

2016 Indian Nations Highway Safety Plan



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Bureau of Indian Affairs –
Office of Justice Services

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MISSION STATEMENT

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

VISION

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

I. EXECUTIVE SUMMARY

The United States Department of Interior (DOI), Bureau of Indian Affairs (BIA), Indian Highway Safety Program (IHSP) is the federal agency responsible for meeting the traffic safety needs of the 560+ Native American/Alaskan Native (NA/AN) Tribes in the United States. The IHSP is located in Albuquerque, New Mexico, and provides traffic safety services to the Indian State. The Indian State is defined as all federally recognized tribes within the United States. The IHSP currently consists of four full-time positions located in Albuquerque, NM. The IHSP provides leadership by developing, promoting and coordinating programs related to NA/AN traffic safety issues.

While timely and accessible data remains a challenge in Indian Country, the IHSP works with a variety of partners to obtain the best data available for problem identification efforts. The most recent National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System (FARS) data indicates that in 2012, there were 553 Native Americans/Alaskan Natives killed in motor vehicle related crashes in the United States. 2013 data used in the Highway Safety Plan (HSP) is from the FARS annual file and may change when the final file is published. When 2013 numbers are not available, this report utilizes the final FARS data from 2012.

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

A 2014 safety belt survey showed the overall seat belt use rate on reservations was 73.4%, almost a 4% increase over 2013. Seat belt use varies greatly among the different reservations, ranging from an estimated low of 36.4 percent to a high of 90.7 percent. 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 belt use is one of the most effective safety features in a vehicle. Unfortunately, many NA/AN choose not to wear them and in 2012 approximately (50 %) of passenger vehicle occupants who died in motor vehicle crashes in America 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 and strong traffic safety laws on many reservations it makes it difficult for law enforcement to ensure the safety of the motoring public.

2012 FARS data shows of the 212 NA/AN killed on reservations, 113 or 53% were legally intoxicated at .08 or greater Blood Alcohol Concentration (BAC) at the time of the crash.

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

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.

Safer roadways in Indian Country are the top priority of the IHSP. Every individual and organization 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 and 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 SMS is not currently meeting but will become active during the first quarter of FY 2016.

The FY 2016 Highway Safety Plan (HSP) describes evidence based programs and projects designed to address traffic safety issues in Indian Country, identified based on currently available data. 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 four (4) permanent FTE positions and one (1) term position, 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 PLANING PROCESS

i. Participants:

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

ii. Data Sources:

Traffic safety crash and injury data for NA/AN is often difficult to obtain and incomplete. To develop the annual 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 annual 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, CDC WISQARS. FHWA/ BIA Roadway data to develop first level of problem identification and primary focus of the HSP Request for grant proposals provides this data and Tribes review and provide specific tribal data to support their grant application 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. Utilizing all resources and input available the IHSP finalizes their problem identification.

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 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
- VMT data is not available
- Individual tribal data (injury data is only available at the tribal Level)

iii. Steps in Problem Identification Process:

1. Each year, two meeting are held for Tribes which provides an opportunity for them to discuss traffic safety concerns, grant applications and ideas for the upcoming granting year. IHSP staff

conducts on-site monitoring activities to evaluate progress and identify traffic safety issues that may be a problem at the Tribe.

2. 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 by grantees. 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 STSI.

iv. Coordination Process:

Although the NA/AN program is managed and funded as a State under Section 23 C.F.R Section 402, there is no single entity responsible for highway and traffic safety in Indian Country nationwide. While there is no formal Strategic Highway Safety Plan (SHSP) as required for individual States, the IHSP Director coordinates with various Federal and Tribal partners each year as part of the planning and implementation of the IHSP Highway Safety Plan (HSP). In addition, the IHSP Director participates in meetings with the BIA Roads Supervisory Highway Engineer located in Albuquerque. One purpose of the meetings is to share information regarding tribal programs which receive grants from the IHSP and the Federal Highway Administration for behavioral highway safety purposes in order to ensure there is coordination and no duplication of services and funding.

A representative from the BIA Roads department is invited to sit on 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 awarded grants, much like the IHSP program does. 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.

v. 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 individual Tribes.

PERFORMANCE MEASURES PROCESS

i. Participants:

The IHSP staff is the primary participant in the development of the performance measures but others identified in (a) (i) also support or participate in the process. Input from partners and tribal participants including Tribal applicants help set targets for performance measures. Participating Tribes can change from year to year.

ii. Data Sources:

Data sources used to determine targets for the Core performance measures are the same as identified in (a) (ii) above. 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 fatal and serious injury crashes on Indian Country highways.

