

2018 Indian Nations Highway Safety Plan



July 1,
2017

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 five 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 2014, there were 606 Native Americans/Alaska Natives killed in motor vehicle related crashes in the United States. 2014 data used in the Highway Safety Plan (HSP) is from the FARS annual file.

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 Native American/Alaska Natives are more than twice that of whites and almost twice that of African Americans.¹

A 2016 safety belt survey reflects the overall seat belt use rate on reservations was 77.70%, is a 3.40% increase over 2015. 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 2014 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.

2014 FARS data shows of the 359 fatalities occurred on reservations, 133 or 37% 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.

A safer roadway 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 2018 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 from 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 from participating tribes)

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 may conduct 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 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 Central Office Transportation Staff 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 Central Office Transportation Office for review and to provide recommendations based on the information. BIA Central Office Transportation Staff concur with the targets and strategies in the HSP. 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 under the Problem Identification Process i. Participants, on page 6, also support 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 the Problem Identification Process ii Data Sources on page 6. 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 may 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 on page 27 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 which may consist of 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.

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 2017, 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 100 based on the following:

- General Information - 10 points,
- Data (Problem Identification) - 45 points,
- Targets, Performance Measures & Strategies - 35 points,
- Budget - 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 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. 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.

ii. Data Sources:

Data sources are identified, on page 6 in the Problem Identification Process ii Data Sources, 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), 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:

iv. Percent of motor vehicle fatalities covered by funded projects.

- In 2018, the IHSP plans to fund 26 police traffic services contracts. Crash data provided by these projects show in 2016 the involved reservations had a total of 106 fatalities or 70.47% percent of the total of 359 fatalities on reservations.
- 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.

III. PERFORMANCE PLAN**PROBLEM IDENTIFICATION****STATISTICAL DATA TO SUPPORT PROBLEM IDENTIFICATION AND FATALITY TARGETS*:**

In the period 2009-2014:

Total fatalities in the BIA’s Lands fluctuated somewhat throughout the five years but decreased overall, to the lowest point of the period in 2014; the 2014 total represents an 11% decrease when compared to prior five-year average. Total fatalities decreased Nationwide as well, but by a much smaller proportion (a 1.66% decrease) (Tables 1 and 2).

Table 1. BIA total Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior
Total Fatalities	282	274	279	262	234	252	-10.64%	-3.91%
Population	3,720,948	3,752,513	3,803,445	3,857,296	3,909,025	3,960,971	6.45%	3.40%
Pop. Rate	7.58	7.30	7.34	6.79	5.99	6.36	-16.05%	-7.18%

* Fatality rate per 100,000 population

Table 2. US total Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Total Fatalities	33,887	32,999	32,479	33,782	32,894	32,491	-4.12%	-1.66%
Population (1000)	306,772	309,350	311,721	314,112	316,497	318,857	3.94%	1.90%
Pop. Rate	11.05	10.67	10.42	10.75	10.39	10.19	-7.75%	-3.49%

Population Rate = fatality rate per 100,000 population

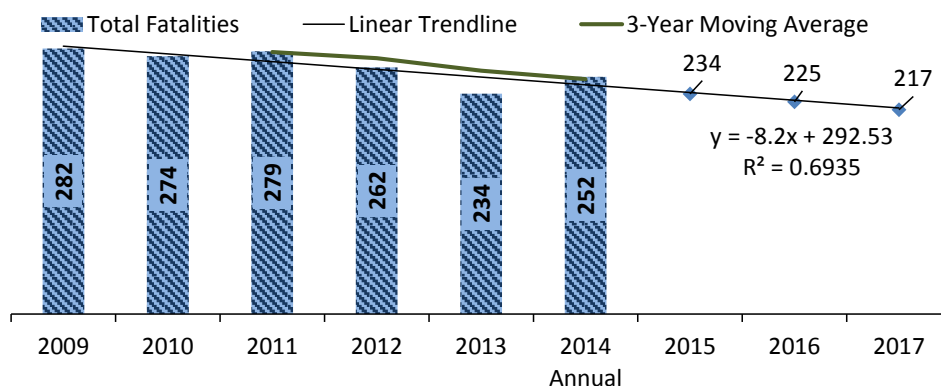


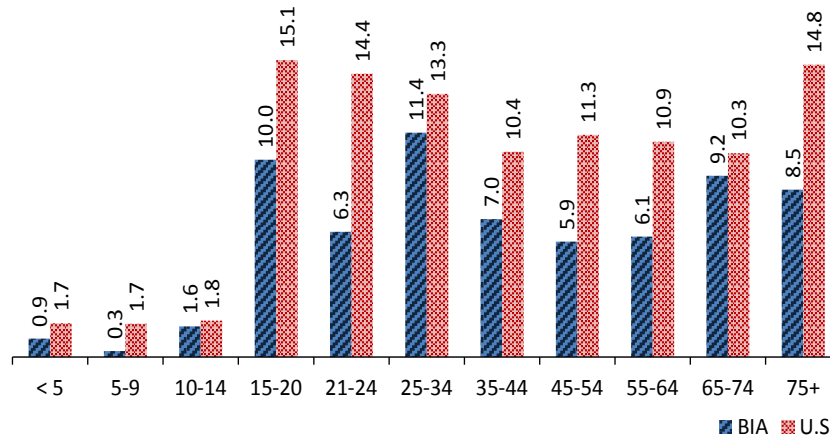
Figure 1. BIA Total Fatalities, 6-Year Trend, and 3-Year Moving Average

There were 274 drivers involved in fatal crashes on Indian Reservations in 2014, and 137 or 50% survived the crash. Those ages 25-34 were the age group with the highest number of drivers involved in fatal crashes in 2014 (70 drivers). Drivers 75 and older had the highest proportion of being killed (87.5%); followed by drivers aged 25-34 with a death percentage of 60% (Table 4 and Figure 3).

Table 4. BIA and U.S.: Drivers Involved Fatal Crashes, by Age Group and Injury Level: 2014 Only

Age Group	Drivers Involved in 2014 Fatal Crashes		
	Surviving Drivers	Killed Drivers	Total Drivers
19 and younger	7	12	19
20-24	11	12	23
25-34	28	42	70
35-44	33	23	56
45-54	22	17	39
55-64	12	14	26
65-74	8	10	18
75 and older	1	7	8
Age Unknown	15	0	15
Total	137	137	274

Figure 3. Comparison of BIA and US Fatalities per 100,000 Population, by age (2014 only)



In 2014, the BIA saw the largest decreases in speeding-related fatalities (a 19.75% decrease when compared to the 2009-2013 average), passenger fatalities (an 18.67% decrease), and impaired driving fatalities (a 15.46% decrease) other than bicyclist fatalities that were not recorded in 2014

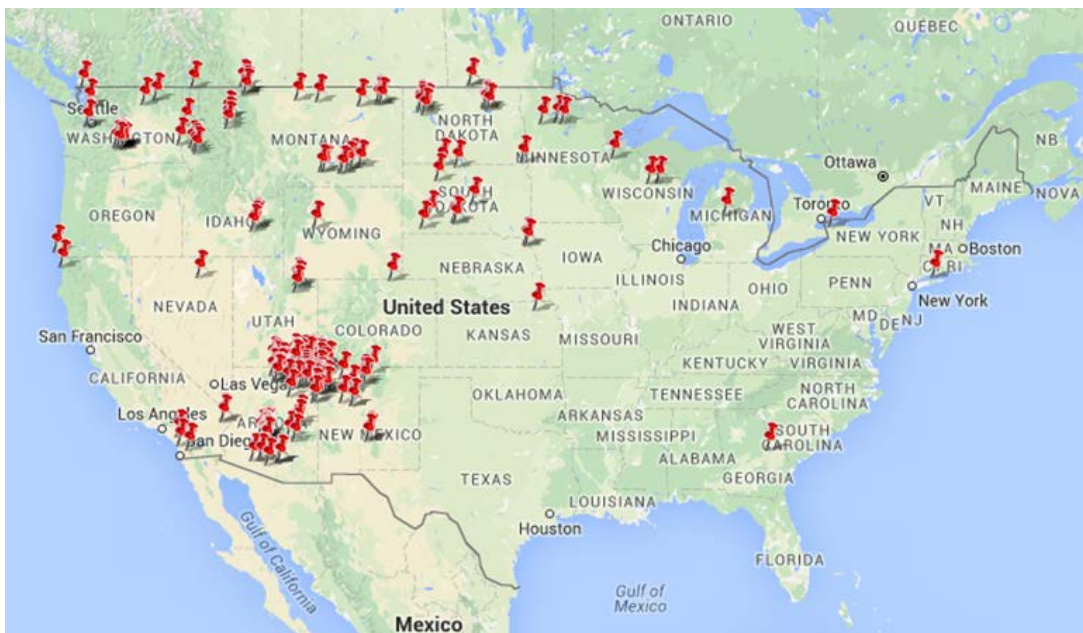


Figure 5. Fatal Crash Locations in BIA Lands (2014)

Of the BIA’s 1,582 total traffic fatalities from 2009 through 2014:

- 49.3% were drivers
- 30.6% involved alcohol or drug impaired driving
- 46.8% were unrestrained occupants
- 35.7% involved speeding
- 36.6% were passengers

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

	2009	2010	2011	2012	2013	2014 Annual	Total 2009 - 2014	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Total Fatalities†									
BIA	282	274	279	262	234	251	1,582	-10.99%	-5.71%
U.S.	33,887	32,999	32,479	33,782	32,894	32,491	198,532	-4.12%	-2.16%
Driver Fatalities									
BIA	145	128	131	119	120	137	780	-5.52%	6.53%
U.S.	21,835	21,072	20,815	21,490	20,944	20,712	126,868	-5.14%	-2.45%
Passenger Fatalities									
BIA	109	98	104	109	78	81	579	-25.69%	-18.67%
U.S.	7,196	6,861	6,383	6,575	6,280	6,110	39,405	-15.09%	-8.24%
Motorcyclist Fatalities									
BIA	12	15	9	12	12	13	73	8.33%	8.33%
U.S.	4,227	4,281	4,358	4,652	4,356	4,263	26,137	0.85%	-2.56%
Pedestrian Fatalities									
BIA	27	44	42	31	33	34	211	25.93%	-3.95%
U.S.	4,109	4,302	4,457	4,818	4,779	4,884	27,349	18.86%	8.70%
Bicyclist Fatalities									
BIA	1	4	2	1	2	0	10	-100.00%	-100.00%
U.S.	628	621	680	730	747	720	4,126	14.65%	5.70%
Impaired Driving Fatalities									
BIA	90	78	92	89	65	70	484	-22.22%	-15.46%
U.S.	3,540	5,947	5,120	5,386	5,004	4,498	29,495	27.06%	-10.03%
Speeding Fatalities									
BIA	95	92	94	105	100	78	564	-17.89%	-19.75%
U.S.	10,664	10,508	10,001	10,329	9,696	8,895	60,093	-16.59%	-13.13%
Unrestrained Occupant Fatalities									
BIA	171	109	128	121	101	111	741	-35.09%	-11.90%
U.S.	18,878	10,831	10,436	10,594	9,827	9,612	70,178	-49.08%	-20.65%
Young Driver Fatalities									
BIA	18	10	22	10	12	15	87	-16.67%	4.17%
U.S.	2,401	2,000	2,033	1,906	1,728	1,748	11,816	-27.20%	-13.19%
Older Driver Fatalities									
BIA	15	13	9	12	12	17	78	13.33%	39.34%
U.S.	3,307	3,423	3,408	3,471	3,601	3,558	20,768	7.59%	3.37%

Note: Some fatality types cross multiple categories and therefore contributes to multiple categories (rows).

† Total includes unknown occupant fatalities

During the 2009-2014, the largest proportion of the BIA's traffic fatalities occurred on arterial roads (42.0%), as it did Nationwide (47.0%) (Table 8).

Table 8. Total Fatalities in BIA Lands by Road Type: 2009-2014

Road Type	BIA						Total 2009 - 2014	
	2009 (N=282)	2010 (N=274)	2011 (N=279)	2012 (N=228)	2013 (N=198)	2014 Annual (N=218)	BIA (N=1479)	U.S. (N=180,909)
Interstate/Expressway	8	18	30	12	16	14	6.63%	16.35%
Arterial	117	124	98	92	85	86	40.70%	43.52%
Collector	95	80	81	60	57	69	29.89%	19.86%
Local	57	49	59	39	34	36	18.53%	19.43%
Unknown	5	3	11	25	6	13	4.26%	0.84%
Total	282	274	279	228	198	218	100.00%	100.00%

Based on the limited racial and ethnic information, American Indians represented the largest proportion of traffic-related fatalities on Indian Reservations during the 2009-2014 periods (51%); whites accounted for 20.5% (Table 9).

Table 9. BIA Fatalities by Race and Ethnicity

Race	2009	2010	2011	2012	2013	2014 Annual	2009-2014 Total	Percent of Total	U.S. Percentages (2009-2014)
White	70	59	73	66	62	64	324	20.5%	73.1%
Black	1	1	1	2	1	2	7	0.4%	11.8%
American Indian (includes Aleuts and Eskimos)	178	109	177	190	158	173	807	51.0%	1.7%
Multiple Races	1	0	1	0	0	0	1	0.1%	0.3%
Other	0	4	2	2	3	4	15	0.9%	3.0%
Unknown	32	100	26	2	10	9	147	9.3%	10.2%
Hispanic	18	21	28	22	20	30	139	8.8%	12.0%
Total	282	273	280	262	234	252	1,583	-	-

Note: 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.

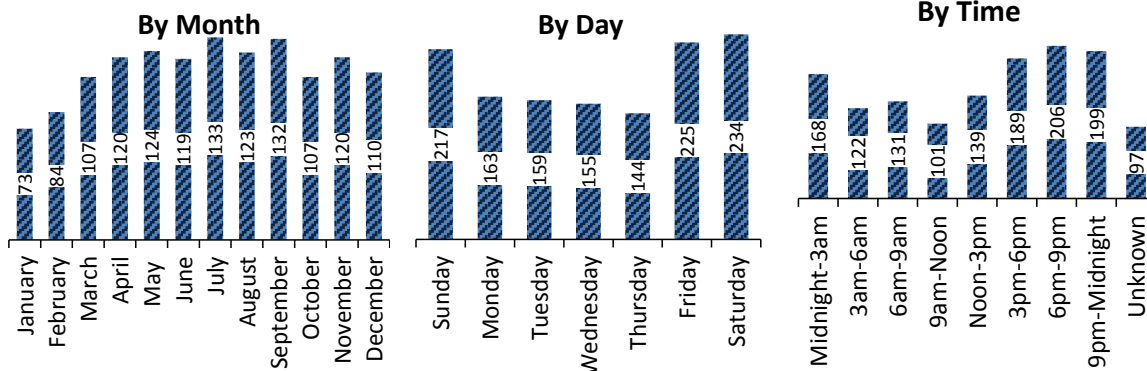
*Percentages based on total fatalities.

In the BIA's Lands, the majority of 2009-2014 fatal crashes occurred on Fridays, Saturdays, and Sundays (52%) and more than half occurred during the hours of 3 p.m. to 3 a.m. (56.3%); 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 (28.7%) (Table 10).

Table 10. Total Fatal Crashes in BIA Lands and U.S., by Month, Day of Week, and Time of Day: Totals 2009-2014

	BIA (N=1,352)		U.S. (N=182,223)	
	N	%	N	%
MONTH				
January	73	5.4%	13,241	7.3%
February	84	6.2%	11,847	6.5%
March	107	7.9%	13,865	7.6%
April	120	8.9%	14,521	8.0%
May	124	9.2%	15,857	8.7%
June	119	8.8%	16,007	8.8%
July	133	9.8%	16,733	9.2%
August	123	9.1%	16,978	9.3%
September	132	9.8%	16,172	8.9%
October	107	7.9%	16,556	9.1%
November	120	8.9%	15,512	8.5%
December	110	8.1%	14,934	8.2%
DAY OF WEEK				
Sunday	217	16.7%	29,042	15.9%
Monday	163	12.6%	22,766	12.5%
Tuesday	159	12.3%	22,003	12.1%
Wednesday	155	12.0%	22,614	12.4%
Thursday	144	11.1%	23,768	13.0%
Friday	225	17.3%	28,470	15.6%
Saturday	234	18.0%	33,560	18.4%
TIME OF DAY				
Midnight-3am	168	12.4%	22,329	12.3%
3am-6am	122	9.0%	15,185	8.3%
6am-9am	131	9.7%	17,763	9.7%
9am-Noon	101	7.5%	17,645	9.7%
Noon-3pm	139	10.3%	23,633	13.0%
3pm-6pm	189	14.0%	29,121	16.0%
6pm-9pm	206	15.2%	29,394	16.1%
9pm-Midnight	199	14.7%	25,800	14.2%
Unknown	97	7.2%	1,353	0.7%

*Total fatal crashes



UNRESTRAINED OCCUPANTS – KEY FINDINGS

In the period 2009-2014:

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	2014 Annual
Restraint Used						
BIA	14.54%	24.78%	20.85%	18.86%	16.67%	23.39%
U.S.	30.50%	36.46%	35.88%	42.16%	37.35%	38.56%
Restraint Used Night						
BIA	9.84%	16.22%	22.22%	17.65%	17.02%	16.33%
U.S.	22.26%	28.11%	27.78%	27.90%	27.93%	29.97%

Note: Restraint use percentage based on all fatalities.

Across the BIA's Lands, the number of unrestrained passenger vehicle occupant fatalities was at its lowest level in 2013. A 2.4% of decrease in unrestrained passenger vehicle fatalities was found for 2014 compared to the previous five years' average. The U.S. as a whole saw a 4.13% decrease in this index (Tables 13 and 14).

