the end of FY07.

TR

To establish TR systems, collecting all traffic crash data on not less than 10 reservations within Indian Country by the end of FY07.

To implement the FY07 goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

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-07-01
BIA Program Management
\$75,000.00

GOAL:

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

To initiate highway safety related projects with not less than 50 Tribes by the end of FY 2007.

OBJECTIVES/PERFORMANCE MEASURES:

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

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

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: ½ Program Coordinator and ½ 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-07-01	BIA Program Management	\$75,000.00	402
			402
402 Total		\$75,000.00	402
Total All funds		\$75,000.00	

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, FARS data shows alcohol use 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 a big 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 complement the efforts of law enforcement.

The BIA IHSP turned to NHTSA for assistance with an Impaired Driving Assessment for Indian Country. The assessment was conducted in March 2006 with the release of the report in June 2006. The report listed 99 recommendations aimed at addressing the impaired driving problem in Indian Country. Copies of the assessment report have been distributed to participating Tribes and BIA agencies.

Even with the Impaired Driving Assessment Report in place, performance measures are 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 inaccurate and cannot be verified. As a result, setting Performance Measures and Goals becomes difficult, if not impossible. Because of these difficulties, the BIA IHSP will utilize FARS data as its base data for FY07. Unfortunately, an accurate breakdown for impaired driving deaths, on reservations, is impossible, even through FARS, This is an issue the BIA IHSP will continue to work on to improve.

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

In FY07, six (6) Tribes have been selected to receive grants for alcohol projects. Those Tribes are: Rosebud Sioux (SD), Ft. Peck (MT), Crow Nation (MT), Navajo Nation (AZ), White Mountain (AZ) and Menominee (WI). According to FARS data, in FY07, these 4 states had combined Tribal mv related fatalities of 195. Of that total, 91 (47%) 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 48 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 FY07 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 belt and alcohol information. Extra funding has been added to each project budget for high visibility enforcement throughout the year.

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**", "**Drunk Driving. Over the Limit. Under Arrest**", and "**Buckle Up in Your Truck**." Tribes receiving funding will be exposed to the latest materials, handouts, and PSA's. The BIA's LEL works closely with the NHTSA South Central Regional Media Consultant to provide PI&E information to tribes nationwide in support of the national mobilizations.

AL-07-01
BIA Program Management
\$40,000.00

GOAL:

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

PERFORMANCE MEASURES:

Successfully implement not less than 7 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-07-02
Rosebud Sioux
\$190,000.00

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 20% from the 2005 number of 10 to 8 by the end of FY07.

To decrease the number of alcohol related motor vehicle crashes by 10% from the 2005 number of 212 to 191 in FY 2007.

To increase the number of DUI arrests by 5% over the 2005 number of 578 to 607 by the end of FY07.

To provide not less than 12 community and/or school education presentations on drinking and driving and safety belts on the Rosebud Sioux Reservation by the end of FY07.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

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

EQUIPMENT: None

PAID MEDIA: None

EVALUATION:

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

AL-07-03
Menominee
\$121,775.00

GOAL:

To decrease the number of injuries and fatalities attributed to OWI (Operating Under the Influence) on the Menominee Reservation.

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Menominee Reservation by at least 33% from the FY05 number of 3 to 2 by the end of FY07.

To reduce the number of motor vehicle crashes by 10% from the FY05 number of 234 to 211 by the end of FY07.

To increase the number of OWI arrests by 30% over the 2005 number of 140 to 182 by the end of FY07.

To reduce the number of alcohol related motor vehicle crashes by 10% from the FY05 number of 82 to 76 by the end of FY07.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase OWI 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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

None

EVALUATION:

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

AL-07-04
Crow Nation
\$131,755.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related crashes by 10% from the 2005 number of 461 to 415 by the end of FY07.

To decrease the number of motor vehicle related fatalities by 33% from the 2005 number of 6 to 4 by the end of FY07.

To increase the number of DUI arrests by 10% over the 2005 number of 487 to 536 by the end of FY07.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

None

PAID MEDIA:

None

EVALUATION:

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

AL-07-05
Navajo Nation
\$1,426,970.00

GOAL:

To decrease the number of injuries and fatalities attributed to DUI on the Navajo Nation.

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Navajo Nation by 30% from the 2005 number of 48 to 34 by the end of FY07.

To increase the number of speed citation by 25% from the 2005 number 18,414 to 23,017 by the end of FY07.

To increase the number of DUI arrests by 36% over the 2005 number of 3,660 to 5,000 by the end of FY07.

To decrease motor vehicle crashes by 40% from the 2005 number of 846 to 592 by the end of FY07.

To decrease the number of alcohol related motor vehicle injury crashes by 33% from the 2005 number of 153 to 103 by the end of FY07.

STRATEGIES:

Increase DUI/DWI patrols.

Increase traffic 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 *“Drunk Driving. Over The Limit. Under Arrest.”* crackdown and the *“Don’t Shatter The Dream”* Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

None

EVALUATION:

Tracking of BAC’s, number of DUI arrests, number of citations, number of checkpoints and saturation patrols and number of injury and fatality crashes.

AL-07-06
White Mountain
\$241,585.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the White Mountain Apache Reservation by 50% from the 2005 number of 6 to 3 by the end of FY07.

To decrease motor vehicle related crashes by 30% from the 2005 number of 90 to 60 by the end of FY07.

To increase the number of DUI arrests by 35% over the 2005 number of 224 to 302 by the end of FY07.

To increase speed citations by 30% from the 2005 number of 475 to 617 by the end of FY07.

STRATEGIES:

Hire three (3) Highway Safety Officers.

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

1 radar
2 PBT’s

EVALUATION:

Tracking of BAC’s, number of DUI arrests, citations, checkpoint and saturation patrol numbers and number of injury and fatality crashes.

AI-07-07
Fort Peck
\$228,640.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Fort Peck Reservation by at least 40% from the 2005 number of 5 to 3 by the end of FY07.