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 IHS, and State of New Mexico evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.
4. The IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes IHSP staff discussions of known environmental factors which may impact progress, such as oil exploration and increased truck traffic which occurred in the North Dakota oil boom, newly built casinos, high volume traffic highways/interstates transecting tribal lands, tribal enrolled population and population growth attributed to transient activities such as change in seasons or high volume traffic from casinos or other events, economic conditions, and identified local issue concerns provided by the Tribe.

v. Performance Measurement Development Process:

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

EVIDENCE BASED STRATEGY AND PROJECT SELECTION PROCESS:**i. Participants:**

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

ii. Data Sources:

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

iii. Evidence Based Strategy and Project Selection Process

1. Proposals are scored by 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 limited number and variety of projects each year. Normally these include Police Traffic Services (PTS), DWI courts, impaired driving enforcement and Child Protective Safety 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:
 - Per cent of motor vehicle fatalities covered by funded projects. In 2016, the IHSP plans to fund 39 police traffic services contracts. Crash data provided by these projects show that in 2014 the involved reservations had a total of 80 fatalities or 25.32 percent of the total of 316 NA on reservation fatalities.
 - 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. 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.
5. 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 2015, applications were also made available to the tribes on the Bureau of Indian Affairs, Office of Justice Services web page dedicated to the Indian Highway Safety Program.

The IHSP began utilizing an electronic fill-in-the-blank application form in FY2011. The application was developed to help streamline the application process and assist in the collection of data and evaluation of proposed projects. The electronic fill-in-the-blank application is updated annually and requires specific data related to the project which requires the Tribes to focus on traffic safety issues identified by their data.

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

All applications are scored by a review team. PTS applications were eligible for scores up to 110 based on the following: General Information – 10 points, Data (Problem Identification – 45 points, Targets and Performance Measures/Strategies – 35 points, Budget – 10 points and Past Performance - plus or minus 10 points.

After all scores are totaled and averaged, projects were selected for funding based on their ranking.

The IHSP Director reserves the right to either fund or not fund projects regardless of scores if necessary to advance the IHSP. The projects selected must provide sufficient traffic records data to identify a traffic safety problem and activities to address the problem.

6. Funds available from all fund sources. 23 C.F.R. Section 402 establishes only that only 402 funds are available for the BIA IHSP. Each year the IHSP evaluates the New Year obligations and status of carryforward funds to determine the amount of funds available for obligation to the Tribes. No match is 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.

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

III. PERFORMANCE PLAN

PROBLEM IDENTIFICATION

STATISTICAL DATA TO SUPPORT PROBLEM IDENTIFICATION AND FATALITY TARGETS:
In the period 2009-2013:

