

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



**FY 2015
Highway Safety
Plan**

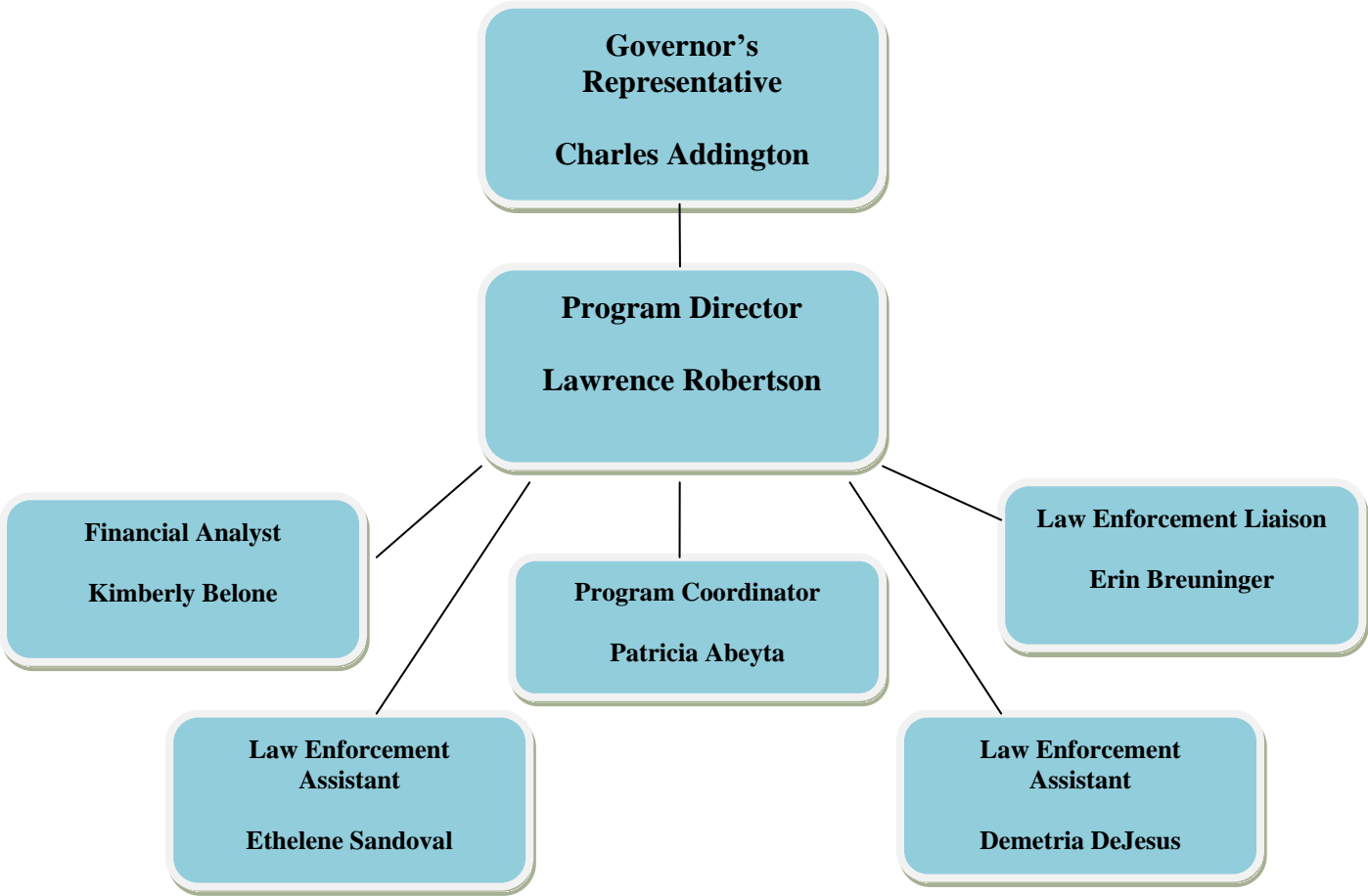
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INDIAN HIGHWAY SAFETY PROGRAM ORGANIZATION CHART



MISSION STATEMENT

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

VISION

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

EXECUTIVE SUMMARY

The United States Department of Interior (DOI), Bureau of Indian Affairs (BIA), Indian Highway Safety Program (IHSP) is the federal agency responsible for meeting the traffic safety needs of the 560+ Native American/Alaska Native Tribes in the United States. The IHSP is located in Albuquerque, New Mexico, and provides traffic safety services to the Indian State. The Indian State is defined as all federally recognized tribes within the United States. The IHSP currently consists of six full-time positions, with the Governor's Representative located in Oklahoma. The IHSP provides leadership by developing, promoting and coordinating programs that influence tribal and public awareness of all traffic safety issues.

The most recent National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System (FARS) data showed that in 2011 (the most recent year data is available) there were 569 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of the 569 motor vehicle crash fatalities, 207 were Native Americans killed on reservations. There were 181 non-Native American motor vehicle crash fatalities on reservation land recorded in 2011.

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

According to a safety belt survey conducted on behalf of the IHSP in 2013, the overall rate of seat belt use on reservations is 69.6%. Belt use varies greatly across reservations, ranging from a low of 36.4 percent to a high of 90.7 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws; reservations with no seat belt laws have the lowest use rates.²

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

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

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

² Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Safety Belt Use Estimate for Native American Tribal Reservations. February 2014. DOT HS 809 921

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

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

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

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

The following Performance and Highway Safety Plan describes programs and projects designed to address traffic safety issues in Indian Country for FY2015, and serves as the basis for the execution of the Highway Safety Program Cost Summary (HS form 217).

HIGHWAY SAFETY PLANNING PROCESS

Annually the Indian Highway Safety Program (IHSP) reviews Fatal Analysis Reporting Data System (FARS) to determine the severity of motor vehicle related crashes and fatalities in Indian Country. This includes Native American (NA) deaths that occur both on and off Tribal Reservations. The IHSP also reviews crash related death and injury data captured by the Centers for Disease Control (CDC) and the Indian Health Service (IHS). Native Americans continue to be killed and injured in motor vehicle crashes at twice the rate of any other ethnicity.

Individual Tribal data is also submitted with each tribal application to assist with identification of each Reservation crash problem. The FARS data is limited by the number of Tribes that choose to report their motor vehicle crash and fatality data to the States. Since a significant number of Tribes do not report their crash data, we know that the numbers are much higher than what is reported in FARS. FARS data does not provide the information necessary to conduct a comprehensive analysis of Native American crash related deaths.

The (IHSP) must utilize the above information to develop the NA problem identification. Each year the IHSP sends out letters and a notice in the Federal Register notifying Tribes of the availability of funds to address their Tribal traffic safety issues. The letter and Federal Register contains traffic safety crash data related to Native Americans. In response to the solicitations, Tribes submit applications to the IHSP and Tribes that provide sufficient traffic records data to identify a problem along with a strategic plan to address the highway safety problem are selected for funding.

Indian Country covers the entire country and includes 566 federally recognized Tribes. Tribes are located in all but 13 States in this country. The geographic area of the "Indian State" changes from year to year but typically will include approximately 40 applications from Tribes from 10-15 different States. The majority of the applications received for the past several years have been for traffic enforcement.

For the past several years, the majority of Tribal projects offered funding by IHSP have been Police Traffic Services projects aimed at reducing MVC death and injuries on the reservations by focusing on impaired driving, excessive speed and lack of seat belt use. The level of funding provided to each project, along with achievable performance measures and targets has been sufficient to achieve the overall targets of the IHSP.

It is difficult to analyze the trend data from FARS for years 2007 through 2011 for *Native American Fatalities on Reservations* because there is no clear trend-line, fatalities went up and down each year. The number of 128 in 2010 to 207 in 2011 increased significantly but may possibly be due to a greater number of Tribes reporting their crash and fatality data to their respective States.

There is no Strategic Highway Safety Plan (SHSP) as identified in section 1200.11(b)(2). Therefore, this HSP does not provide information related to the coordination of the SHSP, as required in this section.

The BIA IHSP serves as a member of two committees: (1) the Tribal Safety Management Systems (SMS) Steering Committee. This committee is comprised of members from Tribes and other federal agencies such as the National Highway Traffic Safety Administration (NHTSA), Federal Highways Administration (FHWA), IHS and CDC; and (2) Federal Partners Committee whose membership is comprised of the federal agencies listed above.

Members of the Federal Partners Committee serve on the IHSP Tribal Project Selection Committee each year and have also collaborated with IHSP on tribal traffic safety projects throughout the years. Information and possible collaboration on prospective tribal projects is always solicited from IHS and CDC in the highway safety planning process.

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) Native American Traffic Safety Facts 2007-2011, U.S. Department of Transportation, National Highway Traffic Safety Administration. (Web inquiry). *It should be noted that Native American FARS data is based upon MVC fatality data that is voluntarily provided by the Tribes to the State FARS analysts.*

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

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

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

Additionally, there is no one source of data for Emergency Medical Services (EMS), Breath Alcohol Concentration (BAC) levels, court records or other types of data that are generally available to States, as each Tribe is within itself a sovereign nation and are not required to share data within the Tribe or with outside sources.

EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT

FARS data and traffic records submitted by the Tribes indicate that the majority of fatal crashes on the reservation are caused by alcohol, excessive speed and non-use of seat belts. FARS data from 2007-2011 also indicates that almost half of the fatal motor vehicle crashes occurring on reservations take the lives of non-Native Americans.

Trend data and single year data is evaluated and based upon the data, and the effectiveness of high visibility traffic enforcement programs, thirty-seven (37) Tribal projects will be offered Police Traffic Services project funding for FY2015. Funding will include salary for full-time highway safety officer(s) and overtime funding for seventeen (17) Tribes. IHSP will also fund twenty (20) Overtime projects. In addition, funding may be provided for equipment necessary for traffic enforcement, such as, radars, checkpoint equipment, PBTs or intoxilyzers. Overtime project officers will schedule their overtime to coincide with high DUI and crash times on their reservations, based upon their data.

High visibility enforcement, including both checkpoints and saturation patrols is a recognized evidence based countermeasure from NHTSA's *"Countermeasures That Work"*, aimed at reducing impaired driving, traffic violations, motor vehicle crash injuries and fatalities.

Almost 100% of the funds expended by BIA are for direct program/project implementation through Tribes and their Police Traffic Services (PTS) Projects. The BIA funds three position with BIA funds and 3 positions with 402 funds. In 2015, the BIA is funding the use of 4 Blood Alcohol Testing (BAT) Mobiles based in 4 States to support the PTS projects. The HSP also supports the development of 3 DWI courts to help address impaired driving in the Native American community.

Tribal projects will be monitored by IHSP staff, specifically the Law Enforcement Liaison, who will analyze dates and hours checkpoints and saturation patrols are conducted in comparison to their traffic data, and if necessary, adjustments will be made to hours overtime is worked or to an officer's scheduled shift. Continuous monitoring and follow-up is provided to the Tribes and includes telephone calls, email, and on-site visits. Action will be taken to modify or terminate projects underperforming to ensure proper and maximum utilization of funds.

MVC crash and fatality data is closely monitored each month and every effort is made to verify each MVC fatality reported to the IHSP in monthly reports. Projects with high MVC and fatality data are high priority and will be considered first for on-site monitoring visits.

PROJECT SELECTION

In February of 2014, a solicitation letter and an electronic fill-in-the-blank application form, with instructions, were mailed to the Tribal Leaders of all federally recognized Tribes. In addition, announcements regarding the solicitation for proposals were posted on Tribal Technical Assistance Programs (TTAPs) websites, Indian Health Service websites and in the Federal Register.

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

Prospective tribal applicants were required to submit their application for funding to the Indian Highway Safety Program office no later than May 1, 2014. The Tribes were required to include traffic crash data to support the problem(s) they chose to address, as well as provide supportive data that included arrest records, citation records, and conviction rates.

The IHSP convened a review board with representatives from NHTSA, Indian Health Service, Bureau of Indian Affairs Office of Justice Services, BIA Roads Department and a State Highway Safety Office representative to evaluate and score the proposals. IHSP staff provided information to the Selection Committee on tribal project history, traffic enforcement project performance targets and how the projects selected would be required to contribute to the attainment of the performance measure selected for the IHSP which was the evidence based strategy of high visibility enforcement to include checkpoints and saturation patrols.

Some of the Tribes are located in States that do not allow checkpoints to be conducted. Past performance in meeting their high visibility enforcement targets was taken into account when the Selection Committee was considering whether to fund them or not.

Once the Selection Committee identified the Tribes to be considered for funding in FY2015, project performance measures and targets were developed for each tribal project by IHSP staff.

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

INDIAN “STATE” DEMOGRAPHIC ANALYSIS

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

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

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

The following list of seventeen (17) States have Native American populations over 50,000 according to the 2010 U.S. Census website:

| | | NATIVE AMERICAN/ALASKA NATIVE (NA/AN) |
|----|----------------|--|
| | STATE | POPULATION |
| 1 | California | 362,801 |
| 2 | Oklahoma | 321,687 |
| 3 | Arizona | 296,529 |
| 4 | New Mexico | 193,222 |
| 5 | Texas | 170,972 |
| 6 | North Carolina | 122,110 |
| 7 | New York | 106,906 |
| 8 | Alaska | 104,871 |
| 9 | Washington | 103,869 |
| 10 | South Dakota | 71,817 |
| 11 | Florida | 71,458 |
| 12 | Montana | 62,555 |
| 13 | Michigan | 62,007 |
| 14 | Minnesota | 60,916 |
| 15 | Colorado | 56,010 |
| 16 | Wisconsin | 54,526 |
| 17 | Oregon | 53,203 |

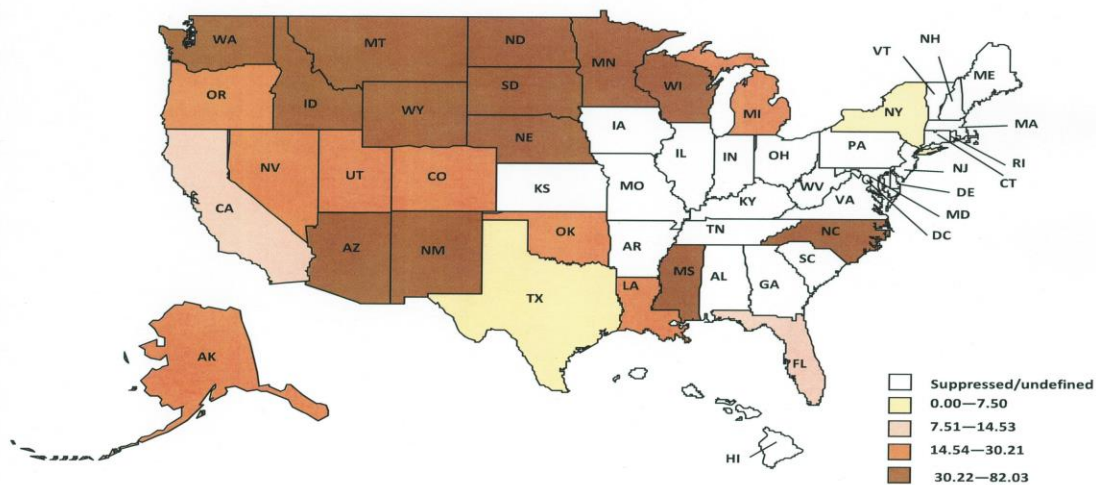
(U.S. Census 2010)

PROBLEM IDENTIFICATION SUMMARY

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

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

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



It is difficult to obtain crash data in Indian Country due to sovereignty rights of Native Americans living on Tribal lands.

Of the 560+ federally recognized Tribes in the United States, 250 are located in Alaska with few roads and they often utilize non-traditional transportation methods such as snow mobiles and four-wheelers. An additional 100+ are small Rancherias located in

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

the state of California. The remaining Tribes (200+) are located throughout an additional 35 States. Because the Tribes that comprise the Indian Nation are so geographically spread throughout the country, it is extremely difficult to develop programs to affect change in motor vehicle crash injuries and fatalities across Indian Country.

While nationwide data continues to be an issue, it is evident from the self-reported data from the Tribes, that alcohol impaired driving, speed and non-use of seat belts play a significant role in fatal and injury crashes on the reservations.

The BIA Indian Highway Safety Program uses NHTSA’s Fatal Analysis Reporting System (FARS) database as the baseline data source for tribal traffic data. The FARS reports the following for the total number of motor vehicle crash fatalities involving American Indians/Alaska Natives (AI/AN) in years 2007-2011:

| FARS | Number of AI/AN Motor Vehicle Crash (MVC) Fatalities on Reservations | Total Number of Native American Motor Vehicle Crash (MVC) Fatalities | Non-Native American MVC Deaths on Reservation |
|-------------|---|---|--|
| 2011 | 207 | 569 | 181 |
| 2010 | 128 | 438 | 236 |
| 2009 | 207 | 531 | 192 |
| 2008 | 195 | 564 | 189 |
| 2007 | 252 | 650 | 236 |

Chart 1

According to the FARS numbers, total MVC fatalities among American Indians/Alaska Natives were on a downward trend from years 2007 to 2010 but increased significantly from 2010 to 2011. As shown by the chart above, non-Native American fatalities account for half of the fatalities on reservations annually.

NHTSA unveiled the updated FARS/State Traffic Safety Information (STSI) website in March 2014 that included a link to [Native American Traffic Safety Facts](#) for years 2007-2011. Until now, this data has not been readily available. In the past, the BIA IHSP would submit a request to NHTSA headquarters for specific Native American traffic data reports to be coded and printed.

