

HIGHWAY SAFETY PROGRAM

BUREAU OF INDIAN AFFAIRS

HIGHWAY SAFETY PLAN



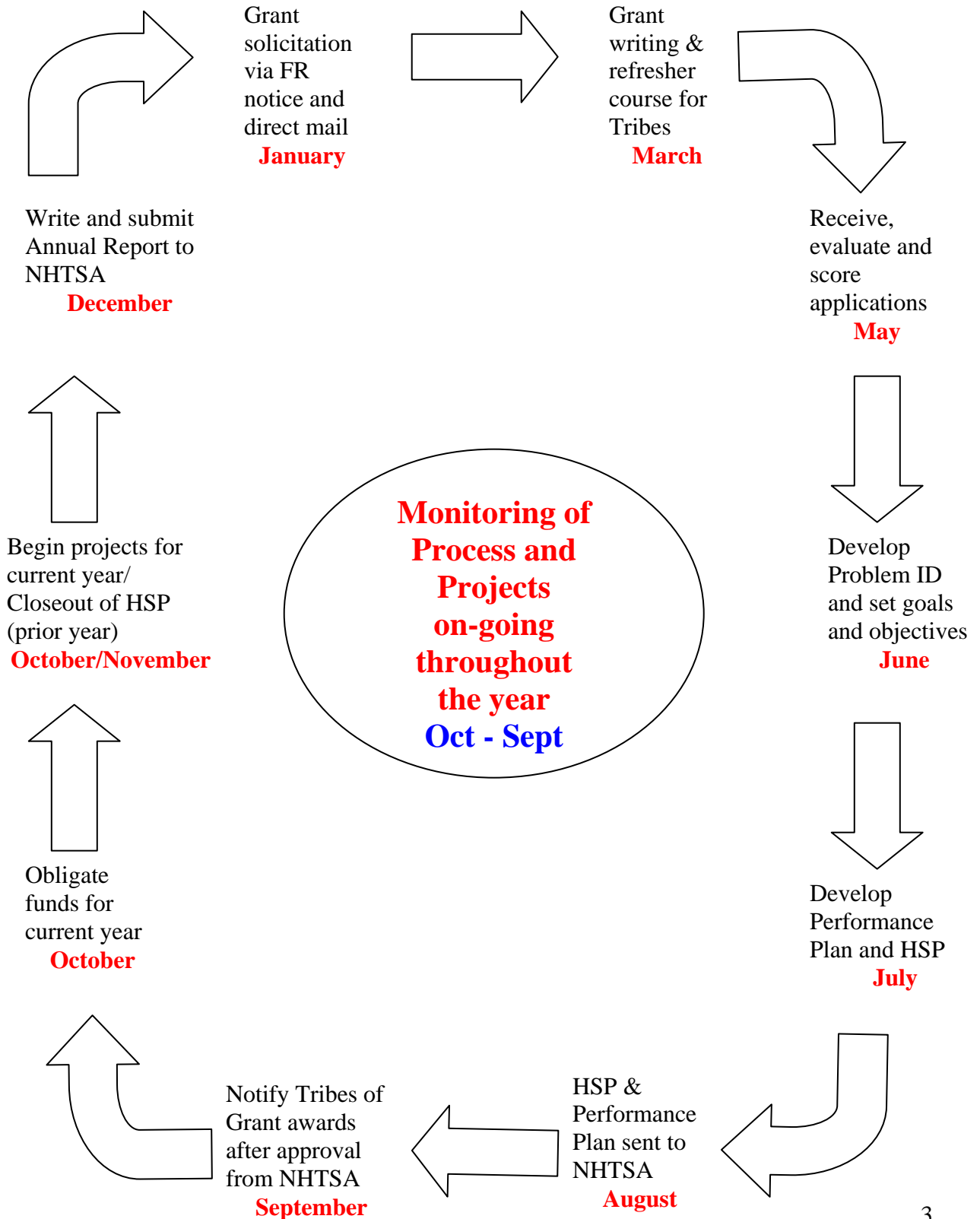
FY-2010

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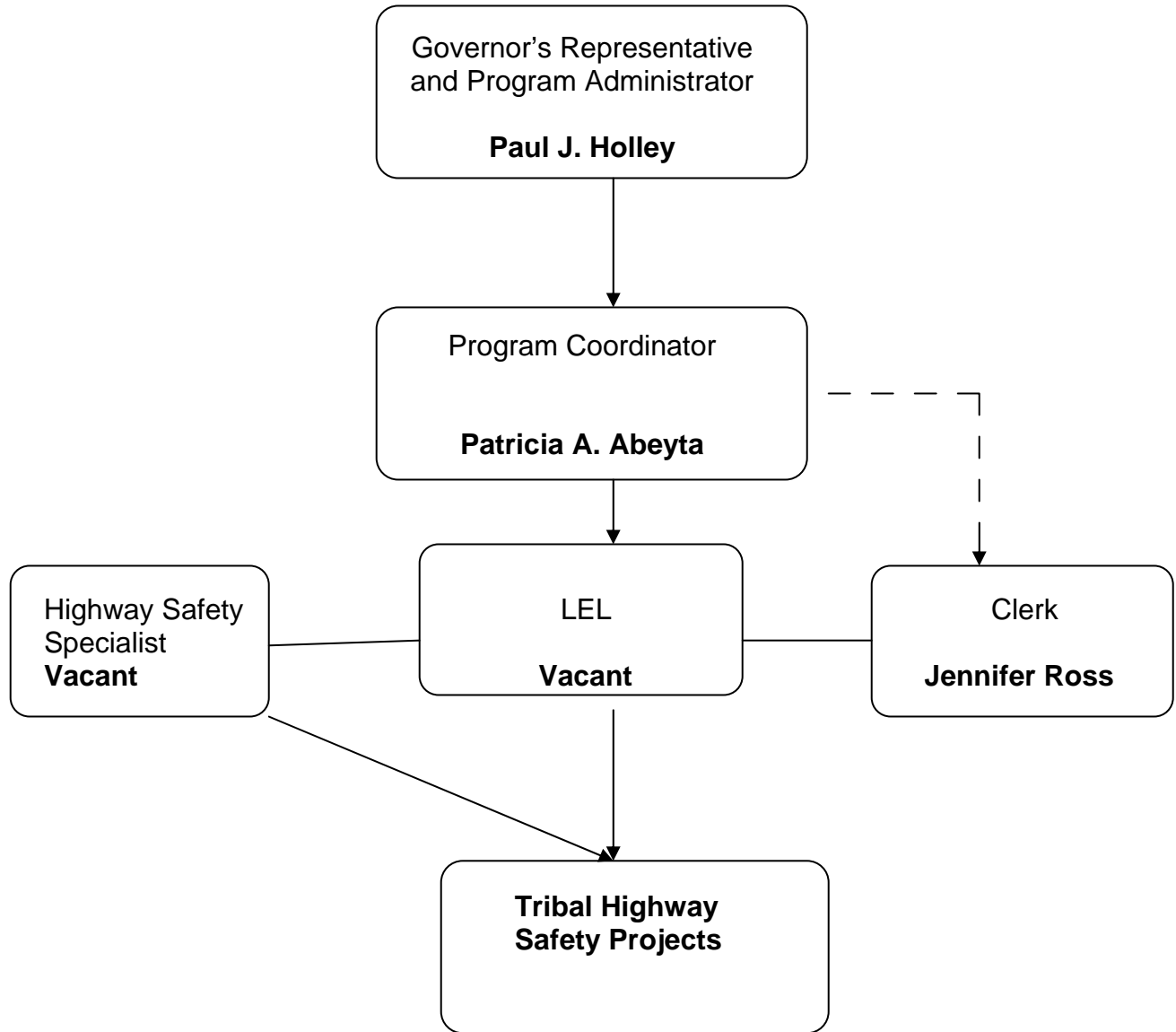
TABLE OF CONTENTS

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	17
Participants Involved.....	17
BIA Program Goals for FY10.....	<u>18</u>
Project Selection.....	20
Highway Safety Plan	21
Planning & Administration	22
Impaired Driving.....	24
Occupant Protection.....	37
Police Traffic Services.....	46
Safe Communities.....	<u>91</u>
Traffic Records.....	96
Certifications	102
Program Cost Summary	113

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-2010, and serves as the basis for the execution of the Highway Safety Program Cost Summary (HS form 217).

Paul J. Holley
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 valuable 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 (CDC), 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 FY10 no Tribes from North Carolina, Alaska 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 are **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, including Washington, D.C. The 1% classified in the 2000 U.S. Census represents approximately 2.5 million American Indians/Alaska Natives from over 565+ Tribes throughout this country. (See Chart 1)