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

Table 1. BIA total Fatalities

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

* Fatality rate per 100,000 population

**Table 2. U.S. Total
Fatalities**

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

* Rate per 100,000 population

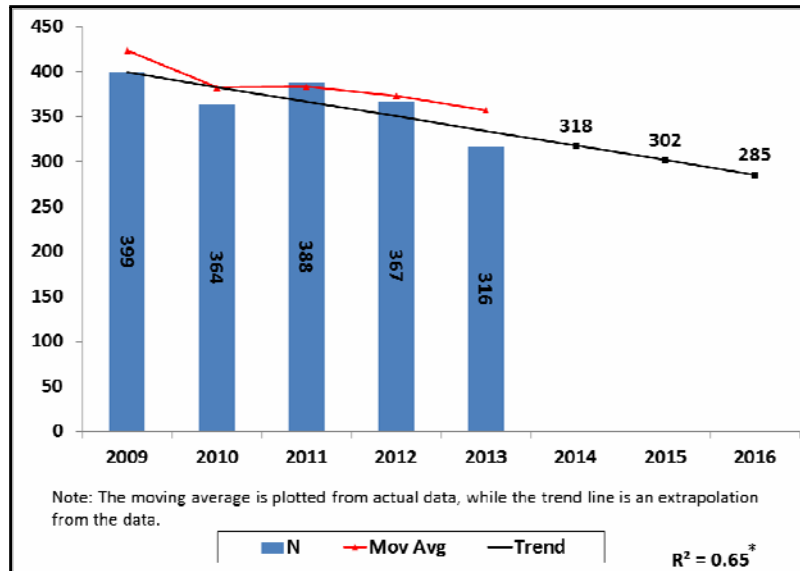


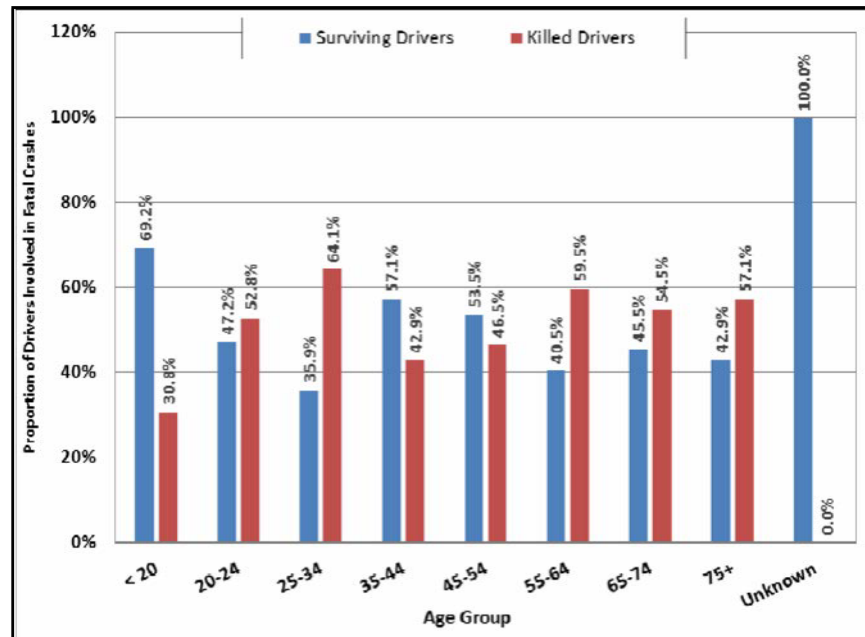
Figure 1. BIA Total Fatalities, 5-Year Trend, and 3-Year Moving Average

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

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

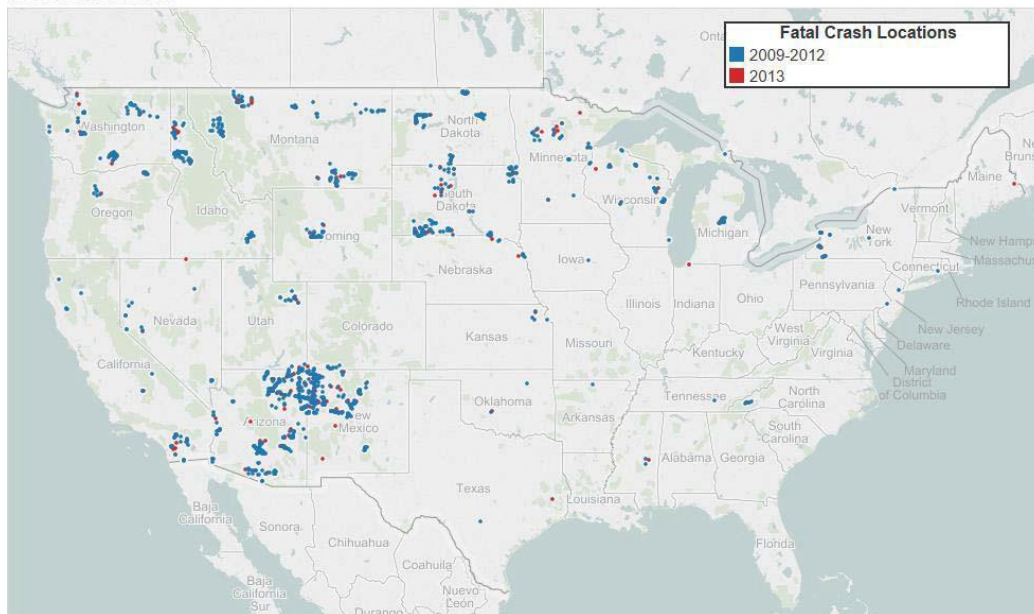
Age Group	Drivers Involved in 2013 Fatal Crashes		
	Surviving Drivers	Killed Drivers	Total Drivers
19 and younger	18	8	26
20-24	25	28	53
25-34	28	50	78
35-44	28	21	49
45-54	23	20	43
55-64	17	25	42
65-74	10	12	22
75 and older	6	8	14
Age Unknown	24	0	24
Total	179	172	351

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



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

Fatal Crash Locations



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

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

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

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

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

† Total includes unknown occupant fatalities

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

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

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

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

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

Table 9. BIA Fatalities by Race and Ethnicity

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

*Percentages based on total fatalities.

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

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

Table 10. Total Fatal Crashes in BIA Lands and U.S., by Month, Day of Week, and Time of Day: Totals 2009-2013

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

*Total fatal crashes

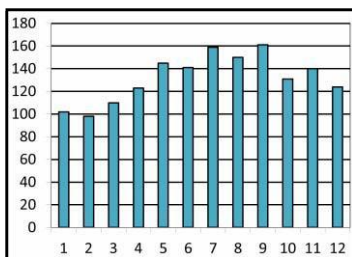


Fig 4 - by Month

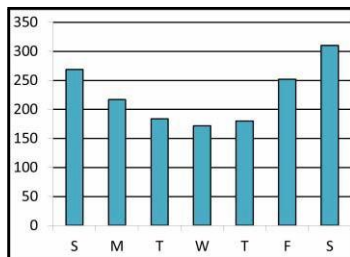


Fig 5 - by Day Sunday-Saturday

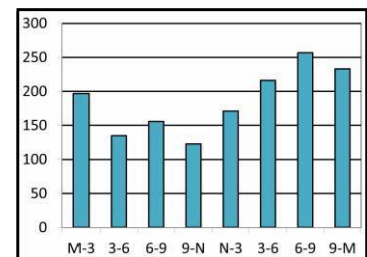


Fig 6 - by Time from Midnight (3-hour periods)