To decrease the number of alcohol related motor vehicle crashes by 25% from the 2005 number of 60 to 45 by the end of FY 2007.

To increase the number of DUI arrests by 30% over the 2005 number of 265 to 345 by the end of FY07.

STRATEGIES:

Hire three (3) Highway Safety Officers.

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation 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 number of DUI arrests and citations, checkpoints, saturation patrols and number of injury and fatality crashes.

Alcohol Area Cost Summary

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL 07-01	BIA Program Management	\$ 40,000.00	402
AL 07-02	Rosebud Sioux	\$190,000.00	402
AL 07-03	Menominee	\$121,775.00	402
AL-07-04	Crow Nation	\$131,755.00	402
AL-07-05	Navajo Nation **	\$1,426,970.00	402
AL-07-06	White Mountain	\$241,585.00	402
AL-07-07	Fort Peck	\$228,640.00	402
402 Total		\$2,380,725.00	
Total All funds		\$2,380,725.00	

** Denotes carry forward funds

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 car 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, primary belt laws, 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 is in desperate need of an update based on information contained in the BIA Indian State Survey.

The BIA's LEL will work with NHTSA South Central Region staff and the NHTSA South Central Regional Media Consultant to update the Seat Belt Marketing Packet in FY 07. The BIA's LEL will also distribute occupant protection and child passenger safety materials to Tribes nationwide.

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 under TEA-21. These funds were used to sponsor two (2) training per year until FY04.

As part of a 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 to the Tribes.

OP-07-01
BIA Program Management
\$20,000.00

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, ¼ 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.

Indian Highway Safety Program
OP-07-02
\$500,000.00

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.

Indian Highway Safety Program
OP-07-03
\$50,000.00

GOAL:

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

PERFORMANCE MEASURE:

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.

EVALUATION:

Increase in safety belt usage rates from established baseline numbers in the participating Tribes.

J3-07-01
Indian Highway Safety Program
\$5,000.00

GOALS:

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

PERFORMANCE 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.

EVALUATION:

Increase in safety belt usage rates from established baseline numbers in the participating Tribes.

Occupant Protection Area Cost Summary

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP 07-01	BIA Program Management	\$ 20,000.00	402
OP 07-02	Demo projects	\$500,000.00	402
OP 07-03	IHSP CPS training & seats	\$50,000.00	402
J3-07-01	IHSP CPS	\$ 5,000.00**	2003(b)
402 Total		\$570,000.00	
Total All funds		\$575,000.00	

****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 the 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, drinking and 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. Beginning in FY07, the BIA IHSP will begin the purchase of in-car video cameras as a tool to aid Tribal LE's efforts. One of the other ways the BIA IHSP has assisted Tribal law enforcement agencies is by providing checkpoint equipment.

Also, in FY06, the BIA IHSP sponsored a Tribal Law Enforcement Traffic Safety Summit. The summit, which drew approximately 150 participants, had representative from 60 different Tribes in 20 different states. The goal of the summit was to expose Tribal law enforcement officers to the most up to date information in order to assist in making their jobs easier.

All Tribal law enforcement agencies funded in FY07 will sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year. Additionally, extra funding was added to each project so that they can conduct high visibility enforcement throughout 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.

The BIA IHSP staff depends on the NHTSA South Central Regional Media Consultant to provide PI&E information so that it may be distributed to tribes nationwide.

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

PT-07-01
BIA Program Management
\$60,000.00

GOAL:

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

PERFORMANCE MEASURES:

To successfully implement not less than 10 projects.

To provide check point equipment to not less than 15 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-07-02
Hualapai
\$100,950.00

GOAL:

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

PERFORMANCE MEASURES:

To increase safety belt usage by 10% on the Hualapai Indian Reservation from a base number (TBD by an observational survey conducted and approved by the BIA IHSP) by the end of FY07.

To increase DUI arrests on the Hualapai Reservation by 400% from the 2005 number of 10 to 50 by the end of FY07.

To increase traffic violation citations by 25% over the 2005 total of 160 to 200 by the end of FY07.

All baseline numbers were obtained from the Chief of Police.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Conduct pre and post safety belt usage surveys (methodology to be approved by the BIA IHSP)

Increase traffic patrols for all moving violations.

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 **“Drunk Driving. Over The Limit. Under Arrest.”** crackdown and the **“Don’t Shatter The Dream”** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

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

EQUIPMENT: None

EVALUATION:

Tracking of citations, DUI arrests, saturation patrols, checkpoints, number of injury and fatality crashes and safety belt usage rate.

PT-07-03
Oglala Sioux Tribe
\$179,405.00

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 25% from the FY 2005 number of 12 to 9 by the end of FY 2007.

To reduce motor vehicle related injury crashes by 15% from the FY 2005 number of 229 to 195 by the end of FY07.

To increase the number of DUI/DWI arrests by 20% from the FY 2005 number of 371 to 445 by the end of FY 2007.

The above baseline numbers were obtained from the Oglala Sioux Tribal Records Department.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 **“Drunk Driving. Over The Limit. Under Arrest.”** 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 six checkpoints and/or saturation patrols.

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

EQUIPMENT: 2 Radars and 2 PBTs.

EVALUATION:

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

PT-07-04
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 FY05 number of 2 to 1 by the end of FY07.

To reduce motor vehicle related resulting from speed and other moving violations by 25% from the FY05 number of 61 to 49 by the end of FY07.

To increase speed citations by 15% over the FY05 number of 472 to 543 by the end of FY06.

To increase the number of DUI arrests by 15% from the FY05 number of 264 to 304 by the end of FY07.

STRATEGIES:

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** 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 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 arrests, saturation patrols, checkpoints, and number of injury and fatality crashes.

PT-07-05
Cheyenne River Sioux Tribe
\$172,655.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 50% from the FY05 number of 2 to 1 by the end of FY07.