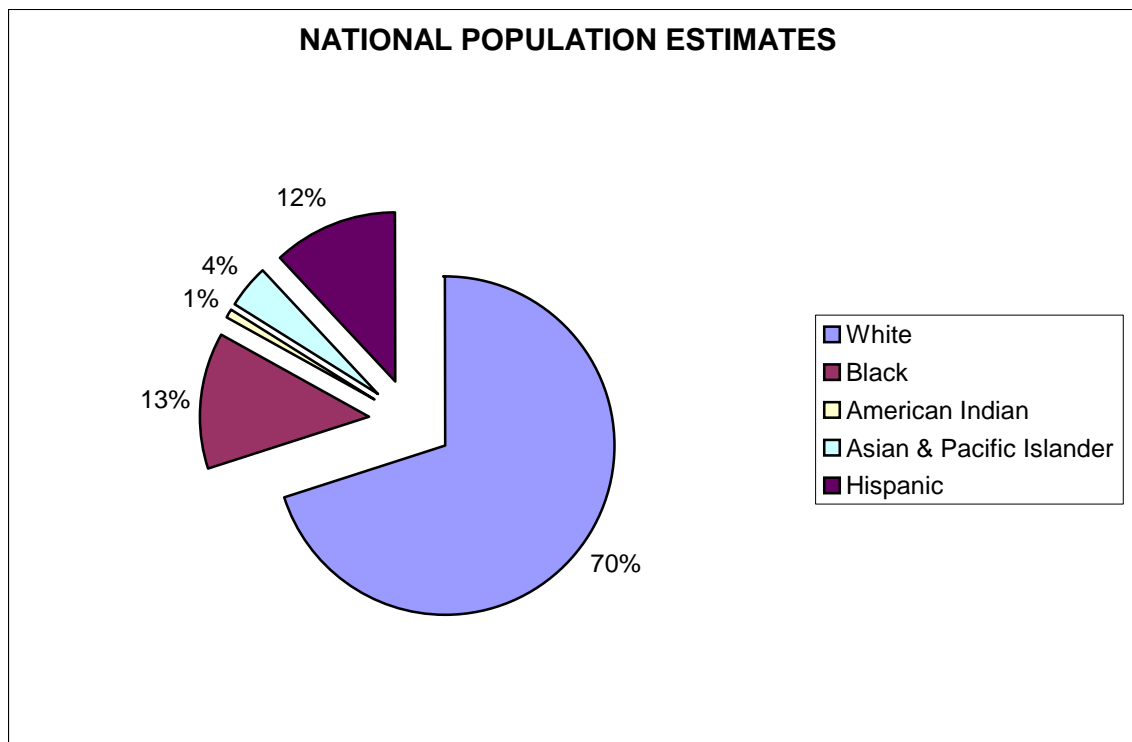


Chart 1

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) reported the 41,259 lives lost in traffic related crashes in 2007. This number is a decrease from the total number of 42,708 people killed in motor vehicle crashes in 2006.

Of the total number of fatalities in 2007, FARS reports 679 are American Indians/Alaska Natives. This is a decrease in fatalities among American

Indians/Alaskan Natives from the 2006 number of 725. While the decrease is good news, it should be looked at cautiously at best because of the propensity to underreport by the Tribes.

The latest year of data available for American Indians/Alaska Natives from the Centers for Disease Control (CDC) is 2006. CDC's WISQARS reports the total number of MV Related Fatalities for American Indians/Alaska Natives for 2006 at 838. The 2005 number was 757. Chart 2 captures the historical data related to motor vehicle crashes as reported by the FARS and CDC databases. The difference in the number of motor vehicle crash fatalities each year between these two systems has consistently been plus or minus 100.

Total Number of MV Related Fatalities for American Indians/Alaska Natives				
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
FARS	654	657	725	679
CDC	772	757	838	

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 it 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.

According to data obtained from the FARS, in 2007, a total of 679 American Indians/Alaska Native deaths were attributed to traffic crashes. This number includes motor vehicle, pedestrian, motorcycles and bicycles.

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 2006, CDC reported 1,988 Unintentional Injury Deaths to American Indian/Alaska Natives. At almost one third, 588 of these deaths were caused by motor vehicle crashes. These statistics have improved over the past several years. Unfortunately, unintentional injuries remains as the second overall leading cause of death for American Indians/Alaska Natives in the United States

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 eleven (11) states to participate in the FY2010 program: Arizona, Michigan, Minnesota, Montana, Nevada, New Mexico, North Dakota, Oklahoma, South Dakota, Washington, and Wisconsin. MV fatality data from FARS for 2006 and 2007 is displayed in Chart 3.

2006		2007	
STATE	FARS	STATE	FARS
Arizona	143	Arizona	146
Michigan	38	Michigan	41
Minnesota	13	Minnesota	7
Montana	46	Montana	43
Nevada	5	Nevada	2
New Mexico	73	New Mexico	74
North Dakota	23	North Dakota	25
Oklahoma	92	Oklahoma	78
South Dakota	44	South Dakota	28
Washington	26	Washington	39
Wisconsin	21	Wisconsin	16

Chart 3

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 American Indians/Alaska Natives in the United States.

FARS reports 146 deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in this state in 2007, an increase of 3 from the 2006 number of 143.

MICHIGAN

Michigan is home to twelve federally recognized Tribes. In 2007, FARS reported the number of motor vehicle related fatalities for American Indian/Alaska Native at 41, also an increase of 3 from the 2006 number of 38.

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 American Indians/Alaska Natives call Minnesota home. White Earth, Leech Lake and Red Lake are the largest reservations in the State. All three of these tribes received funding in FY2009 and are included in this FY2010 Highway Safety Plan. In 2007, FARS reported 7 motor vehicle fatalities for American Indians/Alaska Natives, an almost 50% reduction from the 2006 number of 13.

MONTANA

Approximately 63,185 American Indians/Alaska Natives live in Montana. 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 for the past several years.

FARS reports the Montana fatality number for American Indians/Alaska Natives in 2007 at 43, down from 46 in 2006.

NEVADA

Nevada is home to 1,998,257 people with American Indians/Alaska Natives comprising approximately 1.4% of the total population. Nevada is also home to 26 federally recognized Tribes, with Pyramid Lake being the largest land mass reservation. Pyramid Lake has been funded for a Police Traffic Services grant for the past four years. Three of the 26 Tribes in Nevada share boundaries with

adjoining States. In 2007, FARS reported 2 were American Indians/Alaska Natives, more than a 50% decrease from the 2006 number of 5.

NEW MEXICO

New Mexico is home to 193,804 American Indians/Alaska Natives. There are 22 federally recognized Tribes in the State of New Mexico. The Navajo Nation is the largest land based Tribe in the State of New Mexico. FARS data for 2007 shows the motor vehicle fatality number for American Indians/Alaska Natives in New Mexico at 74.

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, American Indians/Alaska Natives comprise 5.0% of the population of this State. In 2007, according to the FARS, 25 Native Americans/Alaska Natives were killed in motor vehicle related crashes. This was an increase from 23 in 2006.

SOUTH DAKOTA

The State of South Dakota is home to 9 federally recognized Tribes. The Standing Rock and Lake Traverse Tribes have reservation boundaries that extend into North Dakota. Cheyenne River is the largest reservation in the State. The population for the State of South Dakota is 754,844 with approximately 66,791 or 8.6% classified as American Indians/Alaska Natives. In 2007, FARS reported 28 motor vehicle related fatalities. The number for 2006 was 44.

WASHINGTON

Washington is home to 29 federally recognized Tribes. The 2007 FARS number reports 39 mvc fatalities.

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 21.

It is interesting to note that none of the Tribes in North Carolina or Florida applied for grants for FY10. 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 awarded 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 will attempt to reestablish it's LEL program and provide outreach to other Tribes.

Data issues continue to plague the IHSP. The data received with project applications for FY10 was impossible to verify and in many cases was different from the previous numbers reported by the Tribes. Based upon an agreement between NHTSA and GHSA, FARS data is used as baseline data for the FY10 program.

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 at higher levels.

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.

The goal of BIA in FY09 was to move toward a new process for goal setting by providing guidance to the Tribes in its annual notice for funding; however we look forward to this in FY11. National priority areas as well as those more specific to Tribal culture will be outlined in the notice.

PARTICIPANTS INVOLVED

For the past several years, the BIA IHSP has reached out to Indian Health Service in an effort to collaborate on goal setting, training and outreach efforts for the two agencies. The BIA, additionally, outreached to Tribal judges and the BIA Law Enforcement agencies. The BIA IHSP will continue to outreach to these 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 FY2010

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 the number of fatalities in Indian Country by 5% from the FY2007 FARS number of 676 to 642 by the end of FY2010.

Performance Measure to be tracked: Number of traffic fatalities.

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 2010.

IMPAIRED DRIVING

To reduce the incidence of impaired driving by increasing DUI arrests within the participating Tribes by 20% from the FY08 total of 5,425 to 6,510 by the end of FY10. (Self reported numbers by Tribes)

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

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

OCCUPANT PROTECTION

To increase safety belt usage rates in Indian Country from the "national" Indian Country rate of 61.8% to 63% by the end of FY10.

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

To increase the number of Tribes participating and reporting in the Click It or Ticket national mobilization from 35 to 75 by the end of FY10.

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

POLICE TRAFFIC SERVICES

To increase the number of citations issued for speed and other moving violations by 10% from the FY08 total of 51,047 to 56,151 within the participating Tribes by the end of FY10.

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

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

Performance Measure to be tracked: Number of motorcyclist fatalities.

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

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

Performance Measure to be tracked: Number of pedestrian fatalities.

SAFE COMMUNITIES

TBD based upon updated plan from the Colville Tribe.

TRAFFIC RECORDS

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

To conduct an (Indian State) Traffic Records Assessment by the end of FY10.

PROJECT SELECTION

In January of each year, a solicitation letter is mailed to the Tribal Leaders of 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 includes arrest records, citation records, and conviction rates.

A selection committee comprised of representatives from NHTSA, BIA, IHS, a 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.* 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-10-01
BIA Program Management
\$230,000.00

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 FY10.

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 the program as requested.

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

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Indian Highway Safety Program include: 100% Program Coordinator, 100% Highway Safety Specialist and 100% 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-10-01	BIA Program Management	\$230,000.00	402
402 Total		\$230,000.00	402
Total All funds		\$230,000.00	

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 58%. 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. A lot of the Tribes prohibit the sale and distribution of alcoholic beverages on the reservation. 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; however, very little action has been taken to address the recommendations from any BIA service 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 began utilizing FARS data as its base data in FY08. However, self-reported numbers must be used to set performance measures for each individual Tribal project. 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.

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 drunk drivers from the road.

All funded projects for FY10 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, working with the OJS Districts, will 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 "**Teen Demo Project**." Tribes participating in the highway safety program for FY10, will at a minimum, conduct 1 checkpoint or 1 saturation patrol, during the mobilizations. Educational materials and other supports will be provided to participating Tribes. Tribes receiving funding will also be exposed to the latest materials, handouts, and PSA's. The BIA will work closely with the NHTSA Region 6 Media Consultant, if available, to provide PI&E information to tribes nationwide in support of the national mobilizations.

Again, in FY10, most enforcement projects will have a performance measure related to alcohol. These projects will track DUI arrests, however, since all projects have other performance measures related to moving violations, most projects are coded as PTS projects.