UNRESTRAINED OCCUPANTS – KEY FINDINGS

In the period 2009-2013:

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

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

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

Restraint use percentage based on all fatalities

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

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

Table 13. BIA Unrestrained Passenger Vehicle Occupant Fatalities

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

** Rate per 100,000 population

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

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

* Rate per 100,000 population

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

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

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

*Total Unrestrained fatalities

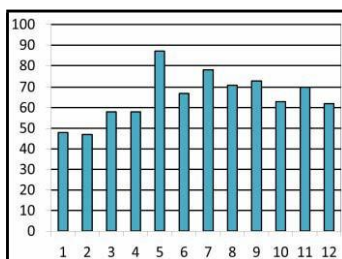


Fig 7 - by Month

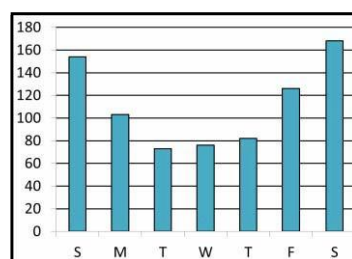


Fig 8 - by Day Sunday-Saturday

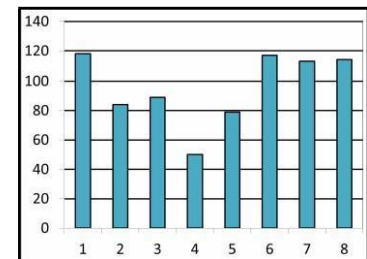
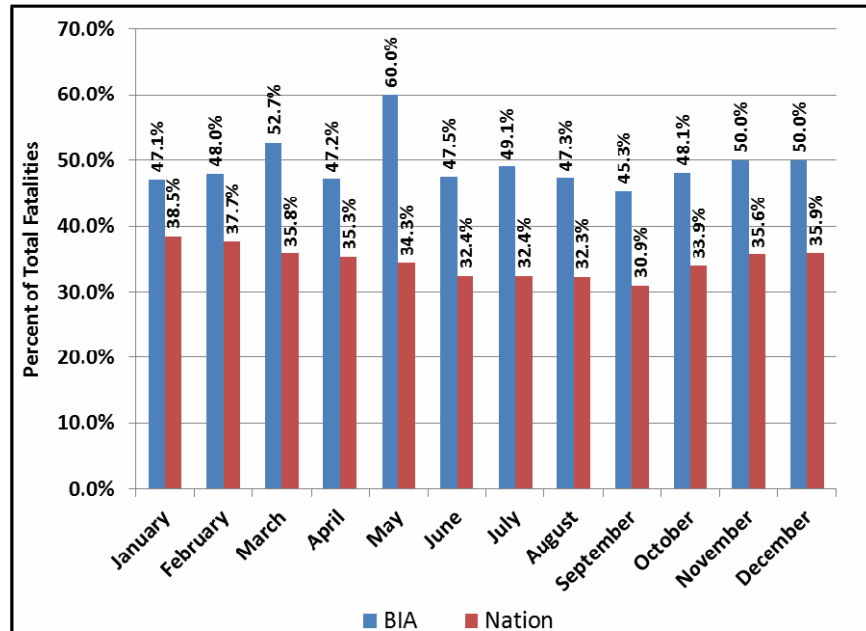


Fig 9 - by Time from Midnight (3-hour periods)

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

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



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

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

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

* Where restraint use is known

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

Where sex is known

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

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

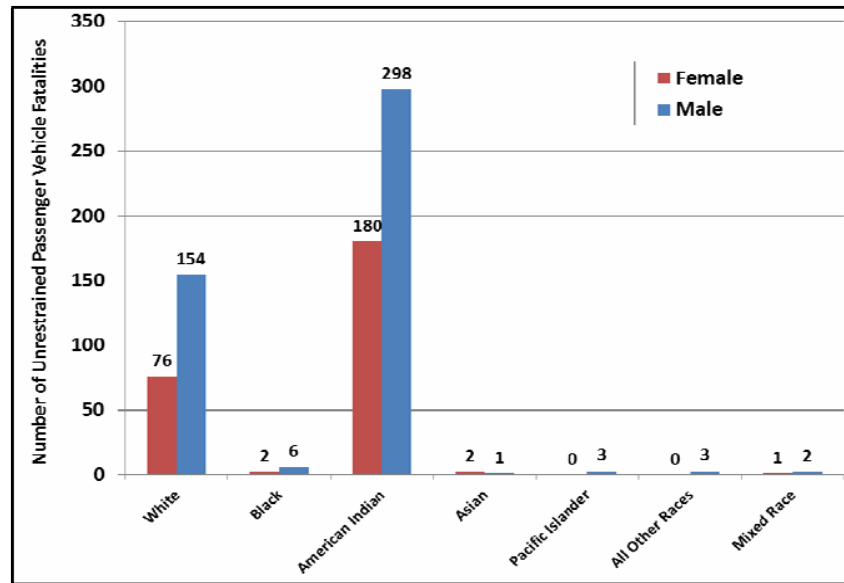


Table 18. Unrestrained Passenger Vehicle Occupant Fatalities in BIA Lands, by Race and Sex: 2009-2013 Total