The following list of Performance Measures (40) and the data for 2007-2011 is now available to the IHSP on the STSI Website. The data for 2011 is shown below:

| | Native American Traffic Safety Facts FARS - 2011 | Total NA Fatalities | NA Fatalities On Reservation | Non-NA On Reservation |
|----|---|--------------------------------|---|--------------------------------------|
| 1 | Total Traffic Fatalities | 569 | 207 | 181 |
| 2 | Traffic Fatalities (Driver Only) | 286 | 91 | 100 |
| 3 | Traffic Fatalities (Driver Only) Aged 20 and Under | 48 | 18 | 9 |
| 4 | Passenger Vehicle Occupant Fatalities (all seat positions) | 377 | 135 | 123 |
| 5 | Alcohol Impaired Driving Fatalities BAC .01 to .07 | 20 | 6 | 5 |
| 6 | Alcohol Impaired Driving Fatalities BAC.08+ | 246 | 104 | 66 |
| 7 | Speed Related Fatalities | 197 | 76 | 66 |
| 8 | Fatalities by Age (Driver & Other) < 15 | 25 | 11 | 12 |
| 9 | Fatalities by Age (Driver & Other) 15-20 | 85 | 36 | 18 |
| 10 | Fatalities by Age (Driver & Other) 21+ | 456 | 159 | 150 |
| 11 | All Vehicles Occupant Restraint Use - Restrained | 112 | 29 | 64 |
| 12 | All Vehicles Occupant Restraint Use - Unrestrained | 281 | 103 | 82 |
| 13 | All Vehicle Occupant Restraint Use - Unknown | 66 | 38 | 12 |
| 14 | Passenger Vehicle Occupant Restraint Use - Restrained | 67 | 18 | 22 |
| 15 | Passenger Vehicle Occupant Restraint Use - Unrestrained | 112 | 30 | 35 |
| 16 | Passenger Vehicle Occupant Restraint Use - Unknown | 17 | 7 | 3 |
| 17 | Light Truck Occupant Restraint Use - Restrained | 31 | 9 | 142 |
| 18 | Light Truck Occupant Restraint Use - Unrestrained | 133 | 65 | 204 |
| 19 | Light Truck Occupant Restraint Use - Unknown | 17 | 6 | 26 |
| 20 | Passenger Vehicle Occupant Age 4 and Under - Total | 7 | 5 | 13 |
| 21 | Passenger Vehicle Occupant Age 4 and Under - Restrained | 2 | 0 | 2 |
| 22 | Total Fatalities by Vehicle Type: Passenger Car | 196 | 55 | 325 |
| 23 | Total Fatalities by Vehicle Type: Light Truck - Pickup | 103 | 50 | 175 |
| 24 | Total Fatalities by Vehicle Type: Light Truck Van | 22 | 6 | 33 |
| 25 | Total Fatalities by Vehicle Type: Large Truck | 2 | 1 | 4 |
| 26 | Total Fatalities by Vehicle Type: Bus | 0 | Not Available | NA |
| 27 | Total Fatalities by Vehicle Type: Other/Unknown | 38 | 32 | 7 |
| 28 | Motorcycle Fatalities: Total | 42 | 2 | 113 |
| 29 | Motorcycle Fatalities: Helmeted | 12 | 1 | 18 |
| 30 | Motorcycle Fatalities: Un-helmeted | 27 | 0 | 5 |
| 31 | Motorcycle Fatalities: Unknown | 3 | 1 | 1 |
| 32 | Non-Occupants: Total | 110 | 37 | 23 |
| 33 | Non-Occupants: Pedestrians | 103 | 36 | 18 |
| 34 | Non-Occupants: Pedal-cyclists | 6 | 1 | 4 |
| 35 | Non-Occupants: Other/Unknown | 1 | 0 | 1 |
| 36 | Fatalities by Crash Type: Single Vehicle Crash | 403 | 170 | 122 |
| 37 | Fatalities Involving a Large Truck | 48 | 9 | 18 |
| 38 | All Occupant Fatalities Involving a Rollover | 235 | 114 | 91 |
| 39 | Fatalities Involving a Roadway Departure | 308 | 113 | 111 |
| 40 | Fatalities Involving an Intersection | 75 | 24 | 21 |

The FARS number of deaths attributed to traffic crashes includes motor vehicle, pedestrian, other land transport, motorcycles and bicycles. The FARS system will count a death as motor vehicle related if it occurs within 30 days of the crash.

The data in (Charts 2-5) are from the FARS/STSI website.

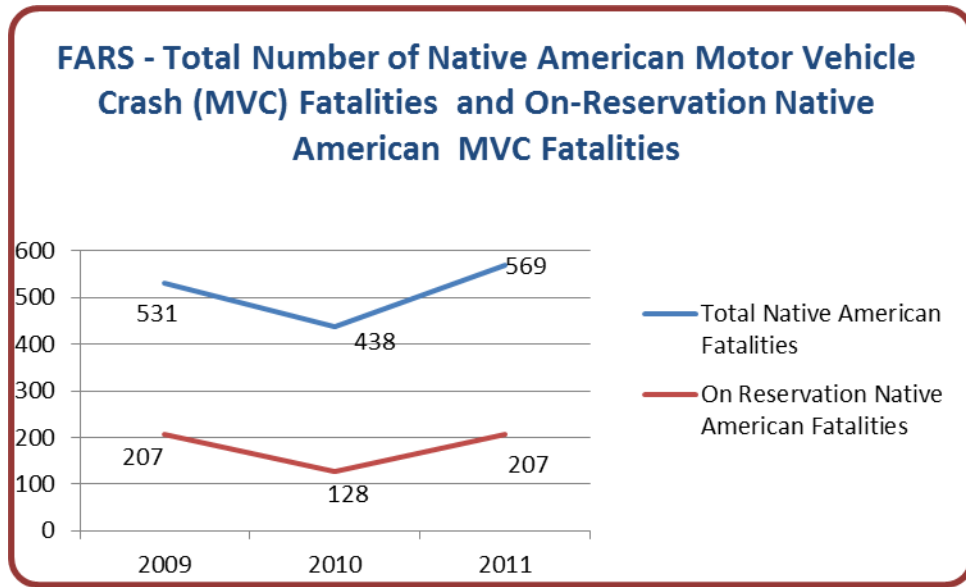


Chart 2

In 2011, a total of 569 Native American/Alaska Native motor vehicle crash fatalities were reported to FARS (Chart 2). Of the 569 deaths, 49% or 281 (Chart 3) were unrestrained and 43.23%, or 246 (Chart 4) had a BAC of .08+.

In 2011, the on-reservation motor vehicle crash fatalities reported to FARS totaled 207. Of these 207 fatalities, 49.75% or 103, were unrestrained. 50%, or 104 of the fatalities had a BAC of .08+.

All Vehicles - Occupant Restraint Use - Unrestrained

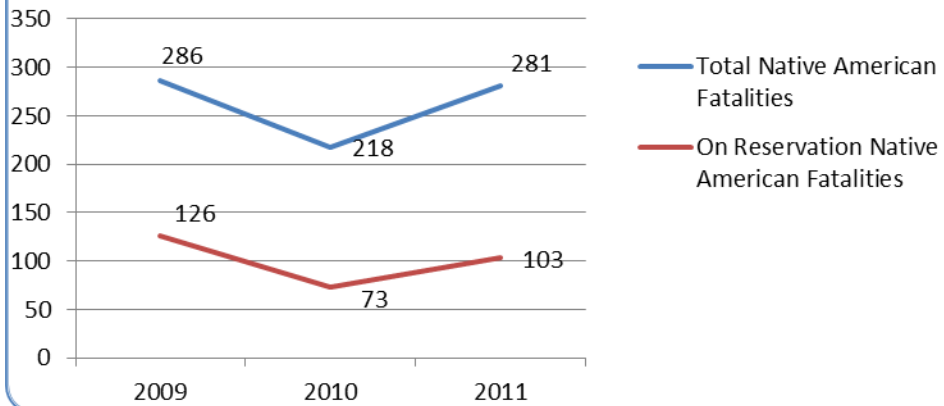


Chart 3

Alcohol Impaired Driving Fatalities BAC .08+

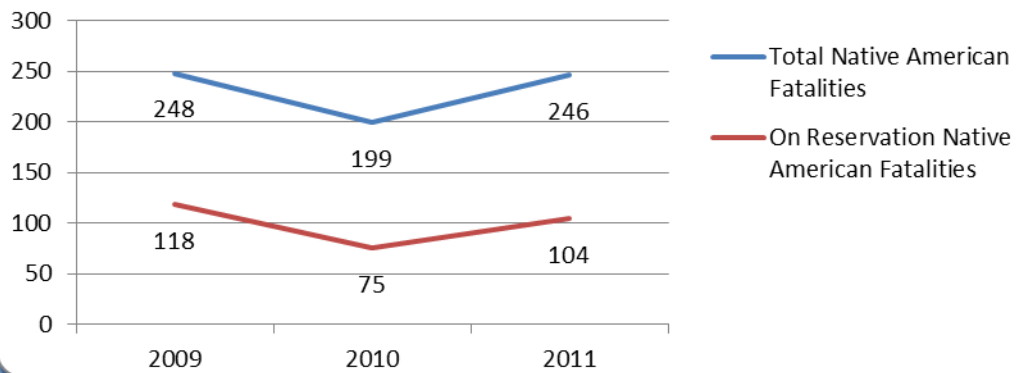


Chart 4

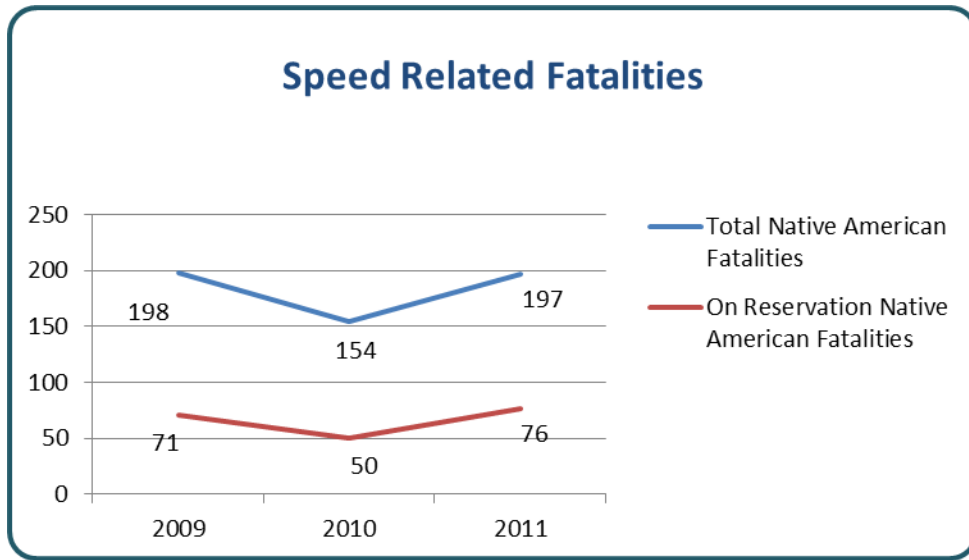


Chart 5

34.6% (197) of the total Native American motor vehicle crash fatalities in 2011 (*Chart 5*) were speed related and 36.7% (76) of the on-reservation Native American crash fatalities involved excessive speed.

According to the FARS/STSI data, in 2011 a total of 48 Native American/Alaska Native drivers, aged 20 and under, were killed in motor vehicle crashes. Also, in 2011, FARS reported a total of 103 Native American/Alaska Native pedestrians being killed.

(*Chart 6*) contains Tribal traffic data reported to the BIA IHSP for years FY2010, FY2011, FY2012, and FY2013

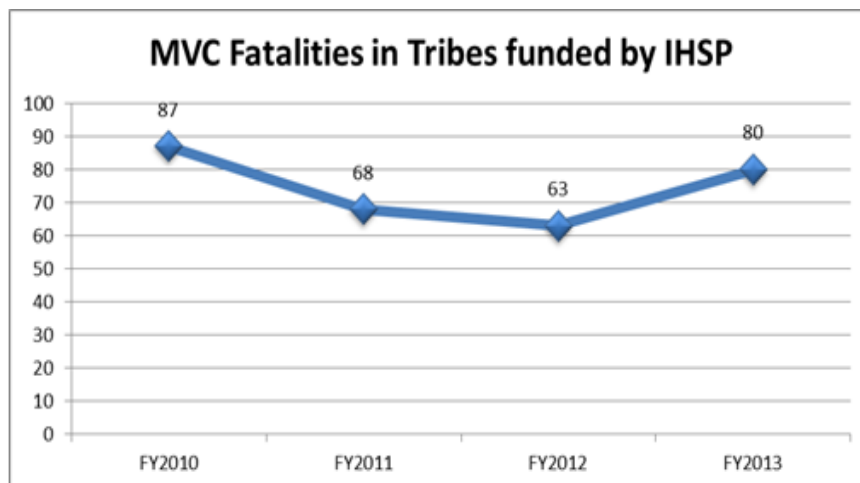


Chart 6

In FY2010: **29** Tribal enforcement projects were funded by IHSP. **87** motor vehicle crash fatalities were reported by Tribes to IHSP. Three Tribes accounted for **43.6%** (38) of the fatal motor vehicle crashes:

| | | |
|-----------------------------------|---|----------------------|
| Oglala Sioux Tribe (South Dakota) | - | 18 fatalities |
| White Earth (Minnesota) | - | 12 fatalities |
| Shoshone-Bannock (Idaho) | - | 8 fatalities |

In FY2011: **33** Tribal enforcements projects were funded by IHSP. **68** motor vehicle crash fatalities were reported by Tribes to IHSP. The three Tribes below reported the highest number of MVC fatalities:

| | | |
|-----------------------------------|---|----------------------|
| White Earth (Minnesota) | - | 11 fatalities |
| White Mountain (Arizona) | - | 7 fatalities |
| Oglala Sioux Tribe (South Dakota) | - | 6 fatalities |

In FY2012: **26** Tribal enforcements projects were funded by IHSP. **63** motor vehicle crash fatalities were reported by Tribes to IHSP. The three Tribes below reported the highest number of MVC fatalities:

| | | |
|-----------------------------------|---|----------------------|
| Oglala Sioux Tribe (South Dakota) | - | 11 fatalities |
| White Earth (Minnesota) | - | 8 fatalities |
| Sisseton-Wahpeton (South Dakota) | - | 8 fatalities |

In FY2013: **33** Tribal enforcements projects were funded by IHSP. **80** motor vehicle crash fatalities were reported by Tribes to IHSP. The three Tribes below reported the highest number of MVC fatalities:

| | | |
|-------------------------------|---|----------------------|
| Cheyenne River (South Dakota) | - | 10 fatalities |
| Rosebud Sioux (South Dakota) | - | 8 fatalities |
| Salt River (Arizona) | - | 7 fatalities |

In FY2013: Of the total number of **80** motor vehicle crash fatalities reported by the tribal projects to the IHSP:

- 58.75% (47)** were alcohol involved.
- 41.25% (33)** involved excessive speed.
- 58.75% (47)** were unrestrained.

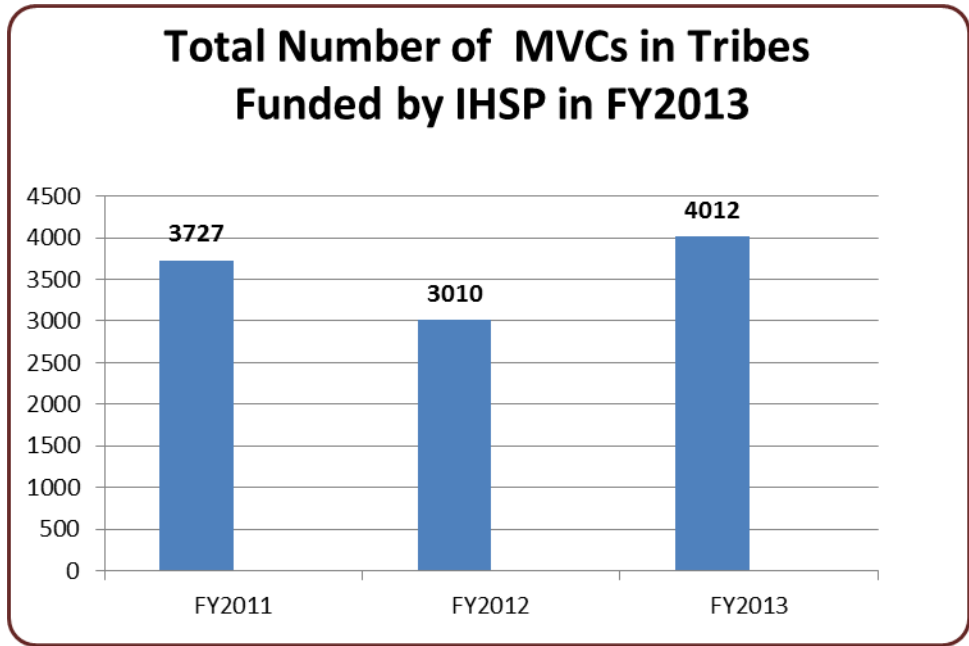


Chart 7

(Chart 7) lists the total number of motor vehicle crashes (MVCs) reported by the funded Tribes for years FY2011, FY2012 and FY2013.

The data from the FARS/STSI website is consistent with the self-reported traffic data reported to the IHSP from the tribal projects.