Table 13. BIA Unrestrained Passenger Vehicle Occupant Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Unrestrained Fatalities	171	109	128	121	101	111	-35.09%	-2.38%
Total Fatalities	282	274	279	262	234	252	-10.64%	-1.07%
Pop. Rate*	4.60	2.90	3.37	3.14	2.58	2.80	-39.02%	-3.10%
Pct. of Total	60.64%	39.78%	45.88%	46.18%	43.16%	44.05%	-27.36%	-1.31%

* Rate per 100,000 population

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

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Unrestrained Fatalities	171	109	128	121	101	111	-35.09%	-2.38%
Total Fatalities	282	274	279	262	234	252	-10.64%	-1.07%
Pop. Rate*	4.60	2.90	3.37	3.14	2.58	2.80	-39.02%	-3.10%
Pct. of Total	60.64%	39.78%	45.88%	46.18%	43.16%	44.05%	-27.36%	-1.31%

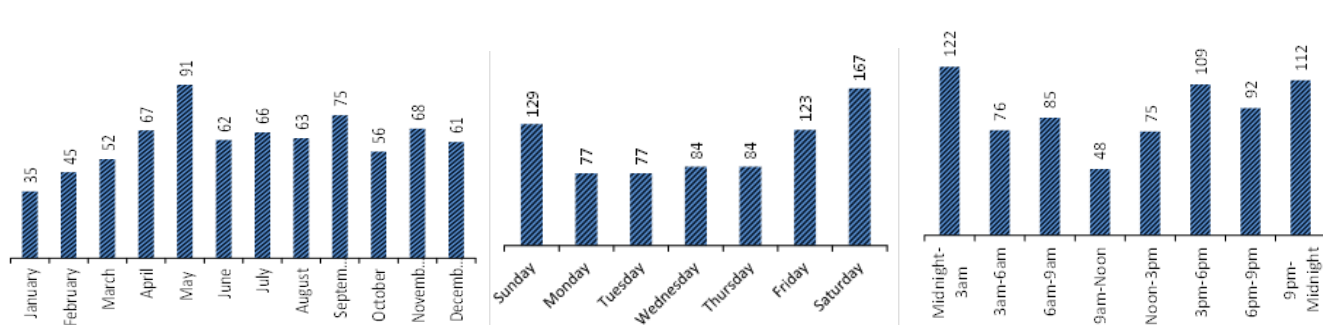
* Rate per 100,000 population

During the years of 2009-2014, the largest proportions 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. (**Error! Reference source not found.**).

Table 15. Unrestrained Passenger Vehicle Occupant Fatalities by Month, Day of Week, and Time of Day: 2009-2014 Total

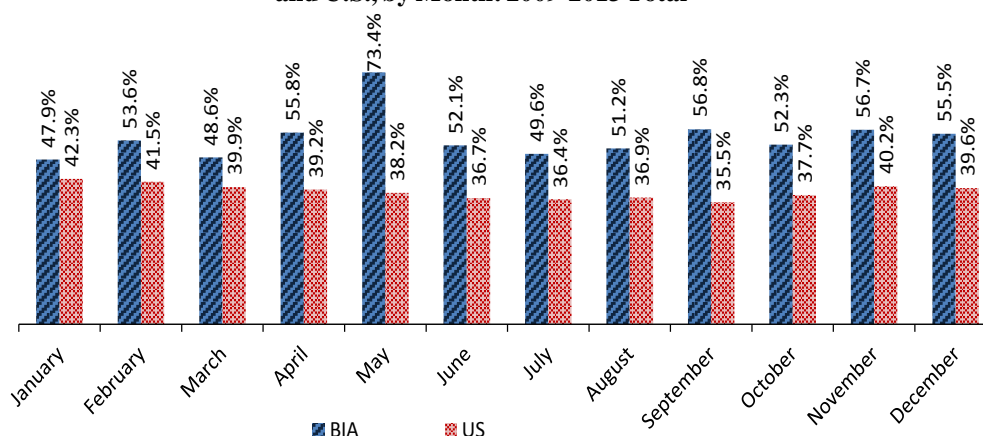
MONTH	BIA (N=741)		U.S. (N=70,718)	
	N	%	N	%
	January	35	4.72%	5603
February	45	6.07%	4920	7.01%
March	52	7.02%	5532	7.88%
April	67	9.04%	5697	8.12%
May	91	12.28%	6064	8.64%
June	62	8.37%	5879	8.38%
July	66	8.91%	6088	8.68%
August	63	8.50%	6262	8.92%
September	75	10.12%	5743	8.18%
October	56	7.56%	6238	8.89%
November	68	9.18%	6235	8.88%
December	61	8.23%	5917	8.43%
DAY OF WEEK				
Sunday	129	17.41%	12201	17.39%
Monday	77	10.39%	8520	12.14%
Tuesday	77	10.39%	7937	11.31%
Wednesday	84	11.34%	8249	11.75%
Thursday	84	11.34%	8729	12.44%
Friday	123	16.60%	10764	15.34%
Saturday	167	22.54%	13778	19.63%
TIME OF DAY				
Midnight-3am	122	16.46%	11467	16.34%
3am-6am	76	10.26%	7344	10.46%
6am-9am	85	11.47%	6819	9.72%
9am-Noon	48	6.48%	5710	8.14%
Noon-3pm	75	10.12%	7703	10.98%
3pm-6pm	109	14.71%	9748	13.89%
6pm-9pm	92	12.42%	10178	14.50%
9pm-Midnight	112	15.11%	10576	15.07%
Unknown	22	2.97%	633	0.90%

*Total Unrestrained fatalities



During all six years, May was the month with the highest proportion (12.3%) of BIA traffic-related fatalities that were unrestrained passenger vehicle occupants (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 (2009-2014), 46.5% of all fatally-injured occupants of cars used restraints, compared to 21.4% of fatally-injured occupants of pickup trucks (Table 16).

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

	2009	2010	2011	2012	2013	2014 Annual	Total 2009 - 2014	% Change: 2014 vs. Prior 5-yr Avg.
Cars								
BIA	46.34%	46.43%	47.92%	38.46%	45.45%	54.17%	124	32.65%
U.S.	59.54%	59.35%	58.44%	58.72%	58.35%	57.73%	35,622	-0.50%
Pickup								
BIA	17.07%	23.21%	22.92%	28.21%	24.24%	12.50%	56	-40.00%
U.S.	14.00%	14.33%	14.38%	14.13%	14.11%	14.80%	8,673	5.91%
Other (incl. SUV)								
BIA	36.59%	30.36%	29.17%	33.33%	30.30%	33.33%	85	15.94%
U.S.	26.09%	26.10%	26.66%	26.52%	26.87%	26.81%	16,087	2.92%

* Where restraint use is known

Among males and females in the BIA's Lands, the 25-34 age groups 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	2014 Annual	2009-2014 Total
Female							
< 5	0	2	4	1	0	1	8
5-9	0	1	2	1	1	1	6
10-15	1	1	2	2	1	1	8
16-20	11	3	10	8	8	4	44
21-24	10	5	4	4	7	4	34
25-34	16	17	9	11	8	9	70
35-44	10	5	5	5	6	9	40
45-54	5	4	2	8	6	7	32
55-64	4	2	5	2	1	3	17
65-74	1	2	2	2	1	2	10
75+	1	0	1	4	0	1	7
Unknown	1	1	1	1	1	0	5
Total	60	43	47	49	40	42	281
Male							
< 5	1	0	3	2	4	0	10
5-9	1	0	0	4	1	0	6
10-15	3	3	3	3	2	1	15
16-20	16	8	14	6	4	11	59
21-24	16	9	12	11	11	5	64
25-34	26	17	24	23	17	25	132
35-44	24	16	12	14	5	12	83
45-54	11	9	8	5	8	7	48
55-64	11	1	6	3	7	5	33
65-74	3	1	0	2	1	2	9
75+	0	3	0	0	2	1	6
Unknown	0	0	0	0	0	1	1
Total	112	67	82	73	62	70	466
Grand Total	172	110	129	122	102	112	747

*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 (Figure 11 & Table 18); and number of fatalities by route.

Figure 11. Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Race and Sex: 2009-2014 Total

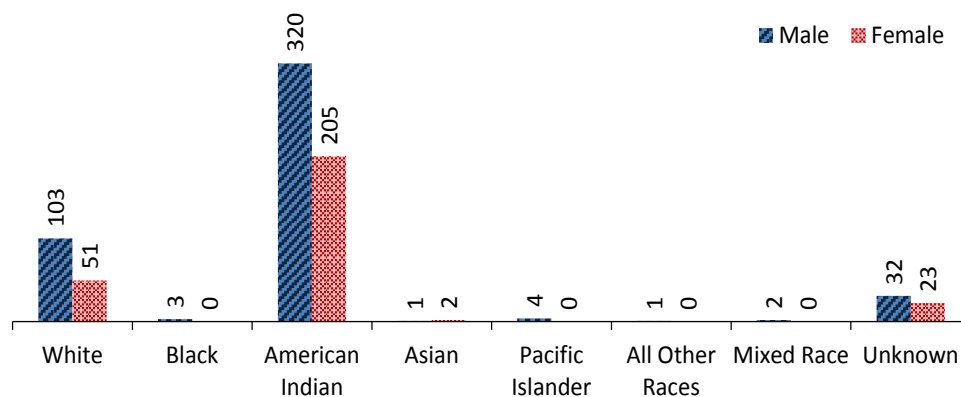


Table 18. Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Race and Sex: 2009-2014 Total

Race	Female	Male	2009-2014 Total
White	51	103	154
Black	0	3	3
American Indian	205	320	525
Asian	2	1	3
Pacific Islander	0	4	4
All Other Races	0	1	1
Mixed Race	0	2	2
Unknown	23	32	55
Total	281	466	747

OCCUPANT PROTECTION

UNRESTRAINED OCCUPANTS – KEY FINDINGS

During the six years, 53.4% of the BIA’s fatally-injured passenger vehicle occupants did not use restraints. Restraint use was least common among those ages 21-24 (64.9% unrestrained), 10-15 (63.9% unrestrained), and 25-34 (59.6% unrestrained). In contrast, those ages 45 and older showed over 50% restraint use (Table 11).

Table 11. Fatally-Injured Passenger Vehicle* Occupants in BIA Lands, Restraint Use by Age Group: 2009-2014 Total

Age Group	Occupant Restraint Usage			
	N	Used	Not Used	Unknown
<5	31	12.90%	58.06%	29.03%
5-9	19	21.05%	57.89%	15.79%
10-15	36	11.11%	63.89%	16.67%
16-20	161	14.29%	63.98%	16.15%
21-24	151	14.57%	64.90%	17.22%
25-34	339	15.34%	59.59%	17.70%
35-44	220	18.18%	55.91%	19.09%
45-54	169	22.49%	47.34%	19.53%
55-64	129	20.93%	38.76%	16.28%
65-74	62	32.26%	30.65%	20.97%
75+	62	50.00%	20.97%	20.97%
Unknown	6	0.00%	0.00%	100.00%
BIA	1,385	19.13%	53.43%	18.63%
U.S.	142,062	42.72%	49.40%	7.88%

* Automobiles, SUVs, and Pickup Trucks

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 3 & Figure 2).

Table 3. Number of Fatalities by Age Group Compared to Population Data, BIA and U.S.: 2014 Only

	2009	2010	2011	2012	2013	2014 Annual
Restraint Used						
BIA	14.54%	24.78%	20.85%	18.86%	16.67%	23.39%
U.S.	30.50%	36.46%	35.88%	42.16%	37.35%	38.56%
Restraint Used Night						
BIA	9.84%	16.22%	22.22%	17.65%	17.02%	16.33%
U.S.	22.26%	28.11%	27.78%	27.90%	27.93%	29.97%

Note: Restraint use percentage based on all fatalities.

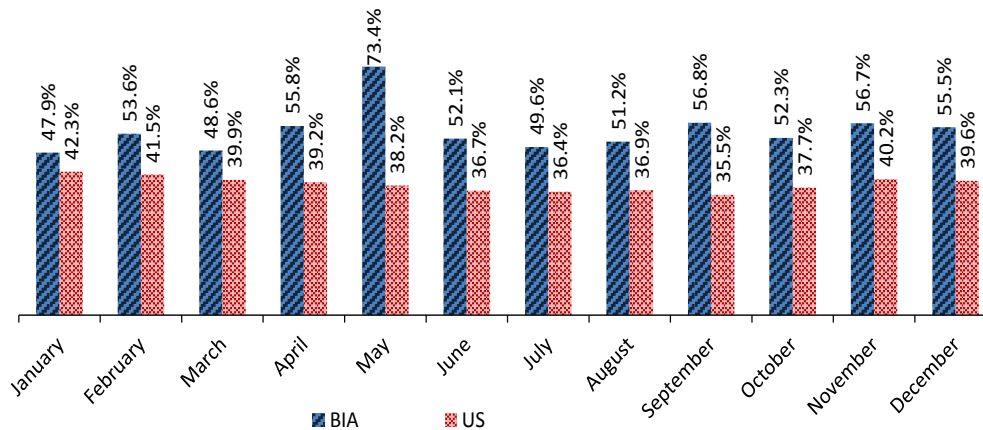


Figure 2. Comparison of BIA and U.S. Fatalities per 100,000 Population, by Age: 2014 Only

ALCOHOL RELATED – KEY FINDINGS

In the period 2009-2014:

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 six years (2009-2014); the number of such deaths followed a slightly decreasing trend in general, but 89 deaths in 2014 reflected an increase of approximately 1% over the previous five-year average (Figure 13, Tables 19 and 20).

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

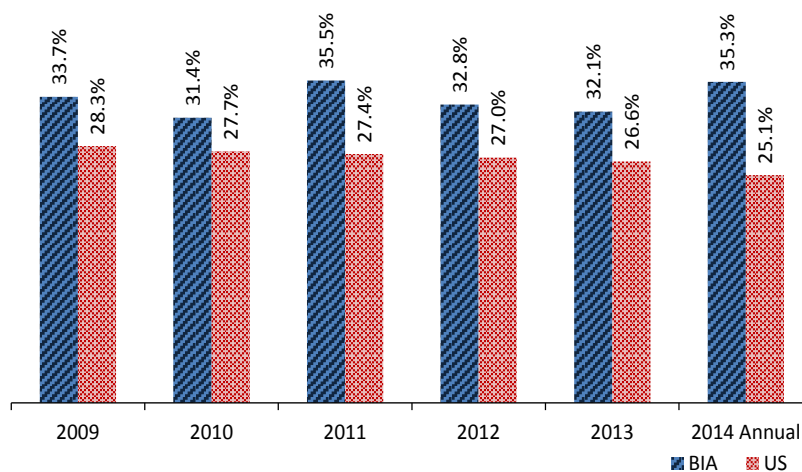


Table 19. BIA Alcohol-Related Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 6-yr Avg.
Alcohol-Related Fatalities	95	86	99	86	75	89	-6.32%	0.91%
Total Fatalities	282	274	279	262	234	252	-10.64%	-5.33%
Pop. Rate*	2.55	2.29	2.60	2.23	1.92	2.25	-11.99%	-3.12%
Pct. of Total	33.69%	31.39%	35.48%	32.82%	32.05%	35.32%	4.84%	6.74%

* Rate per 100,000 population

Table 20. U.S. Alcohol-Related Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 6-yr Avg.
Alcohol-Related Fatalities	9,580	9,139	8,892	9,121	8,742	8,144	-14.99%	-10.45%
Total Fatalities	33,887	32,999	32,479	33,782	32,894	32,491	-4.12%	-2.16%
Pop. Rate*	3.12	2.95	2.85	2.90	2.76	2.55	-18.21%	-12.50%
Pct. of Total	28.27%	27.69%	27.38%	27.00%	26.58%	25.07%	-11.34%	-8.47%

* Rate per 100,000 population

During the 2009-2014 periods, male drivers accounted for the largest proportion of the BIA’s alcohol-related fatalities (43%) (Figure 16 and Table21).

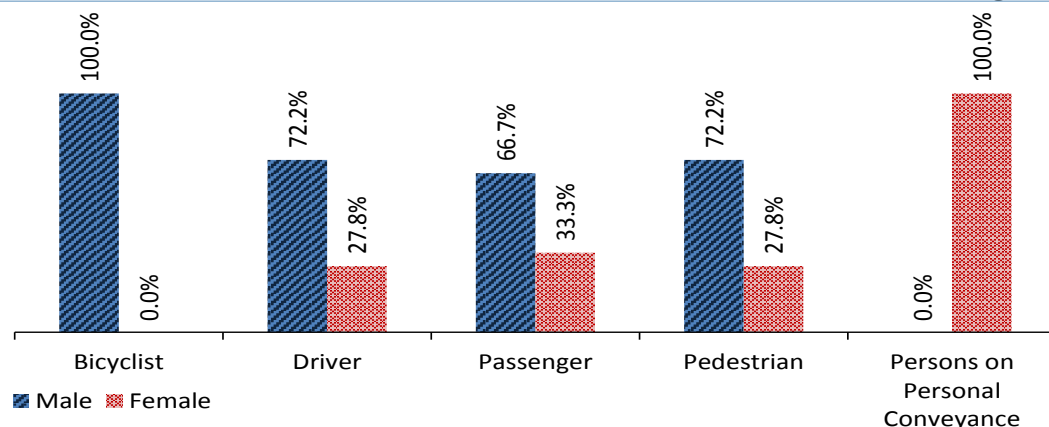


Figure 16. Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-2013 Total

Table 21. Number of Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-2014 total

Race	Female	Male	Total	% of Total
White	21	89	110	20.75%
Black	1	1	2	0.38%
American Indian	129	263	392	73.96%
Pacific Islander	0	0	0	0.00%
Mixed Race	0	1	1	0.19%
Unknown	2	23	25	4.72%
Total	153	377	530	100%

The highest concentration of 2009-2014 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 2014, 77% of all drinking drivers involved in the BIA’s fatal crashes were killed.

In 2014, 52.8% of all drinking drivers involved in the BIA’s fatal crashes had a valid driver’s license.

During all six years, less than 15% (12.4%) 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 most common vehicle type (42.7%) of vehicles of drinking drivers involved in fatal crashes in the BIA’s Lands, followed by pickup trucks (28.2%); and utility trucks, vans, and SUVs (21.4%).