To decrease motor vehicle crashes by 15% from the FY05 number of 108 to 92 by the end of FY06.

To increase the number of DUI arrests by 15% from the FY05 number of 578 to 665 by the end of FY07.

To increase the number of speed citations from the FY05 number of 9 to 240 by the end of FY07.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 **“Drunk Driving. Over The Limit. Under Arrest.”** 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 six checkpoints and/or saturation patrols.

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

EQUIPMENT: 2 Radars and 2 PBTs

EVALUATION:

Tracking of citations, DUI/DWI arrests, saturation patrols, checkpoints and number of injury and fatality crashes.

PT-07-06
Jemez Pueblo
\$105,000.00

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related crashes by 15% from the 2005 number of 16 to 14 by the end of FY07.

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 traffic citations by 15% from the 2005 number of 1,262 to 1,451 by the end of FY07.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase traffic 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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

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 arrests, checkpoints, saturation patrols and number of injury and fatality crashes.

PT-07-07
Shoshone/Bannock
\$94,780.00

GOAL:

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

PERFORMANCE MEASURES:

To increase the number of DUI arrest by 35% from the FY05 number of 152 to 205 by the end of FY07.

To increase the number of citations issued for speed by 80% from the FY05 number of 67 to 120 in FY07.

To reduce the number of motor vehicle fatalities by 50% from the FY05 number of 4 to 2 by the end of FY07.

STRATEGIES:

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 **“Drunk Driving. Over The Limit. Under Arrest.”** 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 conduct not less than six checkpoints and/or saturation patrols.

EQUIPMENT:

2 radars

EVALUATION:

Tracking of citations, DUI’s, number of checkpoints, saturation patrols and the number of injury and fatality crashes.

PT-07-08
Yankton Sioux
\$82,975.00

GOAL:

To reduce injury and fatalities resulting from motor vehicle crashes on the Yankton Sioux Reservation.

PERFORMANCE MEASURES:

To increase DWI/DUI's by 30% from the FY05 number of 44 to 57 by the end of FY07.

To reduce motor vehicle related crashes by 45% from the FY05 number of 24 to 11 by the end of FY07.

To increase traffic citations by 60% from the FY05 number of 56 to 89 by the end of FY07.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic 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 ***"Drunk Driving. Over The Limit. Under Arrest."*** crackdown and the ***"Don't Shatter The Dream"*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

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

EQUIPMENT:

1 PBT

EVALUATION:

Tracking of citations, DUI's, checkpoints, saturation patrols, and motor vehicle injury and fatality crashes.

PT-07-09
Santa Clara Pueblo
\$89,150.00

GOAL:

To reduce injuries and fatalities attributed to motor vehicle crashes on the Santa Clara Pueblo.

PERFORMANCE MEASURES:

To increase DUI arrests by 50% from the FY05 number of 40 to 60 by the end of FY07.

To increase speed citations by 10% over the FY05 number of 1,650 to 1,815 by the end of FY07.

To decrease motor vehicle crashes by 15% from the FY05 number of 48 to 41 by the end of FY07.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic 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 **“Drunk Driving. Over The Limit. Under Arrest.”** crackdown and the **“Don’t Shatter The Dream”** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

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

EQUIPMENT:

2 PBT's
1 Kustom Signal In-car Video

EVALUATION:

Tracking of speed citations, DUI's, checkpoints, saturation patrols, motor vehicle injury and fatality crashes

PT-07-10
Tesuque Pueblo
\$75,025.00

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the Tesuque Pueblo.

PERFORMANCE MEASURES:

To increase the number of DWI arrest by 100% from the 2005 number of 30 to 60 by the end of FY07.

To increase the number of speed citations by 10% from the 2005 number of 3,955 to 4,351 by the end of FY07.

To reduce the total number of motor vehicle crashes by 20% from the 2005 number of 31 to 25 by the end of FY05.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols.

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

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

Provide support to the ***“Click It or Ticket”*** mobilization and ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

None.

EVALUATION:

Tracking of citations, DUIs, checkpoints, saturation patrols, motor vehicle injury and fatality crashes.

PT-07-11
Taos Pueblo
\$78,365.00

GOAL:

To reduce injuries and fatalities as a result of motor vehicle crashes on the Taos Pueblo.

PERFORMANCE MEASURES:

Increase DUI arrests by 50% from the FY05 number of 67 to 100 by the end of FY07.

Increase speed citations by 25% over the FY05 number of 280 to 350 by the end of FY07.

Decrease motor vehicle crashes by 25% from the FY05 number of 39 to 29 by the end of FY07.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols.

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

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

Provide support to the ***“Click It or Ticket”*** mobilization and ***“Drunk Driving. Over The Limit. Under Arrest.”*** crackdown and the ***“Don’t Shatter The Dream”*** Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.

EQUIPMENT:

None

EVALUATION:

Tracking of citations, DUI’s, saturation patrols, checkpoints and injury and fatality crashes

PT-07-12
Indian Highway Safety Programs
\$30,000.00

GOAL:

To provide program management and oversight for various Tribes to participate in the **“Click It or Ticket”** mobilization, **“Drunk Driving – Over The Limit. Under Arrest”** crackdown and the **“Don’t Shatter The Dream”** Indian State Mobilization.

PERFORMANCE MEASURES:

To successfully implement not less than 20 over time projects.

To provide check point equipment to not less than 15 Tribes in order to participate in the national mobilization, crackdown and Indian State mobilization.

To conduct not less than 3 checkpoints and/or saturation patrols during each mobilization or crackdown period.

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.