The BIA IHSP has selected **37** Tribes in the following 15 states to participate in the FY2015 program:

- | | |
|------------|--------------|
| Arizona | Nevada |
| California | New Mexico |
| Colorado | North Dakota |
| Idaho | South Dakota |
| Kansas | Texas |
| Michigan | Wisconsin |
| Minnesota | Wyoming |
| Montana | |

Native American motor vehicle crash fatality data, by State, for the year 2011, from the FARS/STSI database is displayed below (*Chart 8*) to show the number of Native American motor vehicle crash fatalities in the states in which the Tribes being funded for FY2015 are located. A total of 349 of 569 total Native American Fatalities or 61.3% of the total Native American MVC fatalities for 2011 occurred in these states. Utilizing this information, at least one tribal project from each state was selected for funding in FY2015.

| | STATE | FARS | Number of Projects |
|----|--------------|-------------|---------------------------|
| 1 | Arizona | 112 | 3 |
| 2 | California | 8 | 1 |
| 3 | Colorado | 7 | 1 |
| 4 | Idaho | 5 | 1 |
| 5 | Kansas | 2 | 1 |
| 6 | Michigan | 32 | 2 |
| 7 | Minnesota | 15 | 4 |
| 8 | Montana | 24 | 5 |
| 9 | Nevada | 6 | 2 |
| 10 | New Mexico | 61 | 8 |
| 11 | North Dakota | 33 | 1 |
| 12 | South Dakota | 27 | 4 |
| 13 | Texas | 4 | 1 |
| 14 | Wisconsin | 8 | 2 |
| 15 | Wyoming | 5 | 1 |
| | Total | 349 | 37 |

Chart 8



ARIZONA

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

In FY2015, the BIA IHSP will offer Overtime enforcement grants to three (3) Tribes:

- Salt River Pima-Maricopa Indian Community
- Fort McDowell Tribe
- Colorado River Tribe

In FY2013, the IHSP funded four (4) Tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Chart 9).

| Total Number of MVC Fatalities and Crashes in Arizona Tribes Funded in FY2013 | | |
|--|-------------------|----------------|
| | Fatal MVCs | Crashes |
| Salt River | 7 | 690 |
| Fort McDowell | 0 | 28 |
| Colorado River | 2 | 115 |
| San Carlos | 4 | 208 |
| Total | 13 | 1041 |

Chart 9

The 2010 census shows the Salt River-Maricopa Indian Community has a reservation population of 6,289, Fort McDowell Tribe has a reservation population of 971, and the Colorado River Tribe has a reservation population of 8,764.

FARS reported 112 deaths attributed to motor vehicle crashes of American Indians/Alaska Natives in 2011 in the state of Arizona. This is up significantly from 8 reported in FARS in 2010 and 61 motor vehicle crash fatalities being reported in 2009 (*Chart 10*).

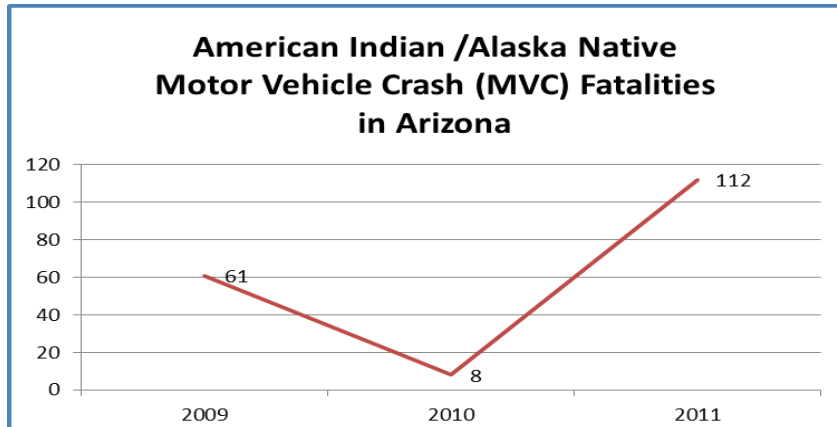


Chart 10



CALIFORNIA

According to the 2010 U.S. Census, California has the largest Native American/Alaska Native population at 362,801. There are over 100 reservations in California, many of them in remote rural areas.

In FY2015, the IHSP will contract with the Hopland Band of Pomo Indians for an Overtime enforcement grant.

There were no California Tribes funded in FY2013.

(Chart 11) shows 8 fatal MVCs for American Indians/Alaska Natives reported to FARS in the state of California in 2011, 6 in 2010 and 11 in 2009.

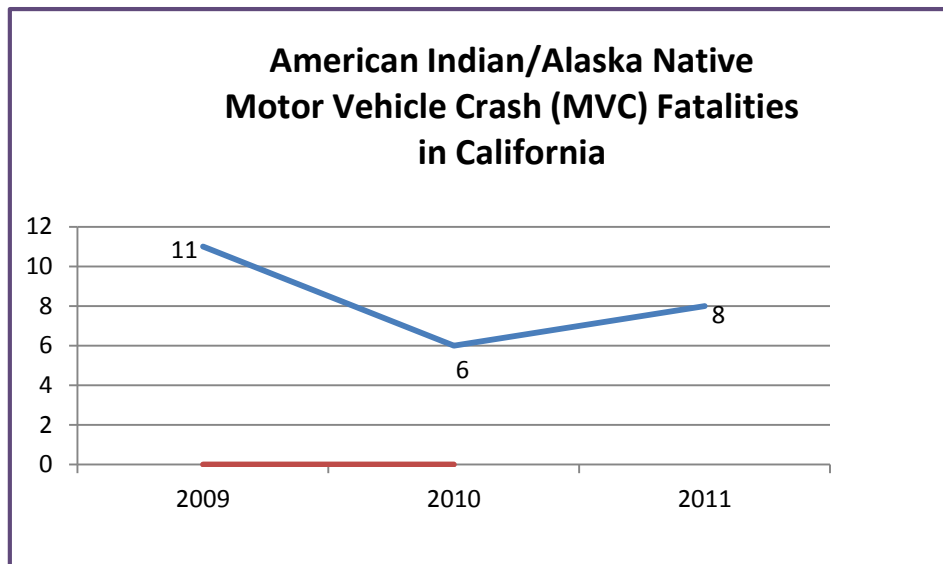
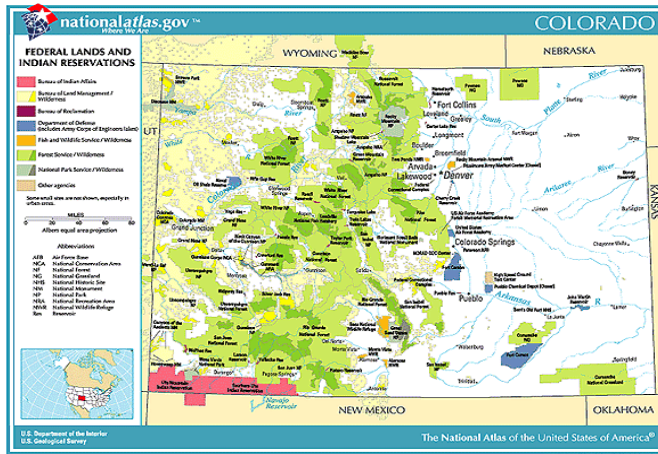


Chart 11



COLORADO

There are only two (2) Tribes located in the State of Colorado; the Ute Mountain Tribe and the Southern Ute Tribe.

In FY2015, the IHSP will award an Overtime enforcement grant to the Southern Ute Tribe in southwestern Colorado.

According to the 2010 U.S. Census, the population on the Southern Ute Reservation is 12,153. This Tribe reported two (2) fatal MVCs in FY2013, 1 of which was alcohol involved.

The total number of fatal MVCs and crashes reported to the State of Colorado for Native Americans for years 2009, 2010 and 2011 are listed in (*Chart 13*).

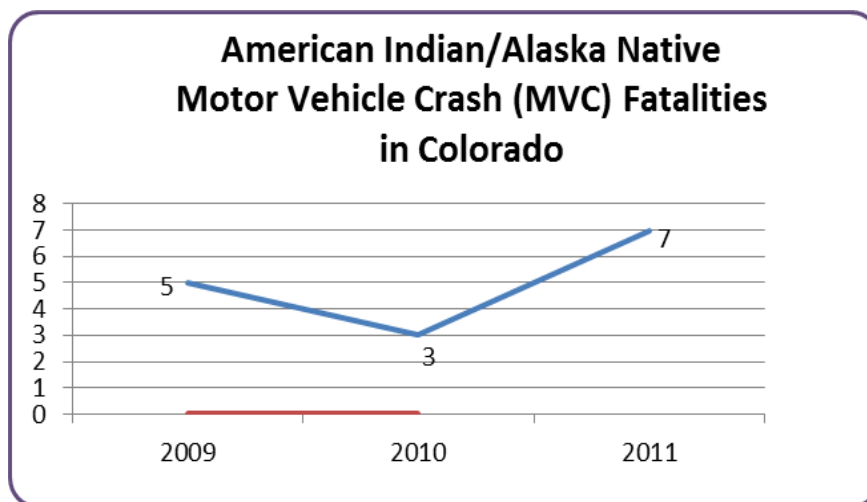


Chart 12



IDAHO

There are four (4) Tribes located in Idaho with an estimated Native American population of 31,000. The Shoshone-Bannock (Fort Hall) Tribe, located in southeastern Idaho, is the second largest, both in land area and reservation population of 6,289, according to the 2010 U.S. Census.

In FY2015, the IHSP will offer the Shoshone-Bannock Tribe a Police Traffic Services (PTS) grant.

In FY2013, the Shoshone-Bannock Tribe reported three (3) MVC fatalities and a total of 176 motor vehicle crashes. The total number of fatal MVCs and crashes reported to the State of Idaho for Native Americans for years 2009, 2010 and 2011 are listed in (Chart 13).

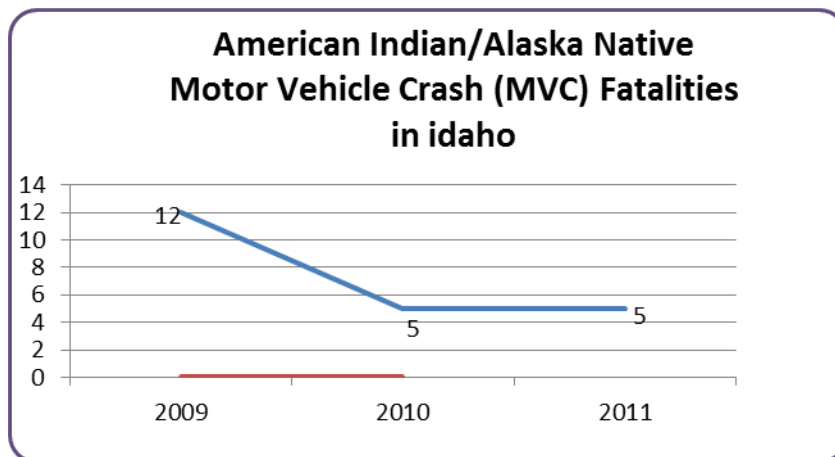


Chart 13



KANSAS

There are four (4) federally recognized Tribes in Kansas: The Iowa Tribe, the Kickapoo Tribe, Sac and Fox Nation and the Prairie Band of Potawatomi.

In FY2015, the IHSP will contract with the Prairie Band of Potawatomi for an Overtime enforcement grant.

The Potawatomi reported one (1) motor vehicle crash fatality and a total of 66 crashes, of which 27 were injury crashes in FY2013. The reservation encompasses 77,357 acres and has an on-reservation population of 2,204.

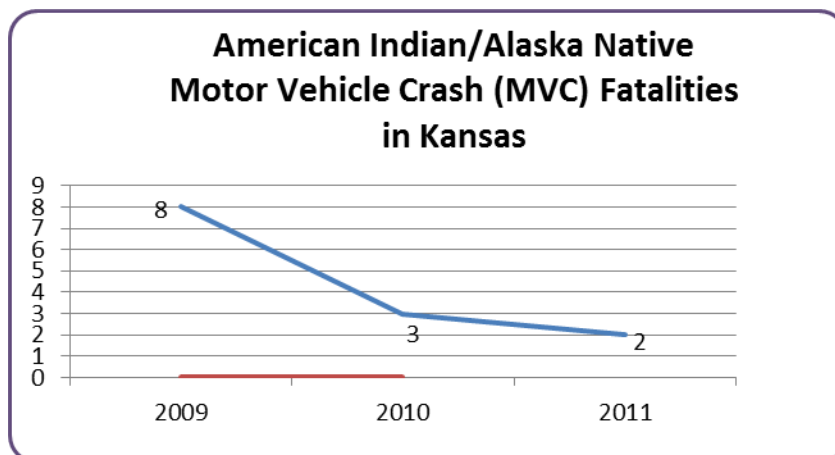


Chart 14

(Chart 14) shows eight (8) fatal MVCs for American Indians/Alaska Natives reported to FARS in Kansas in 2009, three (3) in 2010 and two (2) in 2011.



MICHIGAN

The State of Michigan is home to twelve (12) federally recognized Tribes with many being located in the upper peninsula of Michigan.

In FY2015, the IHSP will offer Overtime enforcement grants to the Saginaw Chippewa and the Lac Vieux Desert Tribes in Michigan .

The IHSP did not fund any tribes from Michigan in FY2013; however Saginaw Chippewa reported two (2) fatal motor vehicle crashes and a total of 246 motor vehicle crashes in FY2013 and Lac Vieux Desert reported 0 fatal motor vehicle crash fatalities and a total of 76 motor vehicle crashes on the reservation in FY2013.

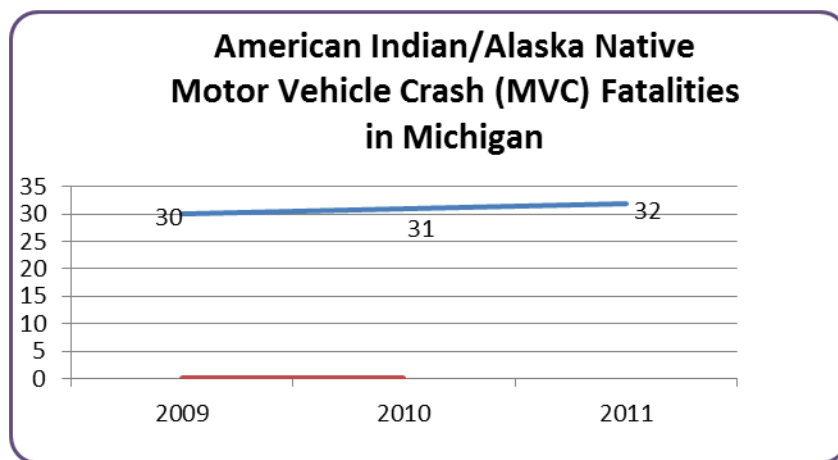
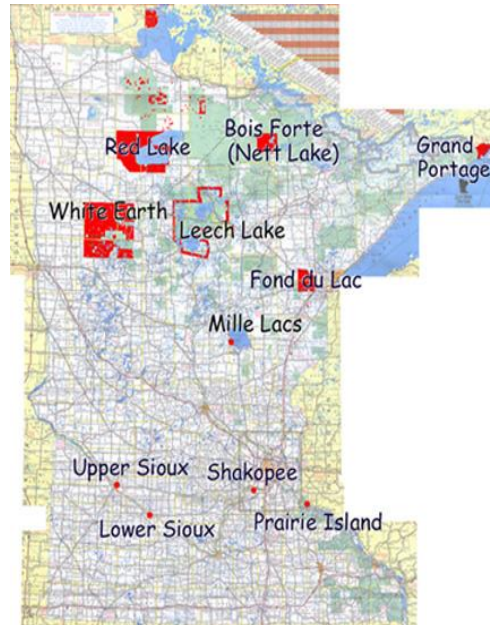


Chart 15

(Chart 15) shows thirty (30) fatal MVCs for American Indians/Alaska Natives reported to FARS in Michigan in 2009, thirty-one (31) in 2010 and thirty-two (32) in 2011.



MINNESOTA

Minnesota is home to 11 federally recognized Tribes. Approximately 60,916, American Indians/Alaska Natives call Minnesota home according to the 2010 Census. White Earth, Leech Lake and Red Lake are the largest reservations in the State. All three of these tribes received funding from the BIA IHSP in FY2009, FY2010, FY2011, FY2012, FY2013 and FY2014.

In FY2015, the IHSP will contract with Red Lake and Leech Lake for Police Traffic Services (PTS) grants. White Earth and Upper Sioux will be offered Overtime enforcement grants.

