

2017 Indian Nations Highway Safety Plan



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Bureau of Indian Affairs –
Office of Justice Services

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MISSION STATEMENT

To reduce the number and severity of traffic crashes
In Indian Country by supporting Education, Enforcement,
and Tribal Community Programs.

VISION

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

I. 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 (NA/AN) 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 four full-time positions located in Albuquerque, NM. The IHSP provides leadership by developing, promoting and coordinating programs related to NA/AN traffic safety issues.

While timely and accessible data remains a challenge in Indian Country, the IHSP works with a variety of partners to obtain the best data available for traffic safety problem identification efforts. The most recent National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System (FARS) data indicates in 2013, there were 511 Native Americans/Alaska Natives killed in motor vehicle related crashes in the United States. 2013 data used in the Highway Safety Plan (HSP) is from the FARS annual file. (2013 data if final, not 2014) When 2014 numbers are not available, this report utilizes the final FARS data from 2013.

The Center 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 African Americans.¹

A 2015 safety belt survey reflects the overall seat belt use rate on reservations was 74.30%, almost a 1% increase over 2014. Seat belt use varies greatly among the different reservations, ranging from an estimated low of 36.4% to a high of 90.7%. Primary seat belt laws have the highest effect on use rates, followed by reservations with secondary seat belt laws. Reservations that have chosen not to adopt a seat belt law have the lowest use rates.² Seat belts are one of the most effective safety features in a vehicle. Unfortunately, many NA/AN choose not to wear them and in 2013 approximately (45%) of vehicle occupants who died in motor vehicle crashes were unrestrained at the time of the fatal crash.

Each Tribe is a sovereign nation with a Government to Government relationship with the United States. Due to their individual sovereignty, tribes across the country have different traffic safety laws and enforcement efforts. Because of the lack of uniform traffic safety laws on many reservations it makes it difficult for law enforcement to ensure the safety of the motoring public.

2013 FARS data shows of the 180 NA/AN killed on reservations, 98 or 54% were legally intoxicated at .08 or greater Blood Alcohol Concentration (BAC) at the time of the crash.

The high percentage of NA/AN choosing not to wear their safety belt and driving impaired necessitates an increase in the level of seat belt and impaired driving programming. To address these issues the IHSP provides grants to increase high visibility law enforcement coupled with public awareness and education strategies. In addition to the law-enforcement grants the IHSP also provides occupant protection grants. These grants provide financial assistance to the tribes to provide funding to purchase the items necessary to meet the needs in the area of child passenger safety.

Safer roadways in Indian Country is the top priority of the IHSP. Every individual and organization

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

involved in NA/AN traffic safety must do their part to help save lives and reduce injuries across America. It is apparent no single individual or organization can provide all of the resources necessary to solve traffic safety problems in Indian Country. The BIA IHSP is constantly looking for additional resources and partners from States, tribes, federal agencies and others to address NA/AN traffic safety and data management needs.

Currently the IHSP partners with the 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 Tribal agencies. The partnership includes current and active membership in the recently re-established SMS committee this has included active participation in meetings and teleconferences. .

The FY 2017 Highway Safety Plan (HSP) describes evidence based programs and projects designed to address traffic safety issues, based on available data, in Indian Country, The HSP serves as the basis for the execution of the Indian Highway Safety Program.

Currently the Deputy Associate Director, Office of Justice Services serves as the Governor's Representative (GR). There are five (5) permanent FTE positions in the BIA Indian Highway Safety Program. The positions are identified as:

- Division Chief (Program Director)
- Program Analyst (Coordinator)
- Program Analyst (Financial Clerk)
- Office Automation Clerk (Law Enforcement Assistant)
- Office Automation Clerk (Law Enforcement Assistant)

II. PLANNING PROCESS

OVERVIEW OF THE PLANNING PROCESS

i. Participants:

To develop and implement a National program to improve traffic safety for NA/AN in America, the BIA IHSP depends on the support and input of a number of individuals and organizations. These include State Highway Safety Offices (HSO), Federal agencies including the Bureau of Indian Affairs (BIA), BIA Roads, National Highway Traffic Safety Administration (NHTSA), Centers for Disease Control and Prevention (CDC), Indian Health Service (IHS) and Federal Highway Administration (FHWA). The IHSP also obtains information and support from tribal leaders, law enforcement and other tribal members focused on NA/AN traffic safety issues.

ii. Data Sources:

Traffic safety crash and injury data for NA/AN is often difficult to obtain and incomplete. To develop the Highway Safety Plan (HSP), the IHSP utilizes crash/fatality data and information contained in the NHTSA Fatal Analysis Reporting System (FARS), State data bases, tribal crash records, U.S. Census Data, list of federally recognized tribes, FHWA and BIA road data and the Indian Country seatbelt observational survey.

PROBLEM IDENTIFICATION PROCESS:

i. Participants:

Each year BIA IHSP staff reviews the most current national NA/AN data available from NHTSA FARS and CDC Web-based Injury Statistics Query and Reporting (WISQARS). FHWA/ BIA Roadway data is used to develop first level of problem identification and primary focus of the HSP request for grant proposals. This provides specific tribal data to support tribes grant applications to the IHSP. The IHSP, FHWA, NHTSA, Indian Health Service and CDC participate in regular conferences calls to discuss issues related to the NA/AN IHSP. These discussions provide valuable information and coordination. Utilizing all resources and input available the IHSP finalizes the problem identification for the HSP.

ii. Data sources:

Because tribes are sovereign they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. The IHSP uses multiple sources which include:

- NHTSA Fatal Analysis Reporting System(FARS)
- Center for Disease Control (WISQARS) population based fatalities
- United States Census Bureau –demographic data
- Traffic analysis reports and publications –vehicle, driver, and roadway
- Annual seat belt observational survey
- Vehicle Miles Traveled (VMT) data is not available
- Individual tribal data (injury data is only available at the tribal Level)

iii. Steps in Problem Identification Process:

Each year, the IHSP host two meeting for tribes which provides an opportunity to discuss

traffic safety concerns, grant applications and ideas for the upcoming year. IHSP staff conducts on-site and other monitoring activities to evaluate progress and identify traffic safety issues.

1. IHSP staff review monthly sub-grantee reports to obtain the most current traffic safety information available to evaluate areas needing improvement.

The Indian Highway Safety program problem identification process consists of reviewing and analyzing a broad range of data, either submitted by tribes in grant applications or available from the data sources shown above. The IHSP staff begins the process of problem identification by obtaining the most current data from FARS and evaluating tribal reports submitted on a monthly basis. The tribal grantee reports contain information related to driving under the influence (DUI), speeding, crashes, fatalities and other traffic safety related data not available from FARS. FARS data is reviewed to determine trend lines that identify problem areas. Poor tribal crash reporting and NA FARS data more than three years old makes it difficult to obtain data relevant to the current HSP planning process. When available, FARS Annual file data will be used in the analysis process, however official target setting is based on the most current FARS data available on the State Traffic Safety Information (STSI).

2. Coordination Process

Although the NA/AN program is managed and funded as a State under Section 23 C.F.R Section 402, The IHSP serves as the sole provider of grant funding in the area of highway safety and enforcement activities. While there is no formal Strategic Highway Safety Plan (SHSP) as required for States, the IHSP Director coordinates with various Federal and Tribal partners as part of the planning and implementation of the IHSP Highway Safety Plan (HSP). In addition, the IHSP Director participates in meetings with the BIA Roads Supervisory Highway Engineer located in Albuquerque. In 2016 a copy of the Data book for Indian Nations, which is a NHTSA contracted study and the HSP have been provided to the BIA Roads Division for review and to provide recommendations based on the information. The final version of the HSP will also be provided in an effort to solicit in order to better serve Indian Country highway safety.

A representative from the BIA Roads department is invited to participate with the selection committee each year to review Tribal IHSP applications to ensure evidence based strategies and projects are selected. The BIA Roads Department is not required to submit a safety plan to FHWA on behalf of the BIA; however, BIA Roads does require the tribes to submit individual safety plans for their grants, much like the IHSP program. The granting process for BIA Roads occurs at a later time so information sharing occurs throughout the fiscal year. IHSP data is shared with the BIA Roads through the IHSP HSP.

3. Priority Selection

The highest priorities of the IHSP are determined by the collective data analysis of tribal traffic information submitted, review of a previous year's program performance and statistical data provided through data analysis of Indian Country crash data developed by NHTSA, CDC and the IHS. Major issues in Indian Country, impaired driving, occupant protection, and traffic records are similar to those experienced nationwide, but the severity of traffic safety problems vary greatly among tribes.

PERFORMANCE MEASURES PROCESS

i. Participants:

The IHSP staff is the primary participant in the development of the performance measures but others identified in (a) (i) also support or participate in the process. Input from partners and tribal

participants including tribal applicants help set targets for performance measures. Participating tribes can change from year to year.

ii. Data Sources:

Data sources used to determine targets for the Core performance measures are the same as identified in

(ii) Data for some Core measures is not available from national sources but are addressed in individual tribal projects as appropriate. Individual tribes provide activity data that is essential in setting reasonable performance measure targets.

iii. Steps in Performance Measure Process:

The overall goal of the IHSP is to reduce crashes and traffic safety related injuries and fatalities in Indian Country,

1. The IHSP performance measure process begins with a review of crash data sources from FARS and individual tribal projects for either three year or five year periods to address Core performance measures. In addition; each tribal project contains performance measures which must include information to support the Performance Measure targets for the individual project.
2. The trends are evaluated to determine if linear targets appear to be realistic and consistent. The process utilized supports the overall Core Performance Measure targets of the IHSP HSP as well as provide the standard for the tribal projects which are selected.
3. Representatives from the BIA Roads, BIA OJS, HHS Indian Health Service (IHS), and State of New Mexico evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.
4. The IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes IHSP staff discussions of known environmental factors which may impact progress, such as oil exploration and increased truck traffic which occurred in the North Dakota oil boom. Newly built casinos, high volume traffic highways/interstates transecting tribal lands, tribal enrolled population and population growth attributed to transient activities. Change in seasons or high volume traffic from casinos or other events, economic conditions, and identified local issue impact progress and are concerns provided by the tribe.

iv. Performance Measurement Development Process:

The table of Core Performance Measures shown in table III.(b) (i) was developed from information provided on the FARS STSI site. National targets are set based on 3 to 5 year moving average.

EVIDENCE BASED STRATEGY AND PROJECT SELECTION PROCESS:

i. Participants:

The IHSP utilizes a grant application review team with representatives from NHTSA, Indian Health Service, Bureau of Indian Affairs Office of Justice Services and BIA Roads, and a State Highway Safety Office representative to evaluate and score the proposals.

ii. Data Sources:

Data sources are identified in (a) (ii) above but also include information from the most recent “Countermeasures That Work” and other best practice information and evaluations available.

iii. Evidence Based Strategy and Project Selection Process

1. Proposals are scored by a review team and project performance measures and their targets are reviewed for each individual project. The project and performance targets become the foundation for the Indian Highway Safety Plan for the upcoming year.
2. The BIA IHSP publishes a request for grant proposals in the Federal Register, sends out grant proposal notification letters to all national recognized tribes and grant application information is available on the BIA Office of Justice Services (OJS) website.
3. Evidence-based Countermeasures. The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), DWI courts, impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This monitoring is utilized to determine if funded activities are showing a positive result in effecting traffic safety issues on the reservation.
4. The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

iii. Per cent of motor vehicle fatalities covered by funded projects.

- In 2017, the IHSP plans to fund 26 police traffic services contracts. Crash data provided by these projects show in 2015 the involved reservations had a total of 90 fatalities or 28 percent of the total of 316 NA on reservation fatalities.
 - Percent of high impact evidence based projects as identified in CTW. High Visibility Enforcement (HVE) activities have high potential for near term impact.
 - The comprehensive nature of the strategies employed.
For example, the standard for the impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective to include: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and participation in the High Visibility Enforcement mobilizations.
1. Solicitation of Proposals and Project Selection Process. A solicitation letter and an electronic fill-in-the-blank application form, with instructions, are mailed to all federally recognized tribal leaders each year. Announcements regarding the solicitation for IHSP proposals are posted on the tribal Technical Assistance Programs (TTAPs) websites, Indian Health Service websites and published in the Federal Register. Starting in 2016, applications were also made available to the tribes on the Bureau of Indian Affairs, Office of Justice Services web page dedicated to the Indian Highway Safety Program.

The IHSP began utilizing an electronic fill-in-the-blank application form in FY2011. The application was developed to help streamline the application process and assist in the collection of data and evaluation of proposed projects. The electronic fill-in-the-blank application is updated

annually and requires specific data related to the project which requires the tribes to focus on traffic safety issues identified by their data.

Prospective tribal applicants are required to submit their application for funding to the Indian Highway Safety Program office no later than May 1 of each year. The tribes are required to include traffic crash data to support the problem(s) they plan to address, as well as provide supportive data that includes previous years arrest records, citation records, and conviction rates.

All applications are scored by a review team. PTS 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.

After all scores are totaled and averaged, projects were selected for funding based on their ranking. The IHSP Director reserves the right to either fund, modify or not fund grant applications, regardless of scores. The projects selected must provide sufficient traffic records data to identify a traffic safety problem and activities to address the problem.

2. Funds available from all fund sources. 23 C.F.R. Section 402 establishes only 402 funds are available for the BIA IHSP. Each year the IHSP evaluates the obligations and status of carryforward funds to determine the available funding for obligation to the tribes. No matching funds are required for the IHSP or the tribes. During the coordination process with other federal agencies involved in traffic safety other federal fund sources that contribute to accomplishment of the IHSP HSP projects performance targets are identified.

NHTSA Region 6 coordinates with the various NHTSA regional offices to identify if other State highway safety funds will contribute to performance measure targets of IHSP participating tribes. This coordination takes place after the HSP approval processes concludes, however when identified a revision to the HSP will identify additional fund sources within the project description.

III. PERFORMANCE PLAN

PROBLEM IDENTIFICATION

STATISTICAL DATA TO SUPPORT PROBLEM IDENTIFICATION AND FATALITY TARGETS:

In the period 2009-2013:

Total fatalities in the BIA’s Lands fluctuated somewhat throughout the five years but decreased overall, to the lowest point of the period in 2013; the 2013 total represents a 16.7% decrease when compared to prior four-year average. Total fatalities decreased Nationwide as well, but by a much smaller proportion (a 1.7% decrease) (Tables 1 and 2). Figure 1 also shows a decrease in the linear trend of all motor vehicle fatalities on reservations.

Table 1. BIA total Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Total Fatalities	399	364	388	367	316	-20.80%	-16.73%
Population	3,720,948	3,157,860	3,186,448	3,186,448	3,207,881	-13.79%	-3.17%
Pop. Rate*	10.72	11.53	12.18	11.52	9.85	-8.14%	-14.01%

* Fatality rate per 100,000 population

Table 2. U.S. Total Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change 2013 vs. prior 4-yr Avg.
Total Fatalities	33,883	32,999	32,479	33,782	32,719	-3.44%	-1.70%
Population (thousands)	306,772	309,350	311,592	313,914	316,129	3.05%	1.84%
Pop. Rate*	11.05	10.67	10.42	10.76	10.35	-6.29%	-3.48%

* Rate per 100,000 population

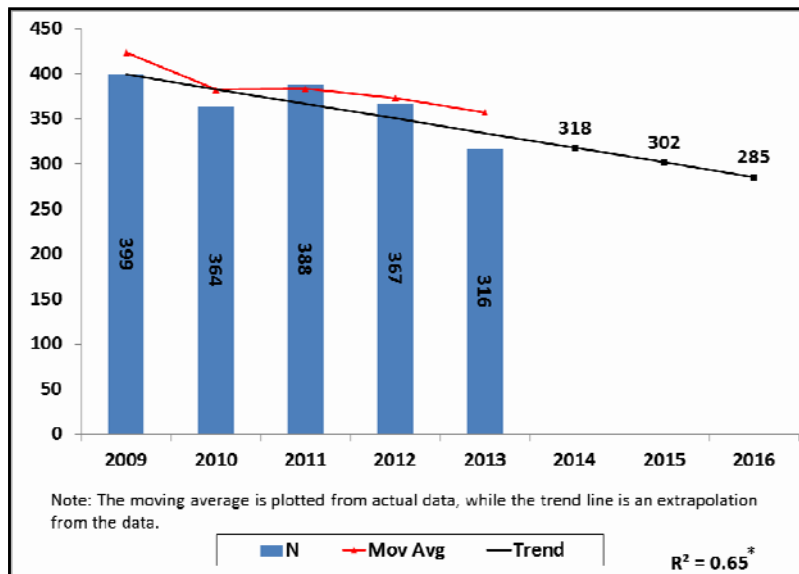


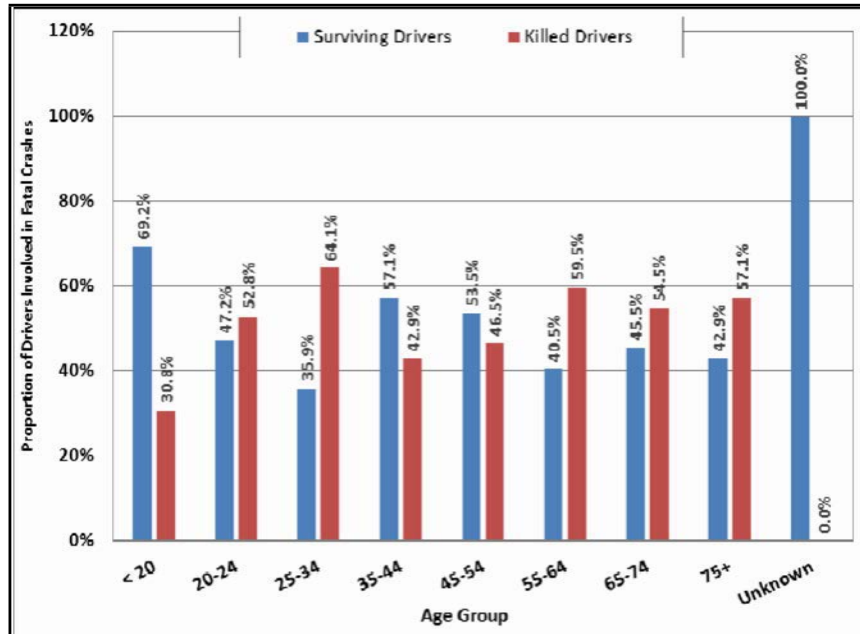
Figure 1. BIA Total Fatalities, 5-Year Trend, and 3-Year Moving Average

- There were 351 drivers involved in fatal crashes in the BIA’s Lands in 2013, and 179 or 51.0% survived the crash. Those age ages 25-34 were the age group with the highest number of drivers involved in fatal crashes in 2013 (78 drivers) as well as the highest proportion of drivers killed (64.1%) (Table 4, Figure 3).

Table 4. BIA and U.S.: Drivers Involved Fatal Crashes, by Age Group and Injury Level: 2013 Only

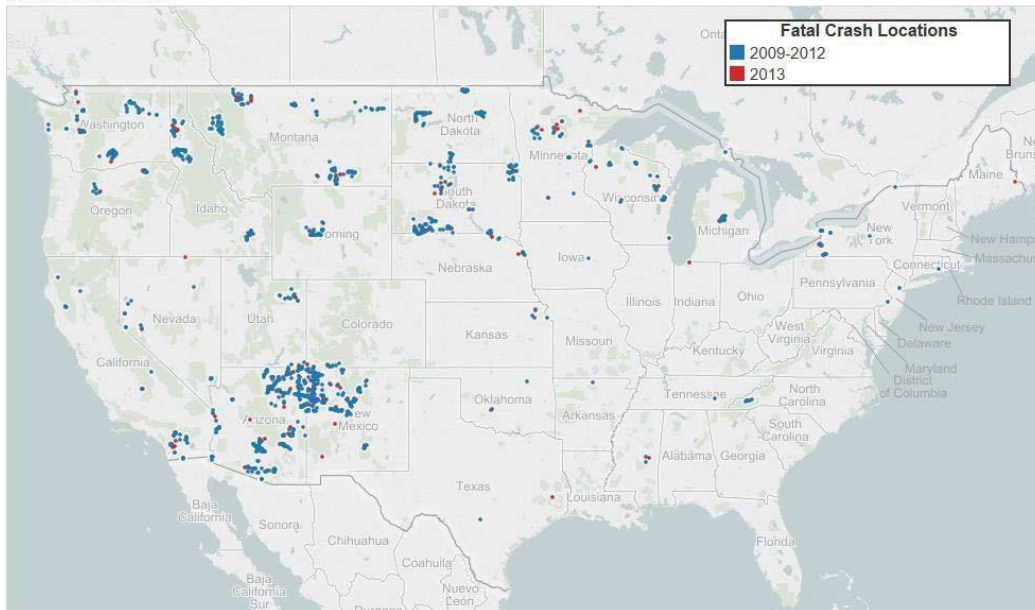
Age Group	Drivers Involved in 2013 Fatal Crashes		
	Surviving Drivers	Killed Drivers	Total Drivers
19 and younger	18	8	26
20-24	25	28	53
25-34	28	50	78
35-44	28	21	49
45-54	23	20	43
55-64	17	25	42
65-74	10	12	22
75 and older	6	8	14
Age Unknown	24	0	24
Total	179	172	351

Figure 3. BIA: Injury Severity of Drivers Involved in 2013 Fatal Crashes, by Age Group



- In 2013, the BIA saw the largest decreases in passenger fatalities (a 31.7% decrease when compared to the 2009-2012 average), young driver-involved fatalities (a 20.0% decrease), and motorcyclist fatalities (a 17.2% decrease); bicyclist fatalities was the only category to show an increase during these years (a 23.1% increase) (Table 7).