Over all six years, 56.9% of all drinking drivers involved in fatal crashes in the BIA’s Lands had a valid license, 22.1% were not licensed, and 13.3% had a suspended license.

From 2009 through 2014, there were 90 (or 42.7%) pedestrian fatalities in the BIA’s 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.

SPEEDING – RELATED – KEY FINDINGS

In the period 2009-2014:

Across the BIA’s Lands, the number and population rate of speeding-related fatalities generally followed a slightly decreasing trend, with those for 2012 and 2013 exceeding the six-year averages. Based on primary data, 2014 recorded the lowest number of speeding-related fatalities (80 fatalities or 2.02 fatalities per 100,000 population) (Tables 22 and 23, Figure 1).

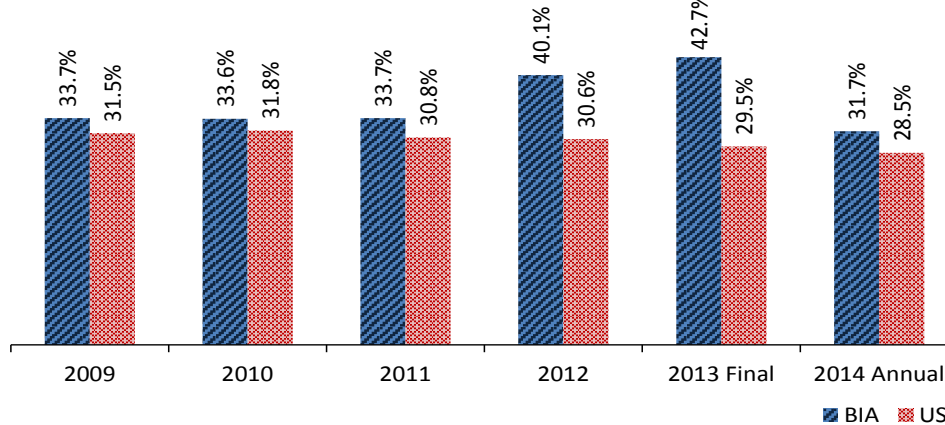


Figure 1. Speeding-Related Fatalities as Percent of Total Fatalities: BIA an US.

Table 22. U.S. Speeding-Related Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Fatalities	95	92	94	105	100	80	-15.79%	-18.16%
Pop. Rate*	2.55	2.45	2.47	2.72	2.56	2.02	-20.89%	-20.82%
Pct. of Total	33.69%	33.58%	33.69%	40.08%	42.74%	31.75%	-5.76%	-13.62%

* Rate per 100,000 population

Table 23. U.S. Speeding-Related Fatalities

	2009	2010	2011	2012	2013	2014 Annual	% Change: 2014 vs. 2009	% Change: 2014 vs. prior 5-yr Avg.
Fatalities	10,664	10,508	10,001	10,329	9,696	9,262	-13.15%	-8.60%
Pop. Rate*	3.48	3.40	3.21	3.29	3.06	2.90	-16.44%	-10.33%
Pct. of Total	31.47%	31.84%	30.79%	30.58%	29.48%	28.51%	-9.42%	-7.06%

* Rate per 100,000 population

A large majority (80%) of the BIA’s speeding-related fatalities were unrestrained during the years 2009-2014. (Figure 18 and Table 24).

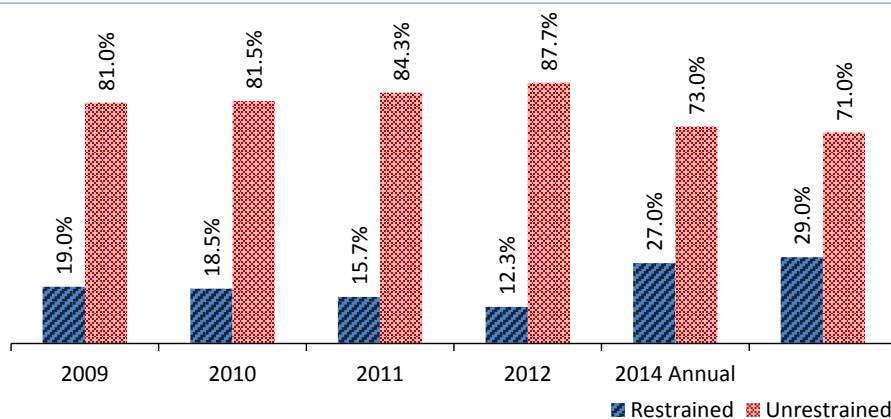


Figure 18. Speeding-Related Fatalities by Restraint Use in BIA Lands

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

BIA	2009	2010	2011	2012	2013	2014 Annual	2009 - 2014 Total	Percent Speeding-Related Fatalities*
Restrained	16	12	13	10	20	18	89	19.82%
Unrestrained	68	53	70	71	54	44	360	80.18%
Total	84	65	83	81	74	62	449	100.00%

Note: This table does not include helmet use.

Males represent the majority of the speeding-related fatalities, with male drivers accounting for over 39% 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: 2009-2014 Total

Person Type	Female	Male	Total
Driver	98	222	320
Passenger	91	129	220
Pedestrian	0	13	13
Bicyclist	0	3	3
Occupant of a Motor Vehicle Not In-Transport	1	0	1
Unknown Occupant Type in a Motor Vehicle In-Transport	1	8	9
Total	191	375	566

The majority of the BIA’s 2009-2014 speeding-related traffic fatalities were American Indian (63.1%); 26.1% were white (Table 26).

Race	Female	Male	Total
White	45	103	148
Black	0	3	3
American Indian	126	231	357
Asian	0	1	1
Pacific Islander	0	3	3
All Other Races	0	1	1
Unknown	20	33	53
Total	191	375	566

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

Of the 85 drivers involved in speeding-related fatal crashes in the BIA's Lands in 2014, 50 or 59.5% 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 6 drivers involved, 4 drivers killed, and 10 fatalities in crashes involving drivers in this age group.

In 2014, over 60% (60.1%) 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 42% of vehicles of drivers involved in speeding-related fatal crashes, followed by pickup trucks (25.7%) and utility trucks, vans, and SUVs (19.9%). Vehicles older than 9 years at the time of the crash accounted for the largest proportion of vehicles involved in speeding-related fatal crashes (43.6%) (2009-2014).

**All statistical crash data and graphs were provided from the Data Book for the Indian Nations, volume I & II, prepared by Virginia Tech Transportation Institute, these numbers may differ from the confirmed FARS statistical data.*

SHSP COORDINATION PROCESS

Indian Country does not have a Strategy Highway Safety Plan. However, the HSP development is coordinated with the BIA Roads program resulting in agreement on the identified HSP performance targets. The IHSP also is an active member of the Safety Management Steering (SMS) committee.

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

	Number of:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	Total	2018 Target
A-1	seat belt citations issued during grant-funded enforcement activities	NA	4,202	3,173	5,166	3,783	3,669	2,718	22,711	2,498
A-2	impaired driving arrests made during grant funded enforcement activities	NA	5,423	4,056	5,145	5,112	5,381	4,128	29,245	4,954
A-3	speeding citations issued during grant funded enforcement activities	NA	34,724	31,037	32,754	30,613	32,674	39,396	201,198	41,614
B-1	percent of observed occupants using a seat belt	64.80%	68.50%	68.80%	69.60%	73.40%	74.30%	77.70%	497.10%	84%
C-1	traffic fatalities	364	388	367	316	359	N/A	N/A	1,794	318
C-2	serious injuries in traffic crashes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-3	fatality rate per 100 million VMT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-4	unrestrained passenger vehicle occupant fatalities, all seat positions	170	185	180	154	166	N/A	N/A	855	152
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	155	170	149	138	133	N/A	NA	745	111
C-6	speed related fatalities	124	142	146	128	108	N/A	NA	648	105
C-7	motorcyclist related fatalities	20	26	18	18	25	N/A	NA	107	22
C-8	un-helmeted motorcyclist fatalities	13	5	7	9	13	N/A	NA	47	11
C-9	drivers age 20 or younger involved in fatal crashes	16	27	17	14	18	N/A	NA	91	14
C-10	Pedestrian fatalities	54	54	43	44	54	N/A	NA	249	45
C-11	bicyclist fatalities	5	5	1	4	1	N/A	NA	16	1

The core outcome measures for the 2018 Targets, reflects all Native American/Alaska Natives and Non-Native American fatalities on reservations in the United States, based on FARS data from 2010-2014.

FARS 2010-2014 five year linear trend analyses suggest the FY2018 targets will increase for core elements C-1 to C-11. The linear progression projections reflect a weak mean for each core measure, C-1 to C-11, which suggests the targets are unreliable. Due to funding limitations going to only

federally recognized tribes within Indian Country, many Native American/Alaska Natives that do not live on reservations will not be impacted by the IHSP activities. Due to the limited number of tribes funded and 2018 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 FY2014 numbers.

BIA TARGETS FOR FY2018

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 11% from the 2014 FARS number of 359 to 318 by the end of FY2018.

Justification for Program Targets:

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP has also awarded 27 Child Protection Seat grants in FY18 to assist in reducing fatalities among infants and small children. Target percentages and numbers were determined by using five year linear trend analysis from 2010-2014 FARS data which reflect a target of 318. The target reduction of 11 from 359 to 318 was selected because of the geographic locations of tribes being funded in FY18 (27 tribes in 9 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. In 2017 the BIA IHSP awarded grants Twenty-seven (27) Police Traffic Services Grants, and will be awarding twenty-seven (27) in FY2018. This is the same amount awarded from the previous year. 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 26 tribes by the end of FY2018.

Reduce the average number of days from receipt; Requests for Reimbursement (RFRs) are entered for payment into GTS to tribes from 65 days in FY16 to 30 in FY18.

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 2014 number of 133 to 111 by the end of FY2018.

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 20% from the FY2016 total of 4,128 to 4,954 by the end of FY2018. **(Self-reported numbers by IHSP grant funded 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 2010-2014 FARS data. Five year linear trend analysis reflects an increase in DUI arrest by 20% in funded tribes from 4,128 to 4,954 in FY18. The historical DUI enforcement performance from 2012 (4,056 arrests) - 2016 (4,128 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 10% from the FARS 2014 number of 227 to 205 by the end of FY2018.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 9% from the 2014 FARs number of 166 to 152 by the end of FY2018.

To increase safety belt usage rates in Indian Country from the FY 2016 “national” Indian Country rate of 77.70% to 80% by the end of FY2018.

To increase the number of tribes participating, and reporting, on the “Click It or Ticket” national mobilization from 17 in FY2016 to 20 by the end of FY2018.

Justification for Occupant Protection Targets:

Target percentages and numbers were determined by using a five year linear trend analysis of 2010-2014 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 84% in FY2018. The seat belt usage rate in Indian Country increased by less than 1% in 2014 to 2015 and there was a 3% increase in 2016; therefore, a 3% increase was a realistic and achievable target for FY2018 based on prior year’s data and same number of tribes awarded from the previous year. 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 3% from the 2015 FARS number of 108 to 105 by the end of FY2018.

To increase the number of citations issued for speed, on Indian Reservations, by 6% from the FY2016 number of 39,396 to 41,614 by the end of FY2018. (Self-reported numbers by IHSP grant funded tribes)

To increase the number of citations issued for other moving violations (excluding speed and DUI), on Indian Reservations, by 12% from the FY2016 number of 33,947 to 38,023 by the end of FY2018. (Self-reported numbers by IHSP grant funded tribes)

To decrease the number of motorcyclist fatalities, on Indian Reservations, by 12% from the 2014 FARS number of 25 to 22 by the end of FY2018.

To decrease the number of pedestrian fatalities, on Indian Reservations, by 20% from the 2014 FARS number of 54 to 45 by the end of FY2018.

Justification for Police Traffic Services Targets:

Target percentages and numbers were determined by using a five year linear trend analysis of 2010-2014 FARS data. In FY18 the number of Police Traffic Services (PTS) Grants awarded is the same number of 27 as awarded in FY17. This is a 30% reduction from the number of grants awarded in previous years. The decrease in PTS grants awarded affects the performance measure targets for speed related fatalities, citations issued for speed and moving violations.

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 American/Alaska Natives

A review of 2013 Native American/Alaska Native fatalities by State shows Arizona, New Mexico, Oklahoma, Montana and South Dakota are the top 5 states with Native American/Alaska Native fatalities. In 2018, the IHSP plans to fund enforcement projects in each of the States: 2 in Arizona and 2 in Montana, 3 in South Dakota and 6 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 8 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 2018 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-seven (27) of the fifty-five (55) FY2018 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 may conduct on-site monitoring of enforcement projects annual if necessary. 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 FY2016

	Number of:	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
A-1	seat belt citations issued during grant-funded enforcement activities	N/A	4,202	3,173	5,166	3,783	3,669	2,718
A-2	impaired driving arrests made during grant funded enforcement activities	N/A	5,423	4,056	5,145	5,112	5,381	4,128
A-3	speeding citations issued during grant funded enforcement activities	N/A	34,724	31,037	32,754	30,613	32,674	39,396
B-1	Percent of observed occupants using a seat belt	64.80%	68.50%	68.80%	69.60%	73.40%	74.30%	77.70%
C-1	traffic fatalities	364	388	367	316	359	N/A	N/A
C-2	serious injuries in traffic crashes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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	170	185	180	154	166	N/A	N/A
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	155	170	149	138	133	N/A	N/A
C-6	speed related fatalities	124	142	146	128	108	N/A	N/A
C-7	motorcyclist related fatalities	20	26	18	18	25	N/A	N/A
C-8	Un-helmeted motorcyclist fatalities	13	5	7	9	13	N/A	N/A
C-9	drivers age 20 or younger involved in fatal crashes	16	27	17	14	18	N/A	N/A
C-10	Pedestrian fatalities.	54	54	43	44	54	N/A	N/A
C-11	bicyclist fatalities	5	5	1	4	1	N/A	N/A

OVERALL PROGRAM TARGET:

- To reduce fatalities on reservations in Indian Country by 10% from the 2014 FARS number of 359 to 318 by the end of FY18. In 2014 (Category “B”) in the latest year of available data).
- The 2014 FARS number for all Native American/Alaska Native motor vehicle crash fatalities nationwide was 606 (category “A”); and the total of Native Americans only killed on the reservation is reported at 207(Category “C”).

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 38 tribes by the end of FY2016.

The IHSP awarded thirty-eight (38) tribal project grants in FY2016; 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 sustained DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 10% from the FY14 total of 5,112 to 5,623 by the end of FY16. (Self-reported numbers by IHSP grant funded tribes)

Performance Measure to be tracked:

Number of DWI arrests made during grant funded enforcement activities. In FY 16, 32 of 38 funded Tribes reported 4,128 DUI/DWI/OWI arrests. The target was not achieved. The target may not have been achieved because only 32 tribes reported in FY16. 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:

The number of fatalities involving a driver or motorcycle operator with .08+ BAC. FARS reported that 133 impaired driving motor vehicle crashes on reservations in 2014, with 90 occurring on reservations resulting in American Indian/Alaska Natives fatalities. In FY16, 32 of 38 funded Tribes reported a total of 33 fatalities with drivers with .08+ BAC.

OCCUPANT PROTECTION:

To increase safety belt usage rates in Indian Country from the FY14 "National" Indian Country rate of 73.4% to 78% by the end of FY16.

Performance Measure to be tracked:

Seat belt use for passenger vehicles, front seat outboard occupants. In FY2016, the overall safety belt use increased to 77.70% in Indian Country as reported by Preusser Research Group, Inc. The trend reflects seat belt usage is increasing throughout Indian Country.

Performance Measure to be tracked:

Number of seat belt citations issued during grant-funded enforcement activities. In FY16, 32 of 38 Tribes funded by the BIA IHSP reported issuing a total of 2,718 citations for safety belt violations and 553 child passenger safety seat citations throughout the project year.

POLICE TRAFFIC SERVICES:

To maintain the number of all speed related fatalities on reservations from the FY12 FARS number of 146 by the end of FY16.

Performance Measure to be tracked: Number of speeding related fatalities. FARS 2014 reports indicate there were 108 speed related fatalities all on reservations.

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. In FY16, 32 of 38 Tribes funded by the BIA IHSP reported a total of 20 speed-related motor vehicle fatalities on their reservations during the project year.

To increase the number of speeding citations by 10% from the FY13 total of 30,613 to 33,721 by the end of FY16.

Performance Measure to be tracked:

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

In FY16, 32 of 38 Tribes funded by the BIA IHSP reported 39,396 speed citations issued during the project year.

To increase the number of citations issued for other moving violations (excluding speed and DUI) by all funded traffic activity by 10% from the FY13 total of 34,861 to 38,347 by the end of FY16.

Performance Measure to be tracked:

Number of moving violation citations (excluding speed and DUI) issued during grant-funded activities.

In FY16, 32 of 38 Tribes funded by the BIA IHSP in FY16 reported 33,947 traffic violation citations. This target may not have been achieved because 6 tribes did not report.

To maintain the number of motorcyclist fatalities from the 2012 FARS number of 18 by the end of FY16.

Performance Measure to be tracked:

Number of motorcyclist fatalities.

FARS reported 25 motorcyclist fatalities all on reservations in 2014, with 5 American Indian/ Alaska Native fatalities on reservations. In FY16, the number of motorcyclist fatalities reported by 32 of 38 funded Tribes was 3.

Performance Measure to be tracked:

Number of un-helmeted motorcyclist fatalities.

FARS reported 5 American Indian/Alaska Native un-helmeted motorcyclist fatalities on reservations in 2014 along with 13 all un-helmeted motorcyclist fatalities on reservations. 32 of 38 grant funded tribes reported 1 un-helmeted motorcyclist fatalities in FY16.

Performance Measure to be tracked:

Number of drivers age 20 or younger involved in fatal crashes.

2014 FARS data revealed an upward trend of 18 driver fatalities age 20 and younger on reservations. 32 of 38 funded tribes reported a total of 11 fatalities of drivers 20 or younger fatalities on their reservations during the FY16 project year.