In FY2013, the IHSP funded four (4) Tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Chart 15).

| Total Number of MVC Fatalities and Crashes in Minnesota Tribes Funded in FY2013 | | |
|--|-------------------|----------------|
| | Fatal MVCs | Crashes |
| White Earth | 5 | 201 |
| Upper Sioux | 1 | 36 |
| Red Lake | 2 | 197 |
| Leech Lake | 5 | 114 |
| Total | 13 | 548 |

Chart 15

In 2009, FARS reported fifteen (15) motor vehicle fatalities for American Indians/Alaska Natives in the State of Minnesota, fourteen (14) motor vehicle crash fatalities in 2010 and fifteen (15) in 2011. (Chart 16)

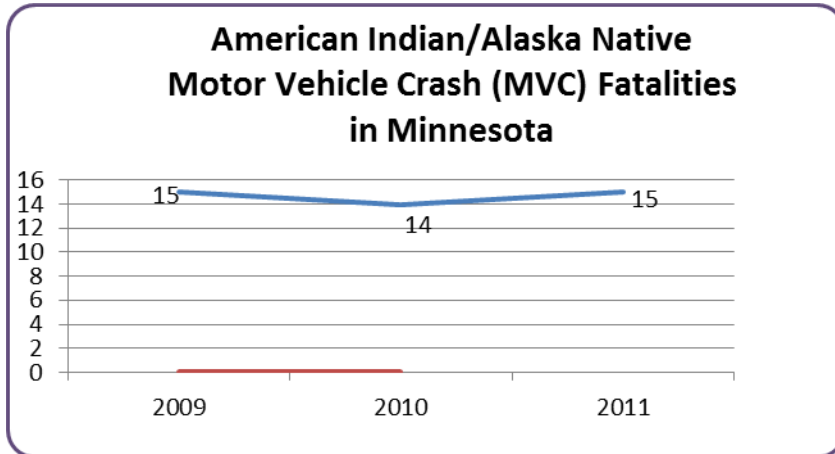
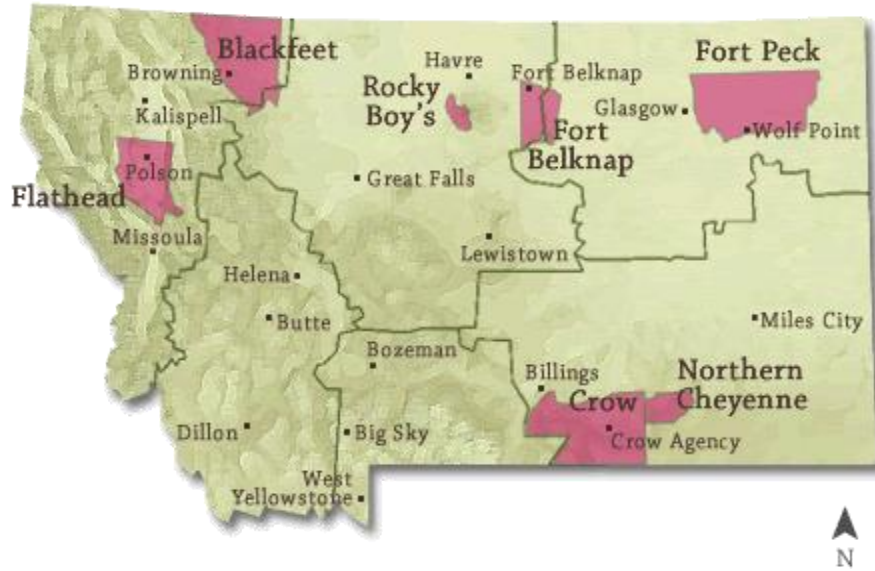


Chart 16



MONTANA

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

In FY2015, the IHSP will contract with the Crow Nation, Northern Cheyenne, Rocky Boy, Fort Peck and Blackfeet Tribes for both Police Traffic Services (PTS) and Overtime enforcement grants.

In FY2013, the IHSP funded five (5) Tribes in the State of Montana and the total number of MVC fatalities and total number of crashes on the reservations as reported to IHSP are listed below in *(Chart 17)*.

| Total Number of MVC Fatalities and Crashes in Montana Tribes Funded in FY2013 | | | |
|--|-------------------|------------|----------------|
| | Fatal MVCs | | Crashes |
| Fort Peck | 0 | 59 | |
| Rocky Boy | 0 | 53 | |
| Crow | 4 | 128 | |
| Northern Cheyenne | 0 | 116 | |
| Fort Belknap | 3 | 27 | |
| Total | 7 | 383 | |

Chart 17

According to FARS reports, the Montana fatality number for American Indian/Alaska Native motor vehicle crash fatalities in Montana was thirty-four (34) in 2009, thirty (30) motor vehicle crash fatalities in 2010 and twenty-four (24) in 2011 (*Chart 18*).

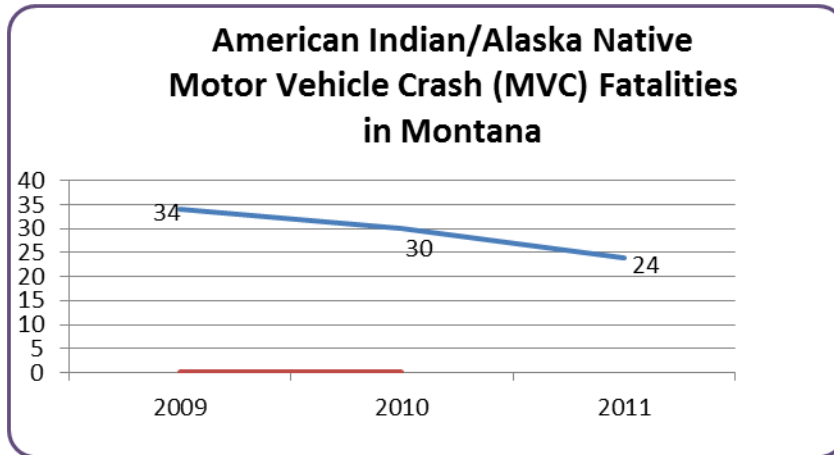


Chart 18



NEVADA

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

In FY2015, the IHSP will contract with Pyramid Lake for an Overtime enforcement grant and with Walker River for a Police Traffic Services (PTS) grant.

The MVC fatality and crash data for the Pyramid Lake and Walker River Tribes for FY2013 is listed in *(Chart 19)*.

| Total Number of MVC Fatalities and Crashes in Nevada Tribes Funded in FY2013 | | | |
|---|-----------------------|----------------|--|
| | MVC Fatalities | Crashes | |
| Walker River | 1 | 12 | |
| Pyramid Lake | 0 | 27 | |
| Total | 1 | 39 | |

Chart 19

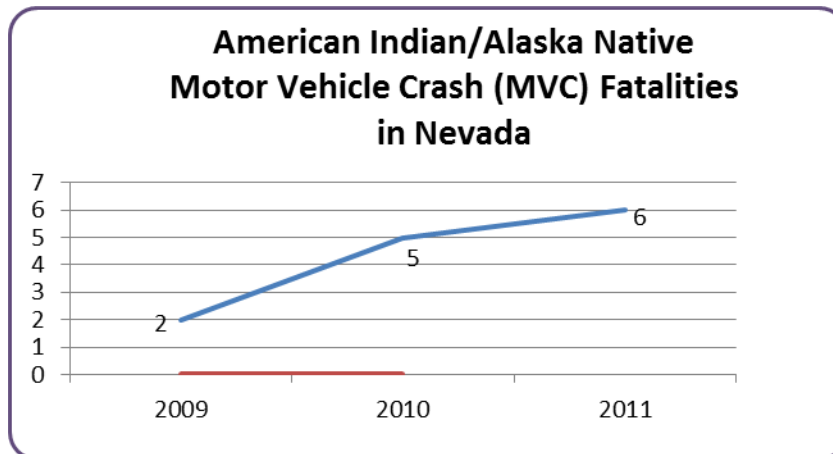


Chart 20

In 2009, FARS reported two (2) motor vehicle fatalities for American Indians/Alaska Natives in the State of Nevada, five (5) motor vehicle crash fatalities in 2010 and six (6) in 2011 (*Chart 20*).



NEW MEXICO

New Mexico is home to 193,222 American Indians/Alaska Natives. There are 22 federally recognized Tribes in the State of New Mexico.

The IHSP will contract with eight (8) New Mexico Tribes in FY2015:

- Ramah-Navajo
- Isleta Pueblo
- Laguna Pueblo
- Acoma Pueblo
- Santa Clara Pueblo
- Jemez Pueblo
- Tesuque Pueblo
- Jicarilla Apache

(Chart 21) contains the total number of MVC fatalities and crashes reported to the IHSP by the eight (8) New Mexico tribes funded in FY2013.

| Total Number of MVC Fatalities and Crashes in New Mexico Tribes Funded in FY2013 | | |
|---|-----------------------|----------------|
| | MVC Fatalities | Crashes |
| Santa Clara | 0 | 61 |
| Ramah-Navajo | 0 | 19 |
| Isleta | 1 | 170 |
| Laguna | 3 | 137 |
| Taos | 0 | 0 |
| Acoma | 0 | 54 |
| Pojoaque | 0 | 64 |
| Jicarilla | 6 | 91 |
| Total | 10 | 596 |

Chart 21

FARS reported twenty-seven (27) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in the State of New Mexico in 2010. There were fifty-one (51) recorded in 2010 and sixty-one (61) MVC fatalities were recorded in 2011. *(Chart 22)*

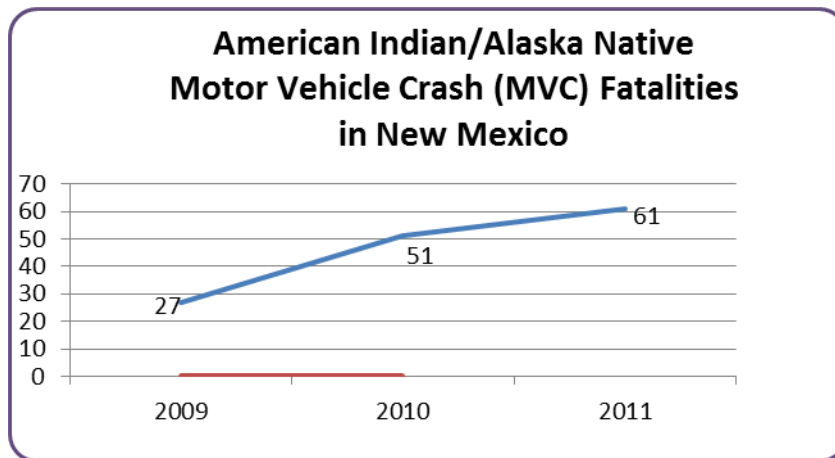
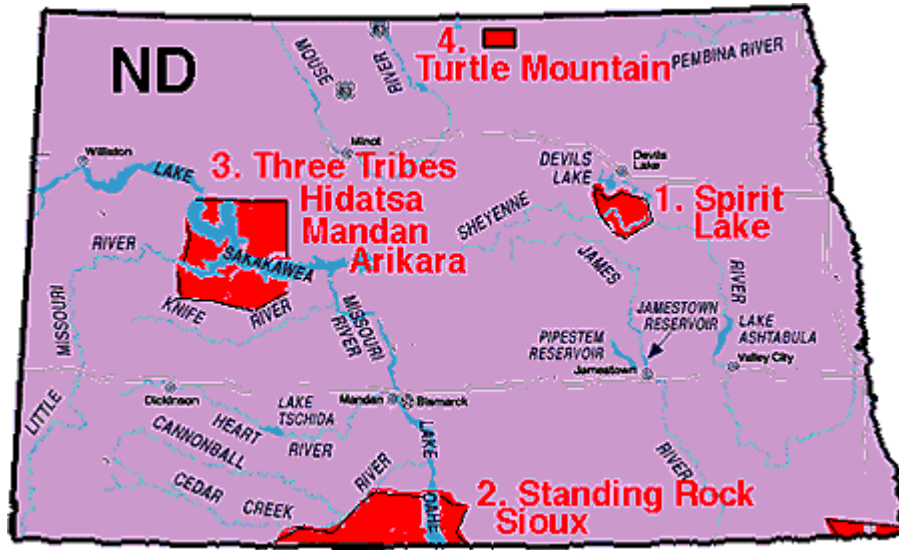


Chart 22



NORTH DAKOTA

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

In FY2015, the Turtle Mountain Band of Chippewa Tribe will contract with the IHSP.

In FY2013, Turtle Mountain reported one (1) MVC fatality and a total of 38 crashes to IHSP.

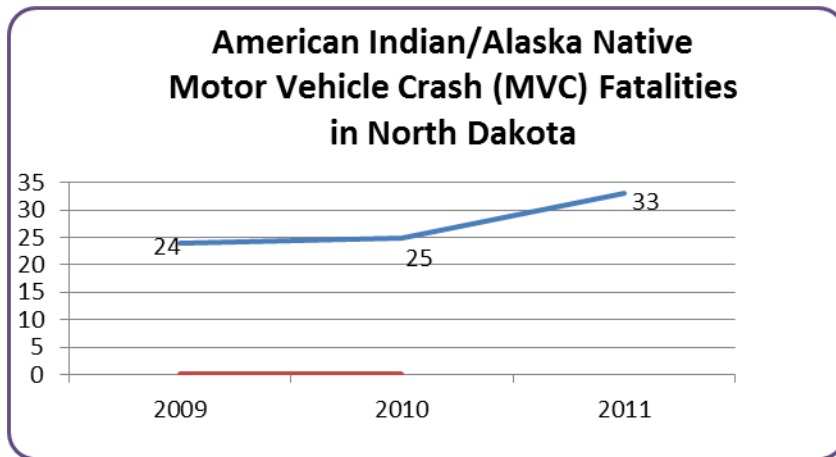
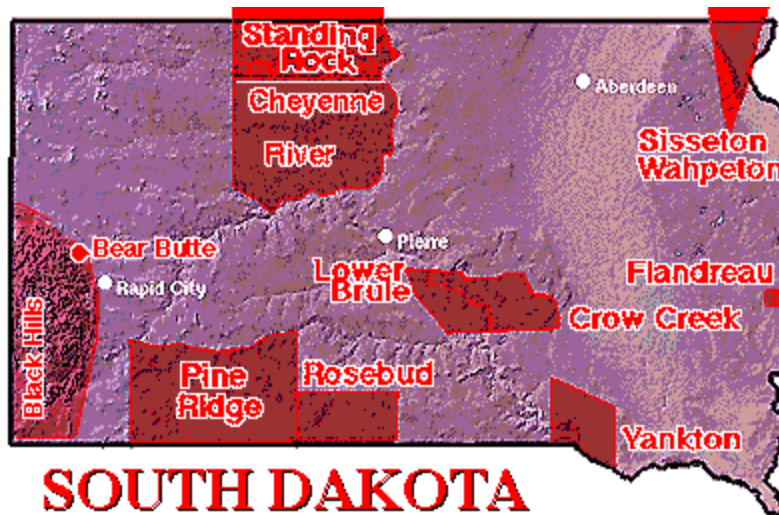


Chart 23

In 2009, FARS reported twenty-four (24) motor vehicle fatalities for American Indians/Alaska Natives in North Dakota, twenty-five (25) motor vehicle crash fatalities in 2010 and thirty-three (33) in 2011 (*Chart 23*).



SOUTH DAKOTA

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

In FY2015, the IHSP will offer Police Traffic Services (PTS) grants to the Rosebud Sioux, Cheyenne River Sioux, Oglala Sioux and Sisseton-Wahpeton Sioux Tribes in South Dakota

In FY2013, these four (4) Tribes were funded by IHSP and the data reported to IHSP for total number of MVC fatalities and crashes are contained in *(Chart 24)*.

| Total Number of MVC Fatalities and Crashes in South Dakota Tribes Funded in FY2013 | | |
|---|-----------------------|----------------|
| | MVC Fatalities | Crashes |
| Rosebud Sioux | 8 | 158 |
| Cheyenne River | 10 | 107 |
| Oglala Sioux | 6 | 107 |
| Sisseton | 1 | 83 |
| Total | 25 | 455 |

Chart 24

FARS reported thirty-eight (38) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in South Dakota in 2009, 22 motor vehicle crash fatalities reported in 2010, and twenty-seven (27) in 2011 (*Chart 25*).

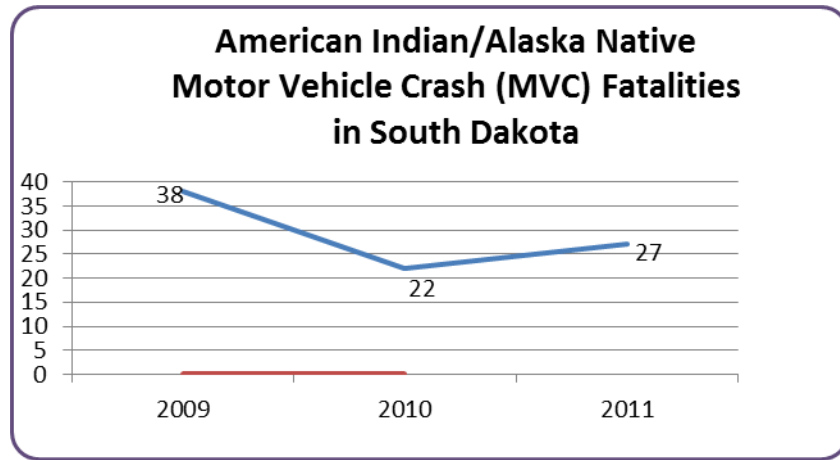


Chart 25



TEXAS

There are three (3) federally recognized Tribes in the State of Texas. In FY2015, the IHSP will offer an Overtime enforcement grant to the Alabama-Coushatta Tribe. The IHSP did not fund any Texas tribes in FY2013.

The FARS data for motor vehicle crash fatalities reported in the state for Native Americans for years 2009, 2010 and 2011 is listed below (Chart 26).