Fatal Crash Locations



- Of the BIA’s 1,834 total traffic fatalities from 2009 through 2013:
 - 51.0% were drivers
 - 43.3% involved alcohol-impaired driving
 - 42.6% were unrestrained occupants
 - 36.6% involved speeding
 - 31.0% were passengers (Table 5)

- Of the BIA's 1,834 total traffic fatalities from 2009 through 2013:
 - 51.0% were drivers
 - 43.3% involved alcohol-impaired driving
 - 42.6% were unrestrained occupants
 - 36.6% involved speeding
 - 31.0% were passengers (Table 5)

Table 7. Total Fatalities in BIA Lands across All Emphasis Areas

	2009	2010	2011	2012	2013	Total 2009 - 2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Total Fatalities†								
BIA	399	364	388	367	316	1,834	-20.80%	-16.73%
U.S.	33,883	32,999	32,479	33,782	32,719	165,862	-3.44%	-1.70%
Driver Fatalities*								
BIA	216	179	191	178	172	936	-20.37%	-9.95%
U.S.	21,835	21,072	20,815	21,490	20,871	106,083	-4.41%	-2.03%
Passenger								
BIA	122	115	121	128	83	569	-31.97%	-31.69%
U.S.	7,097	6,761	6,256	6,436	6,111	32,661	-13.89%	-7.93%
Motorcyclist								
BIA	23	20	26	18	18	105	-21.74%	-17.24%
U.S.	4,469	4,518	4,630	4,986	4,668	23,271	4.45%	0.37%
Pedestrian								
BIA	39	54	54	43	44	234	12.82%	-7.37%
U.S.	4,109	4,302	4,457	4,818	4,735	22,421	15.23%	7.09%
Bicyclist Fatalities								
BIA	2	5	5	1	4	17	100.00%	23.08%
U.S.	628	623	682	734	743	3,410	18.31%	11.44%
Impaired Driving								
BIA	181	155	170	149	140	795	-22.65%	-14.50%
U.S.	10,759	10,136	9,865	10,336	10,076	51,172	-6.35%	-1.93%
Speeding Fatalities								
BIA	133	124	142	146	127	672	-4.51%	-6.79%
U.S.	10,664	10,508	10,001	10,329	9,613	51,115	-9.86%	-7.35%
Unrestrained Occupant								
BIA	183	138	170	154	137	782	-25.14%	-15.04%
U.S.	11,545	10,590	10,215	10,370	9,580	52,300	-17.02%	-10.30%
Young Driver-Involved								
BIA	51	42	53	49	39	234	-23.53%	-20.00%
U.S.	5,544	4,936	4,726	4,596	4,248	24,050	-23.38%	-14.19%
Older Driver-Involved								
BIA	42	47	34	32	38	193	-9.52%	-1.94%
U.S.	5,613	5,782	5,636	5,940	6,014	28,985	7.14%	4.72%

* Fatality types cross multiple categories; therefore, some fatalities contribute to multiple categories (rows) in this table.

† Total includes unknown occupant fatalities

- During the 2009-2013, the largest proportion of the BIA's traffic fatalities occurred on arterial roads (42.0%), as it did Nationwide (44.0%) (Table 8).

Table 8. Total Fatalities in BIA Lands by Road Type: 2009-2013

Road Type	BIA					Total 2009 -2013	
	2009	2010	2011	2012	2013	BIA	U.S.
	(N=399)	(N=364)	(N=388)	(N=367)	(N=316)	(N=1,834)	(N=165,862)
Interstate/Expressway	37	34	43	37	38	10.31%	16.01%
Arterial	164	172	147	155	132	41.98%	43.96%
Collector	121	92	99	87	84	26.34%	19.30%
Local	68	62	84	57	54	17.72%	19.90%
Other	9	4	15	31	8	3.65%	0.82%
Unknown							
Total	399	364	388	367	316	100.00%	100.00%

Highlighting is to help the reader identify cells with higher numbers/percentages.

- American Indians accounted the majority of traffic-related fatalities on BIA Lands during 2009- 2013 (52.1%); whites accounted for 34.1% (Table 9).

Table 9. BIA Fatalities by Race and Ethnicity

Race	BIA					Total 2009 -2013*	
	2009	2010	2011	2012	2013	BIA %	U.S. %
White	148	108	137	126	107	34.1%	72.5%
Black	3	5	2	6	2	1.0%	11.6%
American Indian	213	134	210	219	180	52.1%	1.6%
Asian	0	5	3	10	0	1.0%	1.1%
Pacific Islander	0	0	0	0	3	0.2%	0.1%
All Other Races	0	4	0	1	2	0.4%	1.5%
Mixed Race	1	1	1	0	1	0.2%	0.3%
Unknown	34	107	35	5	21	11.0%	11.2%
Hispanic**	33	29	42	36	25	9.0%	11.5%
Total	399	364	388	367	316	100.0%	100.0%

*Percentages based on total fatalities.

**Hispanic is an ethnic, not racial, designation. Because a Hispanic fatality may be of any race, or may not have had their race recorded, Hispanic fatalities do not contribute to the "Total" calculation.

- In the BIA's Lands, the majority of 2009-2013 fatal crashes occurred on Fridays, Saturdays, and Sundays (52.5%) and just under half occurred during the hours of 3 p.m. to 6 p.m., and 6 p.m. to 9 p.m., 9 p.m. to midnight (44.5%); a similar pattern is seen Nationwide. Across the BIA's Lands, the months of July, August, and September had the highest concentration of fatal crashes (29.7%) (Table 10).

Table 10. Total Fatal Crashes in BIA Lands and U.S., by Month, Day of Week, and Time of Day: Totals2009-2013

	BIA (N=1,584)		U.S. (N=152,088)
	N	%	%
MONTH			
January	102	6.4%	7.3%
February	98	6.2%	6.5%
March	110	6.9%	7.6%
April	123	7.8%	8.0%
May	145	9.2%	8.7%
June	141	8.9%	8.8%
July	159	10.0%	9.2%
August	150	9.5%	9.3%
September	161	10.2%	8.9%
October	131	8.3%	9.0%
November	140	8.8%	8.4%
December	124	7.8%	8.1%
DAY OF WEEK			
Sunday	269	17.0%	16.0%
Monday	217	13.7%	12.5%
Tuesday	184	11.6%	12.1%
Wednesday	172	10.9%	12.3%
Thursday	180	11.4%	13.1%
Friday	252	15.9%	15.6%
Saturday	310	19.6%	18.4%
TIME OF DAY			
Midnight-3am	197	12.4%	12.4%
3am-6am	135	8.5%	8.3%
6am-9am	156	9.8%	9.7%
9am-Noon	123	7.8%	9.7%
Noon-3pm	171	10.8%	13.0%
3pm-6pm	216	13.6%	16.0%
6pm-9pm	257	16.2%	16.1%
9pm-Midnight	233	14.7%	14.1%
Unknown	96	6.1%	0.7%

***Total fatal crashes**

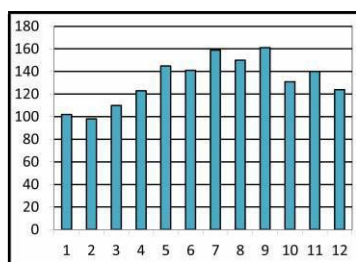


Fig 4 - by Month

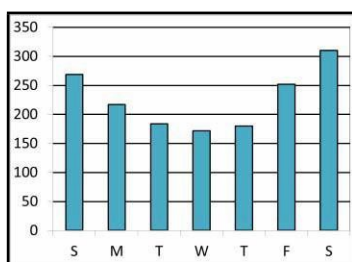


Fig 5 - by Day Sunday-Saturday

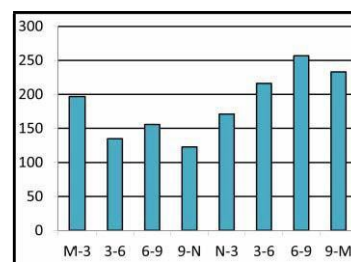


Fig 6 - by Time from Midnight (3-hour periods)

UNRESTRAINED OCCUPANTS – KEY FINDINGS

In the period 2009-2013:

- Restraint use among fatally-injured passenger vehicle occupants in the BIA's Lands was below that of the Nation during each of the five years, for all crashes as well as those occurring at night (8 p.m. to 4 a.m.) (Table 12).

Table 12. Restraint Use of Fatally-Injured Passenger Vehicle Occupants in BIA Lands and U.S. during All Hours and at Night (8 pm to 4 am)

		2009	2010	2011	2012	2013
Restraint Used	BIA	23.9%	35.0%	26.4%	25.8%	22.6%
	U.S.	43.5%	44.8%	44.4%	44.7%	46.3%
Restraint Used Night*	BIA	14.7%	17.6%	29.3%	20.8%	16.1%
	U.S.	32.2%	32.3%	33.3%	33.6%	33.7%

Restraint use percentage based on all fatalities

*In crashes that occurred between 8 pm and 4 am.

- Across the BIA's Lands, the number of unrestrained passenger vehicle occupant fatalities was at its lowest level in 2013, representing a 15.0% decrease when compared to the 2009-2012 average; the U.S. as a whole saw a 10.3% decrease in this index (Tables 13 and 14).

Table 13. BIA Unrestrained Passenger Vehicle Occupant Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	183	138	170	154	137	-25.14%	-15.04%
Pop. Rate**	5.04	3.74	4.57	4.88	4.30	-14.72%	-11.67%
Pct. of Total	45.86%	37.91%	43.81%	41.96%	43.35%	-5.47%	2.03%

** Rate per 100,000 population

Table 14. U.S. Unrestrained Passenger Vehicle Occupant Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	11,545	10,590	10,215	10,370	9,580	-17.02%	-10.30%
Pop. Rate*	3.76	3.42	3.28	3.30	3.03	-19.48%	-11.92%
Pct. of Total	34.07%	32.09%	31.45%	30.70%	29.28%	-14.07%	-8.75%

* Rate per 100,000 population

- During the years 2009-2013, the plurality of the BIA's and the Nation's unrestrained passenger vehicle occupant fatalities occurred on Saturdays and between the hours of midnight and 3 a.m. (Table 15).

Table 15. Unrestrained Passenger Vehicle Occupant Fatalities by Month, Day of Week, and Time of Day: 2009-2013 Total

	BIA (N=782)		U.S. (N=52,300)
	N	%	%
MONTH			
January	48	6.1%	8.1%
February	47	6.0%	7.2%
March	58	7.4%	8.0%
April	58	7.4%	8.2%
May	87	11.1%	8.7%
June	67	8.6%	8.3%
July	78	10.0%	8.7%
August	71	9.1%	8.7%
September	73	9.3%	8.0%
October	63	8.1%	8.9%
November	70	9.0%	8.7%
December	62	7.9%	8.5%
DAY OF WEEK			
Sunday	154	19.7%	18.0%
Monday	103	13.2%	12.0%
Tuesday	73	9.3%	11.1%
Wednesday	76	9.7%	11.5%
Thursday	82	10.5%	12.3%
Friday	126	16.1%	15.0%
Saturday	168	21.5%	20.1%
TIME OF DAY			
Midnight-3am	118	15.1%	17.3%
3am-6am	84	10.7%	10.8%
6am-9am	89	11.4%	9.8%
9am-Noon	50	6.4%	8.1%
Noon-3pm	79	10.1%	10.9%
3pm-6pm	117	15.0%	13.8%
6pm-9pm	113	14.5%	13.7%
9pm-Midnight	114	14.6%	14.7%
Unknown	18	2.3%	0.9%

*Total Unrestrained fatalities

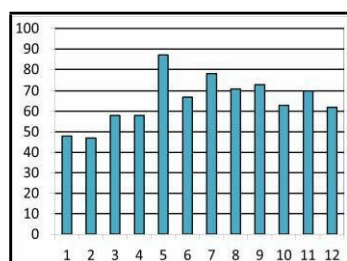


Fig 7 - by Month

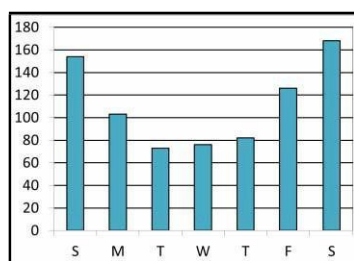


Fig 8 - by Day Sunday-Saturday

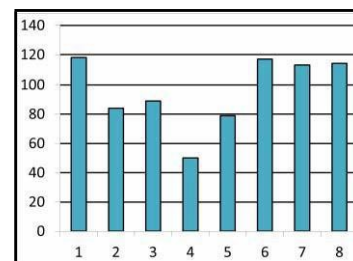
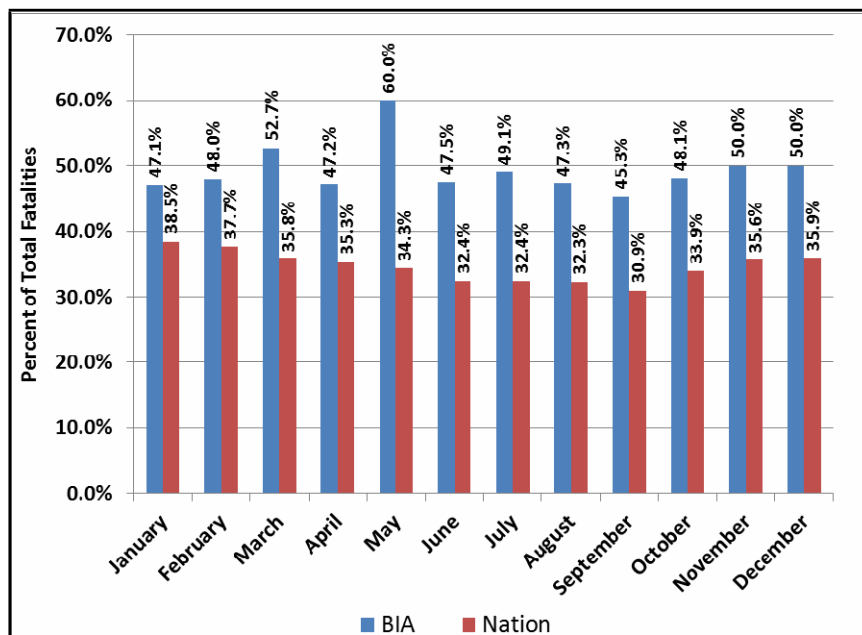


Fig 9 - by Time from Midnight (3-hour periods)

- During all five years, May was the month with the highest proportion of BIA traffic-related fatalities that were unrestrained passenger vehicle occupants (60.0% unrestrained) (Figure 10).

Figure 10. Unrestrained Passenger Vehicle Occupant Fatalities as a Proportion of Total Fatalities in BIA Lands and U.S., by Month: 2009-2013 Total



- Across the BIA’s Lands (2009-2013), 34.4% of all fatally-injured occupants of cars used restraints, compared to 24.4% of fatally-injured occupants of pickup trucks, and 28.0% of those in the other (incl. SUV) category. Each of these vehicle categories saw a decrease in restraint use among fatally-injured passenger vehicle occupants during the five-year period (Table 16).

Table 16. Proportion of Fatally-Injured Occupants that Used Restraints* in BIA Lands, by Vehicle Type

	2009	2010	2011	2012	2013	Total 2009 - 2013	% Change: 2013 vs. Prior 4-yr Avg.
Cars							
BIA	28.5%	39.0%	38.1%	34.3%	33.0%	34.4%	-5.8%
U.S.	53.9%	55.7%	54.5%	54.9%	57.1%	55.2%	4.3%
Pickup							
BIA	23.2%	27.9%	19.0%	32.7%	21.6%	24.4%	-16.1%
U.S.	32.5%	35.0%	35.2%	35.2%	37.2%	35.0%	8.0%
Other (incl. SUV)							
BIA	28.8%	45.9%	24.1%	20.0%	19.1%	28.0%	-35.5%
U.S.	42.7%	43.2%	43.9%	44.2%	45.9%	43.9%	5.5%

* Where restraint use is known

- Among both males and females in the BIA's Lands, the three age groups ranging from 16-34 accounted for the highest number of unrestrained passenger vehicle occupant fatalities during the five years. (Table 17).

Table 17. Number of Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Age Group and Sex

	2009	2010	2011	2012	2013	2009-2013 Total
Female						
< 5	1	3	5	0	0	9
5-9	1	1	2	1	0	5
10-15	0	1	3	2	1	6
16-20	17	4	10	9	11	40
21-24	11	5	6	5	10	27
25-34	13	19	12	14	11	58
35-44	12	8	6	5	9	31
45-54	4	6	5	9	6	24
55-64	3	2	7	3	3	15
65-74	1	2	2	4	1	9
75+	0	0	1	3	0	4
Unknown	1	0	0	0	0	1
Total	64	51	59	55	52	229
Male						
< 5	0	1	5	2	4	8
5-9	0	1	0	6	1	7
10-15	3	5	3	2	2	13
16-20	16	10	19	13	4	58
21-24	20	14	15	12	14	61
25-34	25	20	31	28	26	104
35-44	27	17	14	18	7	76
45-54	15	11	10	11	9	47
55-64	8	2	7	5	11	22
65-74	4	2	1	2	3	9
75+	1	4	5	0	4	10
Unknown	0	0	1	0	0	1
Total	119	87	110	99	85	415
Grand Total	183	138	169	154	137	644

Where sex is known

Additional data on unrestrained occupant fatalities and fatal crashes involving unrestrained occupants described by tables and figures in this section include: trends in the number of fatalities and population-based fatality rate; locations of crashes with unrestrained occupant fatalities; number of unrestrained occupant fatalities by reported race; and number of fatalities by route.

Figure: 11. Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Race and Sex: 2009-2013 Total

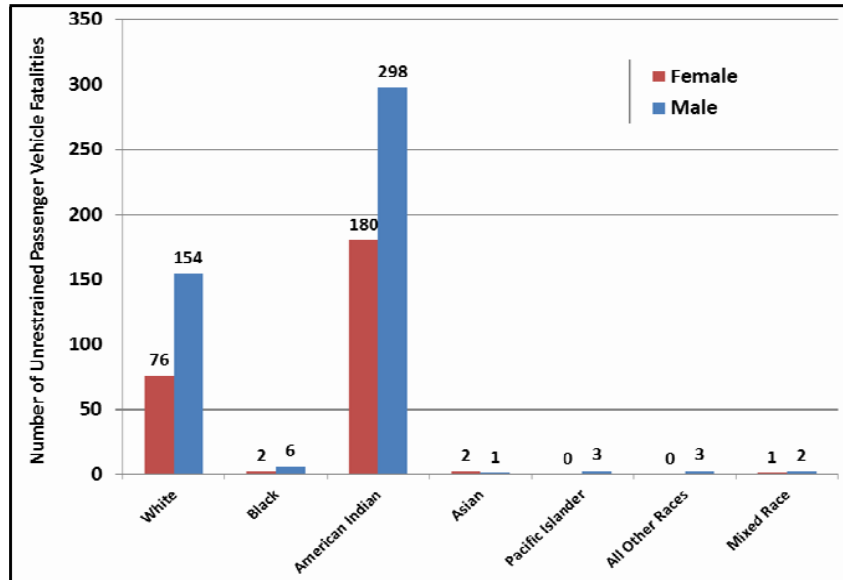


Table 18. Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Race and Sex: 2009-2013 Total

Race	Female	Male	2009-2013 Total
White	76	154	230
Black	2	6	8
American Indian	180	298	478
Asian	2	1	3
Pacific Islander	0	3	3
All Other Races	0	3	3
Mixed Race	1	2	3
Unknown	0	3	3
Total	281	501	782

OCCUPANT PROTECTION

UNRESTRAINED OCCUPANTS – KEY FINDINGS

During 2009-2013 over 60% (62.5%) of the BIA’s fatally-injured passenger vehicle occupants did not use restraints. Restraint use was least common among those ages 10-15 (81.5% unrestrained), 21-24 (72.3% unrestrained), and 25-34 (71.3% unrestrained). Only those ages 65-74 and 75 and older showed over 50% restraint use (Table 11).