To maintain the number of pedestrian fatalities from FARS 2012 number of 43 by the end of 2016.

Performance Measure to be tracked:

Number of pedestrian fatalities.

FARS data from 2014 reflects an increase of Native American/Alaska Native pedestrian fatalities on reservations at 38 and all fatalities on reservations increased to 54. 32 of 38 funded tribes reported a total of 16 pedestrian fatalities on their reservations during the FY16 project year

TARGETS FOR EACH PROGRAM AREA**FY2018 CORE OUTCOME MEASURES**

A-1 Core Measure: Seat belt citations issued during grant-funded enforcement activities current:
FY 18 Target: 27 tribes will issue 2,498 seat belt citations in FY 2018.

In FY16: 32 tribes reported issuing 2,718 seat belt citations.

Justification of Target: Targets and percentages were determined by the numbers of seat belt citations issued, by 32 of 38 funded tribes, in FY16 using five year linear trend analysis from 2010-2014 reflects a 8% decrease in citations to be issued in FY 2018. Due to the 30% reduction in Police Traffic Services Grants being awarded since FY2016 the target was derived from the 5 year linear trend analysis which reflects a downward trend in seat belt citations issued.

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

FY 18 Target: 27 tribes will make 4,954 impaired driving arrests in FY18.

In FY16: 32 tribes reported 4,128 DUI/OWI arrests.

Justification of Target: Targets and percentages were determined by the numbers of DUI/OWI arrests made, by 32 of 38 funded tribes, in FY16. Five year linear trend analysis from 2010-2014 reflects an actual decrease in DUI/OWI arrests from the FY2016 number of 5,381 to 4,954 by the end of FY2018 which is a 20 increase. Five year linear trend reflects a decrease in DUI/OWI Arrest which may result in the 6 tribes that did not report in FY16.

A-3 Core Measure: Speeding citations issued during the grant-funded enforcement activities current:
FY18 Target: 27 tribes will issue 41,614 speeding citations in FY 2018.

In FY16: 27 tribes reported issuing 39,396 speed citations.

Justification of Target: Targets and percentages were determined by using five year linear trend analysis from 2010- 2014 which reflects a 6% increase in speed citations to be issued in FY 2018. The 6% increase is a reasonable target due to past performance which reflects an increase from 2014 to 2016.

B-1 Core Measure: To increase safety belt usage rates in Indian Country from the FY 2016 “national” Indian Country rate of 77.70% to 80% by the end of FY2018.

In FY16: Indian Country safety belt usage increased from 3.40% from 2015 to 2016.

Justification of Target: Targets and percentages determined by 5 year linear trend analysis projects an aggressive target of 6.30% increase in seat belt usage. Due to the fluctuation in usage of 1 to 3 % in seat belt usages from the 2012 to 2016 numbers a 3% increase is a reasonable and achievable target due to past performance.

C-1 Core Measure: To reduce all motor vehicle crash fatalities on reservations from the 2014 FARS number of 359 to 318 by the end of FY2018.

In FY16: 32 tribes reported a total of 79 motor vehicle fatalities.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2010-2014 which reflects an 11% decrease in motor vehicle fatalities in FY 2018.

C-4 Core Measure: To reduce the number of passenger vehicle occupant fatalities on reservations from the 2014 FARS number of 227 to 205 in 2018.

In FY16, 32 of 38 Tribes reported a total of 79 motor vehicle crash (MVC) fatalities on their reservations. 43 involved alcohol, 20 involved excessive speed and 50 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 2010-2014 which reflects a 10% decrease in motor vehicle occupant fatalities in FY 2018.

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 2014 FARS numbers of 133 to 111 in 2018.

In FY16: 32 funded tribes reported a total of 33 fatalities with drivers with .08+ BAC.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2010-2014 which reflects a 17% decrease in fatalities.

C-6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations from the 2014 FARS numbers of 108 to 105 in FY2018.

In FY16: 32 tribes funded by the BIA IHSP reported a total of 20 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 2010-2014 which reflects 2.78% decrease in all speed related fatalities on reservations. In the last 3 year linear trend analysis reflects in downward trend in speed related fatalities

C-7 Core Measure: To decrease motorcyclist fatalities on reservations from 2014 FARS number of 25 to 22 in 2018.

In FY 16: 32 tribes funded by the BIA IHSP reported 3 motorcyclist fatality.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2010-2014 which reflects a 12% decrease in motorcycle fatalities for FY18. In 2012 and 2013 motorcyclist fatalities maintained at 18 and drastically increased to 25 in 2014.

C-8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities, on reservations, from 2014 FARS number of 13 to 11 by the end of 2018.

In FY16: 32 tribes funded by the BIA IHSP reported a total of 1 un-helmeted motorcyclist

fatality.

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 2014 FARS number of 18 to 13 in 2018.

In FY16: 32 tribes funded by the BIA IHSP reported 11 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 2010-2014 which reflects a decrease of 23.53% in fatalities involving drivers 20 or younger in FY 2018. Linear trend analysis reflects an increase in these fatalities from the FY2014 number of 14.

C-10 Core Measure: To reduce the number of pedestrians involved in fatal crashes, on reservations, from 2014 FARS number of 54 to 45 in 2017.

In FY16: 32 tribes funded by the BIA IHSP reported a total of 16 pedestrian fatalities.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2010-2014 which reflects a decrease in pedestrian fatalities but there is actually an increase from 43 in 2012 to 54 in 2014.

C-11 Core Measure: To maintain the number of bicyclists, on reservation, involved in fatal crashes from 2014 FARS number of 1 in 2018.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2010-2014 which reflects a downward trend; therefore it was determined the target would be to maintain the FY2014 FARS number of 1.

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 2018, the IHSP plans to fund 27 police traffic services contracts. 2016 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 64 which are 17% of the 359 reported in FARS 2014.
- 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 2018 HSP also includes Child Protection 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.

2018 PROJECTS

PLANNING & ADMINISTRATION

Project Number: PA-18-01	MOE: N/A
Project Name: Bureau of Indian Affairs	Grant Type: Planning & Administration
Award: \$234,870.00	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. Other costs will include travel and training, office machines, office supplies, GHSA dues, education supplies and other appropriate administrative expenditures.
Carry Forward: \$128,493.40 (<i>estimated</i>)	
Funding Source: 402	
Funding Code: 402 PA	
Match Amount: \$0.00	
Local Benefit: \$0.00	
State: New Mexico	

GOAL:

To initiate highway safety related projects with not less than 27 Police Traffic Services Grants, and 28 occupant protection grants for 47 tribes by the end of FY2018.

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 FY18.

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 65 days in FY16 to 30 in FY18.

Project Number: PA-18-02
Project Name: Bureau of Indian Affairs
Award: \$1,000.00
Funding Source: 402
Funding Code: 402 PA
Match Amount: \$0.00
Local Benefit: \$0.00
State: United States

MOE: N/A
Grant Type: Planning & Administration
Description: Utilize funding from planning and administration to provide funding to pay for and conduct annual training for the tribes funded under the Indian Highway Safety Program. Costs to include reimbursement for facilities rental and supplies.

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 for PTS and CPS and IHSP Grant Writing Course to be held in Albuquerque, NM.

PROJECT DESCRIPTION:

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

EQUIPMENT: None

PLANNING & ADMINISTRATION BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
PA-18-01	BIA Program Management	\$ 234,870.00	402
PA-18-02	Bureau of Indian Affairs	\$ 1,000.00	402
	BIA Program Management Carry Forward Funds (Estimated)	\$ 259,459.00	402
Total 402 Funds		\$ 495,329.00	

IMPAIRED DRIVING

Project Number: AL-18-01	MOE: N/A
Project Name: Bureau of Indian Affairs	Grant Type: Alcohol
Award: \$100,000.00	Description: This grant is a financial assistance award to maintain four Blood Alcohol Testing Mobiles (BAT Mobiles) for usage by the tribes and Bureau of Indian Affairs law enforcement in enhancing their current traffic safety and enforcement efforts.
Funding Source: 402	
Funding Code: 402 AL	
Match Amount: \$0.00	
Local Benefit: \$0.00	
State: United States	

Although the 2014 NHTSA FARS annual report shows alcohol-related fatalities were at a three year low, impaired driving fatalities are serious issue on Native American reservations. In 2014, FARS data shows there were 133 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.

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 2014 FA R S numbers of 133 to 111 in 2018.

To support the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) 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 from the FY2016 total of 136 to 140 by the end of FY2018.
2. To increase use of BAT Mobiles for educational events on the reservations from the FY2016 number of 41 to 45 in FY2018.

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-18-01	BIA OJS - Bat Mobiles	\$ 100,000.00	402
Total 402 Funds		\$ 100,000.00	

OCCUPANT PROTECTION

Project Number: OP-18-01	MOE: N/A
Project Name: Bureau of Indian Affairs	Grant Type: Occupant Protection Services
Award: \$100,000.00	Description: This grant is a financial assistance award to conduct seat belt usage survey on various reservations throughout Indian Country
Funding Source: 402	
Funding Code: 402 OP	
Match Amount: \$0.00	
Local Benefit: \$0.00	
State: United States	

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%. As of 2015 the Indian State safety belt survey reported safety belt usage rates in Indian Country had increased to 77.70%.

Occupant Protection Program Area Target:

1. *To reduce the total number of passenger vehicle occupant fatalities (all seat positions) on Indian Reservations by 10% from the FARS 2014 number of 227 to 205 by the end of FY2018.*
2. *To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 9% from the 2014 FARs number of 166 to 152 by the end of FY2018.*
3. *To increase safety belt usage rates in Indian Country from the FY 2016 “national” Indian Country rate of 77.70% to 80% by the end of FY2018.*
4. *To increase the number of tribes participating, and reporting, on the “Click It or Ticket” national mobilization from 17 in FY2016 to 20 by the end of FY2018.*

Justification for Occupant Protection Target: The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the Click It or Ticket mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among Tribes. Five year linear trend analysis reflects an aggressive increase in seat belt usage in Indian Country at 84% in FY2018. The seat belt usage rate in Indian Country increased by less than 1% in 2014 to 2015 and there was a 3% increase in 2016; therefore, a 3% increase was a realistic and achievable target for FY2018 based on prior year’s data and same number of tribes awarded from the previous year.

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.

Project Number: OP-18-02 to OP-18-29
Project Name: Bureau of Indian Affairs
Award: \$100,000.00 (Seat Belt Survey)
Award: \$301,132.20 (CPS)
Funding Source: 402
Funding Code: 402 OP
Match Amount: \$0.00
Local Benefit: \$0.00
State: United States

MOE: N/A
Grant Type: Occupant Protection Services
Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and child Safety Seat efforts in occupant protection

Occupant Protection Program Area Target:

1. 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 FY2018.
2. 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 FY2018.

TARGETS: (Reported by tribes)

Project Number	Project Title	Budget Awarded	Number of Car Seats Awarded	Road side clinics to be held	Car Seats to Be Distributed	Seats to be Inspected	CPS/Community Training to be Conducted	Hands on Installation	Handouts to be Distributed
OP-18-02	Craig Tribal Association	\$ 11,565.00	50	0	50	50	2	50	100
OP-18-03	Cocopah Indian Tribe	\$ 4,260.00	30	4	30	30	8	30	1,000
OP-18-04	Gila River Indian Community	\$ 11,308.00	60	7	60	60	25	60	600
OP-18-05	Hopi Tribe	\$ 12,165.00	45	3	45	45	3	45	1,000
OP-18-06	San Carlos Apache Tribe	\$ 2,230.00	65	4	65	65	4	65	700
OP-18-07	Picayune Rancheria of the Chukchansi Indians	\$ 15,075.00	49	2	49	49	6	49	1,000
OP-18-08	Quechan Indian Tribe	\$ 2,725.00	40	0	40	40	7	40	150
OP-18-09	Ute Mountain Ute Tribe	\$ 4,654.00	57	8	57	57	8	57	900
OP-18-10	Shoshone-Bannock Tribes	\$ 3,465.00	33	2	33	33	4	33	168
OP-18-11	Fort Belknap Indian Community	\$ 4,230.00	55	6	55	55	8	55	200
OP-18-12	Fort Peck Assiniboine & Sioux	\$ 2,200.00	30	3	30	30	6	30	0
OP-18-13	Ponca Tribe of Nebraska	\$ 7,700.00	30	5	30	30	5	30	100
OP-18-14	Mescalero Apache Tribe	\$ 4,425.00	50	4	50	50	2	50	5,000
OP-18-15	Navajo Nation	\$ 28,350.00	250	0	250	250	20	250	10,000
OP-18-16	Pueblo of Laguna	\$ 5,875.00	22	3	22	22	4	22	60
OP-18-17	Pyramid Lake Paiute Tribe	\$ 13,710.00	80	3	80	80	4	80	1,000
OP-18-18	Cheyenne and Arapaho Tribe	\$ 5,310.00	50	5	50	50	2	50	320
OP-18-19	Chickasaw Nation	\$ 4,550.00	45	8	45	45	8	45	500
OP-18-20	Choctaw Nation (OK)	\$ 1,575.00	15	5	15	15	2	15	1,000
OP-18-21	Comanche Nation	\$ 8,095.00	106	6	106	106	6	106	200
OP-18-22	Quapaw Tribe of Oklahoma	\$ 4,230.00	60	2	60	60	3	60	250
OP-18-23	Tonkawa Tribe of Indian of Oklahoma	\$ 6,990.00	60	4	60	60	3	60	165
OP-18-24	Wichita and Affiliated Tribes	\$ 8,990.00	130	6	130	130	6	130	130
OP-18-25	Wyandotte Nation	\$ 5,277.00	45	0	45	45	2	45	0

OP-18-26	Oglala Sioux Tribe	\$ 7,095.00	93	9	93	93	10	93	0
OP-18-27	Muckleshoot Indian Tribe	\$ 1,200.00	15	4	15	15	4	15	10
OP-18-28	Confederated Tribes and Bands of the Yakama Nation	9,335.00	150	2	150	150	20	150	400
OP-18-29	Menominee Indian Tribe of Wisconsin	4,555.00	60	1	60	60	2	60	200

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

**Occupant Protection Cost Summary - Occupant Protection Budget Summary - FY18
Projects**

Project Number	Project Title	Budget	Budget Source
OP-18-01	Seat Belt Survey (Bureau of Indian Affairs)	\$ 100,000.00	402
OP-18-02	Craig Tribal Association	\$ 11,565.00	402
OP-18-03	Cocopah Indian Tribe	\$ 4,260.00	402
OP-18-04	Gila River Indian Community	\$ 11,308.00	402
OP-18-05	Hopi Tribe	\$ 12,165.00	402
OP-18-06	San Carlos Apache Tribe	\$ 2,230.00	402
OP-18-07	Picayune Rancheria of the Chukchansi Indians	\$ 15,075.00	402
OP-18-08	Quechan Indian Tribe	\$ 2,725.00	402
OP-18-09	Ute Mountain Ute Tribe	\$ 4,654.00	402
OP-18-10	Shoshone-Bannock Tribes	\$ 3,465.00	402
OP-18-11	Fort Belknap Indian Community	\$ 4,230.00	402
OP-18-12	Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation	\$ 2,200.00	402
OP-18-13	Ponca Tribe of Nebraska	\$ 7,700.00	402
OP-18-14	Mescalero Apache Tribe	\$ 4,425.00	402
OP-18-15	Navajo Nation	\$ 28,350.00	402
OP-18-16	Pueblo of Laguna	\$ 5,875.00	402
OP-18-17	Pyramid Lake Paiute Tribe	\$ 13,710.00	402
OP-18-18	Cheyenne and Arapaho Tribe	\$ 5,310.00	402
OP-18-19	Chickasaw Nation	\$ 4,550.00	402
OP-18-20	Choctaw Nation of Oklahoma	\$ 1,575.00	402
OP-18-21	Comanche Nation	\$ 8,095.00	402
OP-18-22	Quapaw Tribe of Oklahoma	\$ 4,230.00	402
OP-18-23	Tonkawa Tribe of Indians of Oklahoma	\$ 6,990.00	402
OP-18-24	Wichita and Affiliated Tribes	\$ 8,990.00	402
OP-18-25	Wyandotte Nation	\$ 5,277.00	402
OP-18-26	Oglala Sioux Tribe	\$ 7,095.00	402
OP-18-27	Confederated Tribes and Bands of the Yakama Nation	\$ 9,335.00	402
OP-18-28	Muckleshoot Indian Tribe	\$ 1,200.00	402
OP-18-29	Menominee Indian Tribe of Wisconsin	\$ 4,555.00	402
402 Total		\$ 301,139.00	

POLICE TRAFFIC SERVICES

Project Number: PT-18-01	MOE: N/A
Project Name: Ute Mountain Ute Tribe	Grant Type: Full-time Police Traffic Services
Award: \$197,985.00	Reservation: 993
Funding Source: 402	Population: 2,120
Funding Code: 402 PT	Land Base: 553,000
Match Amount: \$0.00	Road Miles: 373
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Colorado	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Ute Mountain Ute Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Ute Mountain Ute Tribe's reservation by from the FY2016 number of 1 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 21% from the FY2016 number of 39 to 31 by the end of FY2018.
3. To increase the number of speed citations issued by 33% from the FY2016 number of 66 to 88 by the end of FY2018.

STRATEGIES:

- Fund one (1) Highway Safety Officer & one (1) Highway Safety Specialist.
- 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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Intoxilyzer
- 1 Laptop

Project Number: PT-18-02	MOE: N/A
Project Name: Shoshone-Bannock Tribes	Grant Type: Full-time Police Traffic Services
Award: \$132,775.00	Reservation: 850
Funding Source: 402	Population: 7,500
Funding Code: 402 PT	Land Base: 544,000
Match Amount: \$0.00	Road Miles: 534
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Idaho	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Shoshone-Bannock Tribes** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 14% on the Shoshone-Bannock Tribes’s reservation by from the FY2016 number of 7 to 6 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 253 to 227 by the end of FY2018.
3. To increase the number of DUI arrests by 10% from the FY2016 number of 103 to 113 by the end of FY2018.
4. To maintain the number of speed citations issued at 555 by the end of FY2018.
5. To reduce the number of fatalities in crashes involving a driver with a BAC of 0.08+ by 17% from the FY2016 number of 6 to 5 by the end of FY2018.