PROJECT DESCRIPTION:

Provide funds to the following Tribes to conduct checkpoints and saturation patrols:

PT-07-12-01	Three Affiliated Tribes	\$40,500.00
PT-07-12-02	Pojoaque Pueblo	\$29,000.00
PT-07-12-03	Potawatomi Nation	\$43,000.00
PT-07-12-04	Colorado River	\$37,500.00
PT-07-12-05	Leech Lake	\$41,000.00
PT-07-12-06	Pyramid Lake	\$55,015.00
PT-07-12-07	Fort McDowell	\$87,130.00
PT-07-12-08	Ramah-Navajo	\$48,725.00
PT-07-12-09	Lac Courte Oreilles	\$22,250.00

EQUIPMENT:

8 Radars

1 PBT
Checkpoint equipment

EVALUATION:

Tracking and reporting of number of citations, arrests, checkpoints and saturation patrols, occurring during National Mobilizations.

PT-07-13
Northern Cheyenne Tribe
\$153,757.20

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities by 50% from the FY05 number of 5 to 3 by the end of FY07.

To decrease the number of motor vehicle crashes by 30% from the FY05 number of 122 to 92 by the end of FY07.

To increase the number of DUI arrests by 50% from the FY05 number of 134 to 201 by the end of FY07.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 **“Drunk Driving. Over The Limit. Under Arrest.”** 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 six checkpoints and/or saturation patrols.

EQUIPMENT:

None

EVALUATION:

Tracking of citations, DUI’s, number of checkpoints, saturation patrols and the number of injury and fatality crashes.

PT-07-14
Blackfeet Nation
\$140,938.00

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Blackfeet Nation.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities by 50% from the FY05 number of 4 to 2 by the end of FY07.

To increase the number of DUI arrests by 50% from the FY05 number of 134 to 201 by the end of FY07.

To increase the number of traffic citations by 20% from the FY05 number of 2,268 to 2,722 by the end of FY07.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** 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 six checkpoints and/or saturation patrols.

EQUIPMENT:

Checkpoint Equipment

EVALUATION:

Tracking of citations, DUI’s, number of checkpoints, saturation patrols and the number of injury and fatality crashes.

PT-07-15
Sisseton-Wahpeton Tribe
\$82,773.00

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle crashes by 20% from the FY05 number of 76 to 61 by the end of FY07.

To increase the number of DUI arrests by 30% from the FY05 number of 156 to 203 by the end of FY07.

To increase the number of speed citations by 20% from the FY05 number of 491 to 589 by the end of FY07.

STRATEGIES:

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 ***“Drunk Driving. Over The Limit. Under Arrest.”*** 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 six checkpoints and/or saturation patrols.

EQUIPMENT:

2 Radars/2 PBTs
Checkpoint Equipment

EVALUATION:

Tracking of citations, DUI's, number of checkpoints, saturation patrols and the number of injury and fatality crashes.

Police Traffic Safety Cost Summary

Police Traffic Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-07-01	BIA Program Management	\$60,000.00	402
PT-07-02	Hualapai	\$ 100,950.00	402
PT-07-03	Oglala Sioux	\$179,405.00	402
PT-07-04	Rocky Boy	\$ 92,000.00	402
PT-07-05	Cheyenne River	\$172,655.00	402
PT-07-06	Jemez Pueblo	\$105,000.00	402
PT-07-07	Shoshone-Bannock	\$94,780.00	402
PT-07-08	*Yankton Sioux	\$82,975.00	402
PT-07-09	Santa Clara Pueblo	\$89,150.00	402
PT-07-10	Tesuque Pueblo	\$75,025.00	402
PT-07-11	Taos Pueblo	\$78,365.00	402
PT-07-12	BIA IHSP	\$30,000.00	402
PT-07-12-01	Three Affiliated	\$40,500.00	402
PT-07-12-02	Pojoaque Pueblo	\$29,000.00	402
PT-07-12-03	*Potawatomi Nation	\$43,000.00	402
PT-07-12-04	*Colorado River	\$37,500.00	402
PT-07-12-05	*Leech Lake	\$41,000.00	402
PT-07-12-06	Pyramid Lake	\$55,015.00	402
PT-07-12-07	*Fort McDowell	\$87,130.00	402
PT-07-12-08	Ramah-Navajo	\$48,725.00	402
PT-07-12-09	Lac Courte Oreilles	\$22,250.00	402
PT-07-13	Northern Cheyenne	\$153,758.00	402
PT-07-14	*Blackfeet Nation	\$140,938.00	402
PT-07-15	*Sisseton-Wahpeton	\$82,773.00	402
402 Total		\$1,903,194.00	
Total All funds		\$1,903,194.00	

* Appear as BIA in the FY07 HSP in GTS because the Tribes are not yet on the master list

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 570 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 satisfied 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.

In FY06, the BIA IHSP submitted a grant to NHTSA for Traffic Records under Section 408 of SAFETEA-LU. If funded, the grant will aid the IHSP in moving traffic records in Indian Country. The BIA IHSP will contract for a full-time Traffic Records Coordinator to implement all of the components of the multi-year Strategic Plan.

During FY06, the BIA IHSP held a Tribal Traffic Safety Law Enforcement Summit. Many issues were discussed including traffic records. Additionally, an open Tribal Traffic Records Coordinating Committee was held at the annual Traffic Records Forum. Tribes attending the Forum had an opportunity to review the Section 408 multi-year plan and offer comments.

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-07-01
BIA Program Management
\$20,000.00

GOAL:

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

PERFORMANCE MEASURES:

To continue implementation of the 3 year traffic records pilot project, by the end of FY07, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes. (See page 72 for a diagram of the project)

To establish TR systems, collecting all traffic crash data on 10 reservations within Indian Country by the end of FY07.

To implement the FY07goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

STRATEGIES:

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.

K9-07-01
Indian Highway Safety Program
\$300,000.00 (408)

GOAL:

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

PERFORMANCE MEASURES:

To continue implementation of the 3 year traffic records pilot project, by the end of FY07, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes. (See page 72 for a diagram of the project)

To establish TR systems, collecting all traffic crash data on 10 reservations within Indian Country by the end of FY07.