Table 11. Fatally-Injured Passenger Vehicle* Occupants in BIA Lands, Restraint Use by Age Group: 2009-2013 Total

Age Group	Occupant Restraint Usage			
	N	Used	Not Used	Unknown
<5	31	16.1%	67.7%	16.1%
5-9	19	21.1%	68.4%	10.5%
10-15	27	11.1%	81.5%	7.4%
16-20	164	20.7%	68.9%	10.4%
21-24	155	18.7%	72.3%	9.0%
25-34	279	17.9%	71.3%	10.8%
35-44	196	25.0%	62.8%	12.2%
45-54	154	31.2%	55.8%	13.0%
55-64	103	40.8%	49.5%	9.7%
65-74	55	50.9%	40.0%	9.1%
75+	65	64.6%	27.7%	7.7%
Unknown	3	0.0%	66.7%	33.3%
BIA	1,251	26.7%	62.5%	10.8%
U.S.	109,947	44.7%	47.6%	7.7%

* Automobiles, SUVs, and Pickup Trucks

Throughout the BIA’s Lands in 2013, those ages 21-24 accounted for the highest population- based fatality rate of any age group (22.96 fatalities per 100,000 population), followed by those ages 25-34 (17.89%). Nationwide, those ages 21-24 had the highest population-based fatality rate (18.37) followed by those ages 75 and older (15.40) (Table 3, Figure 2).

Table 3. Number of Fatalities by Age Group Compared to Population Data, BIA and U.S.: 2013 Only

Age	2013 BIA Fatalities	2013 BIA Population	Fatalities per 100,000 Population	US Fatalities per 100,000 Population
< 5	10	221,000	4.52	1.98
5-9	1	225,094	0.44	1.67
10-14	4	225,373	1.77	1.99
15-20	38	270,764	14.03	12.09
21-24	42	182,896	22.96	18.37
25-34	76	424,739	17.89	13.56
35-44	35	397,636	8.80	10.80
45-54	35	419,452	8.34	11.18
55-64	40	391,263	10.22	11.23
65-74	15	261,645	5.73	11.42
75+	16	188,019	8.51	15.40
Total	312	3,207,881	9.73	10.42

*Where age is known

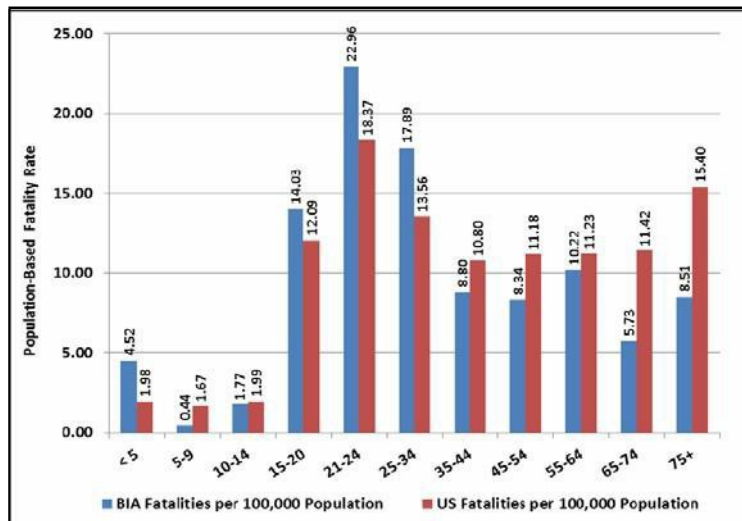


Figure 2. Comparison of BIA and U.S. Fatalities per 100,000 Population, by Age: 2013 Only

ALCOHOL RELATED – KEY FINDINGS

In the period 2009-2013:

Note: Due to the imputation method for *BAC*, totals may differ slightly across analyses.

- The percentage of fatalities that were alcohol-related remained higher in the BIA’s Lands than across the U.S. as a whole during each of the five years (2009-2013); the number of such deaths decreased overall, by a much higher proportion across the BIA’s Lands than that seen Nationwide. For the BIA, the number of alcohol-related fatalities was at a five-year low in 2013 (Figure 13, Tables 19 and 20).

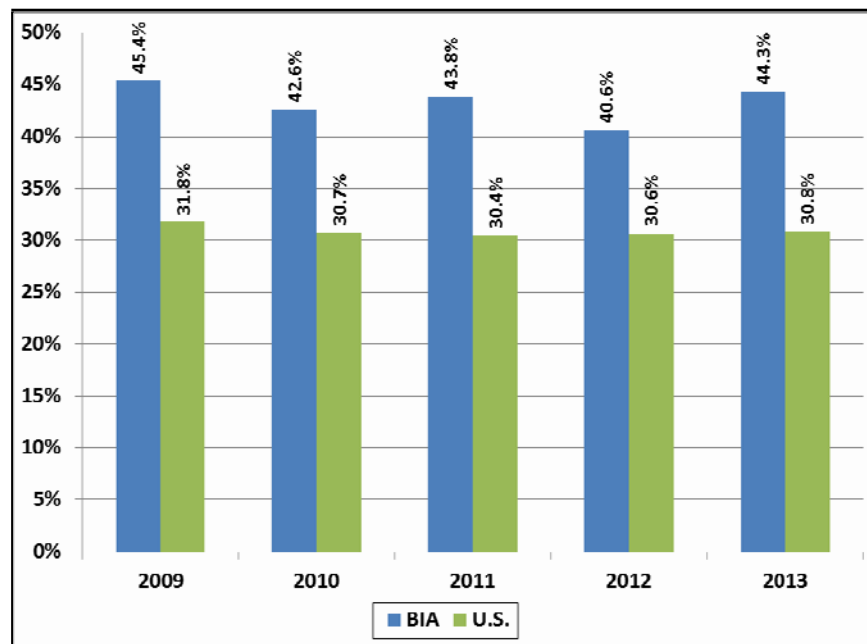


Figure 13. Percentage of Alcohol-Related Fatalities to All Fatalities: BIA and U.S. Table

19. BIA Alcohol-Related Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	181	155	170	149	140	-22.65%	-14.50%
Pop. Rate*	4.86	4.91	5.34	4.68	4.36	-10.28%	-11.70%
Pct. of Total	45.36%	42.58%	43.81%	40.60%	44.30%	-2.34%	2.68%

* Rate per 100,000 population

Table 20. U.S. Alcohol-Related Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	10,759	10,136	9,865	10,336	10,076	-6.35%	-1.93%
Pop. Rate*	3.51	3.28	3.17	3.29	3.19	-9.12%	-3.70%
Pct. of Total	31.75%	30.72%	30.37%	30.60%	30.80%	-3.02%	-0.23%

* Rate per 100,000 population

- During the 2009-2013 period, male drivers accounted for the largest proportion of the BIA’s alcohol-related fatalities (44.7%) (Figure 16 and Table21).

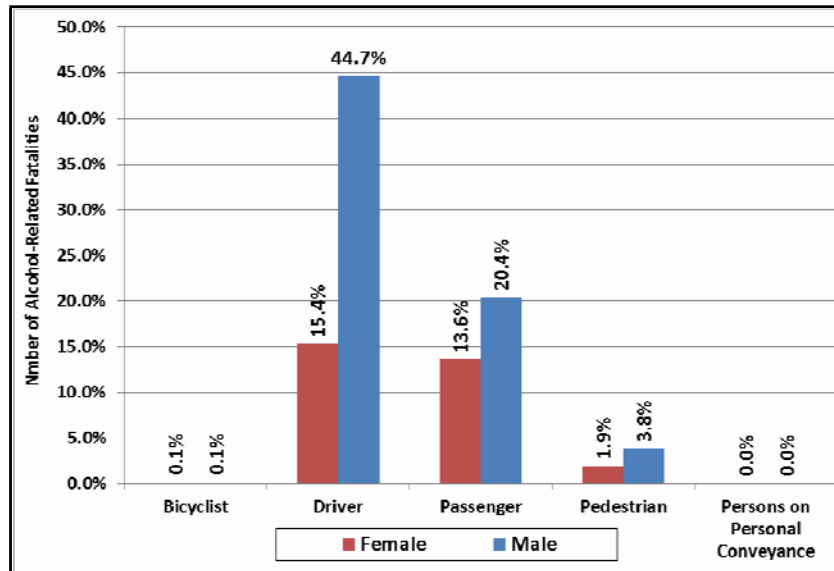


Figure 16. Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-2013 Total

Table 21. Number of Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-

	BIA	Female	Male	Total
2013	Total			
	Bicyclist	1	1	2
	Driver	122	355	477
	Passenger	108	162	270
	Pedestrian	15	30	45
	Persons on Personal Conveyance	0	0	0
	Total	246	548	794

- The highest concentration of 2009-2013 alcohol-related fatal crashes occurred on Fridays, Saturdays, and Sundays, and between the hours of 6 p.m. and 3 a.m., across both the BIA’s Lands and the U.S. as a whole.
- In 2013, two-thirds of all drinking drivers involved in the BIA’s fatal crashes were killed.
- Those ages 19 and younger and those ages 75 and older were the only age groups with more surviving than killed drivers.
- In 2013, 65.5% of all drinking drivers involved in the BIA’s fatal crashes had a valid driver’s license (where age and sex of the driver is known).
- During all five years, less than 15% (12.5%) of the vehicles of drinking drivers involved in fatal crashes were less than 5 years old at the time of the crash.
- Passenger cars represented the plurality (43.2%) of vehicles of drinking drivers involved in fatal crashes in the BIA’s Lands during the 2009-2013 period, followed by pickup trucks (27.7%), and utility trucks, vans, and SUVs (21.2%).
- Over all five years, 63.1% of all drinking drivers involved in fatal crashes in the BIA’s Lands had a valid license, 16.8% were not licensed, and 10.5% had a suspended license (Table 24, Figure 18)
- From 2009 through 2013, there were 145 pedestrian fatalities in the BIA’s Lands that were tested for BAC, and 105 or 72.4% had a BAC of .08 or greater. The highest proportion of pedestrian fatalities with a BAC of .08 or greater was seen for those ages 21-24 and those ages 45-54 (90.0% each).

Additional data on alcohol-related fatalities and fatal crashes described by tables and figures in this section include: trends in the number of fatalities and population-based fatality rate; fatal crash locations; number of fatalities by reported race; number of fatalities by route; number of fatal crashes by month.

SPEEDING – RELATED – KEY FINDINGS

In the period 2009-2013:

- Across the BIA’s Lands, the proportion of speeding-related fatalities increased consecutively each year, and remained higher than the National proportion throughout the 2009-2013 period. While the proportion of the BIA’s fatalities that were speeding-related increased during the five years (by 11.9% in 2013 when compared to the 2009-2012 average), the number of such fatalities decreased (by 6.8%) (Tables 22 and 23, Figure 17).

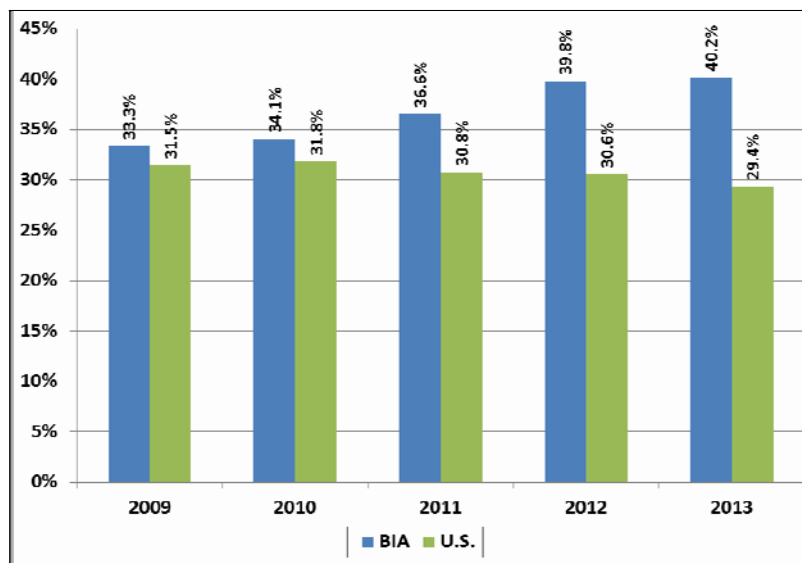


Figure 17. Speeding-Related Fatalities as Percent of Total Fatalities: BIA and

U.S. Table 22. BIA Speeding-Related Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	133	124	142	146	127	-4.51%	-6.79%
Pop. Rate*	3.57	3.93	4.46	4.58	3.96	10.76%	-3.74%
Pct. of Total	33.33%	34.07%	36.60%	39.78%	40.19%	20.57%	11.94%

* Rate per 100,000 population

Table 23. U.S. Speeding-Related Fatalities

	2009	2010	2011	2012	2013	% Change: 2013 vs. 2009	% Change: 2013 vs. prior 4-yr Avg.
Fatalities	10,664	10,508	10,001	10,329	9,613	-9.86%	-7.35%
Pop. Rate**	3.48	3.40	3.21	3.29	3.04	-12.52%	-9.03%
Pct. of Total	31.47%	31.84%	30.79%	30.58%	29.38%	-6.65%	-5.74%

* Rate per 100 million miles of travel

** Rate per 100,000 population

- A large majority (76.8%) of the BIA’s speeding-related fatalities were unrestrained during the years 2009-2013. (Figure 18 and Table 24).

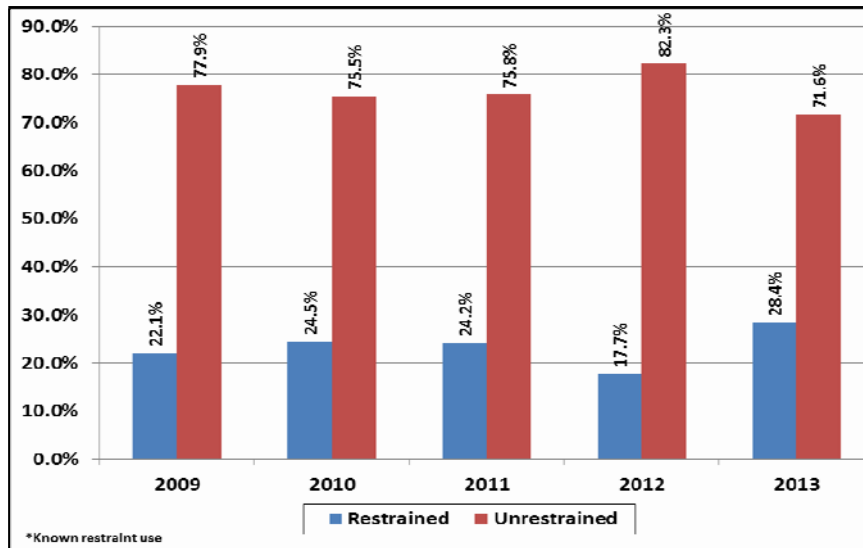


Figure 18. Speeding-Related Fatalities by Restraint Use in BIA Lands

Table 24. Speeding-Related Fatalities by Restraint Use in BIA Lands

BIA	2009	2010	2011	2012	2013	2009 - 2013 Total*	Percent Speeding-Related Fatalities*
Restrained	27	26	32	22	29	136	23.2%
Unrestrained	95	80	100	102	73	450	76.8%
Total*	122	106	132	124	102	586	100.0%

*Where restraint use is known

- Male drivers accounted for over 40% (41.1%) of the BIA’s speeding-related traffic fatalities during the five-year period (Table 25).

Table 25. Speeding-Related Fatalities by Sex and Person Type in BIA Lands: 2009-2013 Total

Person Type	Female	Male	2009-2013 Total
Driver	106	276	382
Passenger	109	153	262
Pedestrian	4	12	16
Bicyclist	0	4	4
Person on Personal Conveyances	0	0	0
Occupant of a Motor Vehicle Not In-Transport	1	0	1
Unknown Occupant Type in a Motor Vehicle In-Transport	1	6	7
Total	221	451	672

- The majority of the BIA’s 2009-2013 speeding-related traffic fatalities were American Indian (54.7%); 32.8% were white (Table 26).

Table 26. Speeding-Related Fatalities by Race and Sex in BIA Lands: 2009-2013 Total

Race	Female	Male	5-Year Total
White	66	154	220
Black	2	6	8
American Indian	127	240	367
Asian	6	4	10
Pacific Islander	0	3	3
All Other Races	0	1	1
Unknown	20	42	62
Total	221	450	671

- Of the 126 drivers involved in speeding-related fatal crashes in the BIA's Lands in 2013, 74 or 58.7% were killed. The largest discrepancy among drivers involved in speeding-related fatal crashes and the number of fatalities in such crashes is seen for those ages 19 and younger, where there were 13 drivers involved, 6 drivers killed, and 21 fatalities in crashes involving drivers in this age group.
- In 2013, over 60% (63.7%) of drivers involved in the BIA's speeding-related fatal crashes had a valid driver's license. Among both males and females, those ages 25-34 were the age group with the highest number of drivers involved in speeding-related fatal crashes in the BIA's Lands.
- Across the BIA's Lands, passenger cars accounted for the plurality (40.3%) of vehicles of drivers involved in speeding-related fatal crashes, followed by pickup trucks (24.9%) and utility trucks, vans, and SUVs (20.3%). Vehicles older than 9 years at the time of the crash accounted for the majority of vehicles involved in speeding-related fatal crashes (50.8%) (2009-2013).

Additional data on speeding-related fatalities and fatal crashes described by tables and figures in this section include: BIA and Nation overview with percent change; trends in the number of fatalities, and population-based fatality rate; fatal crash locations; number of fatalities route; and more detailed license status of drivers involved in fatal crashes.

SHSP COORDINATION PROCESS

Indian Country does not have a Strategy Highway Safety Plan.

QUANTIFIABLE TARGETS AND PERFORMANCE MEASURES**CORE OUTCOME MEASURES**

	Number of:	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Total</u>	<u>2017 Target</u>
A-1	seat belt citations issued during grant-funded enforcement activities	NA	NA	4,202	3,173	5,166	3,783	3,669	19,993	3,771
A-2	impaired driving arrests made during grant funded enforcement activities	NA	NA	5,423	4,056	5,145	5,112	5,381	25,117	5,509
A-3	speeding citations issued during grant funded enforcement activities	NA	NA	34,724	31,037	32,754	30,613	32,674	161,802	30,098
B-1	percent of observed occupants using a seat belt	NA	64.80%	68.50%	68.80%	69.60%	73.40%	74.30%	N/A	78%
C-1	traffic fatalities	531	438	569	553	511	NA	N/A	2,602	558
C-2	serious injuries in traffic crashes	NA	NA	NA	NA	NA	NA	NA	NA	NA
C-3	fatality rate per 100 million VMT	NA	NA	NA	NA	NA	NA	NA	NA	NA
C-4	unrestrained passenger vehicle occupant fatalities, all seat positions	286	218	281	274	232	NA	NA	1,291	232
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	248	199	246	256	212	NA	NA	1,161	225
C-6	speed related fatalities	198	154	197	210	177	NA	NA	936	194
C-7	motorcyclist related fatalities	26	35	42	38	27	NA	NA	168	36
C-8	un-helmeted motorcyclist fatalities	13	17	27	20	12	NA	NA	89	18
C-9	drivers age 20 or younger involved in fatal crashes	41	29	48	33	32	NA	NA	183	30
C-10	pedestrian fatalities.	82	64	103	101	101	NA	NA	451	125
C-11	bicyclist fatalities	6	5	6	7	8	NA	NA	32	9

The core outcome measures for the 2017 Targets, reflects all Native American fatalities in the United States, based on FARS data from 2009-2013. These fatalities include all NA fatalities both on and off tribal reservations.