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

OCCUPANT PROTECTION

UNRESTRAINED OCCUPANTS – KEY FINDINGS

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

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

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

* Automobiles, SUVs, and Pickup Trucks

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

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

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

*Where age is known

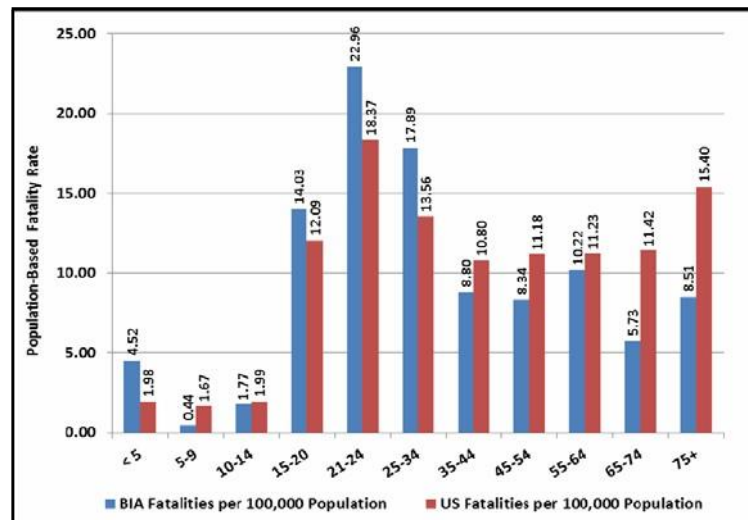


Figure 2. Comparison of BIA and U.S. Fatalities per 100,000 Population, by Age: 2013 Only

ALCOHOL RELATED – KEY FINDINGS

In the period 2009-2013:

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

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

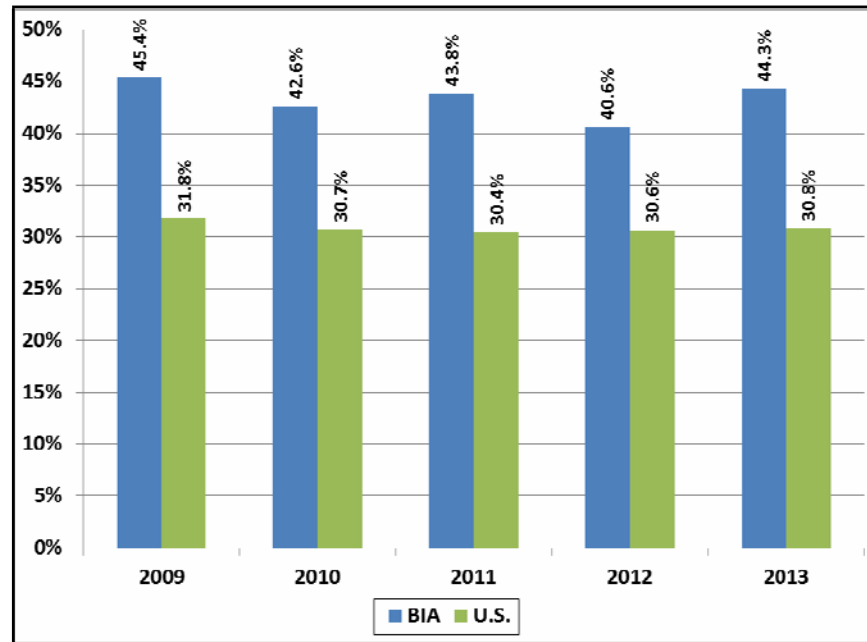


Figure 13. Percentage of Alcohol-Related Fatalities to All Fatalities: BIA and U.S.

Table 19. BIA Alcohol-Related Fatalities

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

* Rate per 100,000 population

Table 20. U.S. Alcohol-Related Fatalities

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

* Rate per 100,000 population

- During the 2009-2013 period, male drivers accounted for the largest proportion of the BIA's alcohol-related fatalities (44.7%) (Figure 16 and Table 21).