In an effort to provide needed equipment, the IHSP will provide four (4) BAT Mobiles for Tribal use, along with necessary training, at the beginning of FY10.

There is also a critical need on the reservations to adjudicate DUIs. On many of the reservations, the court dockets are filled with other offenses, so there is a need for specialty DUI courts. In FY10, the IHSP will make every effort to award a minimum of ten (10) Impaired Driving Court grants to Tribes.

Impaired Driving Program Area Goal:

To reduce the incidence of impaired driving motor vehicle fatalities by increasing DUI arrests within the participating Tribes by 15% from the FY08 totals of 5,425 to 8,137 by the end of FY10.

NOTE:

For each Tribal project, the Reservation Population and Land Base information is from the *Tiller's Guide to Indian Country*. The number of Road Miles is from the *2001 BIA Indian Reservation Roads (IRR)* directory.

AL-10-00
BIA Program Management

GOAL:

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

PERFORMANCE MEASURES: (Based on Self-reported numbers)

Oglala Sioux Tribe – PT-10-03 - To increase the number of DUI/DWI arrests by 20% from the FY08 number of 479 to 575 by the end of FY10.

Fort Belknap Tribe – PT-10-04 - To increase the number of DUI arrests by 20% over the FY08 number of 164 to 197 by the end of FY10.

Yankton Sioux – PT-10-05 - To increase DWI/DUI's by 60% from the FY08 number of 62 to 99 by the end of FY10.

Isleta Pueblo – PT-10-06 - To increase the number of DUI arrests by 50% from the 2008 number of 92 to 138 by the end of FY10.

Menominee Tribe – PT-10-07 - To increase the number of OWI arrests by 20% over the FY08 number of 179 to 215 by the end of FY10.

Rocky Boy – PT-10-08 - To increase the number of DUI arrests by 20% from the FY08 number of 213 to 256 by the end of FY10.

Cheyenne River Sioux – PT-10-09 – To increase the number of DUI arrests by 10% from the FY08 number of 657 to 723 by the end of FY10.

Northern Cheyenne Tribe – PT-10-10 - To increase the number of DUI arrests by 25% from the FY08 number of 184 to 230 by the end of FY10.

Crow Nation – PT-10-11 - To increase the number of DUI arrests by 20% over the FY08 number of 416 to 499 by the end of FY09.

Taos Pueblo – PT-10-12 – To increase DUI arrests by 20% from the FY08 number of 124 to 149 by the end of FY10.

Jemez Pueblo – PT-10-13 – To increase the number of DUI arrests by 50% from the FY08 number of 24 to 36 by the end of FY10.

Three Affiliated Tribes – PT-10-15 – To increase DUI arrests by 25% from the FY08 number of 345 to 432 by the end of FY10.

Tesuque Pueblo – PT-10-16 – To increase the number of DWI arrests by 30% from the 2008 number of 63 to 81 by the end of FY10.

Pojoaque Pueblo – PT-10-17 – To increase the number of DWI arrest by 30% from the 2008 number of 73 to 99 by the end of FY10.

Sisseton-Wahpeton Sioux – PT-10-18 – To increase the number of DUI arrests by 20% from the FY07 number of 173 to 208 by the end of FY 10.

Pyramid Lake – PT-10-19 - To increase the number of DUI arrests by 50% from the FY08 number of 44 to 66 by the end of FY10.

Leech Lake – PT-10-20 – To increase the number of DUI arrests by 20% from the FY08 number of 84 to 104 by the end of FY10.

Laguna Pueblo – PT-10-21 - To increase the number of DUI arrests by 20% from the FY08 number of 152 to 183 by the end of FY10.

White Earth –PT-10-22 – To increase the number of DUI arrests by 50% from the 2008 number of 62 to 93 by the end of FY10.

Red Lake Tribe – PT-10-23 – To increase the number of DWI arrests by 15% from the 2008 number of 384 to 442 by the end of FY10.

Upper Sioux Tribe – PT-10-24 – To increase the number of DWI arrests by 75% from the 2008 number of 24 to 42 by the end of FY10.

Lummi Nation – PT-10-25 – To increase the number of DUI arrests by 30% from the 2008 number of 110 to 143 by the end of FY10.

Santa Clara Pueblo – PT-10-26 - To increase the number of DUI arrests by 100% from the 2008 number of 12 to 24 by the end of FY10.

Ramah-Navajo – PT-10-27 - To increase the number of DUI arrests by 30% from the 2008 number of 71 to 93 by the end of FY10.

Blackfeet – PT-10-28 - To increase the number of DUI arrests by 20% from the 2008 number of 348 to 418 by the end of FY10.

Walker River – PT-10-29 - To increase the number of DUI arrests by 40% from the 2008 number of 40 to 56 by the end of FY10.

Spirit Lake – PT-10-30 - To increase the number of DUI arrests by 30% from the 2008 number of 110 to 143 by the end of FY10.

Ft. Hall – PT-10-31 - To increase the number of DUI arrests by 25% from the 2008 number of 263 to 329 by the end of FY10.

White Mountain Apache – PT-10-32 - To increase the number of DUI arrests by 20% from the 2008 number of 390 to 468 by the end of FY10.

See individual projects under PTS.

STRATEGIES:

Hire Highway Safety Officers.

Promote sustained enforcement of impaired driving.

Increase DUI/DWI saturation patrols.

Provide checkpoint equipment.

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

Conduct checkpoints in support of the *"Don't Shatter the Dream"* and *"Drunk Driving. Over the Limit. Under Arrest"* impaired driving campaigns.

EQUIPMENT:

Checkpoint Equipment

EVALUATION:

See individual projects for Evaluation.

AL-10-01
BIA Program Management
\$10,000.00

GOAL:

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

PERFORMANCE MEASURES:

Successfully implement not less than three (3) Impaired Driving enforcement projects and oversee twenty-nine (29) Tribal projects with an impaired driving component.

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.
Provide materials to support the impaired driving mobilizations
Promote involvement in national mobilizations and sustained enforcement.

PROJECT DESCRIPTION:

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-10-02
BIA OJS (Office of Justice Services)
\$1,500,000.00

GOAL:

To decrease alcohol related motor vehicle crash injuries and fatalities within the participating Tribes.

PERFORMANCE MEASURES:

To reduce motor vehicle crashes on reservations and increase DUI arrests and BAC testing by providing the use of in-field equipment and transportation.

To support the Tribes in BIA OJS Districts (to be determined) with the use of in-field equipment.

STRATEGIES:

Purchase four (4) BAT Mobiles to be used at checkpoints, pow-wows and saturation patrols.

Provide resources for maintenance, upkeep and use of the vehicles.

EQUIPMENT:

Four (4) fully equipped BAT Mobiles.

EVALUATION:

Tracking of the BAT Mobile logs, to include number of times BAT Mobiles are used, events BAT Mobiles are used for and name and number of Tribes using BAT Mobiles. Tracking of number of BAC tests run utilizing equipment and all enforcement data.

AL-10-03
Impaired Driving Courts
\$1,500,000.00

GOAL:

Increase DUI/DWI adjudication within Tribal courts.

PERFORMANCE MEASURE:

To establish not less than ten (10) Impaired Driving Adjudication Courts on reservations throughout Indian Country.

STRATEGIES:

To establish Impaired Driving Courts by providing start-up costs.

To provide resources to include: Salaries
Training

Provide resources to purchase hardware/software.

EQUIPMENT:

Computers/hardware
CISCO Judicial Module Software
Office supplies

EVALUATION:

Number of convictions, number of cases adjudicated.

AL-10-04
Rosebud Sioux Tribe (South Dakota)
\$415,000.00

Reservation Population: 10,469

Land Base: 884,194.01 acres

Road Miles: 458.8 miles

GOAL:

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

PERFORMANCE MEASURES:

To maintain the FY08 motor vehicle related fatalities on the Rosebud Sioux Reservation to three (3), or less, by the end of FY10.

To decrease the number of motor vehicle injury crashes attributed to alcohol by 20% from the FY08 number of 41 to 35 by the end of FY10.

To increase the number of DUI arrests by 5% over the FY08 number of 952 to 1000 by the end of FY10.

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 FY10.

STRATEGIES:

Hire four (4) Highway Safety Officers.

Increase DUI/DWI patrols.

Conduct not less than twelve (12) 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 by conducting not less than one, high visibility patrol, sobriety checkpoint and and/or saturation patrol during each mobilization.

Provide not less than twelve (12) educational presentations to elementary, high school, college students and community members on the effects of impaired driving. Laptops will be purchased to provide presentations.

EQUIPMENT: 2 Radars
2 Laptops

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D.. Checkpoints, saturation patrols, and number of injury and fatality crashes as well as the number of DUI convictions.

AL-10-05
Fort Peck Tribe (Montana)
\$395,000.00

Reservation Population: 10,321
Land Base: 1.2 million acres
Road Miles: 801 miles

GOAL:

To decrease the number of motor vehicle crash injuries and fatalities attributed to DUI on the Fork Peck Reservation.

PERFORMANCE MEASURES:

To reduce motor vehicle related fatalities on the Fort Peck Reservation by 50% from the FY08 number of 4 to 2 by the end of FY10.

To decrease the number of motor vehicle injury crashes attributed to alcohol by 15% from the FY08 number of 24 to 20 by the end of FY10.

To increase the number of DUI arrests by 20% over the FY08 number of 460 to 552 by the end of FY10.

To increase speed citations by 100% from the FY08 number of 46 to 92 by the end of FY10.

STRATEGIES:

Hire four (4) Highway Safety Officers.

Increase DUI/DWI patrols.

Conduct not less than twelve (12) 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 by conducting not less than one, high visibility patrol, sobriety checkpoint and/or saturation patrol during each mobilization.

Provide not less than twelve (12) educational presentations to elementary, high school and college students on the effects of impaired driving. Laptops will be purchased for presentations.

EQUIPMENT: 2 radars and 2 laptops

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

AL-10-06
Wind River (Wyoming)
\$365,000.00

Reservation Population: 6,730
Land Base: 2.2 million acres
Road Miles: 1,621

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle related fatalities by 40% from the 2008 number of 10 to 6 by the end of FY10.