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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Radar/Lidar
- 2 PBT
- 1 Speed Trailer

SOFTWARE:

- 1 Spillman Maintenance

Project Number: PT-18-03	MOE: N/A
Project Name: Red Lake Band of Chippewa Indians	Grant Type: Full-time Police Traffic Services
Award: \$272,085.00	Reservation: 10,000
Funding Source: 402	Population: 12,132
Funding Code: 402 PT	Land Base: 840,000
Match Amount: \$0.00	Road Miles: 675
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Minnesota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Red Lake Band of Chippewa Indians** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Red Lake Band of Chippewa Indians’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 7% from the FY2016 number of 46 to 43 by the end of FY2018.
3. To increase the number of DUI arrests by 12% from the FY2016 number of 193 to 216 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2016 number of 630 to 694 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer’s.
- 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-five (35) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

3 Lidar/Radar

Project Number: PT-18-04	MOE: N/A
Project Name: Leech Lake Band of Ojibwe	Grant Type: Full-time Police Traffic Services
Award: \$375,400.00	Reservation: 1,200
Funding Source: 402	Population: 9,950
Funding Code: 402 PT	Land Base: 838,000
Match Amount: \$0.00	Road Miles: 660
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Minnesota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Leech Lake Band of Ojibwe** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Leech Lake Band of Ojibwe’s reservation by from the FY2016 number of 1 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 6% from the FY2016 number of 108 to 95 by the end of FY2018.
3. To increase the number of DUI arrests by 9% from the FY2016 number of 171 to 188 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 1986 to 2185 by the end of FY2018.
5. To reduce the number of pedestrian fatalities in crashes by 100% from the FY2016 number of 1 to 0 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's & 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-five (45) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Toughbook Lap Top
- 1 GTAC Lap Top
- 2 Signal Booster
- 1 Radar Trailer

SOFTWARE:

- 2 LETG License & Install

Project Number: PT-18-05	MOE: N/A
Project Name: Upper Sioux Indian Community	Grant Type: Full-time Police Traffic Services
Award: \$184,070.00	Reservation: 32
Funding Source: 402	Population: 508
Funding Code: 402 PT	Land Base: 1,900
Match Amount: \$0.00	Road Miles: 27
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Minnesota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Upper Sioux Indian Community** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Upper Sioux Indian Community’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 7% from the FY2016 number of 62 to 58 by the end of FY2018.
3. To increase the number of DUI arrests by 16% from the FY2016 number of 45 to 52 by the end of FY2018.

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 fifty (50) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Police Pursuit vehicle
- 1 Light bar

SOFTWARE:

Digital Citation

Project Number: PT-18-06	MOE: N/A
Project Name: White Earth Band of Chippewa Indians	Grant Type: Full-time Police Traffic Services
Award: \$271,560.00	Reservation: 1,306
Funding Source: 402	Population: 21,274
Funding Code: 402 PT	Land Base: 834,425
Match Amount: \$0.00	Road Miles: 1,408
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Minnesota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **White Earth Band of Chippewa Indians** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 60% on the White Earth Band of Chippewa Indians’s reservation by from the FY2016 number of 5 to 2 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 15% from the FY2016 number of 168 to 143 by the end of FY2018.
3. To increase the number of speed citations issued by 25% from the FY2016 number of 763 to 950 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2016 number of 2327 to 2560 by the end of FY2018.
5. To reduce the number of fatalities in crashes involving a driver with a BAC of 0.08+ by 50% from the FY2016 number of 2 to 1 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer’s.
- 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 six (6) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Digital Camera
- 2 Laptop

Project Number: PT-18-07	MOE: N/A
Project Name: Turtle Mountain Band of Chippewa	Grant Type: Full-time Police Traffic Services
Award: \$109,675.00	Reservation: 72
Funding Source: 402	Population: 14,614
Funding Code: 402 PT	Land Base: 79,176
Match Amount: \$0.00	Road Miles: 233
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: North Dakota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Turtle Mountain Band of Chippewa** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 20% on the Turtle Mountain Band of Chippewa’s reservation by from the FY2016 number of 5 to 4 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 29% from the FY2016 number of 104 to 85 by the end of FY2018.
3. To increase the number of DUI arrests by 7% from the FY2016 number of 127 to 136 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2016 number of 807 to 888 by the end of FY2018.

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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-08	MOE: N/A
Project Name: Jicarilla Apache Nation	Grant Type: Full-time Police Traffic Services
Award: \$395,605.00	Reservation: 1,364
Funding Source: 402	Population: 5,500
Funding Code: 402 PT	Land Base: 1,000,000
Match Amount: \$0.00	Road Miles: 7,683
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Jicarilla Apache Nation** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Jicarilla Apache Nation’s reservation by from the FY2016 number of 1 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 39% from the FY2016 number of 122 to 74 by the end of FY2018.
3. To increase the number of DUI arrests by 19% from the FY2016 number of 70 to 83 by the end of FY2018.
4. To increase the number of speed citations issued by 13% from the FY2016 number of 1728 to 1960 by the end of FY2018.
5. To reduce the number of speed related fatalities in crashes by 100% from the FY2016 number of 1 to 0 by the end of FY2018.

STRATEGIES:

- Fund three (3) Highway Safety Officer's & 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 (20) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 PBT Calibration
- 1 PBT
- 1 Desktop Computer
- 1 All In One Printer

SOFTWARE:

Capers Digiticket Interface

Project Number: PT-18-09	MOE: N/A
Project Name: Pueblo of Acoma	Grant Type: Full-time Police Traffic Services
Award: \$173,960.00	Reservation: 1,094
Funding Source: 402	Population: 5,181
Funding Code: 402 PT	Land Base: 700,000
Match Amount: \$0.00	Road Miles: 328
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Pueblo of Acoma** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Pueblo of Acoma’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 9% from the FY2016 number of 77 to 70 by the end of FY2018.
3. To increase the number of DUI arrests by 18% from the FY2016 number of 51 to 60 by the end of FY2018.
4. To increase the number of speed citations issued by 82% from the FY2016 number of 1002 to 1822 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's.
- 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-three (23) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 2 PBT
- 1 Digital Camera

Project Number: PT-18-10	MOE: N/A
Project Name: Pueblo of Isleta	Grant Type: Full-time Police Traffic Services
Award: \$444,800.00	Reservation: 330
Funding Source: 402	Population: 4,861
Funding Code: 402 PT	Land Base: 211,090
Match Amount: \$0.00	Road Miles: 290
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Pueblo of Isleta** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities by 100% on the Pueblo of Isleta’s reservation by from the FY2016 number of 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 226 to 204 by the end of FY2018.
3. To increase the number of DUI arrests by 10% from the FY2016 number of 85 to 89 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 5,570 to 6,127 by the end of FY2018.
5. To increase the number of traffic citations (excluding speed and DUI) by from the FY2016 number of to by the end of FY2018.

STRATEGIES:

- Fund four (4) Highway Safety Officer's & 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-five (48) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Laptop

Project Number: PT-18-11	MOE: N/A
Project Name: Pueblo of Jemez	Grant Type: Full-time Police Traffic Services
Award: \$167,940.00	Reservation: 139,062
Funding Source: 402	Population: 3,703
Funding Code: 402 PT	Land Base: 89,623
Match Amount: \$0.00	Road Miles: 94
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Pueblo of Jemez** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Pueblo of Jemez’s reservation **at 0** by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 13% from the FY2016 number of 16 to 14 by the end of FY2018.
3. To increase the number of speed citations issued by 33% from the FY2016 number of 6,663 to 10,000 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 22% from the FY2016 number of 1,233 to 1,500 by the end of FY2018.
5. To maintain the number of speed related crash fatalities at 0 by the end of FY2018.

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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

1 Laptop

SOFTWARE:

1 Year Digiticket

Project Number: PT-18-12	MOE: N/A
Project Name: Pueblo of Laguna	Grant Type: Full-time Police Traffic Services
Award: \$229,890.00	Reservation: 875
Funding Source: 402	Population: 4,167
Funding Code: 402 PT	Land Base: 560,000
Match Amount: \$0.00	Road Miles: 394
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Pueblo of Laguna** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Pueblo of Laguna’s reservation by from the FY2016 number of 1 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 11% from the FY2016 number of 210 to 189 by the end of FY2018.
3. To increase the number of DUI arrests by 11% from the FY2016 number of 85 to 94 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 2,742 to 3,015 by the end of FY2018.
5. To increase the number of traffic citations (excluding speed and DUI) by 5% from the FY2016 number of 1,228 to 1,289 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's.
- 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-three (33) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Radar/Lidar
- 1 Distracted Driving Activity Mat
- 2 Measuring Wheels

Project Number: PT-18-13	MOE: N/A
Project Name: Walker River Paiute Tribe	Grant Type: Full-time Police Traffic Services
Award: \$239,070.00	Reservation: 592
Funding Source: 402	Population: 1,200
Funding Code: 402 PT	Land Base: 325,000
Match Amount: \$0.00	Road Miles: 174
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Nevada	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Walker River Paiute Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Walker River Paiute Tribe’s reservation at 1 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 11% from the FY2016 number of 21 to 19 by the end of FY2018.
3. To increase the number of DUI arrests by 9% from the FY2016 number of 43 to 47 by the end of FY2018.
4. To increase the number of speed citations issued by 13% from the FY2016 number of 2458 to 2768 by the end of FY2018.
5. To maintain the number of speed related crash fatalities at 1 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's.
- 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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

1 Laptop

SOFTWARE:

1 Ticket Writer Maintenance Fee PDA

Project Number: PT-18-14	MOE: N/A
Project Name: Oglala Sioux Tribe	Grant Type: Full-time Police Traffic Services
Award: \$587,585.00	Reservation: 4,844
Funding Source: 402	Population: 39,861
Funding Code: 402 PT	Land Base: 3,200,000
Match Amount: \$0.00	Road Miles: 2,804
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: South Dakota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Oglala Sioux Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 12% on the Oglala Sioux Tribe’s reservation by from the FY2016 number of 17 to 15 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 248 to 224 by the end of FY2018.
3. To increase the number of DUI arrests by 10% from the FY2016 number of 628 to 691 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 2039 to 2243 by the end of FY2018.
5. To reduce the number of pedestrian fatalities in crashes by 50% from the FY2016 number of 6 to 3 by the end of FY2018.

STRATEGIES:

- Fund four (4) Highway Safety Officer's & 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 sixty (60) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-15	MOE: N/A
Project Name: Cheyenne River Sioux Tribe	Grant Type: Full-time Police Traffic Services
Award: \$302,205.00	Reservation: 5,400
Funding Source: 402	Population: 9,500
Funding Code: 402 PT	Land Base: 3,000,000
Match Amount: \$0.00	Road Miles: 4,500
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: South Dakota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Cheyenne River Sioux Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To maintain motor vehicle related fatalities on the Cheyenne River Sioux Tribe’s reservation at 2 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 11% from the FY2016 number of 162 to 144 by the end of FY2018.
3. To increase the number of speed citations issued by 27% from the FY2016 number of 1698 to 2157 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 18% from the FY2016 number of 1,777 to 2,096 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's & 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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Radar/Lidar

Project Number: PT-18-16	MOE: N/A
Project Name: Sisseton-Wahpeton Sioux Tribe	Grant Type: Full-time Police Traffic Services
Award: \$163,740.00	Reservation: 1,095
Funding Source: 402	Population: 9,958
Funding Code: 402 PT	Land Base: 106,000
Match Amount: \$0.00	Road Miles: 924
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: South Dakota	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Sisseton-Wahpeton Sioux Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Sisseton-Wahpeton Sioux Tribe’s reservation by from the FY2016 number of 1 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 17% from the FY2016 number of 75 to 64 by the end of FY2018.
3. To increase the number of DUI arrests by 19% from the FY2016 number of 118 to 141 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 15% from the FY2016 number of 1,470 to 1,690 by the end of FY2018.

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 eighteen (18) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Radar/Lidar
- 1 Intoxilyzer
- 2 Checkpoint Signs

Project Number: PT-18-17	MOE: N/A
Project Name: Confederated Tribes and Bands of the Yakama Nation	Grant Type: Full-time Police Traffic Services
Award: \$130,475.00	Reservation: 2,031
Funding Source: 402	Population: 11,000
Funding Code: 402 PT	Land Base: 13,100,000
Match Amount: \$0.00	Road Miles: 2,800
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Washington	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Confederated Tribes and Bands of the Yakama Nation** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 12% on the Confederated Tribes and Bands of the Yakama Nation’s reservation by from the FY2016 number of 26 to 23 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 24% from the FY2016 number of 89 to 72 by the end of FY2018.
3. To increase the number of DUI arrests by 9% from the FY2016 number of 98 to 107 by the end of FY2018.
4. To increase the number of speed citations issued by 9% from the FY2016 number of 303 to 330 by the end of FY2018.

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 four (4) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 Radar/Lidar
- 1 Intoxilyzer
- 1 Scanner
- 1 Laptop

Project Number: PT-18-18	MOE: N/A
Project Name: Three Affiliated Tribes of the Fort Berthold Indian Reservation	Grant Type: Full-time Police Traffic Services
Award: \$293,620.00	Reservation: 1,000,000 Acres
Funding Source: 402	Population: 10,000
Funding Code: 402 PT	Land Base: 1,000,000 Square Miles
Match Amount: \$0.00	Road Miles: 1,520
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Washington	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Three Affiliated Tribes of the Fort Berthold Indian Reservation.**

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 56% on the Three Affiliated Tribes of the Fort Berthold Indian Reservation by from the FY2016 number of 9 to 4 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 50% from the FY2016 number of 32 to 16 by the end of FY2018.
3. To increase the number of DUI arrests by 25% from the FY2016 number of 373 to 466 by the end of FY2018.
4. To increase the number of speed citations issued by 25% from the FY2016 number of 423 to 529 by the end of FY2018.
5. To reduce the number of unrestrained (all seat positions) fatalities in crashes by 50% from the FY2016 number of 6 to 3 by the end of FY2018.

STRATEGIES:

- Fund two (2) Highway Safety Officer's.
- 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 per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19	MOE: N/A
Project Name: Menominee Indian Tribe of Wisconsin	Grant Type: Full-time Police Traffic Services
Award: \$129,965.00	Reservation: 358
Funding Source: 402	Population: 4,537
Funding Code: 402 PT	Land Base: 235,523
Match Amount: \$0.00	Road Miles: 650
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Wisconsin	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Menominee Indian Tribe of Wisconsin** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Menominee Indian Tribe of Wisconsin’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 168 to 151 by the end of FY2018.
3. To increase the number of DUI arrests by 29% from the FY2016 number of 125 to 161 by the end of FY2018.

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 and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

SOFTWARE:

1 Records Management System(RMS)

Project Number: PT-18-20	MOE: N/A
Project Name: San Carlos Apache Tribe	Grant Type: Full-time Police Traffic Services
Award: \$167,855.00	Reservation: 2,897
Funding Source: 402	Population: 15,171
Funding Code: 402 PT	Land Base: 1,800,000
Match Amount: \$0.00	Road Miles: 2,400
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Arizona	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **San Carlos Apache Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 33% on the San Carlos Apache Tribe’s reservation by from the FY2016 number of 6 to 4 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 11% from the FY2016 number of 207 to 185 by the end of FY2018.

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 four (4) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19-01	MOE: N/A
Project Name: Fort McDowell Yavapai Nation	Grant Type: Overtime Police Traffic Services
Award: \$184,920.00	Reservation: 40
Funding Source: 402	Population: 2,500
Funding Code: 402 PT	Land Base: 24,680
Match Amount: \$0.00	Road Miles: 39
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts.
State: Arizona	

GOALS:

The goal is 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 the number of motor vehicle related on the Fort McDowell Yavapai Nation's reservation at 0 by the end of FY2018.
2. To reduce motor vehicle related crashes by 10% from the FY2016 number of 22 to 20 by the end of FY2018.
3. To increase the number of DUI arrests by 41% from the FY2016 number of 22 to 31 by the end of FY2018.
4. To increase the number of speed citations issued by 15% from the FY2016 number of 435 to 500 by the end of FY2018.

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 per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19-03	MOE: N/A
Project Name: Assiniboine & Sioux Tribes of the Fort Peck Indian Reservaton	Grant Type: Overtime Police Traffic Services
Award: \$20,535.00	Reservation: 3,289
Funding Source: 402	Population: 11,321
Funding Code: 402 PT	Land Base: 0,926
Match Amount: \$0.00	Road Miles: 801
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Montana	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation.**

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 33% on the Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation’s highways by from the FY2016 number of 3 to 2 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 59 to 53 by the end of FY2018.
3. To increase the number of DUI arrests by 10% from the FY2016 number of 166 to 182 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 199 to 219 by the end of FY2018.
5. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2016 number of 382 to 420 by the end of FY2018.

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 per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19-04	MOE: N/A
Project Name: Chippewa Cree Tribe of the Rocky Boy's Reservation	Grant Type: Overtime Police Traffic Services
Award: \$28,600.00	Reservation: 191
Funding Source: 402	Population: 4,053
Funding Code: 402 PT	Land Base: 122,000
Match Amount: \$0.00	Road Miles: 691
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Montana	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Chippewa Cree Tribe of the Rocky Boy's Reservation.**

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related on the Chippewa Cree Tribe of the Rocky Boy's Reservation's at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 72 to 65 by the end of FY2018.
3. To increase the number of speed citations issued by 5% from the FY2016 number of 171 to 180 by the end of FY2018.
4. To increase the number of traffic citations (excluding speed and DUI) by 6% from the FY2016 number of 141 to 149 by the end of FY2018.
5. To reduce the number of unrestrained (all seat positions) fatalities in crashes at 0 by the end of FY2018.