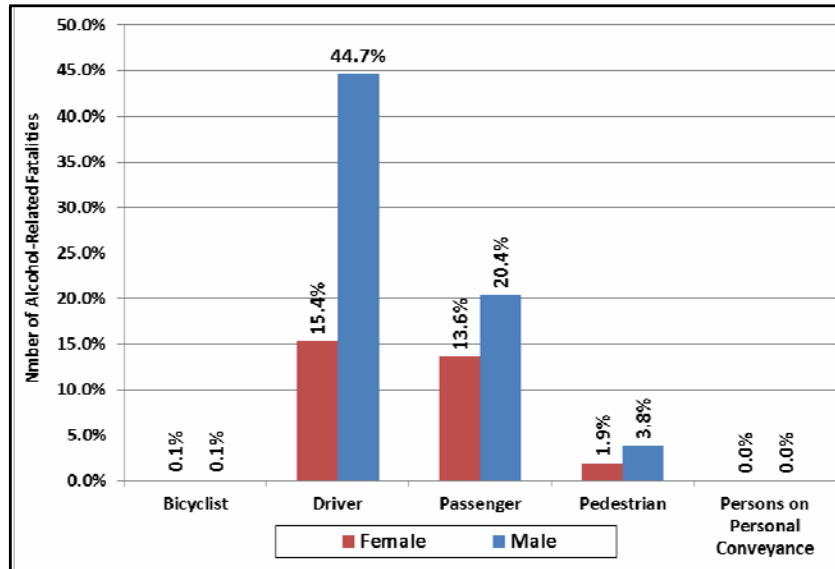


Figure 16. Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-2013 Total

Table 21. Number of Alcohol-Related Fatalities in BIA Lands, by Sex and Person Type: 2009-2013 Total

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

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

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

SPEEDING – RELATED – KEY FINDINGS

In the period 2009-2013:

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

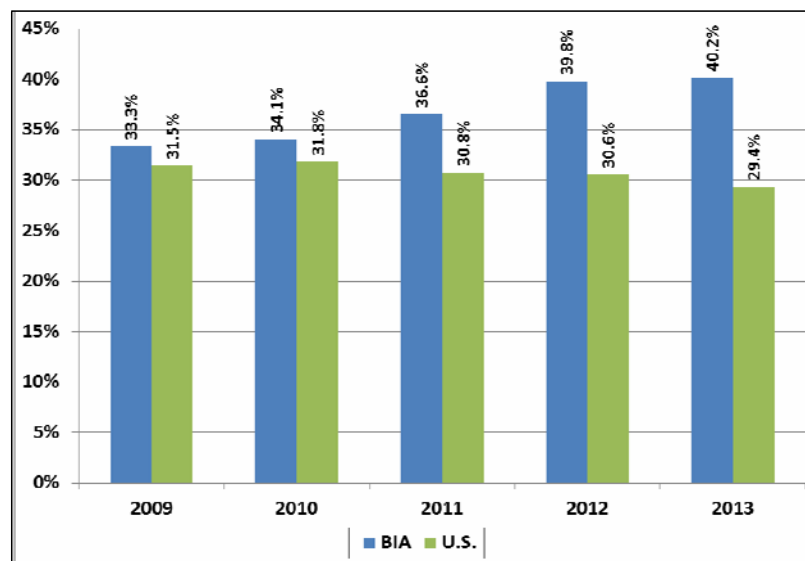


Figure 17. Speeding-Related Fatalities as Percent of Total Fatalities: BIA and U.S.

Table 22. BIA Speeding-Related Fatalities

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

* Rate per 100,000 population

Table 23. U.S. Speeding-Related Fatalities

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

* Rate per 100 million miles of travel

** Rate per 100,000 population

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

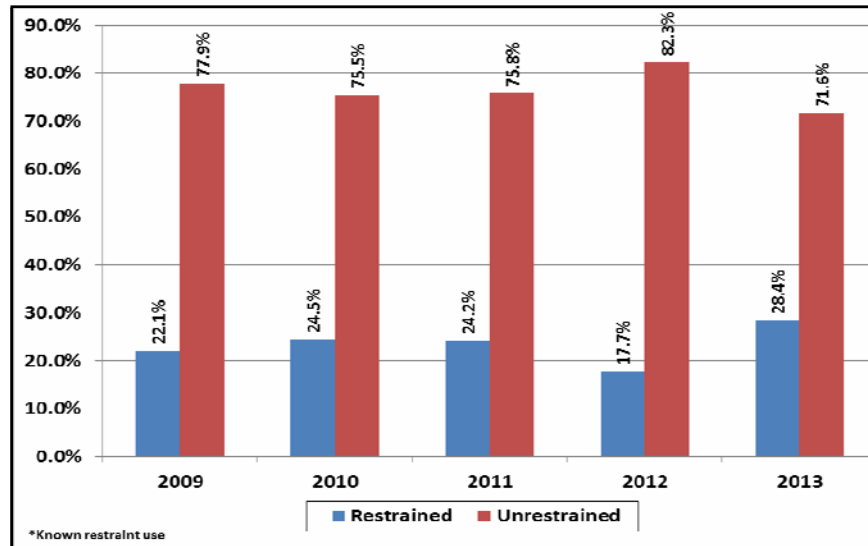


Figure 18. Speeding-Related Fatalities by Restraint Use in BIA Lands

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

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

*Where restraint use is known

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

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

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

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

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

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

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

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

SHSP COORDINATION PROCESS

Indian Country does not have a Strategy Highway Safety Plan.