To implement the FY07goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

STRATEGIES:

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

Provide training for Tribes participating in the demonstration project

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

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

PROJECT DESCRIPTION:

Hire a contractor to oversee the management of the TR Multi-year strategic plan.
Implementation of the Indian Highway Safety Program multi-year strategic plan.

EQUIPMENT:

As provided in the Section 408 plan as incorporated herein.

TR-07-02
Indian Highway Safety Program
\$255,000.00

GOAL:

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

PERFORMANCE MEASURES:

To continue implementation of the 3 year traffic records pilot project, by the end of FY07, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes. (See page 72 for a diagram of the project)

To establish TR systems by providing funding for the purpose of collecting all traffic crash data on 10 reservations within Indian Country by the end of FY07.

To implement the FY07goals of the multi-year Traffic Records Strategic Plan, as submitted to NHTSA, based on the Section 408 application.

STRATEGIES:

Provide funding to Tribes to purchase CISCO software and hardware to participate 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

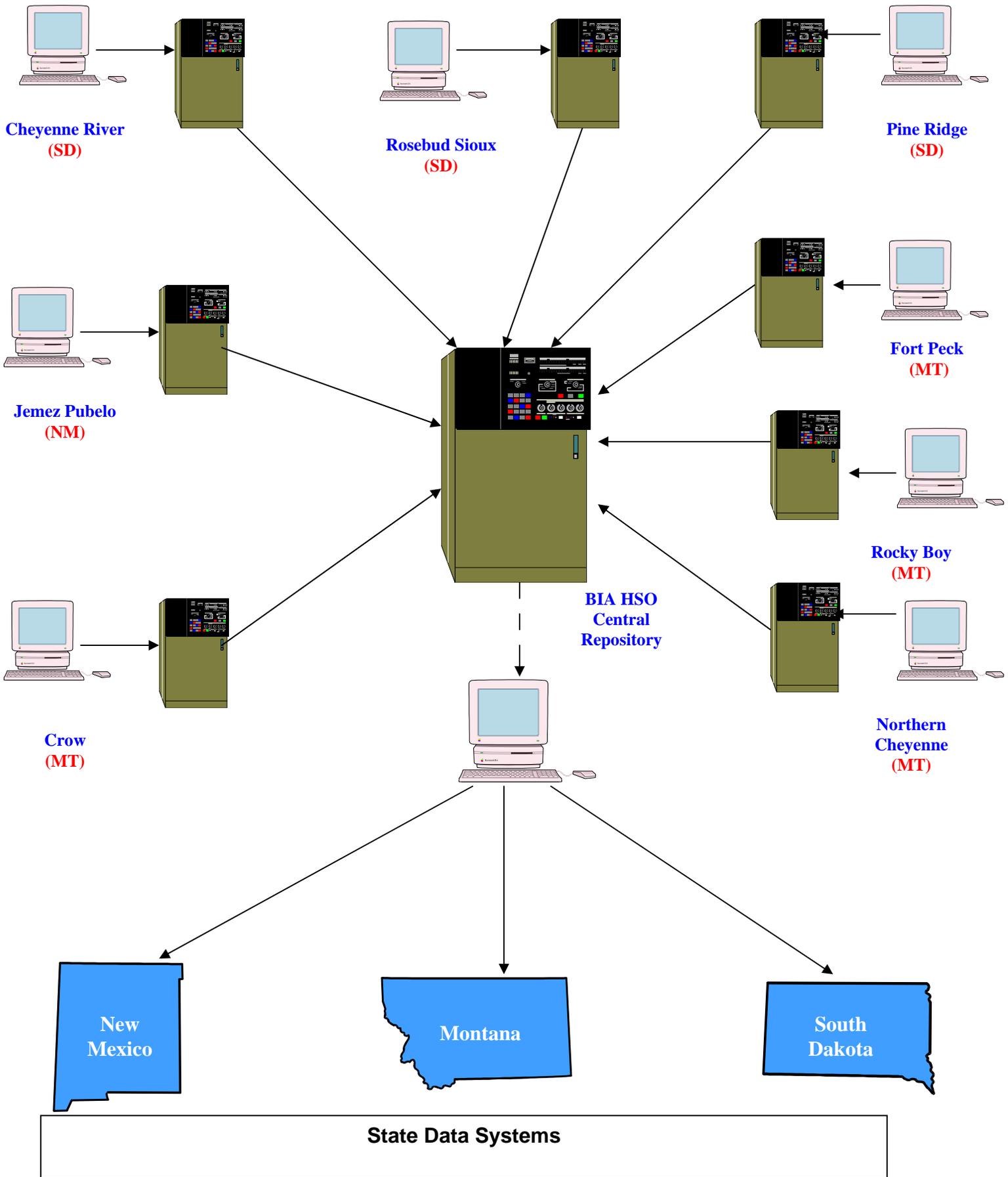
To offer assistance to Tribes not currently participating in program as requested.

PROJECT DESCRIPTION:

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
TR-07-01	BIA Program Management	\$20,000.00	402
TR-07-02	Indian Highway Safety Program	\$255,000.00	402
K9-07-01	Indian Highway Safety Program	\$300,000.00	408
402 Total		\$275,000.00	
Total All funds		\$575,000.00	

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 highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

8-31-2006

Date

PROGRAM COST SUMMARY

APPENDIX

408 Work Plan

A. OVERVIEW & 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. And, for those Tribes that do have data, 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. 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.

Ultimately, as a result of calming the fear and other issues, strides were made and Traffic Records Assessments were conducted for sixteen (16) Tribes. Each Tribe that had an assessment received a written report with recommendations. A copy of the assessment is also kept on file at the BIA Indian Highway Safety Program office.

The process of conducting individual assessments on reservations proved to be very costly and time consuming. As a result, the BIA IHSP in concert with the National Highway Traffic Safety Administration (NHTSA) conducted a Traffic Records Assessment for the "Indian State." The process utilized mirrored the NHTSA model 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 compiled a report which included observations and recommendations. The assessment contained 30 recommendations with 8 listed as Priority Recommendations. The report should satisfy the requirements of Section 408 of SAFETEA-LU. Although every recommendation listed in the Traffic Records Assessment is not listed in this plan, most are addressed by the components of this strategic plan.