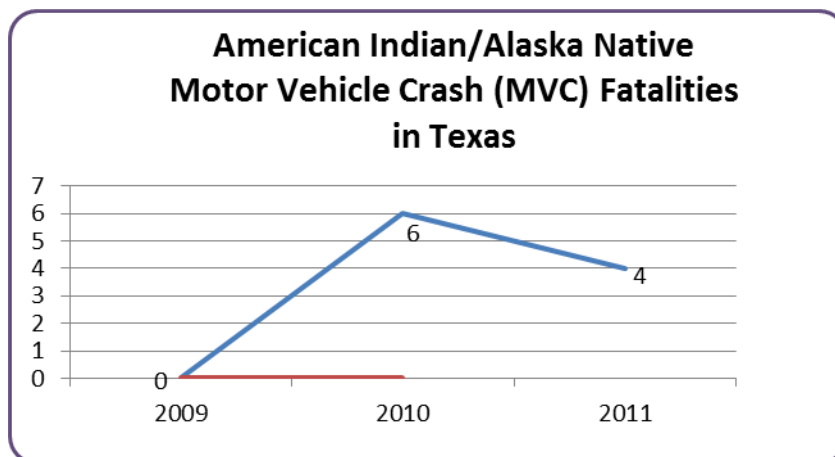
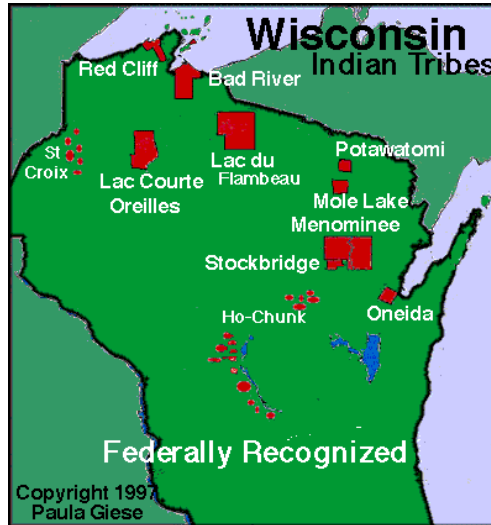


Chart 26



WISCONSIN

There are eleven (11) federally recognized Tribes in Wisconsin with Menominee having the largest reservation.

In FY2015, the IHSP will offer traffic safety grants to the Menominee and Lac Courte Oreilles Tribes in Wisconsin.

The FY2013 numbers for total MVC fatalities and crashes for these two (2) Tribes reported to the IHSP are listed in *(Chart 27)*.

| Total Number of MVC Fatalities and Crashes in Wisconsin Tribes Funded in FY2013 | | |
|--|-----------------------|----------------|
| | MVC Fatalities | Crashes |
| Menominee | 2 | 198 |
| Lac Courte Oreilles | 1 | 14 |
| Total | 3 | 212 |

Chart 27

FARS reported fifteen (15) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in 2009, thirteen (13) motor vehicle crash fatalities in 2010 and eight (8) motor vehicle crash fatalities in 2011 *(Chart 28)*.

**American Indian/Alaska Native
Motor Vehicle Crash (MVC) Fatalities
in Wisconsin**

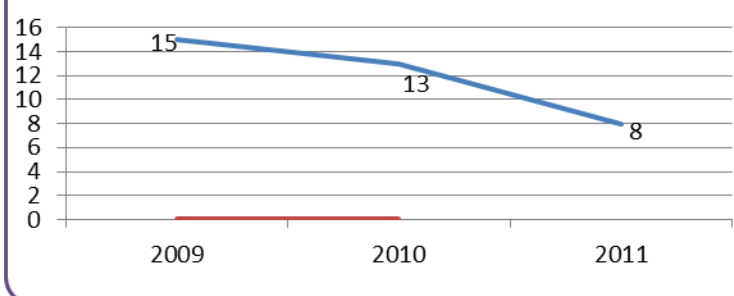


Chart 28



WYOMING

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

In FY2015, IHSP will offer an Overtime enforcement grant to the Eastern Shoshone Tribe.

In FY2013, the Eastern Shoshone Tribe was funded for overtime enforcement by the IHSP and reported one (1) motor vehicle crash fatality and a total of 237 motor vehicle crashes on the reservation.

FARS reported ten (10) deaths attributed to motor vehicle crashes to American Indians/Alaska Natives in Wyoming in 2009. Six (6) deaths attributed to motor vehicle crashes were recorded in 2010 and five (5) motor vehicle crash fatalities were recorded in FARS in 2011 (*Chart 29*).

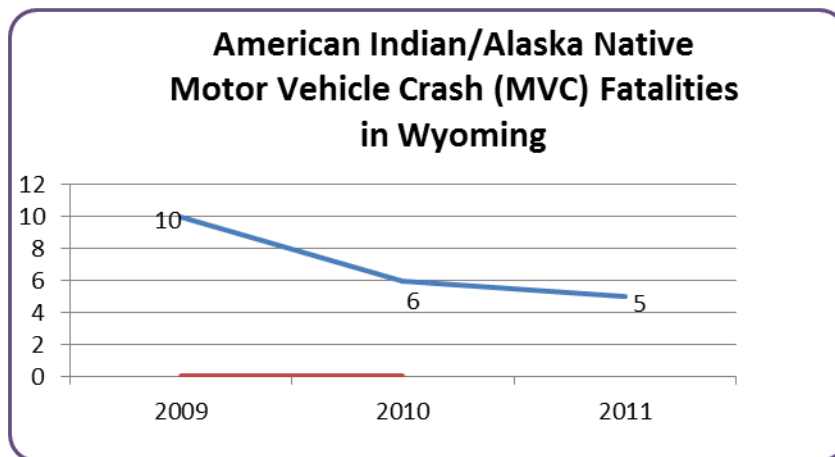


Chart 29

PERFORMANCE PLAN

GOAL SETTING – ESTABLISHING PERFORMANCE MEASURES AND TARGETS

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

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

Trend data (chart on page 46) for years 2007-2011 is evaluated but single year data points are used when establishing performance measures and targets for each individual tribal project.

The IHSP staff faces unique challenges in the preparation of each annual Highway Safety Plan and the process for goal setting and establishing performance measures and targets. Not only does Indian Country cover 37 States, each Tribe (566+) is a sovereign nation and, as such, is able to make their own laws and ordinances. Many Tribes have limited traffic laws to enforce and Tribal law enforcement agencies face a continual shortage of police officers. The reservations consist of small, very close-knit families and issuing traffic citations to family members can be a challenge. In addition, the majority of Tribes are economically depressed and there are few jobs on most reservations. Tribes face economic challenges

Tribal leader and council elections may be held each year, every two years or every four years. As a result, there may not be stable, supportive Tribal leadership for any length of time. Because Tribal leadership changes so often, it means that traffic laws that are passed by one Tribal administration may be rescinded by the Tribal Councils at any time.

Targets have been established utilizing Police Traffic Services (PTS) projects as the primary tool to address highway safety problems identified by the Tribes. Impaired driving, excessive speed and non-seat belt use are the primary traffic safety problems identified by the Tribes. In addition, FARS and CDC WISQARS data continues to show that Native Americans are killed at twice the national average in motor vehicle crashes on reservations.

BIA IHSP utilizes 402 funding and currently has available in excess of \$11 million to fund FY2015 projects.

Each Tribal PTS project will be funded sufficiently by IHSP to provide full-time salary for highway safety officer(s), overtime funding for other officers, with priority funding

during the three mobilization periods, and any necessary traffic equipment needed to address the traffic problem on their reservations.

Each Tribal project has the ability to impact the number of MVC deaths and injuries on their reservations which will reduce the total number of Native American deaths. Collectively, the 37 Tribes slated for funding in FY2015, reported 91 Native American motor vehicle crash fatalities for FY2013. In 2011, FARS reported there was a total of 207 NA fatalities on reservations. When you compare the tribal reporting in 2013 to the FARS crash data from 2011, the 2015 projects account for an estimated 44% of the fatalities in Indian Country. By using high impact enforcement on these 37 reservations, the 2015 HSP has the potential to significantly impact the total number of Native American fatalities across America.

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

The project discussion with Tribal officials includes negotiation on evidence-based countermeasures to combat the problem identified on the individual reservations. Projects proposed for funding in FY2015 include enforcement and DUI Court projects. High visibility enforcement, to include saturation patrols and sobriety checkpoints are strategies that are mandatory in any tribal enforcement project funded by BIA IHSP.

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

EVIDENCE BASED COUNTERMEASURE STRATEGIES

Each countermeasure presented in this Highway Safety Plan has been taken from the NHTSA *"Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Editin, 2013."*

PARTICIPANTS INVOLVED

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

Performance Measures and Targets for FY2015
All Native Americans
2007 - 2011

| | CATEGORIES | 2007 | 2008 | 2009 | 2010 | 2011 | 2015 Target |
|------------|--|-------------|-------------|-------------|-------------|-------------|------------------------|
| C1 | Traffic Fatalities | 650 | 564 | 531 | 438 | 569 | 541 |
| C4 | Passenger vehicle occupant fatalities all seat positions Total | 472 | 389 | 387 | 315 | 377 | 358 |
| | Restrained passenger vehicle occupant fatalities-all seat positions | 75 | 62 | 50 | 64 | 67 | 64 |
| | Un-restrained passenger vehicle occupant fatalities-all seat positions | 142 | 132 | 131 | 76 | 112 | 106 |
| | Unknown passenger vehicle occupant fatalities all seat positions | 37 | 15 | 19 | 15 | 17 | 16 |
| C5 | Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above | 292 | 242 | 248 | 199 | 246 | 234 |
| C6 | Speeding related fatalities | 213 | 181 | 198 | 154 | 197 | 187 |
| C7 | Motorcyclist Fatalities | 23 | 25 | 26 | 35 | 42 | 40 |
| | Helmeted Motorcyclist Fatalities | 11 | 15 | 13 | 18 | 12 | 11 |
| | Un-helmeted Motorcyclist Fatalities | 10 | 8 | 13 | 17 | 27 | 24 |
| | Unknown Motorcyclist Fatalities | 1 | 1 | 0 | 0 | 2 | 2 |
| C9 | Drivers involved in fatal crashes (Total) | 323 | 260 | 265 | 250 | 286 | 272 |
| | Drivers Only – Aged 20 and Under | 46 | 42 | 41 | 29 | 48 | 46 |
| C10 | Pedestrian Fatalities | 112 | 111 | 82 | 64 | 103 | 98 |
| C11 | Bicyclist Fatalities | 6 | 6 | 6 | 5 | 6 | 5 |
| | | | | | | | |

BIA TARGETS FOR FY2015

OVERALL PROGRAM GOAL:

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

Performance Measures/Targets:

To reduce American Indian/Alaska Native fatalities by 5% from the 2011 FARS number of 569 to 541 by the end of FY2015.

To reduce American Indian/Alaska Native fatalities on reservations by 5% from the 2011 FARS number of 207 to 197 by the end of FY2015.

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

The target of a reduction of 10% from 207 to 186 was selected because of the geographic locations of Tribes being funded in FY15 (37 Tribes in 15 States) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states. Also taken into consideration were population, road miles, size of police force of each Tribe and historical motor vehicle crash fatality numbers from the Tribes funded in previous years.

PLANNING & ADMINISTRATION:

To effectively administer highway safety funds, and offer technical assistance to all Tribes requesting assistance and monitor funded projects. Conference calls and on-site visits will be conducted, monitoring reports completed and adjustments to project performance measures and/or budgets may be made if necessary.

Performance Measures/Targets:

To initiate highway safety related projects with not less than 37 Tribes by the end of FY2015.

Reduce the average number of days from receipt of Requests for Reimbursement (RFRs) to payment in GTS to Tribes from 120 days in FY13 to 45 days in FY15.

IMPAIRED DRIVING - Performance Measures/Targets:

To reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 5% from the 2011 number of 246 to 234 by the end of FY2015.

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 5% from the FY2013 total of 5,145 to 5,402 by the end of FY2015. (Self-reported numbers by Tribes)

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

The target of increasing DUI/DWI/OWI arrests by 10% in funded Tribes (37 Tribes in 15 States) from 5,145 to 5,402 in FY15 was selected because of the historical DUI enforcement performance of Tribes funded in previous years. Reservation population, road miles, and size of police force were some of the factors also taken into consideration when selecting the target.

OCCUPANT PROTECTION - Performance Measures/Targets:

To reduce the total number of passenger vehicle occupant fatalities (all seat positions) by 5% from the 2011 number of 377 to 358 by the end of FY2015.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 5% from the 2011 number of 112 to 106 by the end of FY2015.

To increase safety belt usage rates in Indian Country from the FY2013 "national" Indian Country rate of 69.6% to 71% by the end of FY2015.

To increase the number of Tribes participating and reporting on the "Click It or Ticket" national mobilization from 40 in FY2013 to 50 by the end of FY2015.

Justification for Occupant Protection Targets: The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the "Click It

or Ticket” mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among Tribes.

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

POLICE TRAFFIC SERVICES - Performance Measures/Targets:

To reduce the number of speed related fatalities by 5% from the 2011 FARS number of 197 to 187 by the end of FY2015.

To reduce the number of speed related fatalities on Indian Reservations by 5% from the 2011 FARS number of 76 to 72 by the end of FY2015.

To increase the number of citations issued for speed by full-time funded Highway Safety Officers by 1% from the FY2013 number of 32,754 to 33,082 by the end of FY2015.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by full-time funded Highway Safety Officers by 2% from the FY2013 number of 34,705 to 35,399 by the end of FY2015.

To decrease the number of motorcyclist fatalities by 5% from the 2011 FARS number of 42 to 40 by the end of FY2015.

To decrease the number of pedestrian fatalities by 5% from the 2011 FARS number of 103 to 98 by the end of FY2015.

Justification for Police Traffic Services Targets: The evidence-based strategy of high-visibility enforcement to include checkpoints and saturation patrols (from NHTSA’s *Countermeasures That Work*) will be utilized by the participating Tribes. An increase in speed citations and other moving violation citations will result in a decrease in motor vehicle crash injuries and fatalities to drivers of all ages, helmeted and un-helmeted motorcyclists and pedestrians. Self-reported statistics from Tribes indicate that a high percentage of motor vehicle crash fatalities on the reservations are alcohol and speed involved.

TRAFFIC RECORDS - Performance Measures/Targets:

To conduct four Traffic Records Training Conferences for Tribal leadership in different geographic locations throughout Indian Country.

To increase Tribal Traffic Records Coordinating Committee meetings from 0 in FY2013 to 4 in FY2015. Telephone conferences may be held in lieu of in-person meetings.

To develop a multi-year Traffic Records Strategic Plan by the end of FY2015.

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

Conducting Traffic Records Training sessions for Tribal leadership will educate Tribes on the importance of accurate, consistent traffic data and will result in buy-in from Tribal leadership throughout Indian Country.

BIA Performance Report For FY2013

OVERALL PROGRAM TARGET:

To reduce fatalities on reservations in Indian Country by 5% from the 2009 FARS number of 172 to 163 by the end of FY2013.

- *For the year 2011 (latest year of available data), FARS reported that 207 Native Americans were killed in motor vehicle crashes, on reservations, in the United States.*
- *The 2011 FARS number for all Native American motor vehicle crash fatalities was 569.*

PLANNING & ADMINISTRATION:

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

To initiate highway safety related projects with not less than 35 Tribes by the end of FY2013.

- *The IHSP awarded thirty-five (35) tribal project grants in FY2013; however, services and technical assistance were provided to approximately 75 tribes throughout the country. This was accomplished by providing media materials for the two (2) impaired driving and one (1) safety belt mobilizations.*

IMPAIRED DRIVING:

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests within the participating Tribes by 15% from the FY2011 total of 1,053 to 1,211 by the end of FY2013. (Self-reported numbers by Tribes)

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

- *34 Tribes funded by the BIA IHSP in FY2013 reported 5,145 DUI/DWI/OWI arrests. This Target was substantially exceeded and speaks to the effectiveness of the impaired driving messages reaching Tribal members on reservations.*

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

- *FARS reported that 246 American Indian/Alaska Natives were killed in impaired driving motor vehicle crashes on reservations in 2011, with 104 occurring on reservations.*
- *34 funded Tribes in FY2013 reported a total of 30 motor vehicle crash fatalities with drivers with .08+ BAC.*

OCCUPANT PROTECTION:

To increase safety belt usage rates in Indian Country from the FY2011 “national” Indian Country rate of 68.5% to 71% by the end of FY2013.

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

- *In FY2013, the overall safety belt use increased to 69.6% in Indian Country as reported by Preusser Research Group, Inc.*

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

- *34 Tribes funded by the IHSP in FY2013 reported issuing a total of 5,166 safety belt violations and 907 child passenger safety violation citations throughout the project year.*

POLICE TRAFFIC SERVICES:

To reduce the number of speed related fatalities on Indian Reservations by 10% from the 2011 FARS total of 38 to 34.

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

- *FARS reports indicate that 76 American Indian/Alaska Natives died in speed-involved motor vehicle crashes on reservations in 2011.*
- *34 Tribes funded by the BIA IHSP in FY2013 reported a total of 33 speed-related motor vehicle fatalities on their reservations during the project year.*

To increase the number of citations issued for speed by 10% from the FY2011 total of 9,809 to 10,790 by the end of FY2013.

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

- *34 Tribes funded by the BIA IHSP in FY2013 reported 32,754 speed citations being issued during the project year.*

To increase the number of citations issued for other moving violations (excluding speed and DUI) by 10% from the FY2011 total of 11,522 to 12,674 within the participating Tribes by the end of FY2013.

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

- *34 Tribes funded by the IHSP in FY2013 reported 34,705 traffic violation citations (excluding speed) being issued during the project year.*

To decrease the number of American Indian/Alaska Native motorcyclist fatalities by 5% from the 2011 FARS number of 26 to 24 by the end of FY2013.

Performance Measure to be tracked: Number of motorcyclist fatalities.