To reduce the number of motor vehicle alcohol-related crashes by 40% from the 2008 number of 10 to 6 by the end of FY10.

To increase the number of DUI arrests by 50% from the 2008 number of 256 to 384 by the end of FY10.

To increase the number of traffic citations (including speed) by 150% from the 2008 number of 195 to 488 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: 3 Radars
3 PBTs
3 In-Car Video Cameras

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

Alcohol Area Cost Summary

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL 10-01	BIA Program Management	\$ 10,000.00	402
AL-10-02	BIA OJS	\$1,500,000.00	402
AL-10-03	Impaired Driving Courts	\$1,500,000.00	402
AL-10-04	Rosebud Sioux Tribe	\$415,000.00	402
AL-10-05	Fort Peck Tribe	\$395,000.00	402
AL-10-06	Wind River	\$365,000.00	
402 Total		\$4,185,000.00	
Total All funds		\$4,185,000.00	

OCCUPANT PROTECTION

OCCUPANT PROTECTION Program Area Problem Identification

Motor vehicle crashes are the leading cause of death and injuries to Native Americans in the United States. 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 Group, Inc., to develop and conduct a statistically sound "national" Indian Safety Belt survey. The purpose of the survey was to gauge belt usage on reservations across the country and serve as the official "Indian State" rate. The goal is to have Tribes compare their rate against the Indian State rate vs. the overall national rate or the geographic state rates.

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%. The second Indian State safety belt survey has concluded and was published in May 2008. Safety belt usage rates in Indian Country increased to 61.8%. It should be noted that the Navajo Nation would not consent to survey sites on their Reservation in either year.

While we are still considerably lower than the national rate of 84%, 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.

The contract to conduct the next annual Indian State safety belt survey was awarded to Preusser Research Group, Inc., in August 2009. We look forward to the survey being conducted in FY2010 and are hopeful for an increase in the safety belt usage rates in Indian Country.

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.

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

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 Tribal leadership if it is to make a difference within Indian country. Voluntary compliance is the goal, but enforcement needs to be an alternative. NHTSA's highly effective "**Click It or Ticket**" model has been shown to increase safety belt usage numbers in states that have implemented the model.

All Tribes participating in the FY10 program are required to participate in the national *Click It or Ticket* mobilization along with the NHTSA Region 6 Teen Demo Project aimed at increasing seat belt usage among teenagers.

Because the University of North Carolina (UNC) had developed a safety belt survey method for the Tribes contracting with Indian Health Service to use, and there were several other survey methods being used by Tribes, the Federal Partners Group decided to begin using one safety belt survey method beginning in FY10. It was agreed upon to have Preusser Research Group, Inc., evaluate the UNC method to come up with one survey that all Tribes would use as their method to determine safety belt usage rates.

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(s) will work with Tribal and BIA law enforcement agencies to gain their support of primary ordinances on the reservations.

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.

Over the last several years, training for child passenger safety technicians has become one of the most regularly requested trainings.

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

BIA IHSP will attempt to renew this collaboration effort again in FY10. Our commitment remains to continue the partnership with Indian Health Service. 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.

Occupant Protection Program Area Goal:

To increase safety belt usage rates in Indian Country from the “national” Indian Country rate of 61.8% to 63%.

OP-10-01
BIA Program Management
\$5,000.00

GOAL:

To increase seat belt usage rates within Indian Country and increase the number of Tribes participating in seat belt programs.

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 2 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.

To provide materials to support the *Click It or Ticket* national mobilization.

To promote participation in the *Click It or Ticket* national mobilization and sustained enforcement.

To provide oversight of the national Indian State Safety Belt Survey.

PROJECT DESCRIPTION:

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

EVALUATION:

Increase in safety belt usage rates from established baseline numbers.

OP-10-02
BIA Indian State Safety Belt Survey
\$100,000.00

GOAL:

To measure seat belt usage rates within Indian Country.

PERFORMANCE MEASURE:

To conduct an annual safety belt survey in Indian Country by July 30, 2010.

STRATEGIES:

Contract for services to conduct safety belt survey.

Contact Tribes to assure participation in the safety belt survey.

Provide technical assistance to contractor and participating Tribes.

EQUIPMENT:

None

EVALUATION:

Safety belt survey results.

OP-10-03
BIA Program Management
\$150,000.00

GOAL:

To increase seat belt usage rates within Indian Country.

To identify effective model elements to increase Tribal seat belt usage.

PERFORMANCE MEASURE:

To increase safety 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 fund Tribes 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 safety belt usage rate using an approved protocol.

EQUIPMENT:

None.

EVALUATION:

Increase in safety belt usage rates from established baseline numbers.

OP-10-04
Indian Highway Safety Program
\$100,000.00

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:

Provide child passenger safety seats to a minimum of thirty (30) Tribes in FY10. Tribal CPS application requests for child passenger safety seats must be endorsed by Indian Health Service personnel. Written activity reports will be required from Tribal personnel.

STRATEGIES:

Issue CPS grants.

Work closely with Indian Health Service Injury Prevention Specialists to ensure CPS clinics, checkpoints are conducted.

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 10-01	BIA Program Management	\$ 5,000.00	402
OP 10-02	Safety Belt Survey	\$100,000.00	402
OP 10-03	Demo Projects	\$150,000.00	402
OP 10-04	BIA CPS	\$100,000.00	402
402 Total		\$355,000.00	
Total All funds		\$355,000.00	

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 allowed the purchase of in-car video cameras as a tool to aid Tribal LE's efforts, and will continue to do so in FY10. One of the other ways the BIA IHSP has assisted Tribal law enforcement agencies is by providing checkpoint equipment.

The BIA IHSP sponsored a very successful Tribal Law Enforcement Traffic Safety Summit in FY08. The first one held was in FY06. 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. It is our goal to sponsor another Tribal Law Enforcement Traffic Safety Summit in FY10.

The BIA IHSP is working with the BIA Contracts and Grants Office to advertise for the services of two (2) Law Enforcement Liaisons (LELs). We look forward to the contract being awarded at the beginning of FY10. The LELs will be able to provide outreach to some of the largest Tribes not already being funded by the BIA IHSP. Indian Country is massive, with 560+ Tribes in 34 States. Each LEL will work on specific task orders and will be responsible for outreach, to include at least 50% travel time, to a certain number of Tribes, based upon an equitable division of Tribes/population between the LELs.

All Tribal law enforcement agencies funded in FY10 will sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year. Additionally, extra funding has been added to each project so that they can conduct high visibility enforcement throughout the year.

The BIA's LELs, once hired, 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 Region 6 Media Consultant to provide PI&E information so that it may be distributed to Tribes nationwide.

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

Police Traffic Services (PTS) Program Area Goal:

To increase the number of citations issued for speed and other moving violations by 10% from the FY08 total of 51,047 to 56,151 within the participating Tribes by the end of FY10.

Number of Speed citations to be determined.

NOTE:

For each Tribal project, the Reservation Population and Land Base information is from the *Tiller's Guide to Indian Country*. The number of Road Miles is from the *2001 BIA Indian Reservation Roads (IRR)* directory.

PT-10-01
BIA Program Management
\$5,000.00

GOAL:

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

PERFORMANCE MEASURES:

To successfully implement not less than 50 projects.

To provide checkpoint 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.

Provide material resources to Tribes to support national mobilizations and crackdowns.

Promote participation in the national mobilizations and sustained speed enforcement.

Provide IHSP specific Grants Writing Training to the Tribes.

PROJECT DESCRIPTION:

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

EQUIPMENT:

None.

PT-10-02
Law Enforcement Liaisons
\$250,000.00

GOAL:

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

PERFORMANCE MEASURES:

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

STRATEGIES:

Contract for two Law Enforcement Liaisons.

Site visits to NHTSA Regional Offices.

Site visits to Tribes not currently under contract with the BIA IHSP.

Assist Tribal Law Enforcement with training needs.

Conduct quarterly Tribal Law Enforcement Advisory Committee meetings.

Plan annual Tribal Law Enforcement Summit.

Promote sustained speed enforcement, in addition to occupant protection and impaired driving.

EQUIPMENT:

Laptop/printer
Office Supplies

EVALUATION:

Number of Tribes recruited. Number of Tribes participating in national mobilizations.

PT-10-03
Oglala Sioux Tribe (South Dakota)
\$480,000.00

Reservation Population: 14,068
Land Base: 1,775,412.72 acres
Road Miles: 1,291.7

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Oglala Sioux Reservation by 50% from the FY08 number of 6 to 3 by the end of FY10.

To reduce motor vehicle injury and non-injury crashes by 25% from the FY08 number of 271 to 203 by the end of FY10.

To increase the number of DUI/DWI arrests by 20% from the FY08 number of 479 to 575 by the end of FY10.

To increase number of traffic violation citations (including speed citations) by 15% from the FY08 number of 1,849 to 2,126 by the end of FY10.

STRATEGIES:

Hire five (5) Highway Safety Officers.

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

Increase traffic patrols for all moving violations.

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

Provide not less than twelve (12) presentations to Tribal members and school-aged children.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT:

2 Radars and 3 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-04
Fort Belknap (Montana)
\$105,000.00

Reservation Population: 2,959
Land Base: 652,593 acres
Road Miles: 371

GOAL:

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

PERFORMANCE MEASURES:

To maintain the FY08 number of motor vehicle related fatalities on the Fort Belknap Reservation at 1, or less, by the end of FY10.

To reduce motor vehicle injury and non-injury crashes by 15% from the FY08 number of 42 to 35 by the end of FY10.

To increase the number of DUI/DWI arrests by 20% from the FY08 number of 164 to 197 by the end of FY10.

To increase number of speed citations by 300% from the FY08 number of 11 to 44 by the end of FY10.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

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

Provide support to the **“Click It or Ticket”** mobilization and **“Drunk Driving. Over The Limit. Under Arrest.”** crackdown and the **“Don’t Shatter The Dream”** Indian State holiday mobilization by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

Conduct not less than six (6) checkpoints and/or high visibility saturation patrols.