The Governors Representative (GR) for the Indian State has met with the President of the National Council for American Indians (NCAI) to try to increase the knowledge of raise the level of awareness for traffic safety and data records.

The BIA IHSP developed, pursuant to Section 411 of TEA-21 and now Section 408 of SAFETEA-LU, an active Tribal Traffic Records Coordinating Committee (TTRCC) which meets quarterly. A copy of the Indian State Assessment is given to the BIA Traffic Records Coordinating Committee to aid and assist them as they continue developing a Strategic Plan and making recommendations to be used by the Indian Highway Safety Program and the Tribes participating in the program each year.

The TTRCC during its last meeting (March 2006) reviewed the prior strategic plan outline and updated the plan pursuant to the published guidelines of Section 408 of SAFETEA-LU. Part of the process included, setting goals and developing performance measures. One of the most important exercises during the March meeting was to identify deficiencies in the Tribal Traffic Records systems and prioritize how those needed to be addressed. Members of the TTRCC listed all of the challenges and deficiencies and then each person voted on the list. Votes were counted and items were listed by largest number of votes to smallest.

B. SAFETY DATA SYSTEMS BENCHMARKS AND GOALS

In order to identify goals and benchmarks for the Traffic Records (TR) program, the members of the Tribal Traffic Records Coordinating Committee (TTRCC) held several planning meetings. Within these meetings, it was decided before any goal(s) could be set, members should examine what has transpired over the past several years as well as take a look at the original Strategic Plan outline.

In order to determine what the goals and benchmarks should be, TTRCC members decided it would be important to define what a Traffic Records System should be, especially as it related to Indian Country. Members looked at a number of issues including location, leadership and Tribal sovereignty. After extensive discussion, the TTRCC members agreed on the following definition:

Definition of a Traffic Records System: The collection of timely and accurate data for the purposes of analysis, accessibility, and distribution. These systems could include linkage of crash, citation, roadway, driver, medical, enforcement and conviction data.

With a definition in place and with concurrence from all TTRCC members, members next tackled the issue of a goal. With 560+ federally recognized Tribe and each with varying degrees of electronic technology, the goal became a much discussed subject. Many agreed that all Tribes do not have a need for an electronic system because of the population of the Tribe, the land based size of the Tribe and its Tribal structure. Eighty One (81) Tribes, including 25 in the State of Oklahoma with no reservations, comprise approximately 2/3 of all Natives (and none) living on the reservations. Of the approximately 2.8 million natives in this country, 2.2 are enrolled members of these 81 Tribes. These Tribes represent all Tribes with on reservation populations of 5,000 or more.

The next 100 Tribes all have on reservation populations ranging from 1,000 to 4,999. The TTRCC examined this information carefully and after discussion developed the following overall goal.

GOAL: (To ensure) every Tribe with a need to have a Traffic Records system, should have one.

Following guidance from Section 411 of TEA-21 and Section 408 of SAFETEA-LU, the TTRCC began to look at benchmarks (performance measures) for the overall goal. Following the logic and planning models used for the Section 402 program, TTRCC members began to narrow the focus and identify specific performance based measures.

Performance Based Measures

Pursuant to language found in Section 411 of SAFETEA-LU, Timeliness, Consistency, Completeness, Accuracy, Accessibility, and Data Integration are the standardized, quantitative measurements used to gauge the baseline and the progress toward achieving goals identified in this plan.

SUMMARY OF GOALS AND BENCHMARKS

Definition of a Traffic Records System: The collection of timely and accurate data for the purposes of analysis, accessibility, and distribution. These systems could include linkage of crash, citation, roadway, driver, medical, enforcement and conviction data.

GOAL: (To ensure) every Tribe with a need to have a Traffic Records system, should have one.

C. PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS

During the TTRCC open meeting held on March 9, 2006, members assembled reviewed the prior strategic plan outline and updated the plan to be more inclusive. Part of the process for updating the plan included identifying priority programs and projects.

One of the major items discussed included leadership. Members assembled identified Tribal leadership as the biggest obstacle to traffic records on reservations. Many believed it is more the lack of information than an unwillingness to develop systems.

If Tribes are to ever move traffic records initiatives forward, getting buy-in from Tribal Leaders is the first priority. A number of items were discussed and finally a consensus vote was taken to determine the priorities. Listed below, are priorities identified by the TTRCC in their order of importance:

- 1) Tribal leadership buy-in
- 2) Resources (funding)

- 3) Equipment/systems/tools
- 4) Training
- 5) Data collection
- 6) Data analysis
- 7) Data sharing

In order to move forward with initiatives identified by the TTRCC, the following projects were slated for funding and implementation.

- 🚧 Tribal Leaders Meeting
- 🚧 Tribal Law Enforcement Summit
- 🚧 Tribal Judicial Summit
- 🚧 Computer purchases
- 🚧 Software purchases
- 🚧 Needs analysis
- 🚧 Training
- 🚧 IT support

The BIA IHSP will begin the first part of its aggressive traffic records plan in late FY06 by hosting a Tribal law enforcement summit. It is the hope of the IHSP and the TTRCC that Tribal chiefs will agree to a standardized crash and citation form to be used in Indian County.

With Tribal law enforcement buy-in, the process to hire contractors can begin and a select working committee will begin the process of sifting through crash forms from 34 different states in order to develop one for the Indian State. Additionally, the BIA IHSP and the TTRCC will submit the data elements as well as the data dictionary to NHTSA for review of MMUCC elements. This review will be vital to the development of the standardized crash form to be developed.

The data element and dictionary will be submitted to NHTSA by July 2006. The Tribal law enforcement summit is tentatively planned for August 2006. The implementation plan for FY07 – FY09 is listed on the following pages.