FARS 2009-2013 five year linear trend analysis suggests the FY2017 targets will increase for core elements C-1 to C-11. The linear progression projections reflect a weak mean for each core measure, to C-11, which suggests the targets are unreliable. Due to funding limitations going to only federally recognized tribes within Indian Country, many Native Americans that do not live on reservations will not be impacted by the IHSP activities. Due to the limited number of tribes funded and 2017 funding only being utilized to address Police Traffic Safety, Data Improvements, Impaired Driving and Child Protection Seat (CPS) the IHSP has established a target to maintain fatalities for the core elements at the FARS FY2013 numbers.

BIA TARGETS FOR FY2017**OVERALL PROGRAM GOAL:**

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

Performance Measures/Targets:

To reduce all fatalities on Indian Reservations by 5% from the 2013 FARS number of 316 to 300 by the end of FY2017.

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. Target percentages and numbers were determined by using five year linear trend analysis from 2009-2013 FARS data which reflect a target of 285. The target reduction of 5% from 316 to 300 was selected because of the geographic locations of tribes being funded in FY17 (48 tribes in 16 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 16 states. In 2016 the BIA IHSP awarded grants thirty-seven (37) Police Traffic Services Grants, and will be awarding twenty-six (26) in FY2017. This is a 30% from the previous year; therefore, a 5% reduction in the performance measure target was determined to be a reasonable and achievable target. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers from the tribes funded in previous years was also taken into consideration.

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 49 tribes by the end of FY2017.

Reduce the average number of days from receipt; Requests for Reimbursement (RFRs) are entered for payment into GTS to tribes from 45 days in FY15 to 30 in FY17.

IMPAIRED DRIVING**Performance Measures/Targets:**

Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above, by 17% from the FARS 2013 number of 139 to 115 by the end of FY2017.

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 2% from the FY2015 total of 5,381 to 5,509 by the end of FY2017. (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. These high impact projects 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) and “Don’t Shatter the Dream” (Indian State) impaired driving mobilizations.

Target percentages and numbers were determined by using a five year linear trend analysis of 2009-2013 FARS data. Five year linear trend analysis reflects an increase in DUI arrest by 2% in funded tribes from 5,381 to 5,509 in FY17. The historical DUI enforcement performance from 2012 (4,056 arrests) - 2015 (5,381 arrests) reflects an increase in the tribes funded in previous years.

OCCUPANT PROTECTION

Performance Measures/Targets:

To reduce the total number of passenger vehicle occupant fatalities (all seat positions) on Indian Reservations by 17% from the FARS 2013 number of 217 to 189 by the end of FY2017.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 15% from the 2013 FARs number of 154 to 130 by the end of FY2017.

To increase safety belt usage rates in Indian Country from the FY 2015 “national” Indian Country rate of 74.3% to 75.03% by the end of FY2017.

To increase the number of tribes participating, and reporting, on the “Click It or Ticket” national mobilization from 30 in FY2015 to 39 by the end of FY2017.

Justification for Occupant Protection Targets:

Target percentages and numbers were determined by using a five year linear trend analysis of 2009-2013 FARS data. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend analysis reflects an aggressive increase in seat belt usage in Indian Country at 79.02% in FY2017. The seat belt usage rate in Indian Country increased by less than 1% since 2014; therefore, a 1% increase was a realistic and achievable target for FY2017 based on prior year’s data and 30% reduction in the number of tribes awarded. 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. Increase 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, on Indian Reservations, by 5% from the 2013 FARS number of 128 to 122 by the end of FY2017.

To increase the number of citations issued for speed, on Indian Reservations, by 5% from the FY2015 number of 32,674 to 34,308 by the end of FY2017. (Self-reported numbers by tribes)

To increase the number of citations issued for other moving violations (excluding speed and DUI), on Indian Reservations, by 5% from the FY2015 number of 35,512 to 37,228 by the end of FY2016. (Self-reported numbers by tribes)

To decrease the number of motorcyclist fatalities, on Indian Reservations, by 16% from the 2013

FARS number of 18 to 15 by the end of FY2017.

To decrease the number of pedestrian fatalities, on Indian Reservations, by 5% from the 2013 FARS number of 44 to 42 by the end of FY2017.

Justification for Police Traffic Services Targets:

Target percentages and numbers were determined by using a five year linear trend analysis of 2009-2013 FARS data. In FY2017 the number of Police Traffic Services (PTS) Grants awarded has been reduced by 30% from 37 grants awarded in FY2016. The decrease in PTS Grants awarded affects the performance measure targets for speed related fatalities, citations issued for speed and moving violations. Based on the five (5) year linear trend analysis and the 30% reduction in PTS Grants awarded in FY17 5% was a reasonable and achievable performance measure target for each of these areas of reporting. Linear trend analysis suggests an increase in speed fatalities, on Indian Reservations, at 141 for FY2017. The target is to decrease fatalities to 115 (10%) which is the projected trend analysis decrease. This performance measure target was reduced to (5%) 34,308 speed citations issued by the end of FY2017. Five year linear trend analysis projects citations issued for moving violations has actually decreased to 29,963 instead of increasing. Therefore; due to the 30% decrease in grants being awarded 5% increase of 37,228 moving violation citations was determined to be an achievable and reasonable target for FY2017. 5% is the selected target for decreasing pedestrian fatalities in FY2017. The five year linear trend analysis for FARS data suggests pedestrian fatalities will increase to 46 in FY 17. Decreasing pedestrian fatalities by 5% was a reasonable target because FARS reflects they have been slowly decreasing since the FY 2010 number of 54 to 44 in FY 2013.

EVIDENCE BASED ENFORCEMENT: Participating tribes.

Data shown on pages 15 thru 50 of the HSP indicates impaired driving, speed, and seatbelt utilization are significant safety issues for Native Americans.

A review of 2013 Native American fatalities by State shows Arizona, New Mexico, Oklahoma, Montana and South Dakota are the top 5 states with Native American Fatalities. In 2017, the IHSP plans to fund 3 enforcement projects in each of the States of Arizona and Montana, 5 in South Dakota and 8 projects in New Mexico. Oklahoma is in the top five NA fatality states however, no tribes submitted a request for enforcement projects. The BIA IHSP will award Occupant Protection grants to 4 tribes in Oklahoma.

Oklahoma has 38 federally recognized tribes and a large NA population, but only one reservation. Most of the Oklahoma tribes do not have law enforcement agencies. Enforcing traffic safety laws is one of the most effective ways to address traffic safety issues. The 2017 BIA grant agreements require a minimum number of “checkpoints and/or high visibility saturation patrols at times, dates and locations related to traffic safety enforcement.” The grant agreement also requires the grantee to “utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.” Twenty-six (26) of the fifty-one (51) FY2017 grant agreements are Police Traffic Services projects to fund full time and overtime enforcement activities. The evidence-based strategy of high-visibility enforcement to include checkpoints and saturation patrols (from NHTSA’s Countermeasures That Work) are required by participating tribes. Monthly reports of enforcement projects are monitored to evaluate the number of citations issued and arrest made for traffic violations. The IHSP conducts on-site monitoring of enforcement projects on an annual basis. On-site monitoring is often scheduled because of low performance numbers or lack of expenditure of funds. If a law enforcement agency does not adequately perform, the IHSP may terminate the project with 30 day notice. An increase in speed citations, impaired driving arrest and other moving violations should have a positive effect on reducing crashes and the associated injuries and deaths.

PREVIOUS YEAR PERFORMANCE REPORT**BIA PERFORMANCE REPORT FOR FY2015**

	Number of:	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
A-1	seat belt citations issued during grant-funded enforcement activities	NA	NA	4,202	3,173	5,166	3,783	3,669
A-2	impaired driving arrests made during grant funded enforcement activities	NA	NA	5,423	4,056	5,145	5,112	5,381
A-3	speeding citations issued during grant funded enforcement activities	NA	NA	34,724	31,037	32,754	30,613	32,674
B-1	Percent of observed occupants using a seat belt	NA	64.80%	68.50%	68.80%	69.60%	73.40%	74.30%
C-1	traffic fatalities	399	364	388	367	316	NA	NA
C-2	serious injuries in traffic crashes	NA	NA	NA	NA	NA	NA	NA
C-3	Fatality rate per 100 million VMT	NA	NA	NA	NA	NA	NA	NA
C-4	unrestrained passenger vehicle occupant fatalities, all seat positions	209	170	185	180	154	NA	NA
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	181	155	170	149	139	NA	NA
C-6	speed related fatalities	133	124	142	146	128	NA	NA
C-7	motorcyclist related fatalities	23	20	26	18	18	NA	NA
C-8	Un-helmeted motorcyclist fatalities	13	13	5	7	9	NA	NA
C-9	drivers age 20 or younger involved in fatal crashes	22	16	27	17	14	NA	NA
C-10	Pedestrian fatalities.	39	54	54	43	44	NA	NA
C-11	bicyclist fatalities	2	5	5	1	4	NA	NA

OVERALL PROGRAM TARGET:

- To reduce fatalities on reservations in Indian Country by 10% from the 2013 FARS number of 316 to 285 by the end of FY15. For the year 2013 (latest year of available data), FARS reported that 180 Native Americans were killed in motor vehicle crashes, on reservations, in the United States.
- The 2013 FARS number for all Native American motor vehicle crash fatalities was 511.

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 37 tribes by the end of FY2015.

The IHSP awarded thirty-eight (38) tribal project grants in FY2015; however, services and technical assistance were provided to approximately 50 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 10% from the FY13 total of 5,145 to 5,659 by the end of FY2015. (Self-reported numbers by tribes)

Performance Measure to be tracked:

Number of DWI arrests made during grant funded enforcement activities.

37 tribes funded by the BIA IHSP in FY2015 reported 5,381 DUI/DWI/OWI arrests. This Target was not achieved. Funded tribal grant programs provided presentations in their schools and communities sending out impaired driving messages reaching tribal members on reservations. An increase in patrol/checkpoints for National and Indian mobilizations and saturation patrols could also attribute to the decrease in arrests.

Performance Measure to be tracked:

Number of fatalities involving a driver or motorcycle operator with .08+ BAC.

FARS reported that 139 impaired driving motor vehicle crashes on reservations in 2013, with 98 occurring on reservations resulting in American Indian/Alaska Natives fatalities.

37 funded tribes in FY2015 reported a total of 34 motor vehicle crash fatalities with drivers with .08+ BAC.

OCCUPANT PROTECTION:

To increase safety belt usage rates in Indian Country from the FY2013 “national” Indian Country rate of 69.6% to 74.30% by the end of FY2015.

Performance Measure to be tracked:

Seat belt use for passenger vehicles, front seat outboard occupants.

In FY2015, the overall safety belt use increased to 74.30% 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.

37 tribes funded by the IHSP in FY2015 reported issuing a total of 3,669 safety belt violations and 726 child passenger safety violation citations throughout the project year.

POLICE TRAFFIC SERVICES:

To reduce the number of speed related fatalities on Indian Reservations by 5% from the FY2013 FARS numbers of 38 to 34 by the end of FY15.

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

FARS reports indicate that 71 American Indian/Alaska Natives died in speed-involved motor vehicle crashes on reservations in 2013.

37 tribes funded by the BIA IHSP in FY2015 reported a total of 40 speed-related motor vehicle fatalities on their reservations during the project year.

To increase the number of citations issued for speed by 1% from the FY2013 total of 32,754 to 33,082 within the participating tribes by the end of FY2015.

Performance Measure to be tracked:

Number of speeding citations issued during grant-funded enforcement activities.

37 tribes funded by the BIA IHSP in FY2015 reported 32,674 speed citations being issued during the project year.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by 2% from the FY2013 total of 34,705 to 35,399 by the end of FY2015.

Performance Measure to be tracked:

Number of moving violation citations (minus speed) issued during grant-funded activities.

37 tribes funded by the BIA IHSP in FY2015 reported 35,512 traffic violation citations (excluding speed and DUI) 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 42 to 25 by the end of FY2015.

Performance Measure to be tracked:

Number of motorcyclist fatalities.

FARS reported 27 American Indian/Alaska Native motorcyclist fatalities in 2013, with 4 occurring on reservations.

37 tribes funded by the BIA IHSP in FY2015 reported a total of 2 motorcycle fatalities on their reservations during the project year.

Performance Measure to be tracked:

Number of un-helmeted motorcyclist fatalities.

FARS reported 2 American Indian/Alaska Native un-helmeted motorcyclist fatalities on reservations in 2013.

37 tribes funded by the BIA IHSP in FY2015 reported 1 un-helmeted motorcyclist fatality 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 8 American Indian/Alaska Natives age 20 and younger killed on reservations in 2013. 37 tribes funded by IHSP in FY2015 reported 10 motor vehicle crash fatalities involving drivers age 20 or younger on their reservations.

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

Performance Measure to be tracked:

Number of pedestrian fatalities.

FARS reported 101 American Indian/Alaska Native pedestrian fatalities in 2013.

37 tribes funded by IHSP in FY2015 reported 12 motor vehicle crash fatalities involving pedestrians on their reservations.

TARGETS FOR EACH PROGRAM AREA**FY2017 CORE OUTCOME MEASURES**

A-1 Core Measure: Seat belt citations issued during grant-funded enforcement activities current:

FY 17 Target: 26 tribes will issue 3,706 seat belt citations in FY 2017.

In FY15: 37 tribes reported issuing 3,669 seat belt citations.

Justification of Target: Targets and percentages were determined by the numbers of seat belt citations issued, by 37 funded tribes, in FY15 using five year linear trend analysis from 2011-2015 which reflects a 3% increase in citations to be issued in FY 2017. Due to the 30% reduction in Police Traffic Services Grants being awarded in FY2017 the target was reduced to 1% which is a realistic and achievable target for 26 PTS grants.

A-2 Core Measure: Impaired driving arrests made during grant-funded enforcements activities current:

FY 17 Target: 26 tribes will make 5,435 impaired driving arrests in FY 2017.

In FY15: 37 tribes reported 5,381 DUI/OWI arrests were made.

Justification of Target: Targets and percentages were determined by the numbers of DUI/OWI arrests made, by 37 funded tribes, in FY15 using five year linear trend analysis from 2011-2015 which reflects an actual increase in DUI/OWI arrests from the FY2015 number of 5,381 to 5,509 by the end of FY2017 which is a 2% increase. Due to the 30% decrease in PTS Grants awarded in FY17 a 1% increase in DUI/OWI arrests in FY 2017 was selected as a reasonable target because of past performance which reflects an increase from 2012 to 2015.

A-3 Core Measure: Speeding citations issued during the grant-funded enforcement activities current:

FY17 Target: 26 tribes will issue 33,654 speeding citations in FY 2017.

In FY15: 37 tribes reported issuing 32,674 speed citations.

Justification of Target: Targets and percentages were determined by the numbers of speed citations issued, by 37 funded tribes in FY15, using five year linear trend analysis from 2011-2015 which reflects a 10% increase in speed citations to be issued in FY 2017. Due to the 30% decrease in PTS Grants awarded in FY17 a 3% increase in DUI/OWI arrests in FY 2017 was selected as a reasonable target because of past performance which reflects an increase from 2012 to 2015.

B-1 Core Measure: To increase safety belt usage rates in Indian Country from the FY 2015 “national” Indian Country rate of 74.3% to 75.03% by the end of FY2017.

In FY15: Indian Country safety belt usage increased from 1% from 2014 to 2015.

Justification of Target: Targets and percentages were determined by 5 year linear trend analysis. Due to the 30% decrease in PTS Grants awarded in FY17 a 3% increase in DUI/OWI arrests in FY 2017 was selected as a reasonable target because of past performance which reflects an increase from 2012 to 2015. Five year linear trend analysis projects an aggressive target of 79.02% increase.

C-1 Core Measure: To reduce American Indian/Alaska Native motor vehicle crash fatalities on reservations from the 2013 FARS number of 316 to 300 by the end of FY2017.

In FY15: 37 tribes reported a total of 90 motor vehicle fatalities.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2009-2013 which reflects an 11% decrease in motor vehicle fatalities in FY 2017. 5% decrease in the target was reasonable

C-4 Core Measure: To reduce the number of passenger vehicle occupant fatalities on reservations from the 2013 FARS number of 217 to 189 in 2017.

In FY15: 37 tribes reported a total of 90 motor vehicle crash (MVC) fatalities on their reservations. Of the 61 motor vehicle fatalities 42 (68%) of the people killed were not wearing seat belts.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2009-2013 which reflects an 11 % decrease in motor vehicle occupant fatalities in FY 2017.

C-5 Core Measure: To reduce the number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above from the 2013 FARS numbers of 139 to 115 in 2017.

In FY15: 37 funded tribes reported a total of 34 fatalities with drivers with .08+ BAC.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2009-2013 which reflects a decrease in fatalities from FY2011 (170) to FY2013 (114).

C-6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations from the 2013 FARS numbers of 128 to 122 in FY2017.

In FY15: 37 tribes funded by the BIA IHSP reported a total of 40 speed related motor vehicle fatalities on their reservations during the project year.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2009-2013 which reflects an unreliable projection. The trend line does not show a reduction but an increase; due to the 30% decrease in the number of tribes funded in FY2017 5% target was a reasonable target.

C-7 Core Measure: To decrease motorcyclist fatalities on reservations from 2013 FARS number of 18 to 15 in 2017.

In FY 15: 37 tribes funded by the BIA IHSP reported 1motorcyclist fatality.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2009-2013 which reflects a decrease in motorcycle fatalities from 26 in 2011 to 18 in 2013.

C-8 Core Measure: To maintain the number of un-helmeted motorcyclist fatalities, on reservations, from 2013 FARS number of 2 in 2017.

In FY15: 31 tribes funded by the BIA IHSP reported a total of 1 un-helmeted motorcyclist fatalities.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2009-2013 projects un-helmeted fatalities on reservations among Alaska Natives and American Indians to increase to 4 in FY2017. Maintaining the target at 2 was reasonable due to the fact fatalities have remained at 2 in FY2012 and 2013.

C-9 Core Measure: To decrease the number of drivers 20 or younger, on reservation, involved in fatal crashes from 2013 FARS number of 8 to 6 in 2017.

In FY15: 37 tribes funded by the BIA IHSP reported 10 fatalities involving drivers age 20 or younger were reported by the tribes.

Justification of Target: Targets and percentages were determined by FARS using five year linear trend analysis from 2009-2013 which reflects a decrease in fatalities involving drivers 20 or younger in FY 2017.

C-10 Core Measure: To reduce the number of pedestrians involved in fatal crashes, on reservations, from 2013 FARS number of 44 to 42 in 2017.

In FY15: 37 tribes funded by the BIA IHSP reported a total of 12 pedestrian fatalities. (Is this correct? 38 of 44 on reservations pedestrian deaths were on grant funded reservations. Appears to be high)

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2009-2013 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to decrease to 5% in 2017 due to prior year fatalities.

C-11 Core Measure: To maintain the number of bicyclists, on reservation, involved in fatal crashes from 2013 FARS number of 0 in 2017.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2009-2013 which reflects a downward trend; therefore it was determined the target would be to maintain the FY2013 FARS number of 0.

IV. PROGRAM AREA STRATEGIES AND PROJECTS

EVIDENCED BASED STRATEGIES

The IHSP funds a variety of programs each year. The statistical data provided through FARS and the data submitted to the IHSP by the tribal grant submission supports the funding of programs relating to Police Traffic Services (PTS), Impaired Driving Courts, Impaired Driving Enforcement, Child Passenger Safety activities, Pedestrian and Bicycle safety programs. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This type of monitoring is utilized to determine if funded activities are presenting a positive outcome in effecting traffic safety issues on the reservation.

ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2017, the IHSP plans to fund 26 police traffic services contracts. Crash data provided by these projects show in 2015 the involved reservations had a total of 90 fatalities or 28 percent of the total of 316 NA on reservation fatalities in 2013.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.
- The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as, the increased number of car seat clinics, safety seat checkpoints, and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

EVIDENCE BASED REFERENCES

The standard for the impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective. These include: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and participation in the High Visibility Enforcement mobilizations. The 2017 HSP also includes child safety seat projects to assist the tribes in purchasing and issuing child safety seats on reservations in order to meet the targets of increased child seat use. Many NA/AN live in poverty and funds are not often available to purchase child safety seats and booster seats to ensure the protection of the NA children. By purchasing child safety seats and making sure they are installed by trained technicians. If children become used to being restrained, in a child safety seat, at an early age this will help support seat belt utilization as they become adults. Tribes with child safety seat laws and the availability of seats makes it easier for law enforcement to conduct and enforce high-visibility belt law enforcement for both children and adults. If tribal members cannot utilize child restraint cost as an excuse, tribal leadership may be more likely to support the strengthening of restraint laws which is rated 5 stars in the CTW. CPS inspection stations only scores 2 stars in the CTW but on reservations is one of the best opportunities for interaction with parents to stress restraint utilization for both adults and children.

2017 PROJECTS**PLANNING & ADMINISTRATION****PA-17-01****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 26 Police Traffic Services Grants, and 26 occupant protection grants for 49 tribes by the end of FY2017.

To initiate meetings and communications with non-granted tribes to evaluate for potential funding opportunities which would provide financial assistance to meet a Police Traffic Services, Occupant Protection, Impaired Driving Court or Youth Traffic Safety Education need in order to expand the program.

To contact state highway safety offices in order offer funding opportunities to their tribal communities which may be available.

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 FY17.

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.

TARGETS:

1. Conduct monthly monitoring of expenditures utilizing BIA's finance system and NHTSA's Grants Tracking System (GTS).
2. Reduce the average number of days from receipt; Requests for Reimbursement (RFRs) are entered for payment into GTS to tribes from 45 days in FY15 to 30 in FY17.

PROJECT DESCRIPTION:

Personnel services to manage, monitor and oversee the Indian Highway Safety Program include three positions funded by 402: Program Coordinator, Program Analyst (Finance) and a Law Enforcement Assistants.

The IHSP staff also includes a Director and Law Enforcement Assistant whose salary is funded by BIA Office of Justice Services.

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

PA-17-02

Training Space Rental for Tribes

\$500.00

Funding Source: 402

Grant Writing & Project Management

PA-17-03

IHSP Grants Writing Training

\$500.00

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.

STRATEGIES:

- Develop and implement a Project Management Course and a IHSP Grant Writing Course to be held in Albuquerque, NM.

PROJECT DESCRIPTION:

Costs to include reimbursement for facilities rental at the BIA offices in Albuquerque, NM

EQUIPMENT: None

PLANNING & ADMINISTRATION BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
PA-17-01	BIA Program Management	\$ 234,870.00	402
PA-17-02	Bureau of Indian Affairs	\$ 500.00	402
PA-17-03	Bureau of Indian Affairs	\$ 500.00	402
	BIA Program Management Carry Forward Funds (Estimated)	\$ 300,000.00	402
Total 402 Funds		\$ 535,870.00	

IMPAIRED DRIVING**AL-17-02****BIA OJS (Office of Justice Services)****\$100,000.00**

Although the 2013 NHTSA FARS annual report shows alcohol-related fatalities were at a five- year low, impaired driving fatalities are serious issue on Native American Reservations. In 2013, FARS data shows there were 139 alcohol-related fatalities on reservations across America. Based on deaths per100,000 population; the rate for NA in 2013 was 4.36 while the rate in the rest of the U.S. was 3.19. Of the 145 pedestrian fatalities tested from 2009-2013, 72.4% had a BAC level of .08 or greater.

GOAL:

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

Core Measure:

To reduce the number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above from the 2013 FA R S numbers of 139 to 115 in 2017.

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.

TARGETS:

1. To increase the number of times the BAT Mobiles are deployed within the participating tribes by 9% from the FY2015 total of 82 to 90 by the end of FY2017.
2. To increase use of BAT Mobiles for educational events on the reservations by 57% from the FY2015 number of 4 to 7 in FY2017.

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 BAT Mobiles are receiving maximum utilization in current locations.
- Evaluate BAT mobile utilizations and relocate Bat Mobiles, if underutilized to another location to increase usage

EVALUATION:

Tracking of the BAT Mobile reports and logs, to include number of times BAT Mobiles were 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.

IMPAIRED DRIVING BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
AL-17-01	BIA OJS - Bat Mobiles	\$ 100,000.00	402
Total 402 Funds		\$ 100,000.00	

OCCUPANT PROTECTION**OP-17-01****\$199,348.00****Funding Source: 402****Occupant Protection Program Area Target:**

To reduce the total number of passenger vehicle occupant fatalities, all seat positions, by 12% from the FARS 2013 number of 217 to 189 by the end of FY2017.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 15% from the FARS 2013 number of 154 to 130 by the end of FY2017.

To increase safety belt usage rates in Indian Country from the FY 2015 “national” Indian Country rate of 74.3% to 75.03% by the end of FY2017.(This is an aggressive increase)

To increase the number of tribes participating and reporting on the, “Click It or Ticket”, national mobilization from 30 in FY2015 to 39 by the end of FY2017.

TARGETS: (Reported by tribes)

Project Number	Project Title	Budget	Car Seats Purchased	Checkpoint/Road Side Clinics to be Held	Car Seats Distributed	Seats to be Inspected	CPS/Community Training Conducted	Hands on Installation	Brochure Distribution
OP-17-02	Native Village of Eyak	\$ 8,525.00	55	1	55	55	1	55	300
OP-17-03	Cocopah Indian Tribe	\$ 3,700.00	50	4	50	50	6	50	100
OP-17-04	Gila River Indian Community	\$ 9,800.00	200	7	200	200	25	200	0
OP-17-05	Quechan Tribe	\$ 8,500.00	150	2	150	150	12	150	0
OP-17-06	Pokagon Band of Potawatomi Indians	\$ 3,125.00	64	0	64	64	2	64	0
OP-17-07	Grand Traverse Band of Ottawa & Chippewa Indians	\$ 4,083.00	22	4	22	22	8	22	0
OP-17-08	Grand Portage Reservation	\$ 3,875.00	50	2	50	50	4	50	0
OP-17-09	Mississippi Band of Choctaw Indians	\$ 9,140.00	100	0	100	100	8	100	900
OP-17-10	Standing Rock Sioux Tribe	\$ 24,990.00	195	4	195	195	8	195	0
OP-17-11	Pueblo of Laguna	\$ 7,240.00	35	0	35	35	6	35	0
OP-17-12	Pueblo of Acoma	\$ 2,920.00	50	0	50	50	4	50	0
OP-17-13	Pyramid Lake Paiute Tribe	\$ 6,905.00	112	3	112	112	5	112	500
OP-17-14	Te-Moak Tribe of Western Shoshone	\$ 5,500.00	50	4	50	50	8	50	500
OP-17-15	Duckwater Shoshone Tribe	\$ 5,155.00	15	7	15	15	4	15	200
OP-17-16	Apache Tribe of Oklahoma	\$ 3,900.00	70	2	70	70	4	70	0
OP-17-17	Wichita & Affiliated Tribes	\$ 6,865.00	130	8	130	130	12	130	0
OP-17-18	Quapaw Tribe of Oklahoma	\$ 4,305.00	60	3	60	60	3	60	100
OP-17-19	Choctaw Nation of Oklahoma	\$ 11,715.00	200	5	200	200	2	200	1000
OP-17-20	Yankton Sioux Tribe	\$ 7,745.00	63	6	63	63	8	63	250
OP-17-21	Oglala Sioux Tribe	\$ 15,570.00	280	3	280	280	280	280	0
OP-17-22	Ute Indian Tribe	\$ 13,745.00	95	5	95	95	4	95	220
OP-17-23	Swinomish Indian Community	\$ 6,110.00	60	2	60	60	3	60	300
OP-17-24	Muckleshoot Indian Tribe	\$ 7,185.00	75	6	75	75	8	75	0
OP-17-25	Lower Elwha Klallam Tribe	\$ 6,685.00	60	3	60	60	4	60	150
OP-17-26	Bad River Band of Lake Superior Tribe of Chippewa Indians	\$ 4,200.00	60	0	60	60	2	60	200
OP-17-27	Ho-Chunk Nation	\$ 7,865.00	130	3	130	130	8	130	0

STRATEGIES:

Implement car seat fitting stations, education and awareness programs for school children, community members and others to reduce incidents of restraint non-compliance and increase restraint awareness, education and use. Tribes are required to have certified Safety Seat Technicians on site to provide training to tribal members who receive the car seats to ensure proper installation.

Stake holders will include other community based organizations, first responders and law enforcement.

EQUIPMENT: Child Protection Seats

EVALUATION:

The Tribe agrees that it will provide the following information as a means to measure the progress of the project.

Tracking and reporting on the following:

- Total accounting of all IHSP funded car seat distributions
- Total number of CPS fitting stations conducted
- Total number of community CPS presentations
- Total number of CPS handouts provided to community members

POLICE TRAFFIC SERVICES**PT-17-03****Shoshone Bannock Tribes - Idaho****\$135,900.00****Funding Source: 402**

Reservation Population: 8,700

Land Base: 544,000 acres

Road Miles: 850

GOAL:

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

TARGETS: (*Reported by tribe*)

1. To reduce the number of motor vehicle related fatalities on the Shoshone Bannock Reservation by 10% from the FY2015 number of 3 to 2 by the end of FY2017.
2. To decrease the number of fatalities in crashes involving a driver with a BAC of 0.08+ 50% from the FY2015 number of 2 to 1 by the end of FY2017.
3. To decrease motor vehicle related crashes by 10% from the FY2015 number of 197 to 177 by the end of FY2017.
4. To increase the number of DUI arrests by 10% from the FY2015 number of 151 to 166 by the end of FY2017.
5. To increase the number of speed citations issued by 10% from the FY2015 number of 783 to 861 by the end of FY2017.

STRATEGIES:

- Fund one (1) 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 nine (9) 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 - Speed Trailer

1 - Spillman Software

PT-17-04**Leech Lake Band of Ojibwe - Minnesota****\$364,300.00****Funding Source: 402**

Reservation Population: 10,660

Land Base: 838,000 acres

Road Miles: 660

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Leech Lake Reservation by 33% from the FY2015 number of 3 to 2 by the end of FY2017.
2. To decrease the number of fatalities in crashes involving a driver with a BAC of 0.08+ 50% from the FY2015 number of 2 to 1 by the end of FY2017.
3. To decrease motor vehicle related crashes by 14% from the FY2015 number of 114 to 100 by the end of FY2017.
4. To increase the number of DUI arrests by 7% from the FY2015 number of 144 to 155 by the end of FY2017.
5. To increase the number of speed citations issued by 8% from the FY2015 number of 996 to 1,095 by the end of FY2017.

STRATEGIES:

- Fund one (2) Highway Safety Officer.
- 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 thirty-two (32) 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 - Radar/ Lidar
- 1 - Intoxilyzer
- 1 - Printer/Ticket Scanner Checkpoint Equipment:
- 5 - Checkpoint Signs 20 - Traffic Cones

PT-17-05
Red Lake Band of Chippewa Indians - Minnesota
\$257,590.00
Funding Source: 402

Reservation Population: 12,132
Land Base: 840,000 acres
Road Miles: 675

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Red Lake Reservation by 50% from the FY2015 number of 2 to 1 by the end of FY2017.
2. To decrease motor vehicle related crashes by 5% from the FY2015 number of 90 to 85 by the end of FY2017.
3. To increase the number of DUI arrests by 5% from the FY2015 number of 262 to 275 by the end of FY2017.

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 fifty-two (52) 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 - Digital Camera
- 3 - Impairment Silver Label
- 1 - Goggles Checkpoint Equipment:
- 1 - Generator

PT-17-06
White Earth Band of Chippewa - Minnesota
\$150,000.000
Funding Source: 402

Reservation Population: 21,274

Land Base: 837,425 acres

Road Miles: 1,408

GOAL:

To decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the White Earth Band of Chippewa Reservation.

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the White Earth Reservation by 50% from the FY2015 number of 5 to 2 by the end of FY2017.
2. To decrease the number of fatalities in crashes involving a driver with a BAC of 0.08+ 67% from the FY2015 number of 3 to 1 by the end of FY2017.
3. To decrease motor vehicle related crashes by 5% from the FY2015 number of 230 to 219 by the end of FY2017.
4. To increase the number of DUI arrests by 10% from the FY2015 number of 238 to 262 by the end of FY2017.
5. To increase the number of speed citations issued by 15% from the FY2015 number of 459 to 528 by the end of FY2017.

STRATEGIES:

- Fund two (1) 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 sixteen (16) 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

PT-17-07
Northern Cheyenne - Montana
\$83,500.00
Funding Source: 402

Reservation Population: 2,900
Land Base: 444,775 acres
Road Miles: 983

GOALS:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Northern Cheyenne Reservation by 50% from the FY2015 number of 2 to 1 by the end of FY2017.
2. To decrease motor vehicle related crashes by 16% from the FY2015 number of 91 to 77 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 126 to 138 by the end of FY2017.
4. To increase the number of speed citations issued by 10% from the FY2015 number of 353 to 388 by the end of FY2017.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- 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: None

PT-17-08
Turtle Mountain - North Dakota
\$77,500.00
Funding Source: 402

Reservation Population: 16,500
Land Base: 79,176 acres
Road Miles: 233

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Turtle Mountain Reservation by 100% from the FY2015 number of 2 to 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 171 to 153 by the end of FY2017.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- 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 nine (9) 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:

6 - Cortina Tool & Mold for A-Frame Barricade

PT-17-09
Jicarilla Apache Nation - New Mexico
\$247,350.00
Funding Source: 402

Reservation Population: 5,500

Land Base: 1,000,000 acres

Road Miles: 7,683

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain of motor vehicle related fatalities on the Jicarilla Apache Reservation by 100% from the FY2015 number of 0 at the end of FY2017.
2. To decrease motor vehicle related crashes by 39% from the FY2015 number of 95 to 58 by the end of FY2017.
3. To increase the number of DUI arrests by 13% from the FY2015 number of 87 to 100 by the end of FY2017.
4. To increase the number of speed citations issued by 14% from the FY2015 number of 1,583 to 1,851 by the end of FY2017.

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:

- 1 - Digital Camera
- 1 - Radar Speed Trailer
- 2 - Digi ticket

PT-17-10
Pueblo of Acoma - New Mexico
\$175,200.00
Funding Source: 402

Reservation Population: 5,181
Land Base: 700,000 acres
Road Miles: 328

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Acoma Reservation by 50% from the FY2015 number of 4 to 2 at the end of FY2017.
2. To decrease speed related fatalities by 33% from the FY2015 number of 3 to 2 by the end of FY2017.
3. To decrease motor vehicle related crashes by 50% from the FY2015 number of 12 to 6 by the end of FY2017.
4. To increase the number of speed citations issued by 25% from the FY2015 number of 2,318 to 2,897 by the end of FY2017.
5. To increase the number of traffic citations (excluding speed & DUI) by 10% from the FY2015 number of 1,960 to 2,156 by the end of FY2017.

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-one (21) 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**

PT-17-11
Pueblo of Isleta - New Mexico
\$381,800.00
Funding Source: 402

Reservation Population: 4,861
Land Base: 211,095 acres
Road Miles: 290

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To decrease motor vehicle related fatalities on the Isleta Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 15% from the FY2015 number of 223 to 191 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 74 to 81 by the end of FY2017.
4. To increase the number of speed citations issued by 5% from the FY2015 number of 4,841 to 5,063 by the end of FY2017.

STRATEGIES:

- Fund three (3) Highway Safety Officers & one (1) Data Clerk.
- 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 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:

1 - Digi ticket

PT-17-12
Jemez Pueblo New Mexico
\$168,100.00
Funding Source: 402

Reservation Population: 3,699
Land Base: 89,623 acres
Road Miles: 94

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain the number of motor vehicle related fatalities on the Jemez Reservation from the FY2015 number of 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 10 to 8 by the end of FY2017.
3. To increase the number of DUI arrests by 30% from the FY2015 number of 10 to 13 by the end of FY2017.
4. To increase the number of speed citations issued by 20% from the FY2015 number of 4,547 to 5,147 by the end of FY2017.

STRATEGIES:

- Fund (1) Highway Safety Officer.
- 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 ten (10) 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

PT-17-13
Pueblo of Laguna - New Mexico
\$264,500.00
Funding Source: 402

Reservation Population: 4,196
Land Base: 560,000 acres
Road Miles: 394

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain of motor vehicle related fatalities on the Laguna Reservation by 100% from the FY2015 number of 0 at the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 181 to 163 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 56 to 62 by the end of FY2017.
4. To increase the number of speed citations issued by 9% from the FY2015 number of 3,312 to 3,643 by the end of FY2017.

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 thirty (30) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Digital Camera
- 1 - Laser Printer
- 2 - Adobe Pro Software

PT-17-14
Walker River - Nevada
\$135,000.00
Funding Source: 402

Reservation Population: 1,200
Land Base: 325,000 acres
Road Miles: 174

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain motor vehicle related fatalities on the Walker River Reservation at the FY2015 number of 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 29 to 26 by the end of FY2017.
3. To increase the number of speed citations issued by 18% from the FY2015 number of 1,251 to 1,523 by the end of FY2017.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- 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 twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Radar/ Lidar
- 1 - In Car Video

PT-17-15
Cheyenne River Sioux - South Dakota
\$339,700.00
Funding Source: 402

Reservation Population: 9,500
Land Base: 3 Million acres
Road Miles: 4,500

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 33% from the FY2015 number 6 to 2 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 146 to 131 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 509 to 559 by the end of FY2017.
4. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2015 number of 1,099 to 1,209 by the end of FY2017.

STRATEGIES:

- Fund two (2) Highway Safety Officers & one (1) Data Clerk.
- 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:

- 1-Radar/Lidar
- 2 - Digital Camera's

PT-17-16
Oglala Sioux - South Dakota
\$604,500.00
Funding Source: 402

Reservation Population: 35,000
Land Base: 3,1 Million Acres
Road Miles: 1,900

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Oglala Sioux Reservation by 10% from the FY2015 number of 18 to 16 by the end of FY2017.
2. To reduce the number of unrestrained passenger vehicle occupant fatalities (all seat positions) on the Oglala Sioux Reservation by 10% from the FY2015 number of 18 to 16 by the end of FY2017.
3. To decrease motor vehicle related crashes by 21% from the FY2015 number of 251 to 199 by the end of FY2017.

STRATEGIES:

- Fund four (4) Highway Safety Officers and one (1) Data Clerk.
- 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 forty-six (46) 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 - Intoxilyzer
- 1 - Computer Lap Top
- 1 - Reconstruction Software
- 1 - Total Station

PT-17-17
Menominee Nation - Wisconsin
\$81,000.00
Funding Source: 402

Reservation Population: 4,337
Land Base: 235,523 acres
Road Miles: 650

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain motor vehicle related fatalities on the Menominee Reservation at FY2015 number of 2 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 181 to 159 by the end FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 150 to 165 by the end of FY2017.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- 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 ten (10) 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

POLICE TRAFFIC SERVICES – LAW ENFORCEMENT GRANTS OVERTIME

PT-17-19-01**Fort McDowell Yavapai Nation - Arizona****\$174,300.00****Funding Source: 402**

Reservation Population: 2,500

Land Base: 24,680 acres

Road Miles: 39

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain motor vehicle related fatalities on the Fort McDowell Reservation at the FY2015 number of 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 30% from the FY2015 number of 37 to 26 by the end of FY2017.
3. To increase the number of DUI arrests by 30% from the FY2015 number of 28 to 36 by the end of FY2017.
4. To increase the number of speed citations issued by 25% from the FY2015 number of 497 to 621 by the end of FY2017.

STRATEGIES:

- 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 forty-four (44) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

4 - PBT's

3 - In Car Video Camera's

PT-17-19-02
Millie Lacs Band of Ojibwe - Minnesota
\$32,200.00
Funding Source: 402

Reservation Population: 4,555

Land Base: 61,000 acres

Road Miles: 475

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain the number of motor vehicle related fatalities on the Mille Lacs Reservation at the FY2015 number of 0 by the end of FY2017.
2. To maintain motor vehicle related crashes at the FY2015 number of 0 by the end of FY2017.
3. To increase the number of speed citations issued by 40% from the FY2015 number of 101 to 141 by the end of FY2017.