QUANTIFIABLE TARGETS AND PERFORMANCE MEASURES

CORE OUTCOME MEASURES

	Number of:	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Total</u>	<u>2016 Target</u>
A-1	seat belt citations issued during grant-funded enforcement activities	NA	NA	4,202	3,173	5,166	3,783	N/A	4,412
A-2	impaired driving arrests made during grant funded enforcement activities	NA	NA	5,423	4,056	5,145	5,112	19,736	5,004
A-3	speeding citations issued during grant funded enforcement activities	NA	NA	34,724	31,037	32,754	30,613	129,128	27,505
B-1	percent of observed occupants using a seat belt	NA	64.80%	68.50%	68.80%	69.60%	73.40%	N/A	78%
C-1	traffic fatalities	531	438	569	553	NA	NA	2,091	533
C-2	serious injuries in traffic crashes	NA	NA	NA	NA	NA	NA	NA	NA
C-3	fatality rate per 100 million VMT	NA	NA	NA	NA	NA	NA	NA	NA
C-4	unrestrained passenger vehicle occupant fatalities, all seat positions	286	218	281	274	NA	NA	1,059	274
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	248	199	246	256	NA	NA	949	256
C-6	speed related fatalities	198	154	197	210	NA	NA	759	210
C-7	motorcyclist related fatalities	26	35	42	38	NA	NA	141	38
C-8	un-helmeted motorcyclist fatalities	13	17	27	20	NA	NA	77	20
C-9	drivers age 20 or younger involved in fatal crashes	41	29	48	33	NA	NA	151	33
C-10	pedestrian fatalities.	82	64	103	101	NA	NA	350	101
C-11	bicyclist fatalities	6	5	6	7	NA	NA	24	7

The core outcome measures for the 2016 Targets, reflects all Native American fatalities in the United States, are based on FARS data from 2009-2012. These fatalities include all NA fatalities both on and off tribal reservations.

Fares 2009-2012 four year linear trend analysis suggests the FY2016 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 may that do not live on reservations will not be impacted by the IHSP activities. Due to the limited number of tribes funded and 2016 funding only being utilized to address Police Traffic Safety and Child Protection Seat the IHSP has established a target to maintain fatalities for the core elements at the FARS FY2012 numbers.

BIA TARGETS FOR FY2016

OVERALL PROGRAM GOAL:

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

Performance Measures/Targets:

To reduce all fatalities on reservations by 10% from the 2013 FARS number of 316 to 285 by the end of FY2016.

Justification for Program Targets:

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

Target percentages and numbers were determined by using a linear trend analysis from 2009-2013 FARS data. The target reduction of 10% from 316 to 285 was selected because of the geographic locations of Tribes being funded in FY16 (39 Tribes in 15 States) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states. 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 39 Tribes by the end of FY2016.

Reduce the average number of days from receipt; Requests for Reimbursement (RFRs) are entered for payment into GTS to Tribes from 45 days in FY14 to 30 in FY16.

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 18% from the 2013 number of 140 to 115 by the end of FY2016.

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating Tribes by 10% from the FY2014 total of 5,112 to 5,623 by the end of FY2016. (Self-reported numbers by Tribes)

Justification for Impaired Driving Target:

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

Target percentages and numbers were determined by using a linear trend analysis of 2009-2013 FARS data. The target of increasing DUI/DWI/OWI arrests by 10% in funded Tribes (39 Tribes in 15 States) from 5,112 to 5,623 in FY16 was selected because of the historical DUI enforcement performance of Tribes funded in previous years. Funding 39 tribes is a 25% increase from previous years and 10% increase was a reasonable target, because four year linear trend analysis projects a decrease in arrests at 5,004 rather than an increase based on past performance. 26 Tribes funded by the BIA IHSP in FY12 reported 4,056 DUI/DWI/OWI arrests. This shortage of arrests may be attributed to four Tribes (Three Affiliated, Rocky Boy, Lac du Flambeau and Colville) not participating after being included in the highway safety plan and the effectiveness of the impaired driving messages reaching tribal members on reservations. Reservation population, road miles, and size of police force were some of the factors also taken into consideration when selecting the target.

OCCUPANT PROTECTION - Performance Measures/Targets:

To reduce the total number of passenger vehicle occupant fatalities (all seat positions) by 13% from the 2013 number of 217 to 189 by the end of FY2016.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 16% from the 2013 number of 154 to 130 by the end of FY2016.