Crash Information Quality Benchmarks

Benchmark: By the end of [FY07](#) to sponsor a Tribal Leaders traffic safety summit in order to obtain buy-in for traffic records systems.

Benchmark: By the end of **FY07** hire a contractor to conduct a need analysis for Tribes (with systems or those interested in developing systems) to determine what resources are needed in order to input traffic crash data in a timely manner.

Benchmark: By the end of **FY07** provide hardware and software to Tribes to develop and improve traffic records systems.

Benchmark: By the end of **FY07** sponsor 2 training on software systems and data input

Benchmark: By the end of **FY08** to sponsor a Tribal Leaders traffic safety summit in order to obtain by-in for traffic records systems.

Benchmark: By the end of **FY08** hire a contractor to conduct a need analysis for Tribes (with systems or those interested in developing systems) to determine what resources are needed in order to input traffic crash data in a timely manner.

Benchmark: By the end of **FY08** provide hardware and software to Tribes to develop and improve traffic records systems.

Benchmark: By the end of **FY09** to sponsor a Tribal Leaders traffic safety summit in order to obtain by-in for traffic records systems.

Benchmark: By the end of **FY09** hire a contractor to conduct a need analysis for Tribes (with systems or those interested in developing systems) to determine what resources are needed in order to input traffic crash data in a timely manner.

Benchmark: By the end of **FY09** provide hardware and software to Tribes to develop and improve traffic records systems.

Benchmark: By the end of **FY09** sponsor 2 training on software systems and data input

Benchmark: By the end of **FY09** to have all Tribes with electronic Traffic Records systems, supported by highway safety funds, require input of all crash data within 60 days of the crash.

Benchmark: By the end of **FY06** present the data collection elements of the CISCO collection system and the data dictionary to NHTSA for an MMUCC compliance review.

Benchmark: By the end of **FY06** sponsor a Tribal law enforcement summit to get by-in on the use of a standardized crash form for Indian Country

Benchmark: By the end of **FY07** convene a working committee to develop a Standardized crash form which includes as many MMUCC collection criteria as possible for Indian County

Benchmark: By the end of **FY07** present the Standardized form to the IACP (Indian Country Section) and possibly BIA law enforcement

Benchmark: By the end of **FY07** finalize the Standardized form, provide training and pilot test in a state

Benchmark: By the end of **FY08** pilot test the Standardized form with Tribal law enforcement agencies and provide training

Benchmark: By the end of **FY09** distribute the Standardize form in Indian County and update the electronic data systems, (funded by highway safety funds) system utilized by the Tribes.

Benchmark: By the end of **FY07** sponsor 2 trainings on completing crash report forms

Benchmark: By the end of **FY08** sponsor 2 trainings on completing crash report forms

Benchmark: By the end of **FY09** sponsor 2 trainings on completing crash report forms

Benchmark: By the end of **FY07** provide hardware and software to Tribes to develop systems that provide accessibility to traffic crash records.

Benchmark: By the end of **FY08** provide hardware and software to Tribes to develop systems that provide accessibility to traffic crash records.

Benchmark: By the end of **FY09** provide hardware and software to Tribes to develop systems that provide accessibility to traffic crash records.

Benchmark: By the end of **FY07**, host a Tribal Leaders Traffic Safety Summit to introduce traffic safety data linkage and integration for the purpose of Tribal buy-in.

Benchmark: By the end of **FY08** sponsor a Tribal Law Enforcement summit and provide a forum for open discussion on traffic safety data linkage and integration.

Benchmark: By the end of **FY09**, sponsor a Tribal Judicial traffic safety forum for open discussion on traffic safety data linkage and integration.

ROADWAY INFORMATION QUALITY

Benchmark: By the end of **FY07** make a presentation at one of the national Tribal roads conference in an effort to open communication on the importance of the roadway data to traffic safety programs on the reservations.

Benchmark: By the end of **FY08** make a presentation at one of the national Tribal roads conference in an effort to open communication on the importance of the roadway data to traffic safety programs on the reservations.

Benchmark: By the end of **FY09** make a presentation at one of the national Tribal roads conference in an effort to open communication on the importance of the roadway data to traffic safety programs on the reservations.

VEHICLE INFORMATION QUALITY

Benchmark: By the end of **FY09** to have all Tribes with electronic Traffic Records systems, supported by highway safety funds, require input of all crash data, including uniform vehicle information within 60 days of the crash.

Benchmark: By the end of **FY09** all Tribes with electronic Traffic Records systems, supported by highway safety funds, will collect and report uniform vehicle information within 60 days of the crash.

Benchmark: By the end of **FY07** schedule a meeting with BIA Roads to determine the type of vehicle information collected and discuss needed data sets for inclusion in traffic records systems supported by traffic safety funds.

Benchmark: By the end of **FY09** all Tribes with electronic Traffic Records systems, supported by highway safety funds, will accurately collect, report and record uniform vehicle information within 60 days of the crash.

Benchmark: By the end of **FY07**, expose Tribal leaders to the benefits of automated vehicle information exchange at a Tribal Leaders traffic safety meeting.

Benchmark: By the end of **FY08**, expose Tribal leaders to the benefits of automated vehicle information exchange at a Tribal Leaders traffic safety meeting.

Benchmark: By the end of **FY09**, expose Tribal leaders to the benefits of automated vehicle information exchange at a Tribal Leaders traffic safety meeting.

Benchmark: By the end of **FY07** provide training to all Tribes participating in the BIA IHSP pilot project on data integration.

Benchmark: By the end of **FY08**, provide one training session to end data users of the CISCO system on data integration

Benchmark: By the end of **FY09**, provide one training session to end data users of the CISCO system on data integration

DRIVER INFORMATION QUALITY

Benchmark: By the end of **FY07** provide training to all Tribes participating in the BIA IHSP pilot project on driver license data integration.