- *FARS reported 42 American Indian/Alaska Native motorcyclist fatalities in 2011, with 2 occurring on reservations.*
- *34 Tribes funded by the BIA IHSP in FY2013 reported a total of 2 motorcycle fatalities on their reservations during the project year.*

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

- *FARS reported 0 American Indian/Alaska Native un-helmeted motorcyclist fatalities on reservations in 2011.*
- *34 Tribes funded by the BIA IHSP in FY2013 reported 2 un-helmeted motorcyclist fatalities on their reservations during the project year.*

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

- *FARS reported 18 American Indian/Alaska Natives age 20 and younger killed on reservations in 2011.*
- *34 Tribes funded by IHSP in FY2013 reported 12 motor vehicle crash fatalities involving drivers age 20 or younger on their reservations.*

To decrease the number of American Indian/Alaska Native pedestrian fatalities on reservations by 5% from the 2009 FARS number of 82 to 78 by the end of FY2013.

Performance Measure to be tracked: Number of pedestrian fatalities.

- *34 Tribes funded by IHSP in FY2014 reported 14 motor vehicle crash fatalities involving pedestrians on their reservations.*

HIGHWAY SAFETY PLAN

PLANNING & ADMINISTRATION

PA-15-01

BIA Program Management

\$234,870.00

GOAL:

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

To initiate highway safety related projects with not less than 37 Tribes by the end of FY2015.

To track and evaluate the average number of days from receipt of Tribal Requests for Reimbursement to payment in the Grants Tracking System by the end of FY15.

TARGETS:

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

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

Conduct monthly monitoring of expenditures utilizing BIA's finance system and NHTSA's Grants Tracking System (GTS).

Reduce the average number of days from receipt of Requests for Reimbursement (RFRs) to payment in GTS to Tribes from 120 days in FY13 to 45 in FY15.

PROJECT DESCRIPTION:

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

The IHSP staff also consists of three persons whose salary is funded by BIA Office of Justice Services. This includes the IHSP Director, Law Enforcement Liaison and a Law Enforcement Assistant.

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

EQUIPMENT:

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

P&A: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|------------------------|---------------------|----------------------|
| PA-15-01 | BIA Program Management | \$234,870.00 | 402 |
| | BIA Program Management | \$300,000.00 | OJS |
| 402 Total | | \$234,870.00 | 402 |
| Total All funds | | \$534,870.00 | |

IMPAIRED DRIVING

IMPAIRED DRIVING Program Area Problem Identification

The BIA Indian Highway Safety Program has over the years funded many projects aimed at reducing the numbers of DUIs, and alcohol involved injury crashes and alcohol related motor vehicle crash fatalities.

2011 FARS data shows that of 207 total motor vehicle crashes, on reservations, 104 involved drivers with a BAC of .08+.

In FY2013, 34 funded Tribes reported:

Of the total number of **80** MVC fatalities, **47** (58.75%) involved alcohol
Of **945** injury crashes, **531** (56%) were alcohol involved

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

During FY2015, the BIA IHSP will work in conjunction with the BIA Division of Tribal Courts in Washington, DC, on the establishment of three (3) Impaired Driving Courts in Indian Country:

- 1) The Ute Mountain Tribe in Colorado
- 2) Red Lake Tribe in Minnesota
- 3) Duck Valley Tribe in Nevada and Idaho

Once implemented, these three (3) Tribal DUI Courts will follow the National Center for DWI Courts (NCDC's) *Ten Guiding Principles of DWI Courts*:

- 1) Determine Target Population (First-time or repeat DUI Offenders)
- 2) Perform Clinical Assessments
- 3) Develop Treatment Plans
- 4) Supervision (Risk Assessment and Alcohol Testing)
- 5) Partnerships for support (Agency, Organization and Community)
- 6) Judicial Leadership Role (Team Leader)
- 7) Develop Case Management Strategies
- 8) Address Transportation Issues
- 9) Evaluate the Program
- 10) Plan for Sustainability

The IHSP will ensure that Tribal laws and ordinances are in place to support DUI Courts on the three reservations.

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

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

Recently, the IHSP conducted an evaluation on the use of all four (4) BAT Mobiles. The IHSP Governor's Representative (GR) along with the Director of IHSP reached out to other OJS District Commanders to evaluate the needs of the tribes. District I (Aberdeen, S.D.) had collected support letters from tribal leaders expressing the need for a BAT Mobile to be assigned to the District I area. Currently, there are BAT Mobiles assigned to District I (Aberdeen, SD), District II (Muscogee, OK), District IV (Albuquerque, NM), and District V (Billings, MT).

All four (4) OJS Districts are required to provide monthly reports on the use of BAT Mobiles to the IHSP office.

Efforts will be made to provide several training sessions on the usage and proper set-up procedures for the BAT Mobiles during FY2015.

IHSP will again evaluate and monitor the use of the BAT Mobile project during FY2015 and hopes to justify the need for additional BAT Mobiles in Indian Country.

Again, all funded projects for FY2015 must sign a commitment to participate in all national traffic safety campaigns. Tribes are also required to participate in the *"Don't Shatter the Dream,"* Indian State Impaired Driving Mobilization. Funded tribes will participate by conducting checkpoints, saturation patrols and/or enhanced enforcement as well as distributing safety belt and alcohol information. Extra funding has been added to each project budget for high visibility enforcement throughout the year.

In FY2015, the IHSP Law Enforcement Liaison (LEL) will continue to provide assistance and outreach to Tribal Law Enforcement agencies. It is believed this will encourage additional involvement in the national campaigns and mobilizations to include, *"Click It or Ticket"*, *"Drive Sober or Get Pulled Over"*, and *"Don't Shatter the Dream"*.

Tribes receiving funding are exposed to the latest materials, handouts, and Public Service Announcements (PSAs) from NHTSA. Because the IHSP cannot expend funds on PSAs, the IHSP LEL will work closely with the NHTSA Region 6 Media Consultant in FY2015, to provide Public Information & Education (PI&E) information to tribes nationwide in support of the national mobilizations

The LEL will continue to serve as the lead tribal project monitor for IHSP during FY2015.

In FY2015, all traffic enforcement projects will have a performance measure related to alcohol. These projects will track DUI arrests; however, since all projects have other performance measures related to moving violations, all projects are coded as Police Traffic Services (PTS) projects.

Impaired Driving Program Area Target:

To reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above by 5% from the 2011 number of 246 to 234 by the end of FY2015.

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 5% from the FY2013 total of 5,145 to 5,402 by the end of FY2015. (Self-reported numbers by Tribes)

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

NOTE:

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

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

AL-15-02
BIA OJS (Office of Justice Services)
\$100,000.00

GOAL:

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

TARGETS:

To increase the number of times the BAT Mobiles are deployed within the participating Tribes by 200% from the FY2013 total of 37 to 111 by the end of FY2015.

To increase use of BAT Mobiles for educational events on the reservations by 200% from the FY2013 number of 12 to 36 in FY2015.

To increase use of BAT Mobiles at checkpoints on the reservations by 200% from the FY2013 number of 23 to 69 in FY2015.

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

STRATEGIES:

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

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

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

EQUIPMENT:

None.

EVALUATION:

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

AL-15-03
Tribal Impaired Driving Court Projects
\$500,000.00
Funding Source: 402

GOAL:

To provide support and resources to implement Impaired Driving Court projects with a minimum of three (3) Tribes in order to decrease alcohol related motor vehicle crash injuries and fatalities within the participating Tribes.

TARGETS:

To establish not less than three (3) Impaired Driving Court projects on reservations in Indian Country.

STRATEGIES:

To establish and maintain Impaired Driving Court Projects by providing start-up costs.

To support Impaired Driving Court training for court personnel for Tribes funded for Impaired Driving Court projects.

EQUIPMENT:

None

EVALUATION:

Tracking and reporting on the following:

- Number of people enrolled in the DWI Courts
- Number of people completing the program on an annual basis
- Number of people terminated from the program
- Number of people re-arrested for impaired driving within one year of completion of program

Alcohol Area Cost Summary

Alcohol: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|-------------------------|---------------------|----------------------|
| AL-15-02 | BIA OJS – BAT Mobiles | \$100,000.00 | 402 |
| AL-15-03 | Tribal Impaired Driving | | |
| | Court Projects | \$500,000.00 | 402 |
| | | | |
| 402 Total | | \$600,000.00 | |
| Total All funds | | \$600,000.00 | |

OCCUPANT PROTECTION

OCCUPANT PROTECTION Program Area Problem Identification

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

2011 FARS data shows that of 207 Native American motor vehicle crash fatalities, on reservations, 103 were unrestrained. The self-reported numbers from the Tribes also show that of the motor vehicle crash fatalities reported in the funded projects, approximately 50% are not using seat belts.

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

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

The IHSP LEL will work with Tribes in FY2015, to draft and pass Primary Seat Belt Laws. The LEL will also work the NHTSA Region 6 Media Contractor and fifteen state highway safety offices to provide occupant protection and child passenger safety materials to Tribes.

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

All tribal enforcement projects funded for FY2015 will be required to participate and report on the *Click It or Ticket* mobilization. Of the Tribes that have taken unofficial surveys, belt usage rates range from a low of 5% to a high of about 75%, depending on the area of the country, and the progressiveness of the tribe.

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

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

In FY2011, the safety belt usage rates in Indian Country increased to 68.5%. Again, in FY2012, the safety belt usage rates in Indian Country increased to 69.6%. In FY2013, the rate was 69.6%.

The contract to conduct the annual Indian State safety belt survey for the next year, with an option of extending the contract for an additional three years, was awarded to Preusser Research Group, Inc., in early FY2014.

Occupant Protection Program Area Target:

To reduce the total number of passenger vehicle occupant fatalities (all seat positions) by 5% from the 2011 number of 377 to 358 by the end of FY2015.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 5% from the 2011 number of 112 to 106 by the end of FY2015.

To increase safety belt usage rates in Indian Country from the FY2013 “national” Indian Country rate of 69.6% to 71% by the end of FY2015.

To increase the number of Tribes participating and reporting on the “Click It or Ticket” national mobilization from 40 in FY2013 to 50 by the end of FY2015.

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

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

Occupant Protection Area Cost Summary

Occupant Protection: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|----------------------|---------------------|----------------------|
| OP-15-02 | Safety Belt Survey | \$125,000.00 | 402 |
| | | | |
| | | | |
| | | | |
| | | | |
| 402 Total | | \$125,000.00 | |
| Total All funds | | \$125,000.00 | |

POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES (PTS) Program Area Problem ID

2011 FARS data reports that in 2011, 34.6% (197) of the total Native American motor vehicle crash fatalities (569) involved excessive speed and 36.7% (76) of the on-reservation Native American crash fatalities were speed involved.

In FY2013, 34 funded Tribes reported:

Of the total number of **80** MVC fatalities, **33** (41.25%) involved excessive speed
2 un-helmeted motorcyclist fatalities on their reservations
12 drivers age 20 or younger killed on their reservations
14 pedestrian fatalities on their reservations

In FY2015, all enforcement projects funded by IHSP are listed as Police Traffic Services (PTS) grants. Enforcement, with regard to traffic safety, is viewed as an important component in reducing the numbers of fatalities and injury related crashes in Indian Country. Historically, those Tribes that have aggressively addressed the common factors of fatalities and injury related crashes on their reservations have shown improvement in traffic safety data. While improvements have taken place, efforts need to be increased and/or maintained to ensure a continual decrease in fatality and injury related crashes.

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

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

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

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

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

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

In FY2013, the BIA IHSP hired a Law Enforcement Liaison (LEL). Along with monitoring of funded tribes, the LEL will be able to provide outreach to some of the largest Tribes not already being funded by the BIA IHSP. Indian Country is massive, with 560+ Tribes in 34 States. The LEL will also work on specific task orders and will be responsible for outreach, to include at least 50% travel time, to a designated number of Tribes during FY2015.

All Tribal law enforcement agencies funded in FY2015 will sign commitments to participate in all national mobilizations as well as enhanced enforcement at other times of the year. Additionally, extra funding has been added to each project so that they can conduct high visibility enforcement throughout the year.

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

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

Police Traffic Services (PTS) Program Area Target:

To reduce the number of speed related fatalities by 5% from the 2011 FARS number of 197 to 187 by the end of FY2015.

To reduce the number of speed related fatalities on Indian Reservations by 5% from the 2011 FARS number of 76 to 72 by the end of FY2015.

To increase the number of citations issued for speed by full-time funded Highway Safety Officers by 1% from the FY2013 number of 32,754 to 33,082 by the end of FY2015.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by full-time funded Highway Safety Officers by 2% from the FY2013 number of 34,705 to 35,399 by the end of FY2015.

To decrease the number of motorcyclist fatalities by 5% from the 2011 FARS number of 42 to 40 by the end of FY2015.

To decrease the number of pedestrian fatalities by 5% from the 2011 FARS number of 103 to 98 by the end of FY2015.

Justification for Police Traffic Services Target: The evidence-based strategy of high-visibility enforcement to include checkpoints and saturation patrols (from *NHTSA's Countermeasures That Work*) will be utilized by the participating Tribes. An increase in speed citations and other moving violation citations will result in a decrease in motor vehicle crash injuries and fatalities to drivers of all ages, helmeted and un-helmeted motorcyclists and pedestrians. Self-reported statistics from Tribes often report that motor vehicle crash fatalities are alcohol and speed involved.

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

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

NOTE:

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

PT-15-02
Law Enforcement Liaison
\$100,000.00
Funding Source: BIA OJS

GOAL:

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

TARGETS:

To outreach to not less than fifty (50) Tribes in Indian Country by conducting on-site visits, telephone conversations, e-mail communications, and by attending and presenting at national and regional federal and tribal traffic safety conferences.

To conduct four (4) Tribal Law Enforcement/Project Coordinator conference calls with currently funded projects.

STRATEGIES:

Conduct site visits to Tribes currently under contract with the BIA IHSP.

Assist Tribal Law Enforcement with traffic safety training needs.

Coordinate an annual Tribal Law Enforcement Traffic Training Summit.

Promote sustained traffic safety activities.

EVALUATION:

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

PT-15-03
Rosebud Sioux (South Dakota)
\$240,000.00
Funding Source: 402

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

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities on the Rosebud Reservation by 50% from the FY2013 number of 8 to 4 by the end of FY2015.

To decrease motor vehicle related crashes by 10% from the FY2013 number of 158 to 143 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 451 to 496 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2013 number of 860 to 946 by the end of FY2015.

To increase the number of speed citations issued by 4,000% from the FY2013 number of 6 to 240 by the end of FY2015.

STRATEGIES:

FUnd two (2) Highway Safety Officers.

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

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

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

EQUIPMENT: Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-04
Cheyenne River Sioux Tribe (South Dakota)
\$300,000.00
Funding Source: 402

Reservation Population: 8,090

Land Base: 2,796,355 acres

Road Miles: 1,105

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 50% from the FY2013 number of 10 to 5 by the end of FY2015.

To decrease motor vehicle crashes by 10% from the FY2013 number of 112 to 101 by the end of FY2015.

To increase the number of DUI arrests by the HSOs by 10% from the FY2013 number of 533 to 586 by the end of FY2015.

To increase the number of traffic citations issued (excluding speed and DUI) by 5% from the FY2013 number of 1,390 to 1,460 by the end of FY2015.

To increase the number of speed citations issued by the HSOs by 5% from the FY2013 number of 731 to 768 by the end of FY2015.

STRATEGIES:

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

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 2 In-Car Video Cameras

EVALUATION:

Tracking and reporting on the following:

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

PT-15-05
Menominee Tribe (Wisconsin)
\$130,000.00
Funding Source: 402

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

GOAL:

To reduce the number of motor vehicle crash related injuries and fatalities on the Menominee Reservation.

TARGETS:

To reduce the number of motor vehicle related fatalities on the Menominee Reservation by 50% from the FY2013 number of 2 to 1 by the end of FY2015.

To reduce the number of motor vehicle crashes by 15% from the FY2013 number of 198 to 168 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 5% from the FY2013 number of 198 to 208 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 2% from the FY2013 number of 1,322 to 1,348 by the end of FY2015.

To increase the number of speed citations issued by the HSO by 20% from the FY2013 number of 151 to 181 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI/OWI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

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

PT-15 -06
Ramah-Navajo (New Mexico)
\$150,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 3,200 |
| Land Base: 157,000 acres |
| Road Miles: 480.1 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 15% from the FY2013 number of 38 to 32 by the end of FY2014.

To increase the number of DUI arrests by the HSO by 15% from the FY2013 number of 41 to 47 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 30% from the FY2013 number of 134 to 174 by the end of FY2015.

To increase the number of speed citations issued by the HSO by 3% from the FY2013 number of 806 to 830 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None

EVALUATION:

Tracking and reporting on the following:

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

PT-15-07
Rocky Boy's Chippewa Cree (Montana)
\$110,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 3,323 |
| Land Base: 122,000 acres |
| Road Miles: 650 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle crash fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce motor vehicle crashes by 15% from the FY2013 number of 54 to 46 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 10% from the FY2013 number of 90 to 99 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 10% from the FY2013 number of 241 to 265 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 277 to 291 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-08
Crow Nation (Montana)
\$125,000.00
Funding Source: 402

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

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities by 50% from the FY2013 number of 6 to 3 by the end of FY2015.

To reduce the total number of motor vehicle crashes by 15% from the FY2013 number of 123 to 105 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 200% from the FY2013 number of 19 to 57 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 30% from the FY2013 number of 173 to 225 by the end of FY2015.

To increase the number of speed citations issued by the HSO by 20% from the FY2013 number of 175 to 210 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-09
Isleta Pueblo (New Mexico)
\$390,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 3,400 |
| Land Base: 211,095 acres |
| Road Miles: 291.9 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle crash fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce motor vehicle crashes by 10% from the FY2013 number of 170 to 153 by the end of FY2015.