EQUIPMENT:

1 Radar and 1 PBT

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-05
Yankton Sioux (South Dakota)
\$190,000.00

Reservation Population: 6,500

Land Base: 280,504 acres

Road Miles: 1,073

GOAL:

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

PERFORMANCE MEASURES:

To increase DWI/DUI's by 60% from the FY08 number of 62 to 99 by the end of FY10.

To reduce motor vehicle related crashes by 20% from the FY08 number of 17 to 13 by the end of FY10.

To increase speed citations by 20% from the FY08 number of 257 to 309 by the end of FY10.

STRATEGIES:

Hire two (2) Highway Safety Officers.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Conduct not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT:

Radar

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-06
Isleta Pueblo (New Mexico)
\$280,000.00

Reservation Population: 3,166
Land Base: 301,102.92 acres
Road Miles: 258.6

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities on the Isleta Pueblo by 50% from the FY08 number of 2 to 1 by the end of FY10.

To reduce motor vehicle crashes by 20% from the 2008 number of 343 to 274 by the end of FY09.

To increase traffic citations by 5% from the 2008 number of 4,142 to 4,349 by the end of FY10.

To increase the number of DUI arrests by 50% from the 2008 number of 92 to 138 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

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

Provide not less than four (4) presentations to Tribal members and school-aged children.

EQUIPMENT: 2 Lidars
3 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-07
Menominee Tribe (Wisconsin)
\$260,000.00

Reservation Population: 4,562
Land Base: 235,523
Road Miles: 650

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of alcohol related motor vehicle crashes by 10% from the FY08 number of 32 to 29 by the end of FY10.

To reduce the number of motor vehicle crashes by 15% from the FY08 number of 210 to 178 by the end of FY10.

To increase the number of OWI arrests by 20% over the FY08 number of 179 to 215 by the end of FY10.

To increase traffic violation citations (including speed citations) by 5% over the FY08 number of 1,837 to 1,929 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Conduct or participate in not less than four (4) checkpoints and/or high visibility saturation patrols.

Increase traffic patrols for speed and other moving violations.

Provide not less than twelve (12) presentations to Tribal members and school-aged children.

EQUIPMENT:

Trauma Bags (to be used in conjunction with EMS training to be attended by HSO)

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-08
Rocky Boy's Chippewa Cree (Montana)
\$270,000.00

Reservation Population: 5,008

Land Base: 110,950.20 acres

Road Miles: 216

GOAL:

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

PERFORMANCE MEASURES:

To maintain or decrease the number of motor vehicle related fatal crashes on the Rocky Boy Reservation by the end of FY10. There was 1 motor vehicle crash fatality recorded in FY08.

To reduce motor vehicle injury crashes by 20% from the FY08 number of 14 to 11 by the end of FY10.

To increase traffic violation citations by 15% over the FY08 number of 1,034 to 1,189 by the end of FY10.

To increase the number of DUI arrests by 20% from the FY08 number of 213 to 256 by the end of FY10.

STRATEGIES:

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

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

Provide not less than four (4) presentations to Tribal members and school-aged children.

EQUIPMENT: Radar
In-Car Video Camera
PBT

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-09
Cheyenne River Sioux Tribe (South Dakota)
\$355,000.00

Reservation Population: 8,500
Land Base: 2.8 million acres
Road Miles: 1,400

GOAL:

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

PERFORMANCE MEASURES:

To maintain or decrease the number of motor vehicle related fatal crashes on the Cheyenne River Sioux Reservation by the end of FY10. There was 1 motor vehicle crash fatality recorded in FY08.

To decrease motor vehicle crashes by 20% from the FY08 number of 154 to 123 by the end of FY10.

To increase the number of DUI arrests by 10% from the FY08 number of 657 to 723 by the end of FY10.

To increase the number of speed citations by 5% from the FY08 number of 974 to 1023 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

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

Provide not less than six (6) traffic safety presentations to tribal members and school-aged children.

EQUIPMENT: Laptop computer (to be used by HSO for educational presentations)
1 Radar; 1 PBT; 3 Digital Cameras;
CISCO State Form

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-10
Northern Cheyenne Tribe (Montana)
\$300,000.00

Reservation Population: 4,950
Land Base: 445,000 acres
Road Miles: 377.3

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 alcohol related fatalities by 50% from the FY08 number of 4 to 2 by the end of FY10.

To decrease the number of motor vehicle crashes by 15% from the FY08 number of 74 to 63 the end of FY10.

To increase the number of DUI arrests by 25% from the FY08 number of 184 to 230 by the end of FY10.

To increase the number of traffic violation (including speed) citations by 20% from the FY08 number of 408 to 490 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

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

EQUIPMENT: 1 Radar
1PBT
1 In-Car Video Camera

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-11
Crow Nation (Montana)
\$285,000.00

Reservation Population: 7,000
Land Base: 2.8 million acres
Road Miles: 1,484

GOAL:

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

PERFORMANCE MEASURES:

To decrease the number of motor vehicle related fatalities by 50% from the 2008 number of 6 to 3 by the end of FY10.

To decrease alcohol related motor vehicle related crashes by 25% from the 2008 number of 230 to 172 by the end of FY10.

To increase the number of DUI arrests by 20% over the 2008 number of 416 to 499 by the end of FY10.

To increase the number of traffic violation citations (including speed) by 15% from the 2008 number of 933 to 1,073 by the end of FY10.

STRATEGIES:

Hire four (4) Highway Safety Officers.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

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

To increase the number of traffic violation, including speed, citations.

EQUIPMENT:

None

EVALUATION:

Tracking of number of DUI arrests, citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-12
Taos Pueblo (New Mexico)
\$110,000.00

Reservation Population: 4,484
Land Base: 102,697 acres
Road Miles: 100.1

GOAL:

To reduce motor vehicle injuries and fatalities attributed to DUI and speed on the Taos Pueblo.

PERFORMANCE MEASURES:

To maintain, or decrease, motor vehicle crashes from the 2008 number of 9 by the end of FY10.

To increase DUI arrests by 20% from the 2008 number of 124 to 149 by the end of FY10.

To increase speed citations by 15% over the 2008 number of 372 to 428 by the end of FY10.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols.

Conduct or participate in not less than four (4) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT:

None

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-13
Jemez Pueblo (New Mexico)
\$150,000.00

Reservation Population: 1,958

Land Base: 89,619.13 acres

Road Miles: 93.8

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 10% from the 2008 number of 25 to 22 by the end of FY10.

To increase the number of DUI arrests by 50% from the 2008 number of 24 to 36 by the end of FY10.

To increase the number of traffic citations (including speed) by 5% from the 2008 number of 2,665 to 2,798 by the end of FY10.

STRATEGIES:

Hire three (3) Part-time Highway Safety Officers.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.

Provide not less than four (4) presentations to Tribal members and school-aged children.

Increase traffic patrols for speed and all other moving violations.

EQUIPMENT:

1 In-Car Video Camera

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-14
Lac Courte Oreilles (Wisconsin)
\$100,000.00

Reservation Population: 2,886
Land Base: 48,000 acres
Road Miles: 319

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Lac Courte Oreilles Reservation.

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities at 0 through the end of FY10.

To reduce motor vehicle crashes by 20% from the FY08 number of 38 to 30 by the end of FY10.

To increase the number of traffic citations (including speed) issued by 30% from the FY08 number of 212 to 276 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: 1 radar
1 PBT
Checkpoint Equipment

EVALUATION:

Tracking of number of DUI arrests, citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-15
Three Affiliated Tribes (North Dakota)
\$330,000.00

Reservation Population: 5,917
Land Base: 922,750 acres
Road Miles: 484.3

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Three Affiliated Tribes reservation.

PERFORMANCE MEASURES:

To reduce the number of motor vehicle fatalities by 50% from the FY08 number of 11 to 5 by the end of FY10.

To decrease motor vehicle crashes by 20% from the FY08 number of 182 to 146 by the end of FY10.

To increase DUI arrests by 25% from the FY08 number of 345 to 432 by the end of FY10.

To increase the number of traffic citations by 25% from the FY08 number of 535 to 669 by the end of FY10.

STRATEGIES:

Hire three (3) Highway Safety Officers.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

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

EQUIPMENT: None

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-16
Tesuque Pueblo (New Mexico)
\$230,000.00

Reservation Population: 880

Land Base: 16,813.16 acres

Road Miles: 20

GOAL:

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

PERFORMANCE MEASURES:

To increase the number of DWI arrests by 30% from the 2008 number of 63 to 81 by the end of FY10.

To increase the number of traffic (including speed) citations by 15% from the 2008 number of 5,507 to 6,333 by the end of FY10.

To reduce the total number of motor vehicle crashes by 30% from the 2008 number of 46 to 32 by the end of FY10.

STRATEGIES:

Hire two (2) Highway Safety Officers.

Increase DUI/DWI patrols.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT:

None.

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-17
Pojoaque Pueblo (New Mexico)
\$175,000.00

Reservation Population: 2,712

Land Base: 12,004.20 acres

Road Miles: 17.7

GOAL:

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

PERFORMANCE MEASURES:

To increase the number of DWI arrests by 30% from the 2008 number of 73 to 99 by the end of FY10.

To increase the number of moving violation citations (including speed) by 5% from the 2008 number of 8,114 to 8,520 by the end of FY10.

To reduce the total number of motor vehicle crashes by 20% from the 2008 number of 165 to 132 by the end of FY10.

STRATEGIES:

Hire two (2) Highway Safety Officers.

Increase DUI/DWI patrols.

Increase traffic patrols for speed and all other moving violations.

Conduct not less than six (6) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT:

2 radars

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-18
Sisseton-Wahpeton Tribe (South Dakota)
\$130,000.00

Reservation Population: 10,408

Land Base: 107,902.70 acres

Road Miles: 923.3

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 FY08 number of 73 to 58 by the end of FY10.

To increase the number of DUI arrests by 20% from the FY08 number of 173 to 208 by the end of FY10.