STRATEGIES:

- 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 three (3) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Radar/Lidar
- 1 - PBT

PT-17-19-03
Upper Sioux Indian Community - Minnesota
\$98,200.00
Funding Source: 402

Reservation Population: 520
Land Base: 1,408 acres Road
Miles: 27

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain the number of motor vehicle related fatalities in 2015 on the Upper Sioux Reservation at 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 15% from the FY2015 number of 64 to 54 by the end of FY2017.
3. To increase the number of DUI arrests by 25% from the FY2015 number of 71 to 89 by the end of FY2017.
4. To increase the number of traffic citations (excluding speed and DUI) by 6% from the FY2015 number of 165 to 198 by the end of FY2017.

STRATEGIES:

- 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 thirty (30) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 2 - Radars/Lidars
- 2 - In Car Video Cameras
- 2- PBTs

PT-17-19-04**Assiniboine & Sioux Tribes of the Fort Peck Reservation- Montana**
\$20,700.00**Funding Source: 402**

Reservation Population: 11,321

Land Base: 926,000 acres

Road Miles: 801

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Fort Peck Reservation by 33% from the FY2015 number of 2 to 6 by the end of FY2017.
2. To decrease motor vehicle related crashes by 20% from the FY2015 number of 80 to 60 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 130 to 143 by the end of FY2017.
4. To increase the number of traffic citations, excluding speed and DUI, by 19% from the FY2015 number of 294 to 350 the end of FY2017.
5. To reduce the number of fatalities in crashes involving a driver with a BAC of 0.08+ by 50% from the FY2015 number of 2 to 1 by the end of FY2017.

STRATEGIES:

- 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 fifteen (15) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-17-19-05**Chippewa Cree of the Rocky Boy Reservation - Montana****\$73,875.00****Funding Source: 402**

Reservation Population: 6,851

Land Base: 122,000 acres

Road Miles: 681

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Rocky Boy Reservation by 100% from the FY2015 number of 2 to 0 by the end of FY2017.
2. To reduce the number of unrestrained passenger vehicle occupant fatalities (all seat positions) on the Rocky Boy Reservation by 100% from the FY2015 number of 2 to 0 by the end of FY2017.
3. To decrease motor vehicle related crashes by 10% from the FY2015 number of 68 to 60 by the end of FY2017.
4. To increase the number of DUI arrests by 10% from the FY2015 number of 135 to 149 by the end of FY2017
5. To increase the number of speeding citations by 10% from the FY2015 number of 402 to 440 by the end of FY2017

STRATEGIES:

- 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 eleven (11) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

2 - PBT's

3 - Digital Camera Checkpoint Equipment:

2 - Reflective Traffic Cones

PT-17-19-06
Pueblo of Santa Clara - New Mexico
\$159,000.00
Funding Source: 402

Reservation Population: 2,220
Land Base: 54,686 acres
Road Miles: 162

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Santa Clara Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
2. To reduce the number of speed related fatalities on the Santa Clara Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
3. To decrease motor vehicle related crashes by 22% from the FY2015 number of 48 to 37 by the end of FY2017.
4. To increase the number of traffic citations (excluding speed and DUI) by 48% from the FY2015 number of 788 to 1,170 by the end of FY2017.
5. To increase the number of speed citations issued by 10% from the FY2015 number of 1,499 to 1,649 by the end of FY2017.

STRATEGIES:

- 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 one-hundred three (103) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

3 - Radar/Lidars

PT-17-19-07**Ramah-Navajo - New Mexico****\$82,500.00****Funding Source: 402**

Reservation Population: 4,948

Land Base: 287,669 Acres

Road Miles: 722

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain the number of motor vehicle related fatalities on the Ramah-Navajo Reservation by at the FY2015 number of 0 by the end of FY2017.
2. To reduce the number of pedestrian fatalities by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
3. To decrease motor vehicle related crashes 10% by the FY2015 number of 31 to 28 by the end of FY2017.
4. To increase the number of DUI arrests by 10% from the FY2015 number of 31 to 34 by the end of FY2017.
5. To increase the number of speed citations issued by 10% from the FY2015 number of 315 to 346 by the end of FY2017.

STRATEGIES:

- 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 fourteen (14) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-17-19-08**Saint Regis Mohawk Tribe - New York****\$47,900.00****Funding Source: 402**

Reservation Population: 9,017

Land Base: 14,640 acres

Road Miles: 56

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To maintain the number of motor vehicle related fatalities on the Saint Regis Mohawk Reservation at the FY2015 number of 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 130 to 117 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 43 to 47 by the end of FY2017.
4. To increase the number of speed citations issued by 10% from the FY2015 number of 451 to 496 by the end of FY2017.

STRATEGIES:

- 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 thirteen (13) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

2 - Radars/Lidars

1 - Speed Trailer

Checkpoint Equipment:

\$1,000 - Checkpoint Signs

25 – 42” Traffic Cones

PT-17-19-09
Sisseton-Wahpeton - South Dakota
\$51,600.00
Funding Source: 402

Reservation Population: 9,958
Land Base: 106,000 acres
Road Miles: 924

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Sisseton-Wahpeton Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 103 to 97 by the end of FY2017.
3. To increase the number of DUI arrests by 7% from the FY2015 number of 141 to 156 by the end of FY2017.

STRATEGIES:

- 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 eight (8) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

2 – PBT’s

PT-17-19-10
Lummi Nation - Washington
\$43,900.00
Funding Source: 402

Reservation Population: 6,000
Land Base: 22,000 acres
Road Miles: 250

GOAL:

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

TARGETS: (*Reported by tribes*)

1. To reduce the number of motor vehicle related fatalities on the Lummi Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 10% from the FY2015 number of 73 to 65 by the end of FY2017.
3. To increase the number of DUI arrests by 20% from the FY2015 number of 50 to 60 by the end of FY2017.
4. To increase the number of speed citations issued by 20% from the FY2015 number of 115 to 138 by the end of FY2017.

STRATEGIES:

- 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 ten (10) checkpoints and/or two (2) saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Radar/Lidar
- 1 - PBT

PT-17-19-11
Lac Courte Oreilles - Wisconsin
\$86,500.00
Funding Source: 402

Reservation Population: 3,100

Land Base: 77,000 acres

Road Miles: 319

GOAL:

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

TARGETS: (Reported by tribes)

1. To reduce the number of motor vehicle related fatalities on the Lac Courte Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2017.
2. To decrease motor vehicle related crashes by 25% from the FY2015 number of 28 to 21 by the end of FY2017.
3. To increase the number of DUI arrests by 10% from the FY2015 number of 36 to 40 by the end of FY2017.
4. To increase the number of speed citations issued by 40% from the FY2015 number of 143 to 200 by the end of FY2017.

STRATEGIES:

- 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 three (3) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

POLICE TRAFFIC SERVICES BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
PT-17-03	Shoshone Bannock Tribes	\$ 135,900.00	402
PT-17-04	Leech Lake Band of Ojibwe	\$ 364,300.00	402
PT-17-05	Red Lake Band of Chippewa Indians	\$ 257,590.00	402
PT-17-06	White Earth Band of Ojibwe	\$ 150,000.00	402
PT-17-07	Northern Cheyenne Tribe	\$ 83,500.00	402
PT-17-08	Turtle Mountain Band of Chippewa Indians	\$ 77,500.00	402
PT-17-09	Jicarilla Apache Nation	\$ 247,350.00	402
PT-17-10	Pueblo of Acoma	\$ 175,200.00	402
PT-17-11	Pueblo of Isleta	\$ 381,800.00	402
PT-17-12	Pueblo of Jemez	\$ 168,100.00	402
PT-17-13	Pueblo of Laguna	\$ 264,500.00	402
PT-17-14	Walker River Paiute Tribe	\$ 135,000.00	402
PT-17-15	Cheyenne River Sioux Tribe	\$ 339,700.00	402
PT-17-16	Oglala Sioux Tribe	\$ 604,500.00	402
PT-17-17	Menominee Tribe of Wisconsin	\$ 81,000.00	402
PT-17-19-01	Fort McDowell Yavapai Nation	\$ 174,300.00	402
PT-17-19-02	The Mille Lacs Band Of Ojibwe Indians	\$ 32,200.00	402
PT-17-19-03	Upper Sioux Indian Community	\$ 98,200.00	402
PT-17-19-04	Assiniboine and Sioux Tribes of the Fort Peck Indian	\$ 20,700.00	402
PT-17-19-05	Chippewa Cree Rocky Boy Reservation	\$ 73,875.00	402
PT-17-19-06	Pueblo of Santa Clara	\$ 159,000.00	402
PT-17-19-07	Ramah Navajo Chapter	\$ 82,500.00	402
PT-17-19-08	Saint Regis Mohawk Tribe	\$ 47,900.00	402
PT-17-19-09	Sisseton Wahpeton Oyate	\$ 51,600.00	402
PT-17-19-10	Lummi Nation	\$ 43,900.00	402
PT-17-19-11	Lac Courte Oreilles Band of Lake Superior Chippewa	\$ 86,500.00	402
PT-17-20-11	Police Traffic Services Grants	\$ 8,763,385.00	402
Total 402 Funds		\$ 13,100,000.00	

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 FY2017 and develop a multi-year Traffic Records Strategic Plan.

In addition, FY2017 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

Performance Measures/Targets:

Conduct four Traffic Records Training Conferences for tribal leadership in different geographic locations throughout Indian Country.

Develop training program to educate tribes of the importance of data collection and utilization. Increase tribal Traffic Records Coordinating Committee meetings from 0 in FY2015 to 4 in FY2017. Telephone conferences may be held in lieu of in-person meetings.

Develop a multi-year Traffic Records Strategic Plan by the end of FY2017.

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.

TR-17-02
Indian Highway Safety Program
\$500,000.00
Funding Source: 402

GOAL:

1. To provide resources and technical assistance to tribes in an effort to establish traffic records systems on Indian reservations.
2. Convene quarterly meetings of the tribal Traffic Records Coordinating Committee.
3. 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 FY2017.
4. 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: **None**

K9-17-01
Indian Highway Safety Program
\$173,807.40
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:

In order to meet the goal, the IHSP will continue to conduct an assessment of traffic crash records data use by all tribal law enforcement programs in Indian Country. This is an on-going project conducted by an outside contractor through a federal contract award.

Provide technical assistance to the selected contractor to provide contact and demographic information if necessary to tribal agencies.

STRATEGIES:

Ensure the vendor selected for the traffic records assessment is adhering to the Statement of Work provided in the contract.

Ensure the vendor is performing the tasks in a timely manner by monitoring status reports.

Assess the findings of the information to better serve the tribes which are in need of resources, training and technical assistance in establishing traffic records systems.

PROJECT DESCRIPTION:

Conduct an Indian Country Traffic Records status and needs assessment to all Tribes who maintain a tribal law enforcement program.

EQUIPMENT: **None**

TRAFFIC RECORDS BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
TR-17-02	Indian Highway Safety Program	\$ 500,000.00	402
K9-17-01	Indian Highway Safety Program	\$ 150,000.00	408
402 Total		\$ 500,000.00	
408 Total		\$ 150,000.00	

V. PERFORMANCE COST SUMMARY

Planning & Administration Cost Summary - Planning & Administration Budget Summary - FY 17

Project Number	Project Title	Budget	Budget Source
PA-17-01	BIA Program Management	\$ 234,870.00	402
PA-17-02	Bureau of Indian Affairs	\$ 500.00	402
PA-17-03	Bureau of Indian Affairs	\$ 500.00	402
	BIA Program Management (ESTIMATED CARRY FORWARD)	\$ 300,000.00	402
Total 402 Funds		\$ 535,870.00	

Alcohol Cost Summary - Alcohol Budget Summary - FY 17 Projects

Project Number	Project Title	Budget	Budget Source
AL-17-01	BIA OJS - Bat Mobiles	\$ 100,000.00	402
Total 402 Funds		\$ 100,000.00	

Occupant Protection Cost Summary - Occupant Protection Budget Summary - FY17 Projects

Project Number	Project Title	Budget	Budget Source
OP-17-02	Native Village of Eyak	\$ 8,525.00	402
OP-17-03	Cocopah Indian Tribe	\$ 3,700.00	402
OP-17-04	Gila River Indian Community	\$ 9,800.00	402
OP-17-05	Quechan Tribe	\$ 8,500.00	402
OP-17-06	Pokagon Band of Potawatomi Indians	\$ 3,125.00	402
OP-17-07	Grand Traverse Band of Ottawa & Chippewa Indians	\$ 4,083.00	402
OP-17-08	Grand Portage Reservation	\$ 3,875.00	402
OP-17-09	Mississippi Band of Choctaw Indians	\$ 9,140.00	402
OP-17-10	Standing Rock Sioux Tribe	\$ 24,990.00	402
OP-17-11	Pueblo of Laguna	\$ 7,240.00	402
OP-17-12	Pueblo of Acoma	\$ 2,920.00	402
OP-17-13	Pyramid Lake Paiute Tribe	\$ 6,905.00	402
OP-17-14	Te-Moak Tribe of Western Shoshone	\$ 5,500.00	402
OP-17-15	Duckwater Shoshone Tribe	\$ 5,155.00	402
OP-17-16	Apache Tribe of Oklahoma	\$ 3,900.00	402
OP-17-17	Wichita & Affiliated Tribes	\$ 6,865.00	402
OP-17-18	Quapaw Tribe of Oklahoma	\$ 4,305.00	402
OP-17-19	Choctaw Nation of Oklahoma	\$ 11,715.00	402
OP-17-20	Yankton Sioux Tribe	\$ 7,745.00	402
OP-17-21	Oglala Sioux Tribe	\$ 15,570.00	402
OP-17-22	Ute Indian Tribe	\$ 13,745.00	402
OP-17-23	Swinomish Indian Community	\$ 6,110.00	402
OP-17-24	Muckleshoot Indian Tribe	\$ 7,185.00	402
OP-17-25	Lower Elwha Klallam Tribe	\$ 6,685.00	402
OP-17-26	Bad River Band of Lake Superior Tribe of Chippewa	\$ 4,200.00	402
OP-17-27	Ho-Chunk Nation	\$ 7,865.00	402
Total 402 Funds		\$ 199,348.00	

Police Traffic Safety Cost Summary - Police Traffic Safety Budget Summary - FY17 Projects

Project Number	Project Title	Budget	Budget Source
PT-17-03	Shoshone Bannock Tribes	\$ 135,900.00	402
PT-17-04	Leech Lake Band of Ojibwe	\$ 364,300.00	402
PT-17-05	Red Lake Band of Chippewa Indians	\$ 257,590.00	402
PT-17-06	White Earth Band of Ojibwe	\$ 150,000.00	402
PT-17-07	Northern Cheyenne Tribe	\$ 83,500.00	402
PT-17-08	Turtle Mountain Band of Chippewa Indians	\$ 77,500.00	402
PT-17-09	Jicarilla Apache Nation	\$ 247,350.00	402
PT-17-10	Pueblo of Acoma	\$ 175,200.00	402
PT-17-11	Pueblo of Isleta	\$ 381,800.00	402
PT-17-12	Pueblo of Jemez	\$ 168,100.00	402
PT-17-13	Pueblo of Laguna	\$ 264,500.00	402
PT-17-14	Walker River Paiute Tribe	\$ 135,000.00	402
PT-17-15	Cheyenne River Sioux Tribe	\$ 339,700.00	402
PT-17-16	Oglala Sioux Tribe	\$ 604,500.00	402
PT-17-17	Menominee Tribe of Wisconsin	\$ 81,000.00	402
PT-17-19-01	Fort McDowell Yavapai Nation	\$ 174,300.00	402
PT-17-19-02	The Mille Lacs Band Of Ojibwe Indians	\$ 32,200.00	402
PT-17-19-03	Upper Sioux Indian Community	\$ 98,200.00	402
PT-17-19-04	Assiniboine and Sioux Tribes of the Fort Peck Indian	\$ 20,700.00	402
PT-17-19-05	Chippewa Cree Rocky Boy Reservation	\$ 73,875.00	402
PT-17-19-06	Pueblo of Santa Clara	\$ 159,000.00	402
PT-17-19-07	Ramah Navajo Chapter	\$ 82,500.00	402
PT-17-19-08	Saint Regis Mohawk Tribe	\$ 47,900.00	402
PT-17-19-09	Sisseton Wahpeton Oyate	\$ 51,600.00	402
PT-17-19-10	Lummi Nation	\$ 43,900.00	402
PT-17-19-11	Lac Courte Oreilles Band of Lake Superior Chippewa	\$ 86,500.00	402
PT-17-19-12	Police Traffic Services Grants	\$ 8,763,385.00	402
Total 402 Funds		\$ 13,100,000.00	402

Traffic Records Cost Summary - Traffic Records Budget Summary - FY 17 Projects

Project Number	Project Title	Budget	Budget Source
TR-17-02	Indian Highway Safety Program	\$ 500,000.00	402
K9-17-01	Indian Highway Safety Program	\$ 150,000.00	408
402 Total		\$ 500,000.00	402
408 Total		\$ 150,000.00	408

PROGRAM AREAS	BUDGETS
Total Planning & Administration	\$ 535,870.00
Total Alcohol	\$ 100,000.00
Total Occupant Protection	\$ 199,348.00
Total Police Traffic Services	\$13,100,000.00
Total Traffic Records 402	\$ 500,000.00
Total Traffic Records 408	\$ 150,000.00
Total Program Funds	\$14,585,218.00

STATE ANALYSIS

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 FY2017, the BIA IHSP will offer an Overtime Enforcement Grant to Fort McDowell Yavapai Nation. Cocopah Indian Tribe, Gila River Indian Community will receive Child Protection Seat Grants in FY2017.

Fort McDowell Yavapai Nation, Hualapai Nation, Salt River Pima Maricopa, White Mountain Apache are currently receiving funding for Overtime Enforcement Grants in FY2016. Fort McDowell Yavapai Nation and Gila River Indian Community are currently receiving Child Protection Seat Grants in FY2016.

In FY2015, the IHSP funded three (3) tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in Table 27.

Total Number of MVC Fatalities and Crashes in Arizona Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Fort McDowell Yavapai Nation	0	16
Salt River Pima Maricopa	7	740
Colorado River	3	126
Total	10	882

Table 27

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.

Figure 19 shows FARS reported deaths attributed to motor vehicle crashes of American Indians/Alaska Natives, from 2009 to 2013, in the state of Arizona.

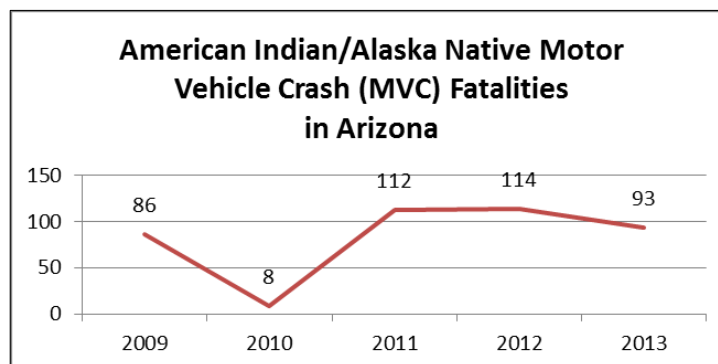


Figure 19

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.

Quechan Tribe will be awarded a Child Protection Seat Grant in FY2017.

Hopland Band of Pomo Indians and Cahto Rancheria are currently receiving funding for overtime enforcement grant in FY16.

In FY2015, the IHSP funded one (1) Tribe. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table28).

Total Number of MVC Fatalities and Crashes in California Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Hopland Band of Pomo Indians	1	0
Total	1	0

Table 28

Figure 20 shows FARs reservation reported deaths attributed to motor vehicle crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of California.