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 per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19-05	MOE: N/A
Project Name: Pueblo of Santa Clara	Grant Type: Overtime Police Traffic Services
Award: \$96,315.00	Reservation: 84
Funding Source: 402	Population: 2,220
Funding Code: 402 PT	Land Base: 54,686
Match Amount: \$0.00	Road Miles: 182
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New Mexico	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Pueblo of Santa Clara** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Pueblo of Santa Clara’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 16% from the FY2016 number of 52 to 45 by the end of FY2018.
3. To increase the number of speed citations issued by 10% from the FY2016 number of 1,527 to 1,680 by the end of FY2018.

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 two hundred and one (201) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

1 Radar/Lidar

Project Number: PT-18-19-06	MOE: N/A
Project Name: Saint Regis Mohawk Tribe	Grant Type: Overtime Police Traffic Services
Award: \$54,205.00	Reservation: 023
Funding Source: 402	Population: 7,891
Funding Code: 402 PT	Land Base: 14,640
Match Amount: \$0.00	Road Miles: 056
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: New York	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Saint Regis Mohawk Tribe** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related fatalities on the Saint Regis Mohawk Tribe’s reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 29% from the FY2016 number of 164 to 116 by the end of FY2018.
3. To increase the number of DUI arrests by 10% from the FY2016 number of 49 to 54 by the end of FY2018.
4. To increase the number of speed citations issued by 10% from the FY2016 number of 385 to 423 by the end of FY2018.
5. To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2016 number of 1,273 to 1,400 by the end of FY2018.

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 per HSO and overtime grant each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

None

Project Number: PT-18-19-07	MOE: N/A
Project Name: Lummi Nation	Grant Type: Overtime Police Traffic Services
Award: \$50,440.00	Reservation: 34
Funding Source: 402	Population: 6,000
Funding Code: 402 PT	Land Base: 22,000
Match Amount: \$0.00	Road Miles: 250
Local Benefit: \$0.00	Description: This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State: Washington	

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Lummi Nation** reservation.

TARGETS: (Reported by Tribes)

1. To reduce the number of motor vehicle related fatalities by 100% on the Lummi Nation’s reservation by from the FY2016 number of 4 to 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 10% from the FY2016 number of 106 to 96 by the end of FY2018.
3. To increase the number of DUI arrests by 21% from the FY2016 number of 48 to 58 by the end of FY2018.
4. To increase the number of speed citations issued by 20% from the FY2016 number of 134 to 161 by the end of FY2018.
5. To reduce the number of speed related fatalities in crashes by 100% from the FY2016 number of 1 by the end of FY2018.

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

EQUIPMENT:

- 3 Radar/Lidar
- 3 PBT

Project Number:	PT-18-19-08	MOE:	N/A
Project Name:	Lac Courte Oreilles Band of Lake Superior Chippewa Indians	Grant Type:	Overtime Police Traffic Services
Award:	\$85,600.00	Reservation:	108
Funding Source:	402	Population:	3,100
Funding Code:	402 PT	Land Base:	77,000
Match Amount:	\$0.00	Road Miles:	319
Local Benefit:	\$0.00	Description:	This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts
State:	Wisconsin		

GOALS:

The goal is to decrease the number of injuries and fatalities attributed to motor vehicle traffic crashes on the **Lac Courte Oreilles Band of Lake Superior Chippewa Indians** reservation.

TARGETS: (Reported by Tribes)

1. To maintain the number of motor vehicle related on the Lac Courte Oreilles Band of Lake Superior Chippewa Indians's reservation at 0 by the end of FY2018.
2. To reduce the number of motor vehicle related crashes by 9% from the FY2016 number of 33 to 30 by the end of FY2018.
3. To increase the number of DUI arrests by 11% from the FY2016 number of 45 to 50 by the end of FY2018.
4. To increase the number of speed citations issued by 11% from the FY2016 number of 148 to 165 by the end of FY2018.
5. To increase the number of traffic citations (excluding speed and DUI) by 25% from the FY2016 number of 194 to 243 by the end of FY2018.

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 fifty (50) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO and overtime grant 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-18-01	Ute Mountain Ute Tribe	\$ 197,985.00	402
PT-18-02	Shoshone-Bannock Tribes	\$ 132,775.00	402
PT-18-03	Red Lake Band of Chippewa Indians	\$ 272,085.00	402
PT-18-04	Leech Lake Band of Ojibwe	\$ 375,400.00	402
PT-18-05	Upper Sioux Indian Community	\$ 184,070.00	402
PT-18-06	White Earth Band of Chippewa Indians	\$ 271,560.00	402
PT-18-07	Turtle Mountain Band of Chippewa	\$ 109,675.00	402
PT-18-08	Jicarilla Apache Nation	\$ 395,605.00	402
PT-18-09	Pueblo of Acoma	\$ 173,960.00	402
PT-18-10	Pueblo of Isleta	\$ 444,800.00	402
PT-18-11	Pueblo of Jemez	\$ 167,940.00	402
PT-18-12	Pueblo of Laguna	\$ 229,890.00	402
PT-18-13	Walker River Paiute Tribe	\$ 239,070.00	402
PT-18-14	Oglala Sioux Tribe	\$ 587,585.00	402
PT-18-15	Cheyenne River Sioux Tribe	\$ 302,205.00	402
PT-18-16	Sisseton-Wahpeton Sioux Tribe	\$ 163,740.00	402
PT-18-17	Confederated Tribes and Bands of the Yakama Nation	\$ 130,475.00	402
PT-18-18	Three Affiliated Tribes of the Fort Berthold Indian Reservation	\$ 293,620.00	402
PT-18-19	Menominee Indian Tribe of Wisconsin	\$ 129,965.00	402
PT-18-20	San Carlos Apache Tribe	\$ 167,855.00	402
PT-18-19-01	Fort McDowell Yavapai Nation	\$ 184,920.00	402
PT-18-19-03	Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation	\$ 20,535.00	402
PT-18-19-04	Chippewa Cree Tribe of the Rocky Boy's Reservation	\$ 28,600.00	402
PT-18-19-05	Pueblo of Santa Clara	\$ 96,315.00	402
PT-18-19-06	Saint Regis Mohawk Tribe	\$ 54,205.00	402
PT-18-19-07	Lummi Nation	\$ 50,440.00	402
PT-18-19-08	Lac Courte Oreilles Band of Lake Superior Chippewa Indians	\$ 85,600.00	402
PT-18-19-09	Police Traffic Services	\$ 14,071,198.00	402
402 Total		\$ 19,562,073.00	

TRAFFIC RECORDS

Project Number: K9-18-01	MOE: N/A
Project Name: Bureau of Indian Affairs	Grant Type: Traffic Records
Award: \$173,807.40	Description: Conduct an Indian Country
Funding Source: 408	Traffic Records status and needs assessment to
Funding Code: 408 TR	all Tribes who maintain a tribal law
Match Amount: \$0.00	enforcement program.
Local Benefit: \$0.00	
State: New Mexico	

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, FY2018 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

GOAL:

To establish an accurate account of all tribal law enforcement program crash records reporting status

TARGETS:

1. Conduct Traffic Crash Records Summary Assessment of all Indian Country law enforcement programs through a contract which has been awarded to Kaufman and Associates, Inc.
2. Assess the findings of the information to better serve the tribes which are in need of resources. On-site traffic crash record assessments by the contractor will be conducted to better assist the non-reporting tribes.
3. By the conclusion of the contract, June 30, 2016, the IHSP will have a completed report on the state of traffic crash reporting in Indian Country. This report will include full traffic crash record assessments of several of the agencies in effort to assist the tribes who have no reporting system.

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 monthly status reports.

EQUIPMENT:

None

Justification for Traffic Records Targets:

Tribal crash reporting has historically been a question in regards to consistency and if it's accurate. The targets set by the IHSP for FY2018 are driven by the necessity of accurately establishing which tribal law enforcement programs have not been providing any information regarding crashes. Equally important is the need for standard crash reporting elements (Mandatory Uniform Crash Criteria), which this target will also attempt to attain. The lack of crash reporting is detrimental to the tribes as it affects the ability to accurately provide information on fatalities and severe injuries which may be occurring on their lands.

The funding to achieve the stated target is vital to Indian Country in obtaining accurate crash reports throughout our tribal partners.

TRAFFIC RECORDS BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
K9-18-01	Indian Highway Safety Program (Bureau of Indian Affairs)	\$ 173,807.40	408
408 Total		\$ 173,807.40	

V. PERFORMANCE COST SUMMARY

Planning & Administration Cost Summary - Planning & Administration Budget Summary - FY 18

Project Number	Project Title	Budget	Budget Source
PA-18-01	BIA Program Management (Bureau of Indian Affairs)	\$ 234,870.00	402
	BIA Program Management (Bureau of Indian Affairs) (ESTIMATED CARRY FORWARD FUNDS)	\$ 259,459.00	402
PA-18-02	Bureau of Indian Affairs Training & Space Rental	\$ 1,000.00	
402 Total		\$ 495,329.00	

Alcohol Cost Summary - Alcohol Budget Summary - FY 18 Projects

Project Number	Project Title	Budget	Budget Source
AL-18-01	BIA OJS Bat Mobiles (Bureau of Indian Affairs)	\$ 100,000.00	402
402 Total		\$ 100,000.00	

Occupant Protection Cost Summary - Occupant Protection Budget Summary - FY18 Projects

Project Number	Project Title	Budget	Budget Source
OP-18-01	Seat Belt Survey (Bureau of Indian Affairs)	\$ 100,000.00	402
OP-18-02	Craig Tribal Association	\$ 11,565.00	402
OP-18-03	Cocopah Indian Tribe	\$ 4,260.00	402
OP-18-04	Gila River Indian Community	\$ 11,308.00	402
OP-18-05	Hopi Tribe	\$ 12,165.00	402
OP-18-06	San Carlos Apache Tribe	\$ 2,230.00	402
OP-18-07	Picayune Rancheria of the Chukchansi Indians	\$ 15,075.00	402
OP-18-08	Quechan Indian Tribe	\$ 2,725.00	402
OP-18-09	Ute Mountain Ute Tribe	\$ 4,654.00	402
OP-18-10	Shoshone-Bannock Tribes	\$ 3,465.00	402
OP-18-11	Fort Belknap Indian Community	\$ 4,230.00	402
OP-18-12	Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation	\$ 2,200.00	402
OP-18-13	Ponca Tribe of Nebraska	\$ 7,700.00	402
OP-18-14	Mescalero Apache Tribe	\$ 4,425.00	402
OP-18-15	Navajo Nation	\$ 28,350.00	402
OP-18-16	Pueblo of Laguna	\$ 5,875.00	402
OP-18-17	Pyramid Lake Paiute Tribe	\$ 13,710.00	402
OP-18-18	Cheyenne and Arapaho Tribe	\$ 5,310.00	402
OP-18-19	Chickasaw Nation	\$ 4,550.00	402
OP-18-20	Choctaw Nation of Oklahoma	\$ 1,575.00	402
OP-18-21	Comanche Nation	\$ 8,095.00	402
OP-18-22	Quapaw Tribe of Oklahoma	\$ 4,230.00	402
OP-18-23	Tonkawa Tribe of Indians of Oklahoma	\$ 6,990.00	402
OP-18-24	Wichita and Affiliated Tribes	\$ 8,990.00	402
OP-18-25	Wyandotte Nation	\$ 5,277.00	402
OP-18-26	Oglala Sioux Tribe	\$ 7,095.00	402
OP-18-27	Confederated Tribes and Bands of the Yakama Nation	\$ 9,335.00	402
OP-18-28	Muckleshoot Indian Tribe	\$ 1,200.00	402
OP-18-29	Menominee Indian Tribe of Wisconsin	\$ 4,555.00	402
402 Total		\$ 301,139.00	

Police Traffic Safety Cost Summary - Police Traffic Safety Budget Summary - FY18 Projects

Project Number	Project Title	Budget	Budget Source
PT-18-01	Ute Mountain Ute Tribe	\$ 197,985.00	402
PT-18-02	Shoshone-Bannock Tribes	\$ 132,775.00	402
PT-18-03	Red Lake Band of Chippewa Indians	\$ 272,085.00	402
PT-18-04	Leech Lake Band of Ojibwe	\$ 375,400.00	402
PT-18-05	Upper Sioux Indian Community	\$ 184,070.00	402
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PT-18-07	Turtle Mountain Band of Chippewa	\$ 109,675.00	402
PT-18-08	Jicarilla Apache Nation	\$ 395,605.00	402
PT-18-09	Pueblo of Acoma	\$ 173,960.00	402
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PT-18-17	Confederated Tribes and Bands of the Yakama Nation	\$ 130,475.00	402
PT-18-18	Three Affiliated Tribes of the Fort Berthold Indian Reservation	\$ 293,620.00	402
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PT-18-20	San Carlos Apache Tribe	\$ 167,180.00	402
PT-18-19-01	Fort McDowell Yavapai Nation	\$ 184,920.00	402
PT-18-19-03	Assiniboine & Sioux Tribes of the Fort Peck Indian Reservation	\$ 20,535.00	402
PT-18-19-04	Chippewa Cree Tribe of the Rocky Boy's Reservation	\$ 28,600.00	402
PT-18-19-05	Pueblo of Santa Clara	\$ 96,315.00	402
PT-18-19-06	Saint Regis Mohawk Tribe	\$ 54,205.00	402
PT-18-19-07	Lummi Nation	\$ 50,440.00	402
PT-18-19-08	Lac Courte Oreilles Band of Lake Superior Chippewa Indians	\$ 85,600.00	402
PT-18-19-09	Police Traffic Services	\$ 14,071,198.00	402
402 Total		\$ 19,562,073.00	

Traffic Records Cost Summary - Traffic Records Budget Summary - FY 18 Projects

Project Number	Project Title	Budget	Budget Source
K9-18-01	Indian Highway Safety Program (Bureau of Indian Affairs)	\$ 173,807.40	408
408 Total		\$ 173,807.40	

PROGRAM AREAS	BUDGETS
Total Planning & Administration	\$ 495,329.00
Total Alcohol	\$ 100,000.00
Total Occupant Protection	\$ 301,139.00
Total Police Traffic Services	\$ 19,562,073.00
Total Traffic Records 408	\$ 173,807.40
Total Program Funds	\$ 20,632,348.40

STATE ANALYSIS

ALASKA

The state of Alaska is home to approximately 250 of the 560+ federally recognized Tribes in the United States. The 2010 census shows Alaska has a reservation population of 104,871.

Tribes in Alaska did not request grant funding from the BIA IHSP, but Craig Tribal Association was awarded a Child Protection Seat (CPS) grant in FY18.

In FY17, Craig Tribal Association is currently receiving funding for CPS grant.

In FY16, the IHSP did not apply for a highway safety grant.

The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table27).

Total Number of MVC Fatalities and Crashes in Alaska Tribes Funded in FY2016		
	Fatal MVCs	Crashes
	0	0
Total	0	0

Table 27

Figure 19 shows FARS reported deaths attributed to motor vehicle crashes of Native American/Alaska Natives, from 2011 to 2014, in the state of Alaska.

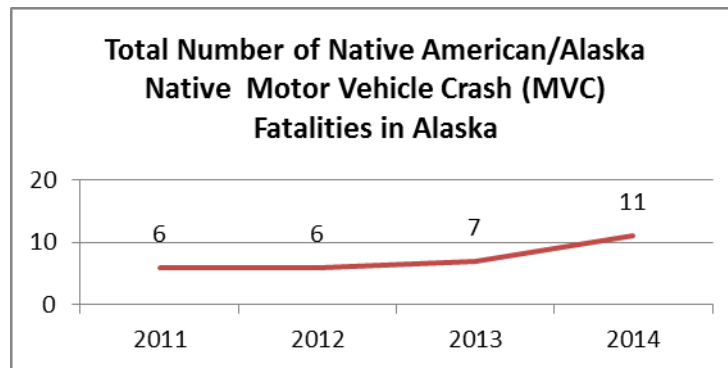


Figure 19

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 Native Americans in the United States.

In FY18, the BIA IHSP will award an overtime Police Traffic Services (PTS) grant to Fort McDowell Yavapai Nation, and San Carlos Apache Tribe. Cocopah Indian Tribe, Gila River Indian Community, Hopi Tribe, San Carlos Apache Tribe will be awarded Child Protection Seat (CPS) grants in FY18.

Fort McDowell Yavapai Nation is currently receiving funding in FY17 for an overtime PTS grant. Cocopah Indian Tribe and Gila River Indian Community are also currently receiving funds for CPS grants in FY17.

In FY16, the IHSP funded four (4) tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in Table 28.

Total Number of MVC Fatalities and Crashes in Arizona Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Fort McDowell Yavapai Nation	1	18
Hualapai Tribe	0	118
Salt River Pima Maricopa	4	1,240
White Mountain Apache	7	205
Total	12	1,581

Table 28

The 2010 census shows Fort McDowell Tribe has a reservation population of 971.

Figure 20 shows FARS reported deaths attributed to motor vehicle crashes of Native American/Alaska Natives, from 2011 to 2014, in the state of Arizona.

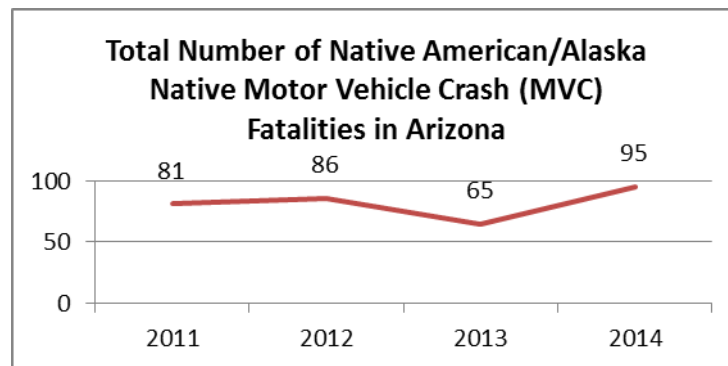


Figure 20

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.