To increase the number of DUI arrests by the HSOs by 40% from the FY2013 number of 25 to 35 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 1% from the FY2013 number of 2,431 to 2,455 by the end of FY2015.

To maintain the number of speed citations issued by the HSOs the FY2013 number of 3,517 by the end of FY2015.

STRATEGIES:

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

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

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

EVALUATION:

Tracking and reporting on the following:

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

PT-15-10
Laguna Pueblo (New Mexico)
\$140,000.00
Funding Source: 402

Reservation Population: 3,400

Land Base: 211,095 acres

Road Miles: 330.7

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities on the Laguna Pueblo by 66% from the FY2013 number of 3 to 1 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 140 to 126 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 100% from the FY2013 number of 9 to 18 by the end of FY2015.

To maintain the number of traffic citations (excluding speed and DUI) issued by the HSO at the FY2013 number of 1,380 by the end of FY2015.

To maintain the number of speed citations issued by the HSO at the FY2013 number of 1,227 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Lidar
2 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-15-11
Oglala Sioux Tribe (South Dakota)
\$425,000.00
Funding Source: 402

Reservation Population: 18,830
Land Base: 2,788,731 acres
Road Miles: 1,782.5

GOAL:

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

TARGETS:

To decrease motor vehicle related fatalities on the Oglala Sioux Reservation by 50% from the FY2013 number of 8 to 4 by the end of FY2015.

To reduce motor vehicle crashes by 10% from the FY2013 number of 211 to 190 by the end of FY2015.

To increase the number of DUI arrests by the HSOs by 50% from the FY2013 number of 56 to 84 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 1% from the FY2013 number of 2,689 to 2,716 by the end of FY2015.

To increase the number of speed citations issued by the HSOs by 5% from the FY2013 number of 1,211 to 1,272 by the end of FY2015.

STRATEGIES:

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

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 3 In-Car Video Cameras

EVALUATION:

Tracking and reporting on the following:

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

PT-15-12
Northern Cheyenne Tribe (Montana)
\$105,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 4,789 |
| Land Base: 444,775 acres |
| Road Miles: 880.2 |

GOAL:

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

TARGETS:

To decrease motor vehicle related fatalities on the Northern Cheyenne Reservation by 50% from the FY2013 number of 2 to 1 by the end of FY2015.

To decrease the number of motor vehicle crashes by 10% from the FY2013 number of 111 to 100 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 10% from the FY2013 number of 132 to 145 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 30% from the FY2013 number of 155 to 202 by the end of FY2015.

To increase the number of speed citations issued by the HSO by 10% from the FY2013 number of 188 to 207 by the end of FY2015.

STRATEGIES:

Hire one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-13
Shoshone-Bannock (Idaho)
\$140,000.00
Funding Source: 402

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

GOAL:

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

TARGETS:

To decrease motor vehicle related fatalities on the Shoshone-Bannock Reservation by 66% from the FY2013 number of 3 to 1 by the end of FY2015.

To reduce motor vehicle crashes by 10% from the FY2013 number of 178 to 160 by the end of FY2015.

To increase the number of DUI arrests by the HSO by 100% from the FY2013 number of 26 to 52 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 5% from the FY2013 number of 308 to 323 by the end of FY2015.

To increase the number of speed citations issued by the HSO by 400% from the FY2013 number of 39 to 195 by the end of FY2015.

STRATEGIES:

Hire one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 In-Car Video
1 Laptop
1 Radar

EVALUATION:

Tracking and reporting on the following:

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

PT-15-14
Walker River (Nevada)
\$125,000.00
Funding Source: 402

Reservation Population: 746

Land Base: 24,000 acres

Road Miles: 198.3

GOAL:

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

TARGETS:

To maintain the number of motor vehicle crash fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To maintain the number of motor vehicle related crashes at the FY2013 number of 18, or less, by the end of FY2015.

To increase the number of DUI arrests by the HSO by 100% from the FY2013 number of 11 to 22 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSO by 1% from the FY2013 number of 570 to 577 by the end of FY2014.

To increase the number of speed citations issued by the HSOs by 5% from the FY2013 number of 340 to 357 by the end of FY2015.

STRATEGIES:

Fund one (1) Highway Safety Officer.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Laptop

EVALUATION:

Tracking and reporting on the following:

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

PT-15-15
Acoma Pueblo (New Mexico)
\$200,000.00
Funding Source: 402

Reservation Population: 3,011

Land Base: 449,317 acres

Road Miles: 351.1

GOAL:

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

TARGETS:

To maintain the number of motor vehicle fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 54 to 49 by the end of FY2015.

To increase the number of DUI arrests by the HSOs 100% from the FY2013 number of 13 to 26 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 5% from the FY2013 number of 643 to 675 by the end of FY2015.

To increase the number of speed citations issued by the HSOs by 10% from the FY2013 number of 327 to 360 by the end of FY2015.

STRATEGIES:

Fund two (2) Highway Safety Officers.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-16
Red Lake Tribe (Minnesota)
\$225,000.00
Funding Source: 402

| |
|-------------------------------|
| 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.

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 2, or less, by the end of FY2015.

To reduce the total number of motor vehicle crashes by 10% from the FY2013 number of 197 to 177 by the end of FY2015.

To increase the number of DUI arrests by the HSOs by 30% from the FY2013 number of 57 to 74 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 5% from the FY2013 number of 453 to 476 by the end of FY2015.

To increase the number of speed citations issued by the HSOs by 15% from the FY2013 number of 340 to 391 by the end of FY2015.

STRATEGIES:

Fund two (2) Highway Safety Officers.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 2 Radars
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-17
Jicarilla Apache (New Mexico)
\$265,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 3,700 |
| Land Base: 330 square miles |
| Road Miles: 350 |

GOAL:

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

TARGETS:

To decrease motor vehicle related fatalities on the Jicarilla Apache Reservation by 60% from the FY2013 number of 6 to 2 by the end of FY2015.

To reduce the total number of motor vehicle crashes by 10% from the FY2013 number of 95 to 86 by the end of FY2015.

To increase the number of DUI arrests by the HSOs by 100% from the FY2013 number of 22 to 44 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by the HSOs by 10% from the FY2013 number of 1,680 to 1,848 by the end of FY2015.

To increase the number of speed citations issued by the HSOs by 10% from the FY2013 number of 1,121 to 1,233 by the end of FY2015.

STRATEGIES:

Fund two (2) Highway Safety Officers.

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

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

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: 1 Radar
2 PBTs
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-18
Leech Lake (Minnesota)
\$145,000.00
Funding Source: 402

Reservation Population: 10,205

Land Base: 677,099 acres

Road Miles: 859.6

GOAL:

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

TARGETS:

To reduce motor vehicle related fatalities by 50% from the FY2013 number of 4 to 2 by the end of FY2015.

To reduce the total number of motor vehicle crashes by 10% from the FY2013 number of 172 to 155 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 155 to 186 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2012 number of 1,103 to 1,213 by the end of FY2015.

To increase the number of speed citations issued by 10% from the FY2013 number of 779 to 857 by the end of FY2015.

Leech Lake was an Overtime project in FY2013. Baseline data for the Police Department, as a whole, was used to develop strategies.

STRATEGIES:

Fund one (1) Highway Safety Officer.

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-19
Turtle Mountain (North Dakota)
\$110,000.00
Funding Source: 402

| |
|-------------------------------|
| Reservation Population: 9,983 |
| Land Base: 72,255 acres |
| Road Miles: 160 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 5% from the FY2013 number of 38 to 36 by the end of FY2015.

To increase the number of DUI arrests by 150% from the FY2013 number of 23 to 58 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) by 20% from the FY2013 number of 235 to 282 by the end of FY2015.

To increase the number of speed citations issued by 400% from the FY2013 number of 30 to 150 by the end of FY2015.

Turtle Mountain was funded as an Overtime project in FY2013. Baseline data for the Police Department, as a whole, was used to develop strategies.

STRATEGIES:

Fund one (1) Highway Safety Officer.

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

Conduct checkpoints and high visibility saturation patrols.

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

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

Increase traffic patrols for all moving violations.

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

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

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20

Indian Highway Safety Program (Overtime Projects)

\$1,375,000.00

\$ 200,000.00 (For additional OT Projects)

GOAL:

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

IHSP will provide funds to twenty (20) Tribes to conduct checkpoints and saturation patrols to support national mobilizations:

IHSP TARGETS:

To successfully implement twenty (20) overtime projects.

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

IHSP STRATEGIES:

Outreach to Tribes without highway safety projects or contracts.

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

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

PT-15-20-01
Salt River (Arizona)
\$220,000.00
Funding Source: 402

Reservation Population: 8,784

Land Base: 53,000 acres

Road Miles: 150

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle crashes on the Salt River Rima-Maricopa Reservation.

TARGETS:

To reduce the number of motor vehicle related fatalities by 50% from the FY2013 number of 7 to 3 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 690 to 621 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 569 to 626 by the end of FY2015.

To maintain the number of traffic citations (excluding speed and DUI) issued at the FY2013 number of 10,685 by the end of FY2015.

To increase the number of speed citations issued by 10% from the FY2013 number of 2,677 to 2,945 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 5 Lidars
10 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-02
Fort McDowell (Arizona)
\$150,000.00
Funding Source: 402

Reservation Population: 2,886

Land Base: 24,680 acres

Road Miles: 319

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 28 to 25 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 84 to 92 by the end of FY2015.

To maintain the number of traffic citations (excluding speed and DUI) issued at the FY2013 number of 1,050 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 762 to 800 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 2 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-03
Sisseton-Wahpeton Sioux (South Dakota)
\$50,000.00
Funding Source: 402

| |
|--------------------------------|
| Reservation Population: 10,753 |
| Land Base: 918.779 acres |
| Road Miles: 2,023 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 83 to 75 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 166 to 183 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued from the FY2013 number of 672 by 5% to 706 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 640 to 672 by the end of FY2015.

STRATEGIES:

Increase DUI/DWI patrols.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 2 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-04
Eastern Shoshone (Wyoming)
\$45,000.00
Funding Source: 402

| |
|-------------------------------|
| 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 Wind River Reservation.

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 237 to 213 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 179 to 197 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued from the FY2013 number of 638 by 5% to 670 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 223 to 234 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-05
White Earth (Minnesota)
\$55,000.00
Funding Source: 402

| |
|-------------------------------|
| 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 White Earth Reservation.

TARGETS:

To reduce the number of motor vehicle related fatalities by 66% from the FY2013 number of 5 to 2 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 201 to 161 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 159 to 175 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued from the FY2013 number of 2,190 by 5% to 2,300 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 883 to 927 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-06
Blackfeet (Montana)
\$50,000.00
Funding Source: 402

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 Blackfeet Reservation.

TARGETS:

To reduce the number of motor vehicle related fatalities by 30% from the FY2013 number of 9 to 6 by the end of FY2015.

To reduce the number of motor vehicle crashes by 5% from the FY2013 number of 145 to 138 by the end of FY2015.

To increase the number of DUI arrests by 5% from the FY2013 number of 390 to 410 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued from the FY2013 number of 1,005 by 5% to 1,055 by the end of FY2015.

To increase the number of speed citations issued by 10% from the FY2013 number of 182 to 200 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-07
Hopland Band of Pomo (Californiaa)
\$30,000.00
Funding Source: 402

Reservation Population: 1,193

Land Base: 3 acres

Road Miles:

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To maintain the number of motor vehicle crashes at the FY2013 number of 7 by the end of FY2015.

To increase the number of DUI arrests by 100% from the FY2013 number of 2 to 4 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued from the FY2013 number of 92 by 10% to 101 by the end of FY2015.

To increase the number of speed citations issued by 20% from the FY2013 number of 22 to 26 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-08
Upper Sioux (Minnesota)
\$65,000.00
Funding Source: 402

Reservation Population: 480

Land Base: 1,385 acres

Road Miles: 204

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 36 to 34 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 31 to 37 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 10% from the FY2013 number of 403 % to 443 by the end of FY2015.

To increase the number of speed citations issued by 10% from the FY2013 number of 208 to 229 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 1 In-Car Video Camera

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-09
Pyramid Lake (Nevada)
\$55,000.00
Funding Source: 402

Reservation Population: 1,660

Land Base: 475,000 acres

Road Miles: 225

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 27 to 24 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 35 to 42 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 10% from the FY2013 number of 723 to 795 by the end of FY2015.

To increase the number of speed citations issued by 5% from the FY2013 number of 443 to 465 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-10
Lac Courte Oreilles (Wisconsin)
\$55,000.00
Funding Source: 402

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.

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 14 to 13 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 43 to 52 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 10% from the FY2013 number of 451 to 496 by the end of FY2015.

To increase the number of speed citations issued by 20% from the FY2013 number of 100 to 120 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-11
Fort Peck (Montana)
\$80,000.00
Funding Source: 402

Reservation Population: 10,321

Land Base: 937,047 acres

Road Miles: 2,427

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 59 to 53 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 256 to 282 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 5% from the FY2013 number of 1,681 to 1,765 by the end of FY2015.

To increase the number of speed citations issued by 20% from the FY2013 number of 197 to 236 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 3 In-Car Video Cameras

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-12
Prairie Band of Potawatomi (Kansas)
\$75,000.00
Funding Source: 402

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|-------------------------------|
| Reservation Population: 2,204 |
| Land Base: 77,357 acres |
| Road Miles: 242 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 66 to 59 by the end of FY2015.

To increase the number of DUI arrests by 75% from the FY2013 number of 16 to 28 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 20% from the FY2013 number of 249 to 299 by the end of FY2015.

To increase the number of speed citations issued by 100% from the FY2013 number of 59 to 118 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 2 Radars
2 In-Car Video Cameras

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-13
Southern Ute (Colorado)
\$95,000.00
Funding Source: 402

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|--------------------------------|
| Reservation Population: 12,153 |
| Land Base: 670,000 acres |
| Road Miles: 716 |

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities by 50% from the FY2013 number of 2 to 1 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 203 to 183 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 98 to 118 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 15% from the FY2013 number of 293 to 337 by the end of FY2015.

To increase the number of speed citations issued by 100% from the FY2013 number of 56 to 112 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 2 Lidars
Checkpoint Equipment

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-14
Jemez Pueblo (New Mexico)
\$60,000.00
Funding Source: 402

Reservation Population: 3,669

Land Base: 89,623 acres

Road Miles: 94

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 1, or less, by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 26 to 23 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 19 to 23 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 50% from the FY2013 number of 68 to 102 by the end of FY2015.

To increase the number of speed citations issued by 2% from the FY2013 number of 1,293 to 1,319 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-15
Santa Clara Pueblo (New Mexico)
\$55,000.00
Funding Source: 402

Reservation Population: 12,021

Land Base: 53,638 acres

Road Miles: 152

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 61 to 55 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 35 to 42 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 5% from the FY2013 number of 848 to 890 by the end of FY2015.

To increase the number of speed citations issued by 2% from the FY2013 number of 1,589 to 1,621 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-16
Tesuque Pueblo (New Mexico)
\$55,000.00
Funding Source: 402

| |
|--------------------------------|
| Reservation Population: 12,021 |
| Land Base: 53,638 acres |
| Road Miles: 50 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 40 to 36 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 25 to 30 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 20% from the FY2013 number of 318 to 382 by the end of FY2015.

To increase the number of speed citations issued by 15% from the FY2013 number of 682 to 784 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-17
Colorado River (Arizona)
\$60,000.00
Funding Source: 402

Reservation Population: 8,764

Land Base: 285,296 acres

Road Miles: 600

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities by 50% from the FY2013 number of 2 to 1 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 115 to 104 by the end of FY2015.

To increase the number of DUI arrests by 20% from the FY2013 number of 57 to 68 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 30% from the FY2013 number of 169 to 220 by the end of FY2015.

To increase the number of speed citations issued by 15% from the FY2013 number of 528 to 607 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-18
Saginaw Chippewa (Michigan)
\$55,000.00
Funding Source: 402

Reservation Population: 3,702

Land Base: 140,160 acres

Road Miles: 1,166

GOAL:

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

TARGETS:

To reduce the number of motor vehicle related fatalities by 50% from the FY2013 number of 2 to 1 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 246 to 221 by the end of FY2015.

To increase the number of DUI arrests by 10% from the FY2013 number of 206 to 227 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 5% from the FY2013 number of 662 to 695 by the end of FY2015.

To increase the number of speed citations issued by 10% from the FY2013 number of 259 to 285 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: 2 Lidars
5 PBTs

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-19
Alabama-Coushatta (Texas)
\$30,000.00
Funding Source: 402

| |
|-----------------------------|
| Reservation Population: 640 |
| Land Base: 10,000 acres |
| Road Miles: 20 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 11 to 10 by the end of FY2015.

To increase the number of DUI arrests by 400% from the FY2013 number of 3 to 12 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 75% from the FY2013 number of 41 to 72 by the end of FY2015.

To increase the number of speed citations issued by 40% from the FY2013 number of 80 to 112 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

PT-15-20-20
Lac Vieux Desert Band (Michigan)
\$35,000.00
Funding Source: 402

| |
|-----------------------------|
| Reservation Population: 686 |
| Land Base: 339 acres |
| Road Miles: 60 |

GOAL:

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

TARGETS:

To maintain the number of motor vehicle related fatalities at the FY2013 number of 0 by the end of FY2015.

To reduce the number of motor vehicle crashes by 10% from the FY2013 number of 76 to 68 by the end of FY2015.