To increase the number of speed citations by 15% from the FY08 number of 459 to 528 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoint and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT:

2 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-19
Pyramid Lake (Nevada)
\$198,000.00

Reservation Population: 1,734
Land Base: 479,741.92 acres
Road Miles: 228.7

GOAL:

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

PERFORMANCE MEASURES:

To maintain motor vehicle related fatalities at the FY08 number of 0 by the end of FY10.

To reduce the number of motor vehicle injury crashes by 10% from the FY08 number of 8 to 7 by the end of FY10.

To increase the number of DUI arrests by 50% from the FY08 number of 44 to 66 by the end of FY10.

To increase the number of speed citations by 10% from the FY08 number of 772 to 849 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for all moving violations.

Conduct not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT:

2 In-Car Video Cameras
2 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-20
Leech Lake (Minnesota)
\$135,000.00

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

GOAL:

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

PERFORMANCE MEASURES:

To decrease motor vehicle related fatalities by 50% from the FY08 number of 6 to 3 by the end of FY10.

To reduce the number of motor vehicle crashes by 15% from the FY08 number of 230 to 195 by the end of FY10.

To increase the number of DUI arrests by 20% from the FY08 number of 84 to 104 by the end of FY10.

To increase the number of moving violation citations (including speed) by 15% from the FY08 number of 380 to 437 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT:

1 In-Car Video Camera
2 PBTs
Checkpoint Equipment

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-21
Laguna Pueblo (New Mexico)
\$190,000.00

Reservation Population: 3,815
Land Base: 495,442.66 acres
Road Miles: 352.4

GOAL:

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

PERFORMANCE MEASURES:

To reduce motor vehicle related fatalities by 50% from the FY08 number of 3 to 1 by the end of FY10.

To reduce the number of motor vehicle injury crashes by 20% from the FY07 number of 28 to 22 by the end of FY10.

To increase the number of DUI arrests by 20% from the FY08 number of 152 to 183 by the end of FY10.

To increase the number of traffic citations (including speed) by 5% from the FY08 number of 3,752 to 3,940 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: 2 Radars
2 In-car video cameras
2 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-22
White Earth Tribe (Minnesota)
\$230,000.00

Reservation Population: 9,192

Land Base: 837,425 acres

Road Miles: 1,408

GOAL:

To reduce injuries and fatalities resulting from motor vehicle crashes on the White Earth Reservation.

PERFORMANCE MEASURES:

To reduce motor vehicle crash fatalities by 50% from the 2008 number of 8 to 4 by the end of FY10.

To increase the number of DWI arrests by 50% from the 2008 number of 62 to 93 by the end of FY10.

To increase the number of traffic (including speed) citations by 15% from the 2008 number of 786 to 904 by the end of FY10.

To reduce the total number of motor vehicle injury crashes by 15% from the 2007 number of 48 to 41 by the end of FY10.

STRATEGIES:

Hire two (2) Highway Safety Officers.

Increase DUI/DWI patrols.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT: Radar
PBT

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-23
Red Lake Tribe (Minnesota)
\$135,000.00

Reservation Population: 5,162

Land Base: 806,698 acres

Road Miles: 575

GOAL:

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

PERFORMANCE MEASURES:

To reduce motor vehicle crash fatalities by 50% from the 2008 number of 4 to 2 by the end of FY10.

To reduce the total number of motor vehicle crashes by 15% from the 2008 number of 75 to 64 by the end of FY10.

To increase the number of DWI arrests by 15% from the 2008 number of 384 to 442 by the end of FY10.

To increase traffic violation citations (including speed) by 5% from the 2008 number of 2,010 to 2,111 by the end of FY10.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT: 1 Radar
1 PBT

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-24
Upper Sioux Tribe (Minnesota)
\$125,000.00

Reservation Population: 413

Land Base: 1,200.65 acres

Road Miles: 27

GOAL:

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

PERFORMANCE MEASURES:

To reduce the total number of motor vehicle crashes by 20% from the 2008 number of 39 to 31 by the end of FY10.

To increase the number of DWI arrests by 75% from the 2008 number of 24 to 42 by the end of FY10.

To increase the number of traffic (including speed) citations by 15% from the 2008 number of 443 to 509 by the end of FY10.

STRATEGIES:

Hire one (1) Highway Safety Officer.

Increase DUI/DWI patrols.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

EQUIPMENT:

None

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-25
Lummi Nation (Washington)
\$145,000.00

Reservation Population: 4,193

Land Base: 12,500 acres

Road Miles: 250

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle crashes by 20% from the 2008 number of 80 to 64 by the end of FY10.

To increase the number of DUI arrests by 30% from the 2008 number of 110 to 143 by the end of FY10.

To increase the number of traffic citations (including speed) by 20% from the 2008 number of 368 to 442 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT: 1 Radar

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-26
Santa Clara Pueblo (New Mexico)
\$230,000.00

Reservation Population: 2,794
Land Base: 53,437 acres
Road Miles: 152

GOAL:

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

PERFORMANCE MEASURES:

To maintain the 2008 number of motor vehicle related fatalities at 0 by the end of FY10.

To reduce the number of motor vehicle crashes by 20% from the 2008 number of 20 to 16 by the end of FY10.

To increase the number of DUI arrests by 100% from the 2008 number of 12 to 24 by the end of FY10.

To increase the number of traffic citations (including speed) by 20% from the 2008 number of 2,071 to 2,485 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: 1 Radar
1 In-car Video Camera
1 IR 8000 Breathalyzer

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-27
Ramah-Navajo (New Mexico)
\$95,000.00

Reservation Population: 2,270
Land Base: 147,000 acres
Road Miles: 200

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle fatalities by 100% from the 2008 number of 1 to 0 by the end of FY10.

To reduce the number of motor vehicle crashes by 20% from the 2008 number of 51 to 41 by the end of FY10.

To increase the number of DUI arrests by 30% from the 2008 number of 71 to 93 by the end of FY10.

To increase the number of traffic citations (including speed) by 10% from the 2008 number of 1,903 to 2,093 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT: 1 Radar

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-28
Blackfeet Nation (Montana)
\$200,000.00

Reservation Population: 16,100
Land Base: 1,525,671 acres
Road Miles: 862

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle fatalities by 66% from the 2008 number of 3 to 1 by the end of FY10.

To reduce the number of motor vehicle crashes by 20% from the 2008 number of 205 to 164 by the end of FY10.

To increase the number of DUI arrests by 20% from the 2008 number of 348 to 418 by the end of FY10.

To increase the number of traffic citations (including speed) by 10% from the 2008 number of 2,131 to 2,344 by the end of FY10.

STRATEGIES:

Hire two (2) 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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: 2 Radars
2 In-Car Video Cameras
2 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-29
Walker River (Nevada)
\$135,000.00

Reservation Population: 1,500
Land Base: 324,000 acres
Road Miles: 174

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle fatalities at the 2008 number of 0 by the end of FY10.

To reduce the number of motor vehicle crashes by 15% from the 2008 number of 51 to 43 by the end of FY10.

To increase the number of DUI arrests by 40% from the 2008 number of 40 to 56 by the end of FY10.

To increase the number of traffic citations (including speed) by 10% from the 2008 number of 2,000 to 2,200 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT: 2 Radars
2 PBTs
2 In-Car Video Cameras

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-30
Spirit Lake (North Dakota)
\$135,000.00

Reservation Population: 3,250
Land Base: 262,000 acres
Road Miles: 150

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle crashes by 20% from the 2008 number of 80 to 64 by the end of FY10.

To increase the number of DUI arrests by 30% from the 2008 number of 110 to 143 by the end of FY10.

To increase the number of traffic citations (including speed) by 20% from the 2008 number of 368 to 442 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct or participate in not less than four (4) checkpoints and/or saturation patrols.

EQUIPMENT: 1 Radar

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-31
Shoshone/Bannock (Idaho)
\$190,000.00

Reservation Population: 8,700
Land Base: 544,000 acres
Road Miles: 533.5

GOAL:

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

PERFORMANCE MEASURES:

To maintain the number of motor vehicle crash fatalities at the FY08 number of 0 by the end of FY10.

To reduce motor vehicle crashes by 15% from the FY07 number of 104 to 88 by the end of FY10.

To increase the number of DUI arrests by 25% from the FY08 number of 263 to 329 by the end of FY10.

To increase the number of traffic citations (including speed) issued by 20% from the FY08 number of 666 to 799 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

Conduct not less than six (6) checkpoints and/or saturation patrols.

EQUIPMENT: None

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-32
White Mountain (Airzona)
\$365,000.00

Reservation Population: 18,000
Land Base: 1.6 million acres
Road Miles: 926

GOAL:

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

PERFORMANCE MEASURES:

To reduce the number of motor vehicle fatalities from the 2008 number of 8 by 38% to 5 by the end of FY10.

To reduce the number of motor vehicle crashes by 30% from the 2008 number of 314 to 219 by the end of FY10.

To increase the number of DUI arrests by 20% from the 2008 number of 390 to 468 by the end of FY10.

To increase the number of traffic citations (including speed) by 15% from the 2008 number of 3,532 to 4,061 by the end of FY10.

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 by conducting not less than one, high visibility patrol, sobriety checkpoints and and/or saturation patrol during each mobilization.

Increase traffic patrols for speed and all other moving violations.

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

EQUIPMENT: 3 Radars
3 PBTs

EVALUATION:

Tracking of number of DUI arrests and citations by project officers and by entire P.D. Number of checkpoints, saturation patrols and number of injury and fatality crashes. Number of educational presentations.

PT-10-33
Indian Highway Safety Programs (Overtime Projects)
\$ 500,000.00 (For additional OT Projects)

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the reservations by participating in the national Mobilizations.