Picayune Rancheria of the Chukchansi Indians and Quechan Tribe will be awarded a Child Protection Seat (CPS) grant in FY18.

Quechan Tribe is currently receiving funding for a CPS Grant in FY17.

In FY16, Hopland Band of Pomo Indians and Cahto Rancheria were awarded Overtime Police Traffic Services (PTS) grants. 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 California Tribes Funded in FY2015		
	Fatal MVCs	Crashes
Hopland Band of Pomo Indians	1	3
Cahto Rancheria	0	0
Total	1	3

Table 29

Figure 21 shows FARs reservation reported deaths attributed to motor vehicle crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of California.

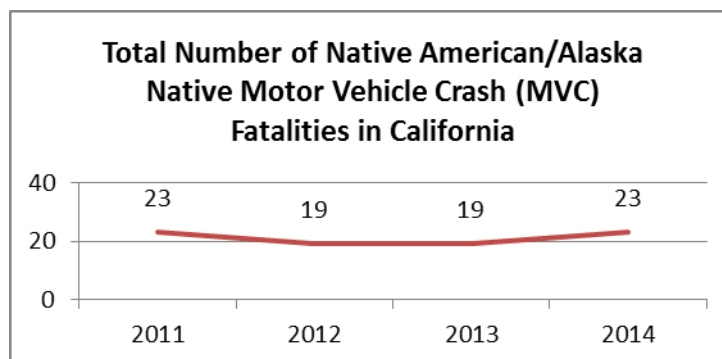


Figure 21

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 Ute Mountain Ute Indian Tribe was awarded a full-time Police Traffic Services (PTS) and Child Protection Seat (CPS) grant in FY18.

The BIA IHSP is not currently funding tribes in Colorado in the FY17 grant year.

In FY16, the IHSP funded one (1) Southern Ute Tribe. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table30).

Total Number of MVC Fatalities and Crashes in Colorado Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Southern Ute Tribe	0	181
Total	0	181

Table 30

Figure 22 shows FARs reported deaths attributed to motor vehicle reservation crashes of America Indians/Alaska Natives, from 2011 to 2014, in the State of Colorado.

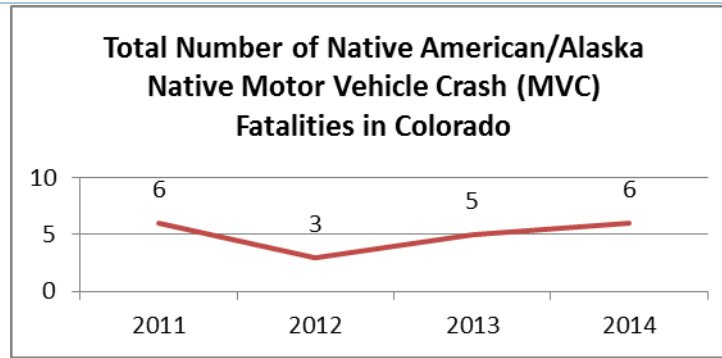


Figure 22

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 FY18, the IHSP will offer the Shoshone-Bannock Tribe a full-time Police Traffic Services (PTS) Grant and a Child Protection Seat (CPS) grant.

Shoshone-Bannock Tribe is currently receiving funding in FY17 for a full-time PTS and CPS grant.

In FY16, the IHSP awarded one (1) tribe in Idaho, Shoshone-Bannock Tribe, a PTS grant. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 31).

Total Number of MVC Fatalities and Crashes in Idaho Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Shoshone Bannock	5	253
Total	5	253

Table 31

Figure 23 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/ Alaska Natives, from 2011 to 2014, in the State of Idaho.

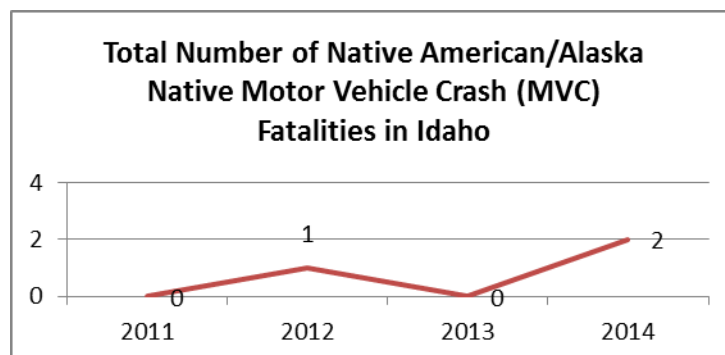


Figure 23

MICHIGAN

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

Tribes did not apply for Highway Safety grants with BIA IHSP in FY18.

The IHSP is currently funding Grand Traverse Band of Ottawa & Chippewa Indians and Pokagon Band of Potawatomi Indians Child Protection Seat (CPS) grants in FY17.

Tribes did not apply for Highway Safety grants with BIA IHSP in FY16.

According to the 2010 U.S. Census, Michigan Native American/Alaska Native population is at 62,007.

The IHSP funded two tribes from Michigan in FY2016. Figure 24 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/ Alaska Natives, from 2011 to 2014, in the State of Michigan.

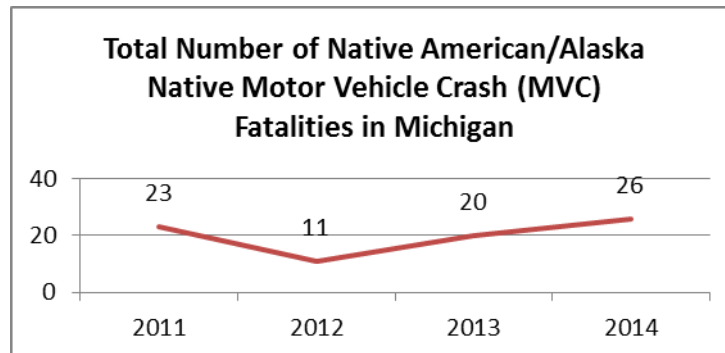


Figure 24

MINNESOTA

Minnesota is home to 11 federally recognized tribes with approximately 60,916, Native American/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 FY18 Leech Lake Band of Ojibwe, Red Lake Band of Chippewa Indians, and Upper Sioux Indian Community, and White Earth Band of Chippewa Indians will be awarded full-time Police Traffic Services (PTS) grants.

In FY17 full-time PTS grants were awarded to Leech Lake Band of Ojibwe, Red Lake Band of Chippewa, White Earth Band of Chippewa Indians. Overtime PTS grants were awarded to Upper Sioux Indian Community and Mille Lacs Band of Ojibwe. Grand Portage Reservation was also awarded a Child Protection Seat (CPS) grant in FY17.

In FY16, Red Lake Band of Chippewa, Leech Lake Band of Ojibwe received full-time PTS Grants. White Earth Band of Chippewa Indians and Upper Sioux Indian Community, Lower Sioux Indian Community, and Mille Lacs Band of Ojibwe also received receiving FY16 overtime PTS grants. White Earth Chippewa and Leech Lake Band of Ojibwe also received CPS grants.

In FY16, the IHSP funded six (6) tribes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 32).

Total Number of MVC Fatalities and Crashes in Minnesota Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Leech Lake Band of Ojibwe	3	108
Red Lake Band of Chippewa	0	46
Lower Sioux Indian Community	0	17
Mille Lacs Band of Ojibwe	0	0
Upper Sioux Indian Community	0	62
White Earth Band of Chippewa	5	168
Total	8	401

Table 32

Figure 25 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Minnesota.

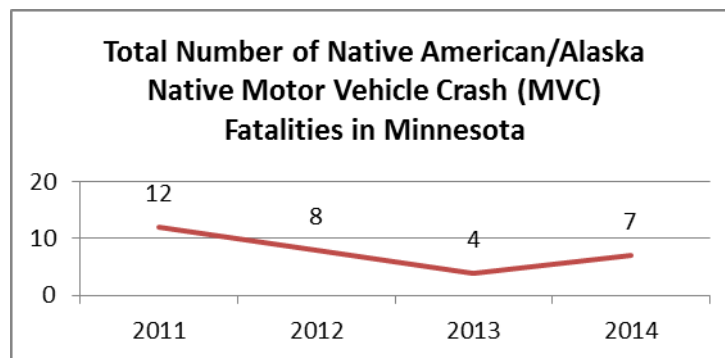


Figure 25

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.

Mississippi tribes did not apply for Indian Highway Safety grants in FY18.

Mississippi Band of Choctaw Indians is currently being funding in FY17 for a Child Protection Seat (CPS) grant.

Mississippi tribes did not apply for Indian Highway Safety grants in FY16.

Figure 26 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Mississippi.

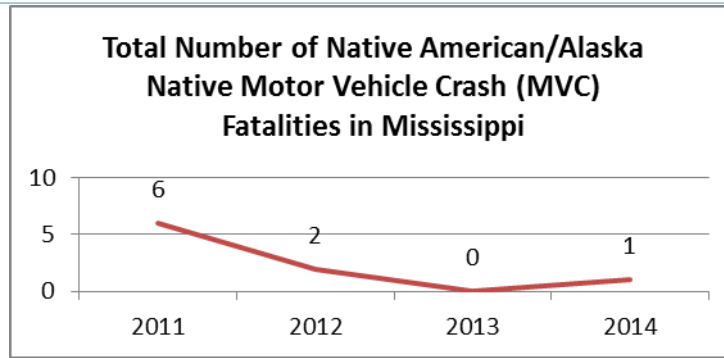


Figure 26

MONTANA

According to the 2010 census, 62,555 Native American/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 FY2018, overtime Police Traffic Services (PTS) grant will be awarded Chippewa-Cree Indians of the Rocky Boy's Reservation, Assiniboine & Sioux Tribes of the Fort Peck Reservations. Assiniboine & Sioux Tribes of the Fort Peck Reservations and Fort Belknap Indian Community will be awarded Child Protection Seat (PTS) grants in FY18.

In FY17, a full-time PTS currently receiving funding are Northern Cheyenne Tribe and Chippewa-Cree Indians of the Rocky Boy's Reservation. Overtime PTS grants were also awarded to Assiniboine & Sioux Tribes of the Fort Peck Reservation in FY17

In FY16, Crow Nation, Chippewa-Cree Indians of the Rocky Boy's Reservation and Northern Cheyenne were awarded full-time PTS grants. Assiniboine & Sioux Tribes of the Fort Peck Reservation and Blackfeet Nation received Overtime PTS Grants. Northern Cheyenne received a CPS grant in FY16.

In FY16, 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 33).

Total Number of MVC Fatalities and Crashes in Montana Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Crow Nation	0	0
Northern Cheyenne	10	96
Chippewa Cree of the Rocky Boy	0	72
Blackfeet Nation	0	0
Fort Peck Assiniboine & Sioux Tribes	3	59
Total	13	227

Table 33

Figure 27 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Montana.

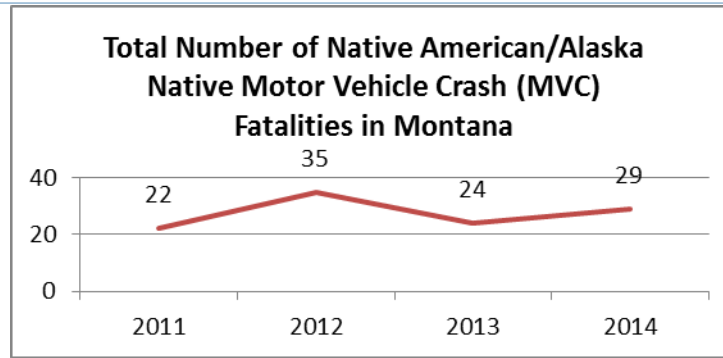


Figure 27

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 FY18, the IHSP awarded Walker River Paiute Tribe with a full-time Police Traffic Services (PTS) grant. Pyramid Lake will be awarded Child Protection Seat (CPS) grant.

In FY17, the IHSP awarded Walker River Paiute Tribe with a full-time grant. Pyramid Lake was awarded an overtime PTS grant. Duckwater Shoshone Tribe; Pyramid Lake Paiute Tribe, and Te-Moak Tribe of Western Shoshone were also awarded CPS grants in FY17.

Walker River Paiute Tribe and Pyramid Lake Paiute Tribe are also receiving the same type of funding in FY16. Reno Sparks Indian Colony is received a CPS grant in FY16.

The MVC fatality and crash data for the Pyramid Lake and Walker River Paiute Tribes for FY16 is listed in (Table 34)

Total Number of MVC Fatalities and Crashes in Nevada Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Pyramid Lake Paiute Tribe	1	39
Walker River Paiute Tribe	1	21
Total	2	60

Table 34

Figure 28 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Nevada.

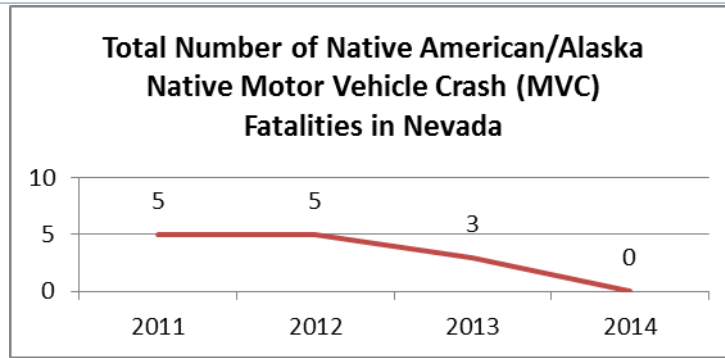


Figure 28

NEW MEXICO

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

In FY18, the IHSP will award full-time Police Traffic Services (PTS) grants to Jicarilla Apache Nation, Pueblo of Acoma, Pueblo of Isleta, Pueblo of Laguna, and Pueblo of Jemez. Overtime Police Traffic Services grant was also awarded to the Pueblo of Santa Clara. Pueblo of Laguna and Mescalero Apache Tribe will be awarded Child Protection Seat (CPS) grants in FY18.

In FY17, the IHSP is currently funding full-time PTS grants with Jicarilla Apache Nation, Pueblo of Acoma, Pueblo of Isleta, Pueblo of Laguna, Pueblo of Jemez, and Ramah Navajo Chapter. Overtime Police Traffic Services grant was also awarded to the Pueblo of Santa Clara. Navajo Nation, Pueblo of Laguna and Pueblo of Acoma were also awarded CPS grants in FY17.

Ramah Navajo Chapter, Jicarilla Apache Nation, Pueblo of Acoma, Pueblo of Isleta, and Pueblo of Laguna, Pueblo of Jemez received FY16 funding for full-time PTS grants. Pueblo of Santa Clara received FY16 funding for an overtime PTS grant. Ramah Navajo Chapter, Pueblo of Isleta, Pueblo for Jemez and San Ildelfonso Pueblo were also awarded CPS grants in FY16.

Table 35 contains the total number of MVC fatalities and crashes reported to the IHSP by the seven (7) New Mexico tribes funded in FY16.

Total Number of MVC Fatalities and Crashes in New Mexico Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Jicarilla Apache Nation	1	122
Pueblo of Acoma	0	71
Pueblo of Isleta	0	226
Pueblo of Jemez	0	17
Pueblo Laguna	1	210
Pueblo of Santa Clara	0	54
Ramah Navajo Chapter	1	0
Total	3	700

Table 35

Figure 29 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of New Mexico.

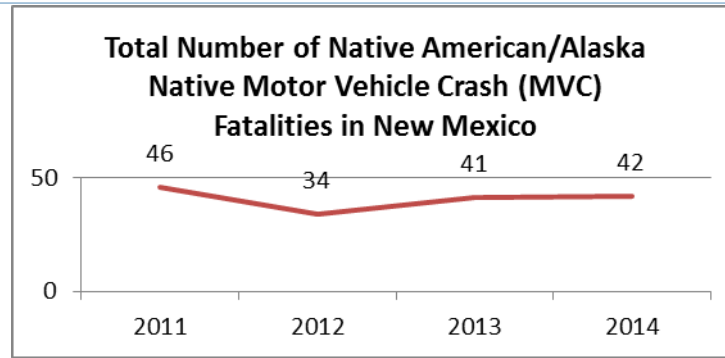


Figure 29

NEW YORK

New York is home to eight (8) federally recognized tribes. Seneca Nation of Indians, Tuscarora Nation, Tonawanda Band of Seneca, Cayuga Nation, Onondaga Nation, Oneida Nation of New York, Saint Regis Mohawk Tribe.

The IHSP will award the Saint Regis Mohawk Tribe with an overtime grant for Police Traffic Services in FY18. The tribe is also receiving the same type of grant funding in FY17.

In FY16 New York tribes did not apply for Indian Highway Safety Grants.

According to the 2010 Census New York has a Native American population of 221,058.

Figure 30 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of New York.

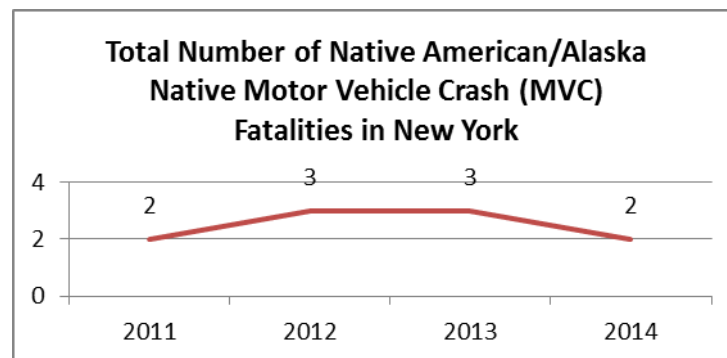


Figure 30

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 FY18, the Turtle Mountain Band of Chippewa Tribe will be awarded a full-time Police Traffic Services (PTS) grant with the IHSP.

In FY17, the Turtle Mountain Band of Chippewa Tribe will be awarded a full-time PTS grant. Standing Rock Sioux Tribe will also receive a Child Protection Seat (CPS) grant.

Turtle Mountain received funding for an overtime PTS grant in FY16. Standing Rock Sioux Tribe was awarded a CPS grant in FY16.