To increase the number of DUI arrests by 25% from the FY2013 number of 17 to 21 by the end of FY2015.

To increase the number of traffic citations (excluding speed and DUI) issued by 50% from the FY2013 number of 55 to 83 by the end of FY2015.

To increase the number of speed citations issued by 200% from the FY2013 number of 34 to 102 by the end of FY2015.

STRATEGIES:

Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.

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

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

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

Increase traffic patrols for all moving violations.

Provide not less than two (2) traffic safety educational presentations to elementary, high school, college students and community members on the reservation.

EQUIPMENT: None.

EVALUATION:

Tracking and reporting on the following:

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

Police Traffic Safety Cost Summary - Police Traffic Safety Budget Summary – FY15 Projects

| Project Number | Project Title | Budget | Budget Source |
|------------------------|----------------------------|-----------------------|----------------------|
| PT-15-03 | Rosebud Sioux Tribe | \$240,000.00 | 402 |
| PT-15-04 | Cheyenne River Sioux | \$300,000.00 | 402 |
| PT-15-05 | Menominee | \$130,000.00 | 402 |
| PT-15-06 | Ramah-Navajo | \$150,000.00 | 402 |
| PT-15-07 | Rocky Boy | \$110,000.00 | 402 |
| PT-15-08 | Crow Nation | \$125,000.00 | 402 |
| PT-15-09 | Isleta Pueblo | \$390,000.00 | 402 |
| PT-15-10 | Laguna Pueblo | \$140,000.00 | 402 |
| PT-15-11 | Oglala Sioux | \$425,000.00 | 402 |
| PT-15-12 | Northern Cheyenne | \$105,000.00 | 402 |
| PT-15-13 | Shoshone-Bannock | \$140,000.00 | 402 |
| PT-15-14 | Walker River | \$125,000.00 | 402 |
| PT-15-15 | Acoma Pueblo | \$200,000.00 | 402 |
| PT-15-16 | Red Lake | \$225,000.00 | 402 |
| PT-15-17 | Jicarilla | \$265,000.00 | 402 |
| PT-15-18 | Leech Lake | \$145,000.00 | 402 |
| PT-15-19 | Turtle Mountain | \$110,000.00 | 402 |
| PT-15-20 | Overtime and Checkpoints | | |
| PT-15-20-01 | Salt River | \$220,000.00 | 402 |
| PT-15-20-02 | Fort McDowell | \$150,000.00 | 402 |
| PT-15-20-03 | Sisseton | \$50,000.00 | 402 |
| PT-15-20-04 | Eastern Shoshone | \$45,000.00 | 402 |
| PT-15-20-05 | White Earth | \$55,000.00 | 402 |
| PT-15-20-06 | Blackfeet | \$50,000.00 | 402 |
| PT-15-20-07 | Hopland Band of Pomo | \$30,000.00 | 402 |
| PT-15-20-08 | Upper Sioux | \$65,000.00 | 402 |
| PT-15-20-09 | Pyramid Lake | \$55,000.00 | 402 |
| PT-15-20-10 | Lac Courte Oreilles | \$55,000.00 | 402 |
| PT-15-20-11 | Fort Peck | \$80,000.00 | 402 |
| PT-15-20-12 | Prairie Band of Potawatomi | \$75,000.00 | 402 |
| PT-15-20-13 | Southern Ute | \$95,000.00 | 402 |
| PT-15-20-14 | Jemez | \$60,000.00 | 402 |
| PT-15-20-15 | Santa Clara | \$55,000.00 | 402 |
| PT-15-20-16 | Tesuque | \$55,000.00 | 402 |
| PT-15-20-17 | Colorado River | \$60,000.00 | 402 |
| PT-15-20-18 | Saginaw Chippewa | \$55,000.00 | 402 |
| PT-15-20-19 | Alabama-Coushatta | \$30,000.00 | 402 |
| PT-15-20-20 | Lac Vieux Desert Band | \$35,000.00 | 402 |
| PT-15-20-21 | Additional OT Projects | \$200,000.00 | |
| Total 402 Funds | | \$4,900,000.00 | |

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM Area Problem Identification

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. The BIA IHSP serves as part of the Tribal Safety Management Systems (SMS) Steering Committee. This committee is comprised of members from Tribes and other federal agencies such as National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), Indian Health Service (IHS), Centers for Disease Center (CDC) and Tribal Technical Assistance Programs (TTAPs). A sub-committee of the many members of the SMS Steering Committee serves as the Tribal Traffic Records Coordinating Committee (TTRCC) for the BIA IHSP. The TTRCC will make every effort to meet at least quarterly during FY2015 and develop a multi-year Traffic Records Strategic Plan.

In addition, FY2015 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

Traffic Records (TR) Area Program Target:

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

To develop a multi-year Traffic Records Strategic Plan by the end of FY2015.

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

K9-15-01
Indian Highway Safety Program
\$173,807.40 (408)
Funding Source: 408

GOAL:

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

TARGETS:

To conduct four Traffic Records Training Conferences for Tribal leadership in different geographic locations throughout Indian Country.

To provide travel and training resources to a minimum of 40 Tribal members to attend a traffic records training seminar.

STRATEGIES:

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

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

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

Provide traffic records educational materials to Tribes.

PROJECT DESCRIPTION:

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

EQUIPMENT: None.

TR-15-02
Indian Highway Safety Program
\$500,000.00 (402)
Funding Source: 402

GOAL:

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

TARGETS:

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

To establish traffic records systems, by providing funding for the purpose of collecting all traffic crash data on reservations within Indian Country by the end of FY2015.

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

STRATEGIES:

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

Provide training for Tribes in use of traffic records software.

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

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

PROJECT DESCRIPTION:

Provide funds to Tribes to set up Traffic Records systems.

EQUIPMENT:

Computers and software

Traffic Records Area Cost Summary

TR: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|-------------------------------|---------------------|----------------------|
| K9-15-01 | Indian Highway Safety Program | \$173,807.40 | 408 |
| TR-15-02 | Indian Highway Safety Program | \$500,000.00 | 402 |
| | | | 402 |
| | | | |
| 402 Total | | \$500,000.00 | |
| Total All funds | | \$673,807.40 | |

SAFE COMMUNITIES

SAFE COMMUNITIES Area Problem Identification

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

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

The most recent National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS) data showed that in 2011 there were 569 Native Americans/Alaskan Natives killed in motor vehicle related crashes. Of those, 207 were killed were on reservations.

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

According to a safety belt survey conducted on behalf of the IHSP in FY2013, the overall rate of seat belt use on reservations is relatively low 69.6%. Belt use varies greatly across reservations, ranging from a low of 36.4 percent to a high of 90.7 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws; reservations with no seat belt laws have the lowest use rates.⁶

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

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

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

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

⁶ Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). 2013 Safety Belt Use Estimate for the Indian Nations. February 2014. DOT HS 809 921

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

SA-15-01
IHSP Advocacy Travel/Training
\$100,000.00
Funding Source: 402

GOAL:

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

TARGETS:

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

STRATEGIES:

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

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

PROJECT DESCRIPTION:

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

EQUIPMENT:

None

SA-15-02
IHSP Grants Writing Training
\$50,000.00
Funding Source: 402

GOAL:

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

TARGETS:

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

STRATEGIES:

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

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

PROJECT DESCRIPTION:

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

EQUIPMENT:

None

Safe Communities Area Cost Summary

SA: Budget Summary

| Project Number | Project Title | Budget | Budget Source |
|------------------------|-------------------------------|---------------------|----------------------|
| SA-15-01 | Indian Highway Safety Program | \$100,000.00 | 402 |
| SA-15-02 | Indian Highway Safety Program | \$50,000.00 | 402 |
| | | | |
| | | | |
| 402 Total | | \$150,000.00 | |
| Total All funds | | \$150,000.00 | |

CERTIFICATIONS and ASSURANCES

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Bureau of Indian Affairs

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 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
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-ward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to sub-recipients as well as States)

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 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
 - Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - 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 –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)
(applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to sub-recipients as well as States)

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, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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
(applies to sub-recipients as well as States)

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
(applies to sub-recipients as well as States)

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.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will 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. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Charles Addington
Signature Governor's Representative for Highway Safety

06/25/2014
Date

CHARLES ADDINGTON
Printed name of Governor's Representative for Highway Safety

PROGRAM COST SUMMARY

State: Indian Nations
 U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Transaction
 2015-HSP-1
 For Approval
 Report Date: 06/12/2014
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| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|------------------------------------|---------|--------|------------------|---------------------------|---------------|---------------------------|---------------------|----------------|
| NHTSA | | | | | | | | |
| NHTSA 402 | | | | | | | | |
| Planning and Administration | | | | | | | | |
| Planning and Administration Total | 1 Plan | | PA-2015-01-00-00 | Bureau of Indian Affairs | \$.00 | \$234,870.00 | \$.00 | \$.00 |
| Alcohol | 2 Plan | | AL-2015-02-00-00 | Bureau of Indian Affairs | \$.00 | \$100,000.00 | \$.00 | \$.00 |
| | 3 Plan | | AL-2015-03-00-00 | Bureau of Indian Affairs | \$.00 | \$500,000.00 | \$.00 | \$.00 |
| Alcohol Total | | | | | \$.00 | \$600,000.00 | \$.00 | \$.00 |
| Occupant Protection | 4 Plan | | OP-2015-02-00-00 | Bureau of Indian Affairs | \$.00 | \$125,000.00 | \$.00 | \$.00 |
| Occupant Protection Total | | | | | \$.00 | \$125,000.00 | \$.00 | \$.00 |
| Police Traffic Services | 5 Plan | | PT-2015-03-00-00 | Rosebud Sioux Tribe | \$.00 | \$240,000.00 | \$.00 | \$.00 |
| | 6 Plan | | PT-2015-04-00-00 | Cheyenne River Sioux | \$.00 | \$300,000.00 | \$.00 | \$.00 |
| | 7 Plan | | PT-2015-05-00-00 | Menominee Indian Tribe | \$.00 | \$130,000.00 | \$.00 | \$.00 |
| | 8 Plan | | PT-2015-06-00-00 | Ramah Navajo | \$.00 | \$150,000.00 | \$.00 | \$.00 |
| | 9 Plan | | PT-2015-07-00-00 | Chippewa Cree Rocky Boy's | \$.00 | \$110,000.00 | \$.00 | \$.00 |
| | 10 Plan | | PT-2015-08-00-00 | Crow Tribe | \$.00 | \$125,000.00 | \$.00 | \$.00 |
| | 11 Plan | | PT-2015-09-00-00 | Isleta Pueblo | \$.00 | \$390,000.00 | \$.00 | \$.00 |
| | 12 Plan | | PT-2015-10-00-00 | Laguna Pueblo | \$.00 | \$140,000.00 | \$.00 | \$.00 |
| | 13 Plan | | PT-2015-11-00-00 | Ogala Sioux Tribe | \$.00 | \$425,000.00 | \$.00 | \$.00 |
| | 14 Plan | | PT-2015-12-00-00 | Northern Cheyenne Tribe | \$.00 | \$105,000.00 | \$.00 | \$.00 |
| | 15 Plan | | PT-2015-13-00-00 | ShoshoneBannock Tribes | \$.00 | \$140,000.00 | \$.00 | \$.00 |

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| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|--------------|------|--------|------------------|---|--------|---------------------------|---------------------|----------------|
| | 16 | Plan | PT-2015-14-00-00 | | 172 | | | |
| | 17 | Plan | PT-2015-15-00-00 | Pueblo of Acoma | \$0.00 | \$125,000.00 | \$0.00 | \$0.00 |
| | 18 | Plan | PT-2015-16-00-00 | Red Lake Band of Chippewa | \$0.00 | \$200,000.00 | \$0.00 | \$0.00 |
| | 19 | Plan | PT-2015-17-00-00 | Jicarilla Apache Nation | \$0.00 | \$225,000.00 | \$0.00 | \$0.00 |
| | 20 | Plan | PT-2015-18-00-00 | Leech Lake Reservation Business Committee | \$0.00 | \$265,000.00 | \$0.00 | \$0.00 |
| | 21 | Plan | PT-2015-19-00-00 | Turtle Mountain Band of Chippewa | \$0.00 | \$145,000.00 | \$0.00 | \$0.00 |
| | 22 | Plan | PT-2015-20-01-00 | Salt River Pima Tribe | \$0.00 | \$110,000.00 | \$0.00 | \$0.00 |
| | 23 | Plan | PT-2015-20-02-00 | Fort McDowell Yavapai Nation | \$0.00 | \$220,000.00 | \$0.00 | \$0.00 |
| | 24 | Plan | PT-2015-20-03-00 | Sisseton Wahpeton Sioux Tribe | \$0.00 | \$150,000.00 | \$0.00 | \$0.00 |
| | 25 | Plan | PT-2015-20-04-00 | Wind River Tribe | \$0.00 | \$50,000.00 | \$0.00 | \$0.00 |
| | 26 | Plan | PT-2015-20-05-00 | White Earth Tribe | \$0.00 | \$45,000.00 | \$0.00 | \$0.00 |
| | 27 | Plan | PT-2015-20-06-00 | Blackfeet Tribe | \$0.00 | \$55,000.00 | \$0.00 | \$0.00 |
| | 28 | Plan | PT-2015-20-07-00 | Hopland Band of Pomo | \$0.00 | \$50,000.00 | \$0.00 | \$0.00 |
| | 29 | Plan | PT-2015-20-08-00 | Upper Sioux Indian Community | \$0.00 | \$30,000.00 | \$0.00 | \$0.00 |
| | 30 | Plan | PT-2015-20-09-00 | Pyramid Lake Paiute Tribe | \$0.00 | \$65,000.00 | \$0.00 | \$0.00 |
| | 31 | Plan | PT-2015-20-10-00 | Lac Courte Oreilles | \$0.00 | \$55,000.00 | \$0.00 | \$0.00 |
| | 32 | Plan | PT-2015-20-11-00 | Fort Peck Tribe | \$0.00 | \$80,000.00 | \$0.00 | \$0.00 |
| | 33 | Plan | PT-2015-20-12-00 | Bureau of Indian Affairs | \$0.00 | \$75,000.00 | \$0.00 | \$0.00 |
| | 34 | Plan | PT-2015-20-13-00 | Southern Ute Tribe, Colorado | \$0.00 | \$95,000.00 | \$0.00 | \$0.00 |
| | 35 | Plan | PT-2015-20-14-00 | Jamez Pueblo | \$0.00 | \$60,000.00 | \$0.00 | \$0.00 |
| | 36 | Plan | PT-2015-20-15-00 | Santa Clara Pueblo | \$0.00 | \$55,000.00 | \$0.00 | \$0.00 |
| | 37 | Plan | PT-2015-20-16-00 | Tesuque Pueblo | \$0.00 | \$55,000.00 | \$0.00 | \$0.00 |
| | 38 | Plan | PT-2015-15-20-17 | Colorado River Indian Tribes | \$0.00 | \$60,000.00 | \$0.00 | \$0.00 |
| | 39 | Plan | PT-2015-20-18-00 | Saginaw Chippewa Tribe of MI | \$0.00 | \$55,000.00 | \$0.00 | \$0.00 |

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| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|--|---------|--------|------------------|--------------------------|---------------|---------------------------|---------------------|----------------|
| Police Traffic Services Total | 40 Plan | | PT-2015-20-19-00 | Bureau of Indian Affairs | \$.00 | \$30,000.00 | \$.00 | \$.00 |
| | 41 Plan | | PT-2015-20-20-00 | Lac Vieux Desert | \$.00 | \$35,000.00 | \$.00 | \$.00 |
| | 42 Plan | | PT-2015-20-21-00 | Bureau of Indian Affairs | \$.00 | \$200,000.00 | \$.00 | \$.00 |
| Traffic Records | | | | | \$.00 | \$4,900,000.00 | \$.00 | \$.00 |
| | 44 Plan | | TR-2015-02-00-00 | Bureau of Indian Affairs | \$.00 | \$500,000.00 | \$.00 | \$.00 |
| Traffic Records Total | | | | | \$.00 | \$500,000.00 | \$.00 | \$.00 |
| Safe Communities | 45 Plan | | SA-2015-01-00-00 | Bureau of Indian Affairs | \$.00 | \$100,000.00 | \$.00 | \$.00 |
| | 46 Plan | | SA-2015-02-00-00 | Bureau of Indian Affairs | \$.00 | \$50,000.00 | \$.00 | \$.00 |
| Safe Communities Total | | | | | \$.00 | \$150,000.00 | \$.00 | \$.00 |
| NHTSA 402 Total | | | | | \$.00 | \$6,509,870.00 | \$.00 | \$.00 |
| 408 Data Program SAFETEA-LU | | | | | | | | |
| 408 Data Program Incentive | 43 Plan | | K9-2015-01-00-00 | | 0 | \$173,807.40 | \$.00 | \$.00 |
| 408 Data Program Incentive Total | | | | | \$.00 | \$173,807.40 | \$.00 | \$.00 |
| 408 Data Program SAFETEA-LU | | | | | | | | |
| 408 Data Program SAFETEA-LU Total | | | | | \$.00 | \$173,807.40 | \$.00 | \$.00 |
| NHTSA Total | | | | | \$.00 | \$6,683,677.40 | \$.00 | \$.00 |
| Total | | | | | \$.00 | \$6,683,677.40 | \$.00 | \$.00 |
| Total Plan | | | | | \$.00 | \$.00 | \$.00 | \$.00 |
| Total | | | | | \$.00 | \$.00 | \$.00 | \$.00 |
| Total | | | | | \$.00 | \$.00 | \$.00 | \$.00 |