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 to support national mobilizations:

PT-10-33-01	Salt River	\$130,000.00
PT-10-33-02	Fort McDowell	\$110,000.00
PT-10-33-03	Navajo Nation	\$600,000.00
PT-10-33-04	San Carlos	\$ 85,000.00
PT-10-33-05	Chickasaw	\$140,000.00
PT-10-33-06	Grand Traverse Band	\$ 90,000.00
PT-10-33-07	Santa Ana Pueblo	\$ 60,000.00
PT-10-33-08	Saginaw Chippewa*	\$ 80,000.00
PT-10-33-09	Kickapoo Tribe – Kansas*	\$100,000.00
PT-10-33-10	Sandia Pueblo*	\$100,000.00
PT-10-33-11	Iowa Tribe of Okla*	\$100,000.00
PT-10-33-12	Omaha Tribe of Nebr*	\$ 80,000.00
PT-10-33-13	Yakama Nation*	\$150,000.00

EQUIPMENT: Radars
PBTs
Checkpoint Equipment

EVALUATION:

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

* Project descriptions for these Tribal OT projects will be forthcoming by Sept. 30, 2009. The FY2010 HSP will be amended to reflect these changes.

PT-10-33-01
Salt River Pima-Maricopa (Arizona)
\$130,000.00 (OT)

Reservation Population: 8,895
Land Base: 52,600 acres
Road Miles: 132

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Salt River Pima-Maricopa Indian Community by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT: 3 Lidars
4 PBTs
Checkpoint Equipment

EVALUATION:

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

PT-10-33-02
Fort McDowell Yavapai Nation (Arizona)
\$110,000.00 (OT)

Reservation Population: 1,000
Land Base: 22,586 acres
Road Miles: 43

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Fort McDowell Yavapai Reservation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT: 2 Radars
4 PBTs
Checkpoint Equipment

EVALUATION:

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

PT-10-33-03
Navajo Nation (Arizona)
\$600,000.00 (OT)

Reservation Population: 180,462
Land Base: 17,028,026.13 acres
Road Miles: 1,625

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Navajo Nation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT:

None

EVALUATION:

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

PT-10-33-04
San Carlos Apache (Arizona)
\$85,000.00 (OT)

Reservation Population: 11,197
Land Base: 1.8 million acres
Road Miles: 898

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the San Carlos Apache Reservation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT:

1 Radar
1 PBT

EVALUATION:

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

PT-10-33-05
Chickasaw Nation
\$140,000.00 (OT)

Reservation Population: 334,520
Land Base: 7,648 acres
Road Miles: 11,213

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Chickasaw Nation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT: 3 Radars
3 In-Car Videos
4 PBTs
Checkpoint Equipment

EVALUATION:

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

PT-10-33-06
Grand Traverse Band (Michigan)
\$90,000.00 (OT)

Reservation Population: 1,691
Land Base: 2,370 acres
Road Miles: 46.5

GOAL:

To reduce death and injury attributed to motor vehicle crashes on the Grand Traverse Band of Ottawa and Chippewa Indians Reservation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT: 5 PBTs
2 Radars
2 In-Car Video Cameras

EVALUATION:

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

PT-10-33-07
Santa Ana Pueblo (New Mexico)
\$62,000.00 (OT)

Reservation Population: 750
Land Base: 120 sq. miles
Road Miles: 25

To reduce death and injury attributed to motor vehicle crashes on the Santa Ana Pueblo Reservation by participating in the national Mobilizations.

PERFORMANCE MEASURE:

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

STRATEGIES:

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 speed and all other moving violations.

EQUIPMENT: 5 PBTs
2 Radars
2 In-Car Video Cameras

EVALUATION:

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

PT-10-34
Tribal Traffic Safety Law Enforcement Summit
\$100,000.00

GOAL:

To sponsor a Tribal Traffic Safety Law Enforcement Summit in an effort to expose law enforcement officers to traffic safety information to reduce motor vehicle related fatalities and injuries on the Reservations.

PERFORMANCE MEASURE:

To sponsor a Tribal Traffic Safety Law Enforcement Summit in an effort to expose law enforcement officers from not less than fifty (50) Tribes to traffic safety information.

STRATEGIES:

Fund travel and per diem for Tribal Leaders and Tribal Law Enforcement Officers.

Rent meeting space to conduct traffic safety workshops.

Outreach to not less than 50 Tribes to attend Tribal Traffic Safety Law Enforcement Summit.

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

Outreach to other Federal Agencies to participate in Summit.

EQUIPMENT:

None.

EVALUATION:

Number of Tribal Leaders. Number of Tribal Law Enforcement Officers. Number of Tribes represented at Summit.

Police Traffic Safety Cost Summary

Police Traffic Safety Budget Summary

FY 2010 Projects

Project Number	Project Title	Budget	Budget Source
PT-10-01	BIA Program Management	5,000.00	402
PT-10-02	Law Enforcement Liaisons (LELs)	250,000.00	402
PT-10-03	Oglala Sioux Tribe	480,000.00	402
PT-10-04	Fort Belknap	105,000.00	402
PT-10-05	Yankton Sioux	190,000.00	402
PT-10-06	Isleta Pueblo	280,000.00	402
PT-10-07	Menominee	260,000.00	402
PT-10-08	Rocky Boy	270,000.00	402
PT-10-09	Cheyenne River Sioux	355,000.00	402
PT-10-10	Northern Cheyenne	300,000.00	402
PT-10-11	Crow Nation	285,000.00	402
PT-10-12	Taos Pueblo	110,000.00	402
PT-10-13	Jemez Pueblo	100,000.00	402
PT-10-14	Lac Courte Oreilles	210,000.00	402
PT-10-15	Three Affiliated Tribes	330,000.00	402
PT-10-16	Tesuque Pueblo	230,000.00	402
PT-10-17	Pojoaque Pueblo	175,000.00	402
PT-10-18	Sisseton-Wahpeton Sioux	130,000.00	40
PT-10-19	Pyramid Lake	198,000.00	402
PT-10-20	Leech Lake	135,000.00	402
PT-10-21	Laguna Pueblo	190,000.00	402
PT-10-22	White Earth Tribe	230,000.00	402
PT-10-23	Red Lake Tribe	135,000.00	402
PT-10-24	Upper Sioux Tribe	125,000.00	402
PT-10-25	Lummi Nation	145,000.00	402
PT-10-26	Santa Clara	230,000.00	402
PT-10-27	Ramah-Navajo	95,000.00	402
PT-10-28	Blackfeet	200,000.00	402
PT-10-29	Walker River	135,000.00	402
PT-10-30	Spirit Lake	135,000.00	402
PT-10-31	Ft. Hall (Shoshone-Bannock)	190,000.00	402
PT-10-32	White Mountain Apache	365,000.00	402
PT-10-33	Overtime and Checkpoints	500,000.00	402
PT-10-33-01	Salt River	130,000.00	402
PT-10-33-02	Fort McDowell	110,000.00	402
PT-10-33-03	Navajo Nation	600,000.00	402

PT-10-33-04	San Carlos Apache	85,000.00	402
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**Police Traffic Safety Budget Summary
(continued)**

FY 2010 Projects			
Project Number	Project Title	Budget	Budget Source
PT-10-33-05	Chickasaw Nation	140,000.00	402
PT-10-33-06	Grand Traverse Band	90,000.00	402
PT-10-33-07	Santa Ana	65,000.00	402
PT-10-33-08	Saginaw Chippewa	80,000.00	402
PT-10-33-09	Kickapoo Tribe of Kansas	100,000.00	402
PT-10-33-10	Sandia Pueblo	100,000.00	402
PT-10-33-11	Iowa Tribe of OK	100,000.00	402
PT-10-33-12	Omaha Tribe of Nebraska	80,000.00	402
PT-10-33-13	Yakama Nation	150,000.00	402
PT-10-34	Law Enforcement Summit	\$100,000.00	
402 Total		\$9,003,000.00	
Total All Funds		\$9,003,000.00	

SAFE COMMUNITIES

SAFE COMMUNITIES Area Problem Identification

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

Because Tribes are so different, and no two resemble the other, “cookie cutter” programs do not fit well in these environments. Although alcohol seems to have roots in each Tribe, the complexion and extent of the problem is different.

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

The BIA IHSP entered into an agreement with the Washington Traffic Safety Commission to fund the Confederated Tribes of the Colville Indian Reservation for a Safe Communities Project. The WTSC agreed to provide oversight and project monitoring in addition to ensuring all project reporting requirements were met. The Colville Safe Communities project will serve as a model project and if successful, this model will be pitched to other Tribes.

Although only one Tribe will be funded for a Safe Community project in FY10, many Tribes, over the last decade, have embraced the Safe Communities concept and several developed coalitions that are still in place and are examining problems within the Tribal Community and on the reservations. Problems are better solved at the community level than any other place.

SA-10-01
BIA Program Management
\$5,000.00

GOAL:

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

To prevent trauma-related traffic fatalities and injuries through establishing and supporting Safe Community programs in local areas throughout Indian Country.

PERFORMANCE MEASURES:

To reduce fatalities in Indian Country by 5% from the FY2007 FARS number of 676 to 642 by the end of FY2010.

STRATEGIES:

Increase the number of and enhance the involvement of traffic safety interest groups.

Enlist community support and involvement.

Coordinate program development at the Tribal community level.

Encourage Tribes to produce public information and education materials on Tribal traffic safety problems.

Provide "best practices" to all Tribes through the use of mailings, internet and other media.

PROJECT DESCRIPTION:

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

EQUIPMENT:

None.

SA-10-02
Confederated Tribes of the Colville Indian Reservation
\$110,000.00

Reservation Population:
Land Base: 1.1 million acres
Road Miles: 1,495.1

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the Confederated Tribes of the Colville Indian Reservation.

PERFORMANCE MEASURES:

Reduce the number of motor vehicle related fatalities on the Colville Reservation by 10% from a base line number to be determined

Reduce the number of motor vehicle related fatalities on the Colville Reservation attributed to DUI by 10% from a base line number to be determined

Increase the number of DUI arrest on the Colville Reservation by a percentage to be determined and included in the work plan to be submitted

Increase the number of traffic related citations on the Colville Reservation by a percentage to be determined and included in the work plan to be submitted

Reduce the number of motor vehicle fatalities involving Tribal youth by 10% from a base line number to be determined

Increase and maintain seat belt usage rate to 90% from a baseline number to be determined

Increase traffic safety related presentations made at Tribal schools by a number to be determined and included in the work plan to be submitted

Increase the number of citations issued for seat belt violations on the Colville Reservation by a percentage to be determined and included in the work plan to be submitted

STRATEGIES:

Facilitate the Colville Tribe's Traffic Safety Program.