Benchmark: By the end of **FY08**, provide one training session to end data users of the CISCO system on driver license data integration

Benchmark: By the end of **FY09**, provide one training session to end data users of the CISCO system on driver license data integration

CITATION/ADJUDICATION INFORMATION QUALITY

Benchmark: Investigate software systems and make recommendations to the BIA IHSP and Tribes by the end of **FY07** that can be purchased and used to capture citation and adjudication information.

Benchmark: By the end of **FY09** to have all Tribes with electronic Traffic Records systems, supported by highway safety funds, require input of all citation and adjudication information within five (5) days.

Benchmark: By the end of **FY06** sponsor a Tribal law enforcement summit to get by-in on the use of a standardize citation form.

Benchmark: By the end of **FY07** convene a working committee to develop a Standardize citation form for use in Indian Country.

Benchmark: By the end of **FY07** present the standardized citation form to the IACP (Indian Country Section) and possibly the BIA law enforcement division for consent and approval.

Benchmark: By the end of **FY07** finalize the standardized citation form, provide training and pilot test on not less than 5 Tribal law enforcement agencies.

Benchmark: By the end of **FY08** provide training and pilot test the standardized citation form with not less than 10 Tribal law enforcement agencies.

Benchmark: By the end of **FY09** distribute the standardized citation form in Indian country, provide training and update the electronic data systems, (funded by highway safety funds) utilized by the Tribes.

Benchmark: By the end of **FY07**, provide Citation module training for all Tribes included in the Traffic Records pilot project.

Benchmark: By the end of **FY08**, provide Citation module training for all new Tribes receiving electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY09**, provide ongoing Citation module training for all new and existing Tribes receiving electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY07** sponsor a Tribal traffic judicial summit and provide a forum for open discussion about records accessibility.

Benchmark: By the end of **FY07** sponsor a Tribal Law Enforcement summit and provide a forum for open discussion about records accessibility.

Benchmark: By the end of **FY08**, upgrade the electronic systems supported by traffic safety funds, to include judicial modules and provide training on data accessibility.

Benchmark: By the end of **FY09**, include judicial modules in all electronic traffic records systems supported by traffic safety funds and provide training on data accessibility.

Benchmark: By the end of **FY07** provide training to all Tribes participating in the BIA IHSP pilot project on data integration.

Benchmark: By the end of **FY08**, provide training session(s) to end data users of the CISCO system on data integration

Benchmark: By the end of **FY09**, provide training session(s) to end data users of the CISCO system on data integration

INJURY SURVEILLANCE SYSTEMS INFORMATION QUALITY

Benchmark: By the end of **FY07**, investigate the system(s) utilized by IHS to determine if it can be integrated into Tribal electronic systems, supported by highway safety funds.

Benchmark: By the end of **FY08** schedule a meeting with IHS to determine what modification could be made so that data collected could be linked to crash, license, citation and adjudication data within the Tribal electronic data systems supported by highway safety funds.

Benchmark: By the end of **FY09** begin data integration with Tribal electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY07**, investigate the system(s) utilized by IHS and EMS to determine if it can be integrated into Tribal electronic systems, supported by highway safety funds.

Benchmark: By the end of **FY08** schedule a meeting with IHS to determine what modification could be made so that data collected could be linked to crash, license, citation and adjudication data within the Tribal electronic data systems supported by highway safety funds.

Benchmark: By the end of **FY07**, convene a meeting with I HS to discuss incorporating data from I HS Service Units into the Tribal electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY08**, collaborate with I HS to develop a pilot project with one I HS Service Unit to interface injury data into the Tribal electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY09**, evaluate effectiveness of the pilot project and determine the feasibility of incorporating injury data into the Tribal electronic traffic records systems supported by highway safety funds.

Benchmark: By the end of **FY07**, to schedule trainings in conjunction with IHS, for health care providers and end users in data coding and interpretation.

Benchmark: By the end of **FY08**, in conjunction with IHS, provide one training for health care providers and end users in data coding and interpretation.

Benchmark: By the end of **FY09**, in conjunction with IHS, provide one training for health care providers and end users in data coding and interpretation.

Benchmark: By the end of **FY07**, meet with IHS to determine the data needs of Tribal communities for traffic safety programs.

Benchmark: By the end of **FY08**, develop standardized reports that can be accessed by multiple users in the traffic records system.

Benchmark: By the end of **FY09**, begin integration of standardize reports into electronic traffic records systems supported by traffic safety funds.

Benchmark: By the end of **FY07**, convene a meeting with IHS to determine the feasibility of data integration with traffic records systems supported by traffic safety funds.

Benchmark: By the end of **FY08** schedule a meeting with IHS to determine what modification could be made so that injury data could be linked to crash, license, citation and adjudication data within the Tribal electronic data systems supported by highway safety funds.

Benchmark: By the end of **FY09** begin data integration with Tribal electronic traffic records systems supported by highway safety funds.

BUDGET
FY06 – 09

FY06

	402	408	Other
Law Enforcement Summit	100,000.		
TOTALS	100,000.		

FY07

Tribal Leaders Summit			100,000.
Law Enforcement Summit	100,000.		
Judicial Summit	50,000.		
Equipment			
Hardware/software	50,000.	250,000.	
Contractor services		100,000.	
IT Support (programming)		100,000.	
Training		100,000.	
Travel		50,000.	
TOTALS	200,000.	500,000.	100,000.

FY08

Tribal/LE/Judicial Summit	150,000	50,000.	
Equipment			

Hardware/software	200,000.	100,000.
Contractor services		100,000.
Printing		50,000.
IT Support (programming)		150,000.
Training		100,000.
Travel		50,000.
TOTALS	350,000.	600,000.

FY09

Tribal/LE/Judicial Summit	150,000	
Equipment		
Hardware/software	200,000.	100,000.
Contractor services		100,000.
IT Support (programming)		150,000.
Printing	150,000.	150,000.
Training		100,000.
Travel		50,000.
TOTALS	350,000.	650,000.