Table 36 contains the total number of MVC fatalities and crashes reported to the IHSP by the one (1) North Dakota tribe funded in FY16

Total Number of MVC Fatalities and Crashes in North Dakota Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Turtle Mountain	5	104
Total	5	104

Table 36

Figure 30 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of North Dakota.

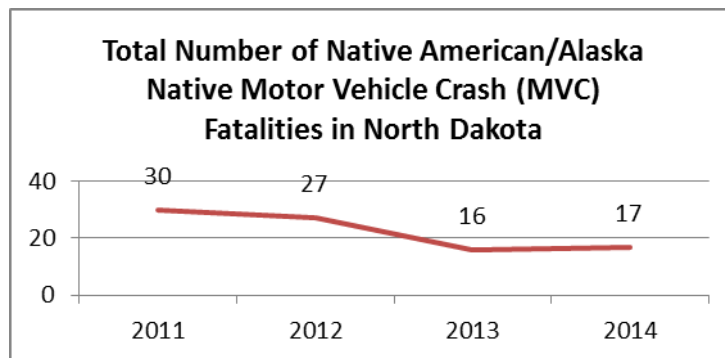


Figure 30

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 FY18 the IHSP will award Tonkawa Tribe of Indian of Oklahoma, Quapaw Tribe of Oklahoma, Choctaw Nation of Oklahoma, Chickasaw Nation, Comanche Nation, Wichita and Affiliated tribes, Wyandotte Nation, and Cheyenne and Arapaho tribe with Child Protection Seat (CPS).

In FY17 the IHSP is currently funding the Apache Tribe of Oklahoma, Choctaw Nation of Oklahoma, Quapaw Tribe of Oklahoma, and Wichita & Affiliated Tribes with CPS grants.

In FY16 Choctaw Nation, Comanche Nation, Kaw Nation, and Wichita & Affiliated Tribes were provided funding for CPS grants.

Figure 31 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Oklahoma.

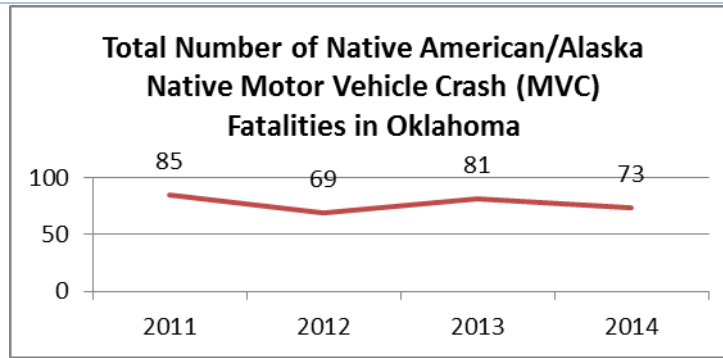


Figure 31

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 FY18, the IHSP will offer full-time Police Traffic Services (PTS) grants to Cheyenne River Sioux, and Oglala Sioux Tribe.

In FY17, the IHSP is currently funding full-time PTS grants with Rosebud Sioux Tribe, Cheyenne River Sioux Tribe and Oglala Sioux Tribe. Sisseton Wahpeton Sioux Tribe is also receiving funding for an overtime PTS grant. Oglala Sioux Tribe and Yankton Sioux Tribe were also awarded CPS grants.

Rosebud Sioux Tribe, Cheyenne River Sioux Tribe, Oglala Sioux Tribe currently receives FY2016 grant funding for Full-time Police Traffic Services grants. Sisseton-Wahpeton Sioux Tribe is also currently receiving Overtime Police Traffic Services grants 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 FY2016.

Total Number of MVC Fatalities and Crashes in South Dakota Tribes Funded in FY2016		
	Fatal MVCs	Crashes
Cheyenne River Sioux	2	136
Oglala Sioux	12	237
Rosebud Sioux	11	255
Sisseton-Wahpeton Sioux	1	75
Total	26	703

Table 37

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

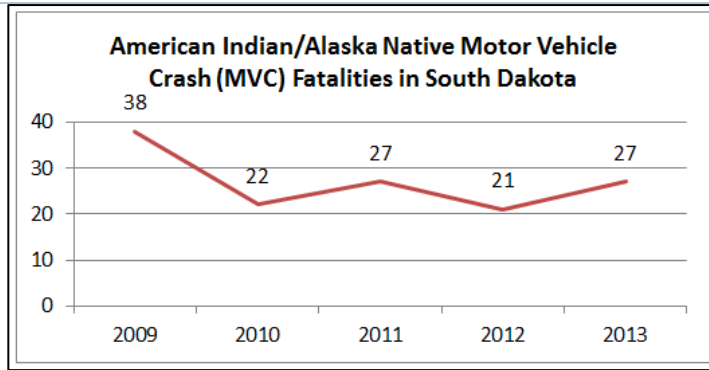


Figure 32

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.

Tribes from Utah did not apply for an Indian Highway Safety grant in FY18.

In FY17, the BIA IHSP will award the Ute Indian Tribe a Child Protection Seat Grant.

Tribes from Utah did not apply for Indian Highway Safety grants in FY16.

According to the 2010 census the Native American population of Utah is at 50,064.

Figure 33 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2010 to 2014, in the State of South Dakota.

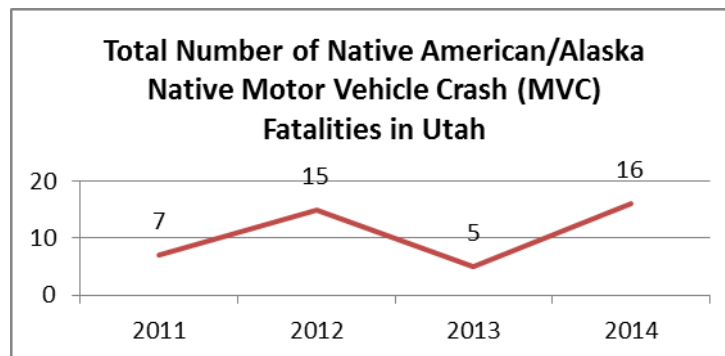


Figure 33

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 FY18 the IHSP will award Confederated Tribes and bands of the Yakama Nation, Three Affiliated Tribes a full-time Police Traffic Services (PTS) grant. Lummi Nation will be awarded an overtime PTS grant in FY18. Confederated Tribes and bands of the Yakama Nation and Muckleshoot Indian Tribe will receive Child Protection Seat (CPS) grants in FY18.

In FY2017, IHSP awarded Lummi Nation an overtime PTS grant. Lower Elwha Klallam Tribe and Swinomish Indian Tribal Community were awarded CPS grants.

In FY2016, the IHSP awarded a PTS grant the Skokomish Indian Tribe but they terminated the agreement.

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

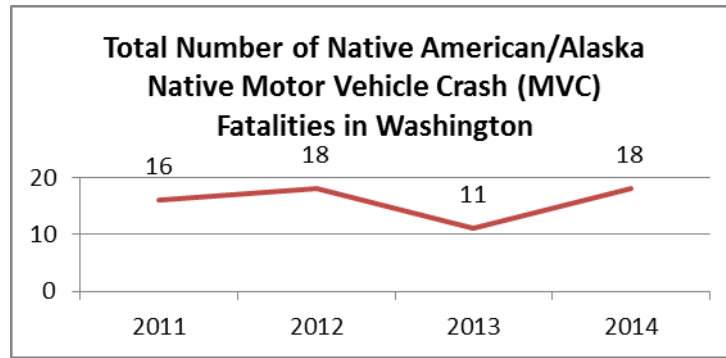


Figure 34

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 FY2018, the IHSP will award full-time Police Traffic Service (PTS) grant and Child Seat Protection (CPS) grant to Menominee Indian Tribe of Wisconsin. An overtime PTS grant will also be offered to Lac Courte Oreilles Band of Lake Superior Indians in FY18.

In FY17, the IHSP is currently funding a full-time PTS grant and CPS grant to Menominee Indian Tribe of Wisconsin. Lac Courte Oreilles Band of Lake Superior Indians is currently receiving funding for an overtime PTS grant. Band River Band of Lake Superior Tribe of Chippewa Indians and Ho-Chunk Nation are currently receiving funding for CPS grants in FY17.

Menominee Nation and Lac Courte Oreilles are receiving funding in FY16. Menominee Indian Tribe of Wisconsin also currently receives funding for Child Protection Seat Grant in FY16.

Figure 35 shows FARs reported deaths attributed to motor vehicle reservation crashes of Native American/Alaska Natives, from 2011 to 2014, in the State of Wisconsin.

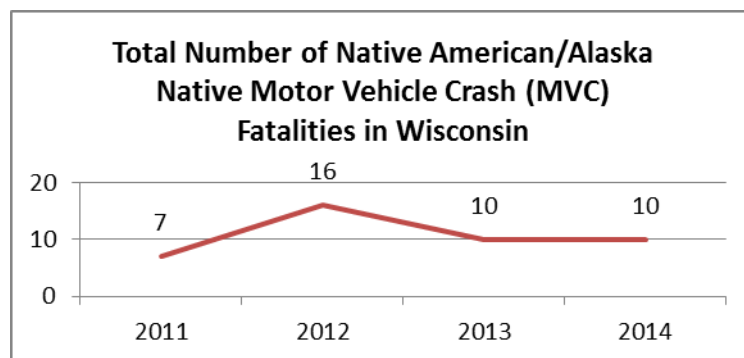


Figure 34

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

Page 1 of 3

State: Indian Nations **U.S. Department of Transportation National Highway Traffic Safety Administration** Page: 1
Highway Safety Plan Transaction Report Date: 07/10/2017
2018-HSP-1
For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Alcohol								
	3 Plan		AL-2018-01-00-00	Bureau of Indian Affairs	\$.00	\$100,000.00	\$.00	\$.00
Alcohol Total					\$.00	\$100,000.00	\$.00	\$.00
Occupant Protection								
	4 Plan		OP-2018-01-00-00	Bureau of Indian Affairs	\$.00	\$100,000.00	\$.00	\$.00
	5 Plan		OP-2018-02-00-00	Craig Tribal Association	\$.00	\$11,565.00	\$.00	\$.00
	6 Plan		OP-2018-03-00-00	Cocopah Indian Tribe	\$.00	\$4,260.00	\$.00	\$.00
	7 Plan		OP-2018-04-00-00	Gila River Indian Community	\$.00	\$11,308.00	\$.00	\$.00
	8 Plan		OP-2018-05-00-00	Hopi Tribe	\$.00	\$12,165.00	\$.00	\$.00
	9 Plan		OP-2018-06-00-00	San Carlos Apache	\$.00	\$2,230.00	\$.00	\$.00
	10 Plan		OP-2018-10-00-00	ShoshoneBannock Tribes	\$.00	\$3,465.00	\$.00	\$.00
	11 Plan		OP-2018-11-00-00	Fort Belknap	\$.00	\$4,230.00	\$.00	\$.00
	12 Plan		OP-2018-12-00-00	Fort Peck Tribe	\$.00	\$2,200.00	\$.00	\$.00
	13 Plan		OP-2018-15-00-00	Navajo Nation	\$.00	\$28,350.00	\$.00	\$.00
	14 Plan		OP-2018-16-00-00	Laguna Pueblo	\$.00	\$5,875.00	\$.00	\$.00
	15 Plan		OP-2018-17-00-00	Pyramid Lake Paiute Tribe	\$.00	\$13,710.00	\$.00	\$.00
	16 Plan		OP-2018-19-00-00	Chickasaw Nation	\$.00	\$4,550.00	\$.00	\$.00
	17 Plan		OP-2018-20-00-00	Choctaw Nation of Oklahoma	\$.00	\$1,575.00	\$.00	\$.00
	18 Plan		OP-2018-21-00-00	Comanche Nation	\$.00	\$8,095.00	\$.00	\$.00
	19 Plan		OP-2018-24-00-00	Wichita and Affiliated Tribes	\$.00	\$8,983.20	\$.00	\$.00
	20 Plan		OP-2018-25-00-00	Wyandotte Tribe of Oklahoma	\$.00	\$5,277.00	\$.00	\$.00
	21 Plan		OP-2018-26-00-00	Oglala Sioux Tribe	\$.00	\$7,095.00	\$.00	\$.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=1&transid=76432&summary=no&numberpage=24

7/10/2017

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

State: Indian Nations

Highway Safety Plan Transaction

Page: 2

2018-HSP-1

Report Date: 07/10/2017

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	22	Plan	OP-2018-27-00-00	Yakama Indian Nation	\$0.00	\$9,335.00	\$0.00	\$0.00
	23	Plan	OP-2018-28-00-00	Muckleshoot Indian Tribe	\$0.00	\$1,200.00	\$0.00	\$0.00
	24	Plan	OP-2018-29-00-00	Menominee Indian Tribe of Wisconsin	\$0.00	\$4,555.00	\$0.00	\$0.00
				Occupant Protection Total	\$0.00	\$250,023.20	\$0.00	\$0.00
				Police Traffic Services				
	25	Plan	PT-2018-02-00-00	ShoshoneBannock Tribes	\$0.00	\$132,775.00	\$0.00	\$0.00
	26	Plan	PT-2018-03-00-00	Red Lake Band of Chippewa	\$0.00	\$272,085.00	\$0.00	\$0.00
	27	Plan	PT-2018-04-00-00	Leech Lake Reservation Business Committee	\$0.00	\$375,400.00	\$0.00	\$0.00
	28	Plan	PT-2018-05-00-00	Upper Sioux Indian Community	\$0.00	\$184,070.00	\$0.00	\$0.00
	29	Plan	PT-2018-06-00-00	White Earth Band of Chippewa Indians	\$0.00	\$271,560.00	\$0.00	\$0.00
	30	Plan	PT-2018-07-00-00	Turtle Mountain Band of Chippewa	\$0.00	\$109,675.00	\$0.00	\$0.00
	31	Plan	PT-2018-08-00-00	Jicarilla Apache Tribe	\$0.00	\$395,605.00	\$0.00	\$0.00
	32	Plan	PT-2018-09-00-00	Pueblo of Acoma	\$0.00	\$173,960.00	\$0.00	\$0.00
	33	Plan	PT-2018-10-00-00	Isleta Pueblo	\$0.00	\$444,800.00	\$0.00	\$0.00
	34	Plan	PT-2018-11-00-00	Jemez Pueblo	\$0.00	\$167,940.00	\$0.00	\$0.00
	35	Plan	PT-2018-12-00-00	Laguna Pueblo	\$0.00	\$229,890.00	\$0.00	\$0.00
	36	Plan	PT-2018-13-00-00	Walker River Paiute Tribe	\$0.00	\$239,070.00	\$0.00	\$0.00
	37	Plan	PT-2018-14-00-00	Oglala Sioux Tribe	\$0.00	\$587,585.00	\$0.00	\$0.00
	38	Plan	PT-2018-15-00-00	Cheyenne River Sioux	\$0.00	\$302,205.00	\$0.00	\$0.00
	39	Plan	PT-2018-16-00-00	Sisseton Wahpeton Sioux Tribe	\$0.00	\$163,740.00	\$0.00	\$0.00
	40	Plan	PT-2018-17-00-00	Yakama Indian Nation	\$0.00	\$130,475.00	\$0.00	\$0.00
	41	Plan	PT-2018-18-00-00	Three Affiliated Tribes	\$0.00	\$293,620.00	\$0.00	\$0.00
	42	Plan	PT-2018-19-00-00	Menominee Indian Tribe of Wisconsin	\$0.00	\$129,965.00	\$0.00	\$0.00
	43	Plan	PT-2018-19-01-00	Fort McDowell Yavapai Nation	\$0.00	\$184,920.00	\$0.00	\$0.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=1&transid=76432&summary=no&numperpage=24

7/10/2017

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

State: Indian Nations

Highway Safety Plan Transaction

Page: 3

2018-HSP-1

Report Date: 07/10/2017

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	44	Plan	PT-2018-20-00-00	San Carlos Apache	\$.00	\$167,855.00	\$.00	\$.00
	45	Plan	PT-2018-19-03-00	Fort Peck Tribe	\$.00	\$20,535.00	\$.00	\$.00
	46	Plan	PT-2018-19-04-00	Chippewa Cree Rocky Boy	\$.00	\$28,600.00	\$.00	\$.00
	47	Plan	PT-2018-19-05-00	Santa Clara Pueblo	\$.00	\$96,315.00	\$.00	\$.00
	48	Plan	PT-2018-19-06-00	St Regis Mohawk	\$.00	\$54,205.00	\$.00	\$.00
	49	Plan	PT-2018-19-07-00	Lummi Nation	\$.00	\$50,440.00	\$.00	\$.00
	50	Plan	PT-2018-19-08-00	Lac Courte Oreilles	\$.00	\$85,600.00	\$.00	\$.00
Police Traffic Services Total					\$.00	\$5,292,890.00	\$.00	\$.00
NHTSA 402 Total					\$.00	\$5,642,913.20	\$.00	\$.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	51	Plan	K9-2018-01-00-00	Bureau of Indian Affairs	\$.00	\$173,807.40	\$.00	\$.00
408 Data Program Incentive Total					\$.00	\$173,807.40	\$.00	\$.00
408 Data Program SAFETEA-LU Total					\$.00	\$173,807.40	\$.00	\$.00
FAST Act NHTSA 402								
Planning and Administration								
	1	Plan	PA-2018-01-00-00	Bureau of Indian Affairs	\$.00	\$234,870.00	\$.00	\$.00
	2	Plan	PA-2018-02-00-00	Bureau of Indian Affairs	\$.00	\$1,000.00	\$.00	\$.00
Planning and Administration Total					\$.00	\$235,870.00	\$.00	\$.00
FAST Act NHTSA 402 Total					\$.00	\$235,870.00	\$.00	\$.00
NHTSA Total					\$.00	\$6,052,590.60	\$.00	\$.00
Total					\$.00	\$6,052,590.60	\$.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: 2018

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 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 whom 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, Governor's Representative for Highway Safety

Date