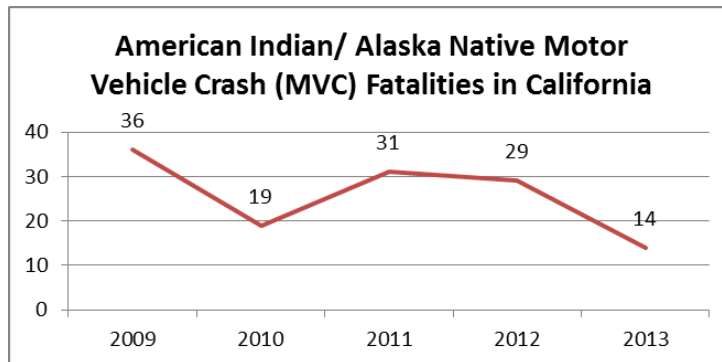


Figure 20

COLORADO

According to the 2010 U.S. Census, Colorado Native American/Alaska Native population is at 56,010. There are only two (2) tribes located in the State of Colorado; the Ute Mountain Tribe and the Southern Ute Tribe.

The BIA IHSP did not receive FY2017 Police Traffic Grant Applications from tribes in Colorado.

In FY2016, the IHSP funded one (1) Tribe. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table29).

Total Number of MVC Fatalities and Crashes in Colorado Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Southern Ute Tribe	0	152
Total	0	152

Table 29

Figure 21 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Colorado.

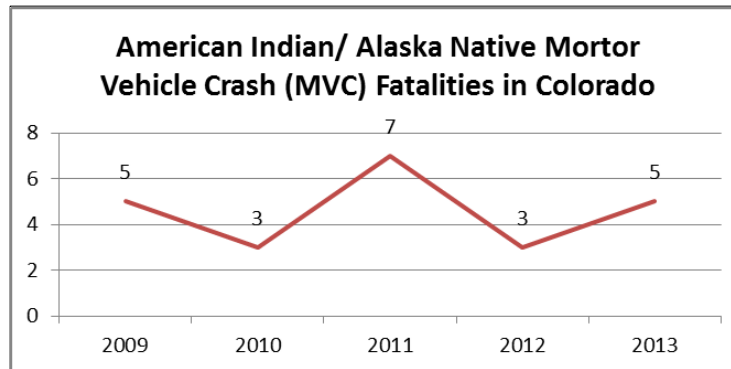


Figure 21

IDAHO

According to the 2010 U.S. Census, Idaho Native American/Alaska Native population is at 21,441. 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 FY2017, the IHSP will offer the Shoshone-Bannock Tribe a Police Traffic Services (PTS) Grant and a Child Protection Seat Grant. Shoshone-Bannock Tribe is currently receiving funding in FY16 for a PTS grant and Child Protection Seat Grant. Nez Perce Tribe is also receiving funding for a Child Protection Seat Grant in FY16.

In FY2016, the IHSP funded one (1) Tribe in Idaho. In FY2015, the Shoshone-Bannock Tribe reported four (4) MVC fatalities and a total of 197 motor vehicle crashes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 30).

Total Number of MVC Fatalities and Crashes in Idaho Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Shoshone Bannock	4	197
Total	4	197

Table 30

Figure 22 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Idaho.

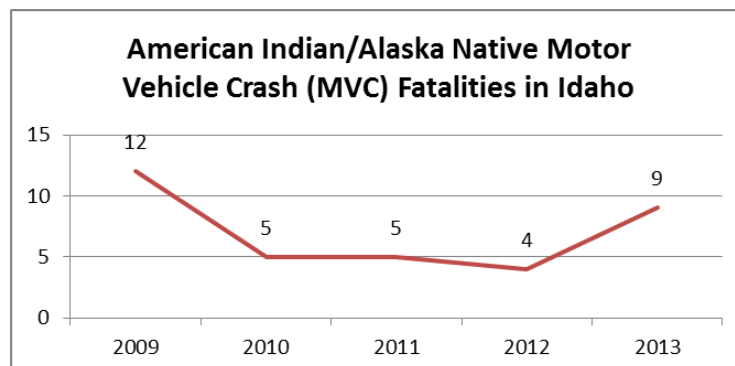


Figure 22

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.

The BIA IHSP did not receive FY2017 Police Traffic Grant Applications from tribes in Kansas.

Prairie Band of Potawatomi is currently receiving overtime funding and a Child Protection Seat Grant in FY16 for a PTS grant. In FY2015, Prairie Band of Potawatomi reported one (1) MVC fatality and a total of 109 motor vehicle crashes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 31). According to the 2010 U.S. Census; Kansas Native American/Alaska Native population is at 28,150.

Total Number of MVC Fatalities and Crashes in Kansas Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Prairie Band of Potawatomi	1	109
Total	1	109

Table 31

Figure 23 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Kansas.

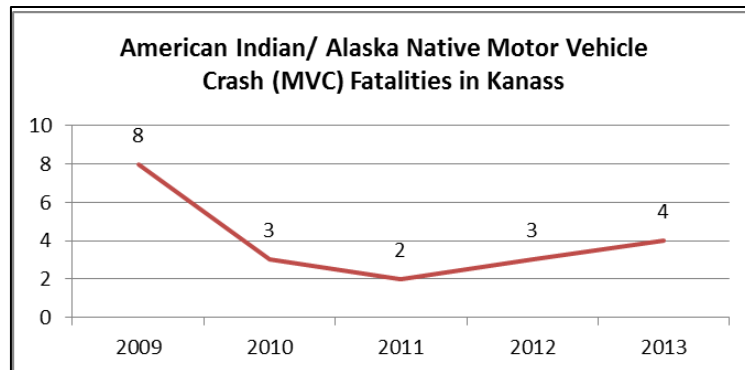


Figure 23

MICHIGAN

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

In FY2017 the BIA IHSP will offer Grand Traverse Band of Ottawa & Chippewa Indians and Pokagon Band of Potawatomi Indians Child Protection Seat Grants.

Saginaw Chippewa and Lac Vieux Desert received an Overtime Enforcement Grant in FY2015 and reported one (1) MVC fatality and a total of 192 motor vehicle crashes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 32). According to the 2010 U.S. Census, Michigan Native American/Alaska Native population is at 62,007.

Total Number of MVC Fatalities and Crashes in Michigan Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Saginaw Chippewa	1	192
Lac Vieux Desert	0	0
Total	1	192

Table 32

The IHSP funded two tribes from Michigan in FY2015. Figure 24 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Michigan.

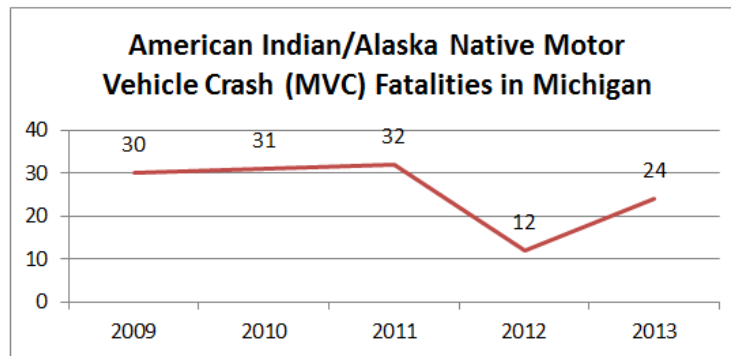


Figure 24

MINNESOTA

Minnesota is home to 11 federally recognized tribes with approximately 60,916, American Indians/Alaska Natives calling Minnesota home according to the 2010 Census. White Earth, Leech Lake and Red Lake are the largest reservations in the State.

In FY2017, Full-Time Police Traffic Services (PTS) grants will be awarded to Leech Lake Band of Ojibwe, Red Lake Band of Chippewa, White Earth Band of Chippewa. Overtime Enforcement Grants will be awarded to Upper Sioux Indian Community and Mille Lacs Band of Ojibwe. Grand Portage Reservation will receive a Child Protection Seat Grant.

Red Lake Band of Chippewa, Leech Lake Band of Ojibwe are currently receiving funding for Full-Time PTS Grants; White Earth Chippewa, and Upper and Lower Sioux Indian Communities and Mille Lacs Band of Ojibwe are currently receiving FY2016 Overtime Enforcement Grant. White Earth Chippewa and Leech Lake Band of Ojibwe are also currently receiving Child Protection Seat Grants.

In FY2015, the IHSP funded five (5) tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 33).

Total Number of MVC Fatalities and Crashes in Minnesota Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Leech Lake Band of Ojibwe	2	113
Red Lake Band of Chippewa	3	70
Upper Sioux Indian Community	0	67
White Earth Band of Chippewa	5	230
Total	10	480

Table 33

Figure 25 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Minnesota.

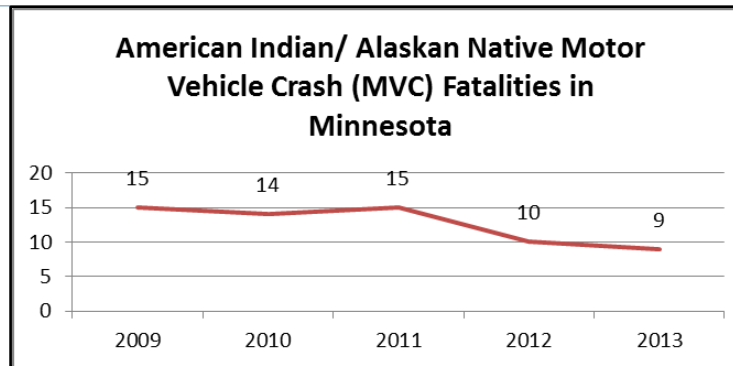


Figure 25

MISSISSIPPI

According to the 2010 U.S. Census, Mississippi Native American/Alaska Native population is at 15,030. Mississippi Band of Choctaw Indians is the only federally recognized tribe which resides in the geographic boundaries of the state of Mississippi.

In FY2017, the BIA IHSP will award the Mississippi Band of Choctaw Indians a Child Protection Seat Grant.

MONTANA

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

In FY2017, a Full-Time Police Traffic Services (PTS) Grant will be awarded to Northern Cheyenne Tribe. Overtime Enforcement grants will be awarded to Chippewa-Cree Indians of the Rocky Boy's Reservation, and Fort Peck Assiniboine & Sioux Tribes.

In FY2016, Crow Nation, Chippewa-Cree Indians of the Rocky Boy's Reservation and Northern Cheyenne are currently receiving Full-Time PTS Grants. Fort Peck Assiniboine and Blackfeet Nation are currently receiving Overtime Enforcement Grants. Northern Cheyenne is currently receiving grant funding for Child Protection Seats.

In FY 2015, 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 (Table 34).

Total Number of MVC Fatalities and Crashes in Montana Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Crow Nation	8	342
Northern Cheyenne	2	91
Chippewa Cree of the Rocky Boy	2	68
Blackfeet Nation	4	289
Fort Peck Assiniboine & Sioux Tribes	6	80
Total	22	870

Table 34

Figure 26 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Montana.

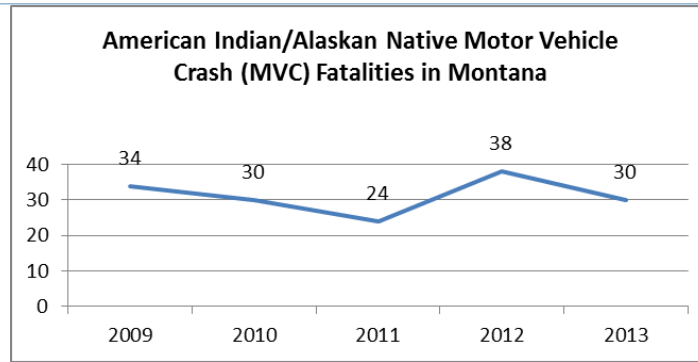


Figure 26

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. According to the 2010 U.S. Census, Nevada Native American/Alaska Native population is at 32,062.

In FY2017, the IHSP will award Walker River Paiute Tribe with a full time Highway Safety Officer and Pyramid Lake with an overtime enforcement grant. Duckwater Shoshone Tribe; Pyramid Lake Paiute Tribe, and Te-Moak Tribe of Western Shoshone will be awarded Child Protection Seat Grants in FY2017.

Walker River Paiute Tribe and Pyramid Lake Paiute Tribe are also receiving the same type of funding in FY2016. Reno Sparks Indian Colony is receiving Child Protection Seat Grant.

The MVC fatality and crash data for the Pyramid Lake and Walker River Tribes for FY2015 is listed in (Table 35).

Total Number of MVC Fatalities and Crashes in Nevada Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Pyramid Lake Paiute	1	37
Walker River Paiute	0	29
Total	2	41

Table 35

Figure 27 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Nevada.

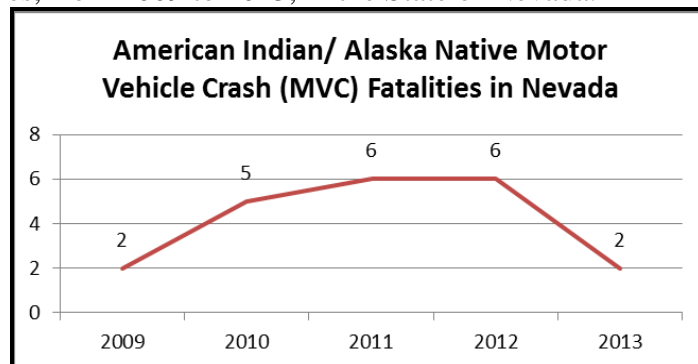


Figure 27

NEW MEXICO

New Mexico is home to 193,222 American Indians/Alaska Natives, with 22 federally recognized tribes.

In FY2017, the IHSP will award Full-Time Police Traffic Services Grants to Jicarilla Apache Nation, Pueblo of Acoma, Pueblo of Isleta, Pueblo of Laguna, and Ramah Navajo Chapter. Overtime Enforcement Grant will be offered to Pueblo of Santa Clara. Pueblo of Laguna and Pueblo of Acoma will also be awarded Child Protection Seat Grants.

Ramah Navajo Chapter, Jicarilla Apache Nation, Pueblo of Acoma, Pueblo of Isleta, and Pueblo of Laguna, are currently receiving FY2016 funding for full-time PTS grants. Pueblo of Santa Clara is currently receiving FY2016 funding for an overtime enforcement grant. Ramah Navajo Chapter, Pueblo of Isleta, Pueblo for Jemez and San Ildelfonso Pueblo are also currently receiving funding for Child Protection Seat Grants in FY2016.

Table 36 contains the total number of MVC fatalities and crashes reported to the IHSP by the eight (8) New Mexico tribes funded in FY2015.

Total Number of MVC Fatalities and Crashes in New Mexico Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Jicarilla Apache Nation	0	95
Pueblo of Acoma	4	69
Pueblo of Isleta	1	233
Pueblo of Jemez	1	1
Pueblo Laguna	0	181
Pueblo of Santa Clara	0	0
Pueblo of Tesuque	0	38
Ramah Navajo Chapter	0	2
Total	6	619

Table 36

Figure 28 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of New Mexico.

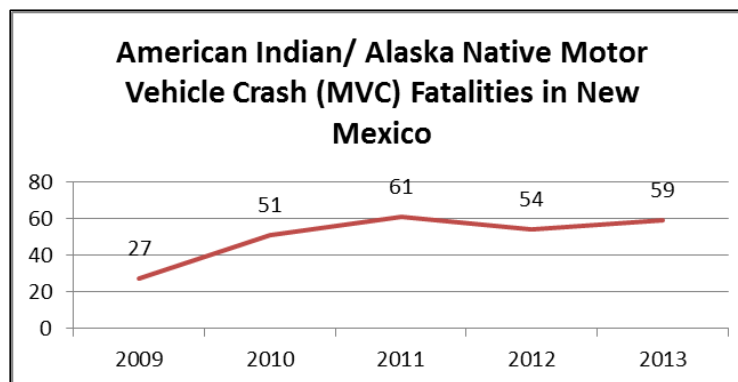


Figure 28

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 also go into the

State of South Dakota. The 2010 population for North Dakota was 672,591 with 36,591 being classified as Native Americans

In FY2017, the Turtle Mountain Band of Chippewa Tribe will be awarded a Police Traffic Services Grant with the IHSP. Standing Rock Sioux Tribe will also receive a Child Protection Seat Grant.

Turtle Mountain is currently receiving funding for an overtime enforcement grant in FY16.

In FY2015, Turtle Mountain reported two (2) MVC fatalities and a total of 262 crashes to IHSP.

Figure 29 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of North Dakota.

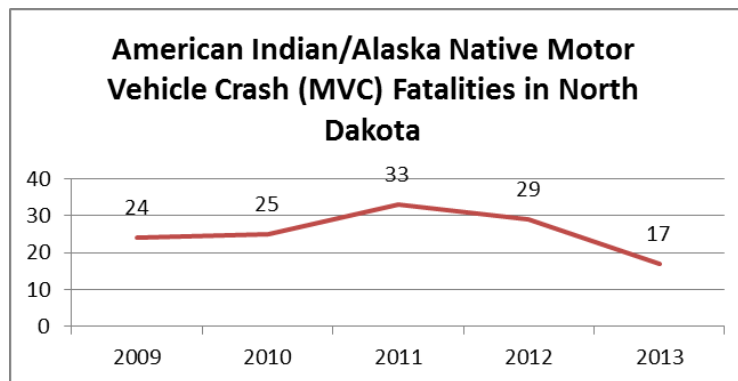


Figure 29

OKLAHOMA

The State of Oklahoma is home to thirty-three (33) federally recognized tribes. The 2010 population for Oklahoma was 321,687 being classified as Native Americans.

In FY2017 the IHSP will award Apache Tribe of Oklahoma, Choctaw Nation of Oklahoma, Quapaw Tribe of Oklahoma, and Wichita & Affiliated Tribes Child Safety Seat Grants.

In FY2016 Choctaw Nation, Comanche Nation, Kaw Nation, and Wichita & Affiliated Tribes are currently receiving funding for Child Protection Seat Grants.

Figure 30 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Oklahoma.

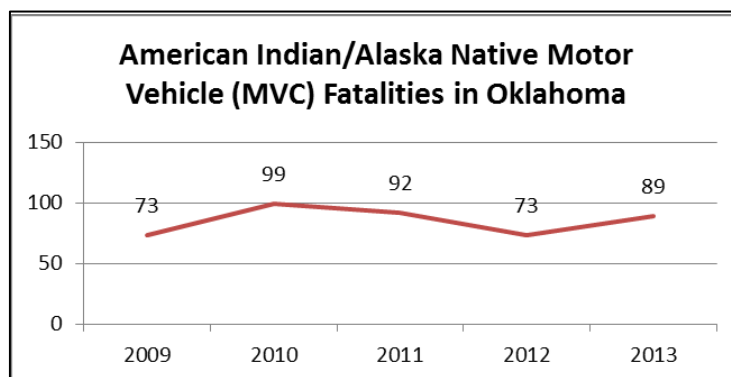


Figure 30

SOUTH DAKOTA

The State of South Dakota is home to nine (9) federally recognized tribes. The Standing Rock and Lake Traverse tribes have reservation boundaries that extend into North Dakota. Cheyenne River is the largest reservation in the State. The 2010 population for South Dakota was 814,180 with 71,817 being classified as Native Americans

In FY2017, the IHSP will offer Police Traffic Services (PTS) grants to Cheyenne River Sioux, and Oglala Sioux Tribe. Oglala Sioux Tribe and Yankton Sioux Tribe will also be awarded a Child Protection Seat Grants. Sisseton Wahpeton Sioux Tribe will also be awarded an Overtime Enforcement Grant.

Rosebud Sioux Tribe, Cheyenne River Sioux Tribe, Oglala Sioux Tribe currently receives FY2016 grant funding for Full-Time PTS Grants. Sisseton-Wahpeton Sioux Tribe is also currently receiving Overtime Enforcement Grant and Oglala Sioux Tribe is also receiving a Child Protection Seat Grant.

Table 37 contains the total number of MVC fatalities and crashes reported to the IHSP by the eight (4) South Dakota tribes funded in FY2015.

Total Number of MVC Fatalities and Crashes in South Dakota Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Cheyenne River Sioux	6	146
Oglala Sioux	11	237
Rosebud Sioux	7	228
Sisseton-Wahpeton Sioux	0	103
Total	24	714

Table 37

Figure 31 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of South Dakota.