Implement traffic safety public education and awareness campaign.

Coordinate with the dedicated traffic unit to provide support for increased DUI/DWI patrols, 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 public education and awareness.

EVALUATION:

Tracking of citations, DUI's, number of checkpoints, saturation patrols and the number of injury and fatality crashes. Number of traffic safety presentations made.

Safe Communities Area Cost Summary

SA: Budget Summary

Project Number	Project Title	Budget	Budget Source
SA-10-01	BIA Program Management	\$5,000.00	402
SA-10-02	Colville	\$110,000.00	402
402 Total		\$115,000.00	
Total All funds		\$115,000.00	

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM Area Problem Identification

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. Although the IHSP has received several proposals for the FY2010 project year, an updated Traffic Records plan must be submitted to NHTSA for approval before any Tribal project awards can be made. Once an approved Traffic Records plan is received, traffic records grants will be awarded to Tribes that have submitted acceptable proposals

In previous years, the BIA IHSP had, pursuant to Section 411, a Tribal Traffic Records Coordinating Committee (TTRCC) which met quarterly. Although this committee has been inactive for the past year, it is our intention to reactivate the committee in FY2010. The TTRCC will also update the Strategic Plan to be used by the Indian Highway Safety Program and the Tribes participating in the program each year. The TTRCC formulated the idea of a demonstration project aimed at providing accurate crash data for the Tribes, federal and state agencies, that began in FY06. Although there has not been a lot of progress in the Tribes participating in the demo project, for a number of reasons, the TTRCC intends to revitalize this project in FY2010 and also to add more participating Tribes.

In FY06, the BIA IHSP submitted a grant to NHTSA for Traffic Records under Section 408 of SAFETEA-LU. The BIA IHSP received \$300,000 late in FY06. This grant will aid the IHSP in moving traffic records in Indian Country. The BIA IHSP would like to advertise for a Contractor to oversee and manage all of the components of the multi-year Strategic Plan.

In FY06, and again in FY08, the BIA IHSP held a Tribal Traffic Safety Law Enforcement Summit. Many issues were discussed including traffic records. It is our intention to again host a Summit in FY2010 where traffic records will be discussed.

The BIA IHSP staff did not participate in the 2007, 2008 or 2009 annual Traffic Records Forum but plans to host a Tribal-specific Traffic Records Meeting in FY2010.

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.

Traffic Records Area Program Goal:

To establish TR systems, collecting all traffic crash data on not less than 10 reservations within Indian Country by the end of FY10.

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

TR-10-01
BIA Program Management
\$5,000.00

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, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes.

To establish TR systems, collecting all traffic crash data on 10 reservations within Indian Country by the end of FY10.

To implement the FY08 and FY09 goals 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:

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

EQUIPMENT:

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

K9-10-01
Indian Highway Safety Program
\$265,000.00 (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, aimed at providing accurate crash data for the Tribes, federal and state agencies in a select number of Tribes.

To establish TR systems, collecting all traffic crash data on 10 reservations within Indian Country by the end of FY10.

To implement the FY08 and FY09 goals 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-10-02
Indian Highway Safety Program
\$500,000.00

GOAL:

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

PERFORMANCE MEASURES:

To 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 FY10.

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

To participate in the national Traffic Records Forum to be held in New Orleans, LA in FY10.

STRATEGIES:

Provide funding to the 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.

Arranging Traffic Records Conference. Arrangements to include travel and costs associated with Conference.

PROJECT DESCRIPTION:

Provide funds to Tribes to set up Traffic Records systems.

EQUIPMENT:

Computers and software.

TR-10-03
Colville Nation
\$0.00

GOAL:

To create an electronic traffic records system which will serve as a tool to aid the Tribe in problem identification and highway safety related planning.

PERFORMANCE MEASURES:

To implement electronic collection of all crash data by officers receiving equipment and collection of all citation data (redacted) by the end of FY 2010.

STRATEGIES:

Purchase hardware for use by all field officers for highway safety purposes only.

15 officers will be trained on the use of the electronic collection system.

Input of all crash data into electronic system.

Collection of all citation data.

Submission of crash data and citation numbers, on a monthly basis, to the BIA IHSP.

EQUIPMENT:

Equipment purchased in FY09:

15 laptop computers

15 Bar Code Scanners

15 portable printers

15 printer and laptop consoles

No additional equipment will be purchased in FY10.

EVALUATION:

Number of crashes entered into the system, number of citations entered into the system, a detailed problem identification statement for project continuation, and enforcement information.

Traffic Records Area Cost Summary

TR: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-10-01	BIA Program Management	\$5,000.00	402
TR-10-02	Indian Highway Safety Program	\$500,000.00	402
K9-10-01	Indian Highway Safety Program	\$265,000.00	408
402 Total		\$505,000.00	
Total All funds		\$770,000.00	

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 FY10 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

8-31-2009

Date

PROGRAM COST SUMMARY

FY2010 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PA-10-01	BIA Program Management	\$230,000.00	402
	Total P&A Program Area	\$230,000.00	
AL 10-01	BIA Program Management	\$10,000.00	402
AL-10-02	BIA OJS	\$1,500,000.00	402
AL-10-03	Impaired Driving Courts	\$1,500,000.00	402
AL-10-04	Rosebud Sioux Tribe	\$415,000.00	402
AL-10-05	Fort Peck Tribe	\$395,000.00	402
AL-10-06	Wind River	\$365,000.00	402
	Total AL Program Area	\$4,185,000.00	
OP 10-01	BIA Program Management	\$5,000.00	402
OP 10-02	Safety Belt Survey	\$100,000.00	402
OP 10-03	Demo Projects	\$150,000.00	402
OP 10-04	BIA CPS	\$100,000.00	402
	Total OP Program Area	\$355,000.00	
PT-10-01	BIA Program Management	\$5,000.00	402
PT-10-02	Law Enforcement Liaisons	\$250,000.00	402
PT-10-03	Oglala Sioux Tribe	\$480,000.00	402
PT-10-04	Fort Belknap	\$105,000.00	402
PT-10-05	Yankton Sioux	\$190,000.00	402
PT-10-06	Isleta Pueblo	\$280,000.00	402
PT-10-07	Menominee	\$260,000.00	402
PT-10-08	Rocky Boy	\$270,000.00	402
PT-10-09	Cheyenne River Sioux	\$355,000.00	402
PT-10-10	Northern Cheyenne	\$300,000.00	402
PT-10-11	Crow Nation	\$298,000.00	402
PT-10-12	Taos Pueblo	\$110,000.00	402
PT-10-13	Jemez Pueblo	\$100,000.00	402
PT-10-14	Lac Courte Oreilles	\$210,000.00	402
PT-10-15	Three Affiliated Tribes	\$330,000.00	402
PT-10-16	Tesuque Pueblo	\$230,000.00	402
PT-10-17	Pojoaque Pueblo	\$175,000.00	402
PT-10-18	Sisseton-Wahpeton Sioux	\$130,000.00	402
PT-10-19	Pyramid Lake	\$198,000.00	402
PT-10-20	Leech Lake	\$135,000.00	402
PT-10-21	Laguna Pueblo	\$190,000.00	402
PT-10-22	White Earth Tribe	\$230,000.00	402
PT-10-23	Red Lake Tribe	\$135,000.00	402
PT-10-24	Upper Sioux Tribe	\$125,000.00	402
PT-10-25	Lummi Nation	\$145,000.00	402
PT-10-26	Santa Clara	\$230,000.00	402

FY2010 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PT-10-27	Ramah-Navajo	\$95,000.00	402
PT-10-28	Blackfeet	\$200,000.00	402
PT-10-29	Walker River	\$135,000.00	402
PT-10-30	Spirit Lake	\$135,000.00	402
PT-10-31	Ft. Hall (Shoshone-Bannock)	\$190,000.00	402
PT-10-32	White Mountain Apache	\$365,000.00	402
PT-10-33	Overtime and Checkpoints	\$500,000.00	402
PT-10-33-01	Salt River	\$130,000.00	402
PT-10-33-02	Fort McDowell	\$110,000.00	402
PT-10-33-03	Navajo Nation	\$600,000.00	402
PT-10-33-04	San Carlos Apache	\$85,000.00	402
PT-10-33-05	Chickasaw Nation	\$140,000.00	402
PT-10-33-06	Grand Traverse Band	\$90,000.00	402
PT-10-33-07	Santa Ana	\$65,000.00	402
PT-10-33-08	Saginaw Chippewa	\$80,000.00	402
PT-10-33-09	Kickapoo Tribe of Kansas	\$100,000.00	402
PT-10-33-10	Sandia Pueblo	\$100,000.00	402
PT-10-33-11	Iowa Tribe of OK	\$100,000.00	402
PT-10-33-12	Omaha Tribe of Nebraska	\$80,000.00	402
PT-10-33-13	Yakama Nation	\$150,000.00	402
	Total PT Program Area	\$8,916,000.00	
SA-10-01	BIA Program Management	\$5,000.00	402
SA-10-02	Colville	\$110,000.00	402
	Total SA Program Area	\$115,000.00	
TR-10-01	BIA Program Management	\$5,000.00	402
TR-10-02	Indian Highway Safety Pgm	\$600,000.00	402
K9-10-01	Indian Highway Safety Pgm	\$300,000.00	408
	Total TR Program Area	\$905,000.00	

FY2010 Budget Summary (in lieu of HSC)

	Total P&A Program Area	\$230,000.00	
	Total AL Program Area	\$4,185,000.00	
	Total OP Program Area	\$355,000.00	
	Total PT Program Area	\$9,003,000.00	
	Total SA Program Area	\$115,000.00	
	Total TR Program Area	\$770,000.00	
	Total Program Funds	\$14,658,000.00	