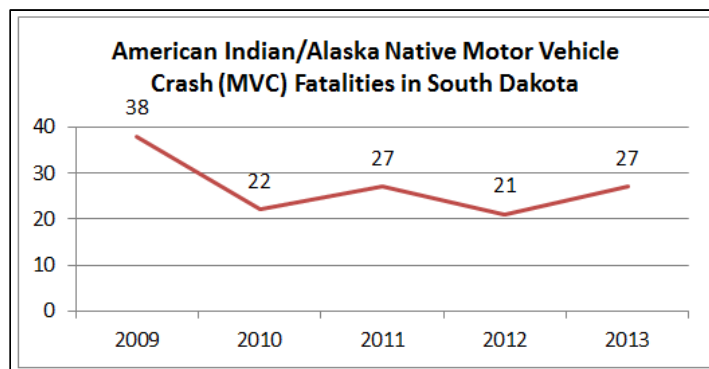


Figure 31

TEXAS

There are three (3) federally recognized tribes in the State of Texas. The 2010 Census population for Texas classifies 170,972 as Native Americans.

The BIA IHSP did not award Police Traffic Services (PTS) Grants to Texas Tribes in FY2017 and 2016.

The Alabama-Coushatta Tribe received funding in FY2015 and reported 0 motor vehicle fatalities and 2 motor vehicle crashes. Figure 32 shows FARs reported deaths attributed to motor vehicle reservation

crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Texas.

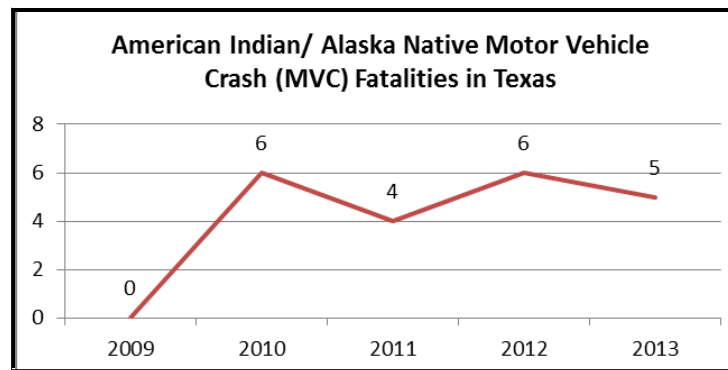


Figure 32

UTAH

The State of Utah is home to three (3) federally recognized tribes. Of the 2,763,885 population for the state of Utah 32,927 are being classified as Native Americans.

In FY2017, the BIA IHSP will award the Ute Indian Tribe a Child Protection Seat Grant.

WASHINGTON

The State of Washington is home to thirty-two (32) federally recognized tribes. According to the 2010 Census population for Washington was 103,869 being classified as Native Americans.

In FY2017, the BIA IHSP will award Lummi Nation an Overtime Enforcement Grant. Lower Elwha Klallam Tribe and Swinomish Indian Tribal Community will be awarded a Child Safety Seat Grants.

In FY2016, the BIA IHSP offered a Police Traffic Services (PTS) grants the Skokomish Indian Tribe in Washington.

No tribes from Washington were funded in the FY2015 grant year.

Figure 33 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Washington.

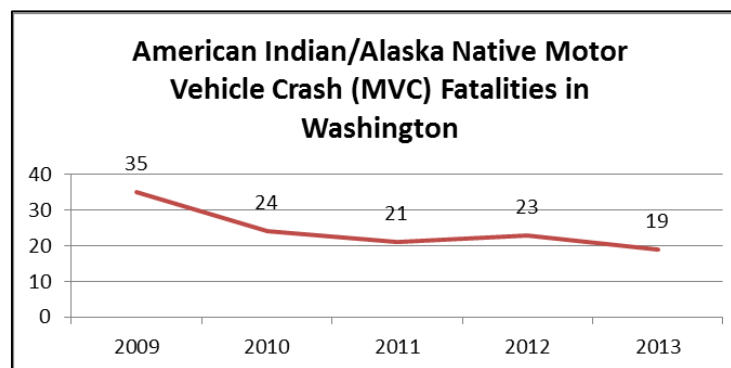


Figure 33

WISCONSIN

There are eleven (11) federally recognized tribes in Wisconsin with Menominee having the largest reservation. According to the 2010 Census population for Wisconsin was 54,526 being classified as Native Americans.

In FY2017, the IHSP will award Police Traffic Service Grant and Child Seat Protection Grant to

Menominee Indian Tribe of Wisconsin. An Overtime enforcement grant will be offered to Lac Courte Oreilles band of Lake Superior Indians. Band River Band of Lake Superior Tribe of Chippewa Indians, Ho-Chunk Nation will also be awarded Child Protection Seat Grants in FY2017.

Menominee Nation and Lac Courte Oreilles are receiving funding in FY2016. Menominee Indian Tribe of Wisconsin also currently receives funding for Child Protection Seat Grant in FY2016.

In FY2015, Menominee reported two (2) MVC fatalities and a total of 187 crashes to IHSP. Lac Courte Oreilles reported zero (0) MVC fatalities and a total of 28 crashes to IHSP.

Figure 34 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Wisconsin.



Figure 34

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. According to the 2010 Census population for Wyoming was 13,336 being classified as Native Americans.

In FY2017, BIA IHSP will not fund any PTS grants in Wyoming. Eastern Shoshone Tribe is currently receiving funding in FY2016.

In FY2015, the Eastern Shoshone Tribe was funded for overtime enforcement by the IHSP and reported five (5) motor vehicle crash fatality and a total of 258 motor vehicle crashes on the reservation.

Figure 35 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives from 2009 to 2013, in the State of Wyoming.



Figure 35

HIGH VISIBILITY ENFORCEMENT FOR NATIONAL MOBILIZATIONS:

All IHSP Police Traffic Enforcement grants require the tribal law enforcement agency to participate in the National NHTSA impaired driving and Click it or Ticket campaign. In addition they must also participate in the NA campaign during the Christmas holidays called “Don’t Shatter the Dream.”

The IHSP sends out mobilization reminders to the granted PTS programs in advance of the mobilization periods. These reminders also include links allowing tribes access to media materials provided by Traffic Safety Marketing website. In addition, the IHSP has been working with Region 6 media contractor for targeted media intended to reach tribal communities the BIA IHSP offers grants to. They include campaigns depicting Native American themed media meant to “personalize” the messages to our tribal partners.

V. PERFORMANCE COST SUMMARY (HCS 217/HSP1)

Highway Safety Plan Transaction

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U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Transaction
 State: Indian Nations Page: 1
2017-HSP-1 Report Date: 08/03/2016
 For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2017-01-00-00	Bureau of Indian Affairs	\$.00	\$534,870.00	\$.00	\$.00
	2	Plan	PA-2017-02-00-00	Bureau of Indian Affairs	\$.00	\$500.00	\$.00	\$.00
	3	Plan	PA-2017-03-00-00	Bureau of Indian Affairs	\$.00	\$500.00	\$.00	\$.00
	Planning and Administration Total				\$.00	\$535,870.00	\$.00	\$.00
Alcohol								
	4	Plan	AL-2017-01-00-00	Bureau of Indian Affairs	\$.00	\$100,000.00	\$.00	\$.00
	Alcohol Total				\$.00	\$100,000.00	\$.00	\$.00
Occupant Protection								
	5	Plan	OP-2017-04-00-00	Gila River Indian Community	\$.00	\$9,800.00	\$.00	\$.00
	6	Plan	OP-2017-06-00-00	Pokagon Band of Potawatomi Indians	\$.00	\$3,125.00	\$.00	\$.00
	7	Plan	OP-2017-07-00-00	Grand Traverse and of Ottawa and Chippew	\$.00	\$4,083.00	\$.00	\$.00
	8	Plan	OP-2017-09-00-00	Mississippi Band of Choctaw	\$.00	\$9,140.00	\$.00	\$.00
	9	Plan	OP-2017-10-00-00	Standing Rock Sioux Tribe	\$.00	\$24,990.00	\$.00	\$.00
	10	Plan	OP-2017-11-00-00	Laguna Pueblo	\$.00	\$7,240.00	\$.00	\$.00
	11	Plan	OP-2017-12-00-00	Pueblo of Acoma	\$.00	\$2,920.00	\$.00	\$.00
	12	Plan	OP-2017-13-00-00	Pyramid Lake Paiute Tribe	\$.00	\$6,905.00	\$.00	\$.00
	13	Plan	OP-2017-15-00-00	Duckwater Shoshone Tribe	\$.00	\$5,155.00	\$.00	\$.00
	14	Plan	OP-2017-17-00-00	Wichita and Affiliated Tribes	\$.00	\$6,865.00	\$.00	\$.00
	15	Plan	OP-2017-19-00-00	Choctaw Nation of Oklahoma	\$.00	\$11,715.00	\$.00	\$.00
	16	Plan	OP-2017-20-00-00	Yankton Sioux Tribe	\$.00	\$7,745.00	\$.00	\$.00
	17	Plan	OP-2017-21-00-00	Oglala Sioux Tribe	\$.00	\$15,570.00	\$.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Indian Nations

Highway Safety Plan Transaction

Page: 2

2017-HSP-1

Report Date: 08/03/2016

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	18	Plan	OP-2017-23-00-00	Swinomish Tribe	\$.00	\$6,110.00	\$.00	\$.00
	19	Plan	OP-2017-24-00-00	Muckleshoot Indian Tribe	\$.00	\$7,185.00	\$.00	\$.00
	20	Plan	OP-2017-25-00-00	Lower Elwha Tribe of Washington	\$.00	\$6,685.00	\$.00	\$.00
	21	Plan	OP-2017-26-00-00	Lake Superior Band of Chippewa	\$.00	\$4,200.00	\$.00	\$.00
	22	Plan	OP-2017-27-00-00	Ho-Chunk Nation	\$.00	\$7,865.00	\$.00	\$.00
			Occupant Protection Total		\$.00	\$147,298.00	\$.00	\$.00
			Police Traffic Services					
	23	Plan	PT-2017-03-00-00	ShoshoneBannock Tribes	\$.00	\$135,900.00	\$.00	\$.00
	24	Plan	PT-2017-04-00-00	Leech Lake Reservation Business Committee	\$.00	\$364,300.00	\$.00	\$.00
	25	Plan	PT-2017-05-00-00	Red Lake Band of Chippewa	\$.00	\$257,590.00	\$.00	\$.00
	26	Plan	PT-2017-06-00-00	White Earth Band of Chippewa Indians	\$.00	\$150,000.00	\$.00	\$.00
	27	Plan	PT-2017-07-00-00	Northern Cheyenne Tribe	\$.00	\$83,500.00	\$.00	\$.00
	28	Plan	PT-2017-08-00-00	Turtle Mountain Band of Chippewa	\$.00	\$77,500.00	\$.00	\$.00
	29	Plan	PT-2017-09-00-00	Jicarilla Apache Tribe	\$.00	\$247,350.00	\$.00	\$.00
	30	Plan	PT-2017-10-00-00	Pueblo of Acoma	\$.00	\$175,200.00	\$.00	\$.00
	31	Plan	PT-2017-11-00-00	Isleta Pueblo	\$.00	\$381,800.00	\$.00	\$.00
	32	Plan	PT-2017-12-00-00	Jemez Pueblo	\$.00	\$168,100.00	\$.00	\$.00
	33	Plan	PT-2017-13-00-00	Laguna Pueblo	\$.00	\$264,500.00	\$.00	\$.00
	34	Plan	PT-2017-14-00-00	Walker River Paiute Tribe	\$.00	\$135,000.00	\$.00	\$.00
	35	Plan	PT-2017-15-00-00	Cheyenne River Sioux	\$.00	\$339,700.00	\$.00	\$.00
	36	Plan	PT-2017-16-00-00	Oglala Sioux Tribe	\$.00	\$604,500.00	\$.00	\$.00
	37	Plan	PT-2017-17-00-00	Menominee Indian Tribe of Wisconsin	\$.00	\$81,000.00	\$.00	\$.00
	38	Plan	PT-2017-19-01-00	Fort McDowell Yavapai Nation	\$.00	\$174,300.00	\$.00	\$.00
	39	Plan	PT-2017-19-02-00	Mille Lacs Band of Ojibwe	\$.00	\$32,200.00	\$.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
 State: Indian Nations **Highway Safety Plan Transaction** Page: 3
2017-HSP-1 Report Date: 08/03/2016
 For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	40	Plan	PT-2017-19-03-00	Upper Sioux Indian Community	\$.00	\$98,200.00	\$.00	\$.00
	41	Plan	PT-2017-19-04-00	Fort Peck Tribe	\$.00	\$20,700.00	\$.00	\$.00
	42	Plan	PT-2017-19-06-00	Santa Clara Pueblo	\$.00	\$159,000.00	\$.00	\$.00
	43	Plan	PT-2017-19-07-00	Ramah Navajo Chapter	\$.00	\$82,500.00	\$.00	\$.00
	44	Plan	PT-2017-19-08-00	St Regis Mohawk	\$.00	\$47,900.00	\$.00	\$.00
	45	Plan	PT-2017-19-09-00	Sisseton Wahpeton Sioux Tribe	\$.00	\$51,600.00	\$.00	\$.00
	46	Plan	PT-2017-19-10-00	Lummi Nation	\$.00	\$43,900.00	\$.00	\$.00
	47	Plan	PT-2017-19-11-00	Lac Courte Oreilles	\$.00	\$86,500.00	\$.00	\$.00
	48	Plan	PT-2017-19-12-00	Bureau of Indian Affairs	\$.00	\$8,763,385.00	\$.00	\$.00
			Police Traffic Services Total		\$.00	\$13,026,125.00	\$.00	\$.00
			Traffic Records					
	49	Plan	TR-2017-02-00-00	Bureau of Indian Affairs	\$.00	\$500,000.00	\$.00	\$.00
			Traffic Records Total		\$.00	\$500,000.00	\$.00	\$.00
			NHTSA 402 Total		\$.00	\$14,309,293.00	\$.00	\$.00
			408 Data Program SAFETEA-LU					
			408 Data Program Incentive					
	50	Plan	K9-2017-01-00-00	Bureau of Indian Affairs	\$.00	\$150,000.00	\$.00	\$.00
			408 Data Program Incentive Total		\$.00	\$150,000.00	\$.00	\$.00
			408 Data Program SAFETEA-LU Total		\$.00	\$150,000.00	\$.00	\$.00
			NHTSA Total		\$.00	\$14,459,293.00	\$.00	\$.00
			Total		\$.00	\$14,459,293.00	\$.00	\$.00
			Total Plan		\$.00	\$.00	\$.00	\$.00
			Total		\$.00	\$.00	\$.00	\$.00
			Total		\$.00	\$.00	\$.00	\$.00

VI. CERTIFICATION AND ASSURANCES

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Indian Nations

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL 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 Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdt) 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 subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of

limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency-

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees-

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and

subagreement and in every solicitation for a subcontract or sub-agreement that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(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 (c)(2), with respect to any employee who is so convicted –
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o 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.
- e. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients 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 subrecipients 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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients 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 subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only

steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE (applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

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.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety

program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))

3. 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))
4. At least 40 percent 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 political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. 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))
6. 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))
7. 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - 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))

8. 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. 4020)
9. 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))

The State: *[CHECK ONLY ONE]*

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Charles Addington 07/01/2016
Signature Governor's Representative for Highway Safety Date

Charles Addington
Printed name of Governor's Representative for Highway Safety



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 6
Louisiana, Mississippi, New Mexico,
Oklahoma, Texas, Indian Nations

819 Taylor Street
Room 8A38
Fort Worth, TX 76102-6177
Phone: 817-978-3653
Fax: 817-978-8339

August 17, 2016

Mr. Charles Addington
Deputy Associate Director
Bureau of Indian Affairs - Office of Justice Services
3100 West Peak Boulevard
Muskogee, Oklahoma 74402

Dear Mr. Addington:

We have reviewed the Bureau of Indian Affairs' (BIA) fiscal year 2017 Highway Safety Plan (HSP) received on July 1, 2016. Based on this submission and subsequent revisions we find the State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1300 and the HSP is approved with conditions.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2016. Reimbursement will be contingent upon the submission of an updated HS 217 (or the electronic equivalent) and an updated project list, consistent with the requirements of 23 CFR 1300.11(d) within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

No requests for equipment purchases over \$5000 were identified in our review of the 2017 HSP, therefore no approvals have been provided for purchase of such equipment with Federal funds. However, should the BIA have future requests, these may be submitted to the Regional Administrator for consideration.

The BIA Indian Highway Safety Program (IHSP) continues to demonstrate improvement in the fiscal management and oversight of the Indian Highway Safety Program (IHSP). Since the 2014 Management Review the BIA has established policies and internal controls to restrict improper use of 402 funds. We also acknowledge the actions taken to improve staffing issues and the stability of the office.

It is our understanding the reimbursement of some claims is taking approximately 90 days. We urge the IHSP to take the necessary action to provide prompt review and payment of tribal Requests For Reimbursement (RFR) within no more than 45 days which is critical to growth of the program and continued participation of the Tribes.



This HSP approval is conditioned in the following areas:

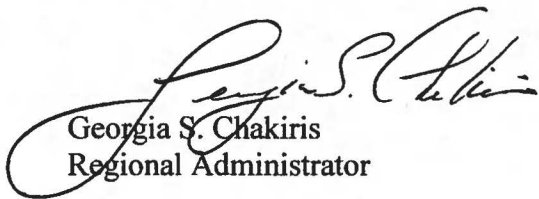
- The BIA has \$173,807 of FY 2006 Section 408 SAFETEA-LU funds not committed to program activity in the HSP. It is critical the IHSP develop and submit a plan to utilize these funds to support enhancement of the Tribal traffic records/data information program by October 1, 2016, with an expected program completion date of no later than September 30, 2017.
- In May 2009, the NHTSA authorized the purchase of 4 Blood Alcohol Testing Units (BAT Mobiles) to help reduce impaired driving in Indian Country. The IHSP manages availability and maintains the units on behalf of the tribes. Some of these vehicles are not being used sufficiently to justify the ongoing upkeep and maintenance costs. The IHSP must take action by Dec 1, 2016, to increase the utilization of these vehicles and provide NHTSA monthly usage reports by unit or take action to reassign units directly to tribal control.

We appreciate the BIA's efforts to reduce traffic deaths, injuries, and economic costs by participating in the national Click It or Ticket mobilization and Drive Sober or Get Pulled Over campaign. We also congratulate the BIA Indian Highway Safety Program on its accomplishments in advancing our mutual traffic safety mission; however, as you know there is more work to do. As stewards of public funds, it is critical we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the IHSP and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on IHSP's roadways

The efforts of the personnel of the Bureau of Indian Affairs Highway Safety Program, in the development of the FY 2017 Highway Safety Plan, are very much appreciated. We look forward to the implementation of the FY 2017 program.

If NHTSA may be of assistance to you, please do not hesitate to contact me at (817) 978-3653.

Sincerely,



Georgia S. Chakiris
Regional Administrator

cc: Lawrence Robertson, BIA IHSP
Dr. Mary D. Gunnels, NHTSA-ROPD

August 17, 2016

Mr. Larry Echo Hawk
Assistant Secretary
Bureau of Indian Affairs
Department of Interior
1849 C Street NM, MS-4657 MIB
Washington, DC 20240-0002

Dear Assistant Secretary Echo Hawk:

We have reviewed the Bureau of Indian Affairs (BIA) fiscal year 2017 Highway Safety Plan (HSP) as received on July 1, 2016. Based on this submission and subsequent revisions, we find the BIA's HSP to be in compliance with the requirements of 23 CFR Part 1300 and the HSP is approved with conditions.

At this time, we are conditioning the approval of the HSP and have included recommendations and actions to address the conditions in the HSP approval letter to the BIA's Representative for Highway Safety, Charles Addington.

We look forward to working with the Bureau of Indian Affairs Indian Highway Safety Program and its partners to meet our mutual targets of reduced fatalities, injuries, and crashes in Indian Country. We also appreciate the BIA's participation in the Click It or Ticket and the Drive Sober or Get Pulled Over national campaigns. If we can be of assistance to you, please do not hesitate to contact us.

If you would like any additional information regarding our review of the BIA's HSP please feel free to contact me at (817) 978-3653.

Sincerely,

Georgia S. Chakiris
Regional Administrator

cc: Charles Addington, BIA
Lawrence Robertson, BIA-IHSP
Dr. Mary D. Gunnels, NHTSA-ROPD