To increase safety belt usage rates in Indian Country from the FY2014 “national” Indian Country rate of 73.40% to 78% by the end of FY2016.

To increase the number of tribes participating and reporting on the “Click It or Ticket” national mobilization from 29 in FY2014 to 39 by the end of FY2016.

Justification for Occupant Protection Targets:

Target percentages and numbers were determined by using a linear trend analysis of 2009-2013 FARS data. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. The 2016 goal was established by evaluating increases over the last two years and with the understanding that the 2015 rate has not been established. 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 9.45% from the 2013 FARS number of 127 to 115 by the end of FY2016.

To increase the number of citations issued for speed by 10% from the FY2014 number of 30,613 to 33,721 by the end of FY2016. (Self-reported numbers by Tribes)

To increase the number of citations issued for other moving violations (excluding speed and DUI) by 10% from the FY2014 number of 34,861 to 38,347 by the end of FY2016. (Self-reported numbers by Tribes)

To decrease the number of motorcyclist fatalities by 22% from the 2013 FARS number of 18 to 14 by the end of FY2016.

To decrease the number of pedestrian fatalities by 5% from the 2013 FARS number of 44 to 42 by the end of FY2016.

Justification for Police Traffic Services Targets:

Target percentages and numbers were determined by using a linear trend analysis of 2009-2013 FARS data. Linear trend analysis suggests an increase in speed fatalities at 139 (9.45%) for FY2016. The target is to maintain numbers at 127 or decrease fatalities by 9.45% which is the projected trend analysis increase. Four year linear trend analysis projects citations issued for moving violations has actually decreased to -18,416 instead of increasing. In FY16, the 10% target selected for increasing moving violations based on the number of tribes funded which increased by 25% (39) from previous years. 5% was the target selected for decreasing pedestrian fatalities in FY16. A 5 year Linear trend analysis of FARS data suggests pedestrian fatalities will increase to 46 (4.55%) in FY 16. Decreasing pedestrian fatalities by 5% was a reasonable target because 25% (39) tribes will be funded in FY16 which is more than previous years.

EVIDENCE BASED ENFORCEMENT: Participating tribes.

Data shown on pages 15 thru 50 of the HSP indicates that impaired driving, speed, and seatbelt utilization are safety issues for Native Americans. A review of 2013 Native American fatalities by State shows Arizona, New Mexico, Oklahoma, Montana and South Dakota are the top 5 states with Native American Fatalities. In 2016, the IHSP plans to fund 4 enforcement projects in the States of Arizona, Montana, and South Dakota, there will be 6 projects in New Mexico. Oklahoma is in the top five NA fatality states however, there are no law enforcement projects funded. Oklahoma has a number of 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 these issues. The 2016 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.” 39 of the 2016 grant agreements are Police Traffic Services projects to fund full time and overtime enforcement activities. The evidence-based strategy of high-visibility enforcement to include checkpoints and saturation patrols (from *NHTSA’s Countermeasures That Work*) are required by participating tribes. Monthly reports of enforcement projects are monitored to evaluate the number of citations issued and arrest made for traffic violations. The IHSP conducts on-site monitoring of enforcement projects on an annual basis. On-site monitoring is often scheduled because of low performance numbers or lack of expenditure of funds. If a law enforcement agency does not adequately perform, the IHSP may terminate the project with 30 day notice. An increase in speed citations, impaired driving arrest and other moving violations should have a positive effect on reducing crashes and the associated injuries and deaths.

TRAFFIC RECORDS - Performance Measures/Targets:

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

Develop training program to educate tribes of the importance of data collection and utilization.

Increase tribal Traffic Records Coordinating Committee meetings from 0 in FY2014 to 4 in FY2016.

Telephone conferences may be held in lieu of in-person meetings.

Develop a multi-year Traffic Records Strategic Plan by the end of FY2016.

Justification for Traffic Records Targets:

Regularly scheduled tribal Traffic Records Coordinating Committee meetings and the development of a multi-year Traffic Records Strategic Plan for the IHSP and the participating Tribes will result in progress towards electronic data systems for Tribes that currently have antiquated traffic data systems

or use manual paper systems.

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

PREVIOUS YEAR PERFORMANC REPORT**BIA PERFORMANCE REPORT FOR FY2014**

	Number of:	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
A-1	seat belt citations issued during grant-funded enforcement activities	NA	NA	4,202	3,173	5,166	3,783
A-2	impaired driving arrests made during grant funded enforcement activities	NA	NA	5,423	4,056	5,145	5,112
A-3	speeding citations issued during grant funded enforcement activities	NA	NA	34,724	31,037	32,754	30,613
B-1	Percent of observed occupants using a seat belt	NA	64.80%	68.50%	68.80%	69.60%	73.40%
C-1	traffic fatalities	399	364	388	367	316	NA
C-2	serious injuries in traffic crashes	NA	NA	NA	NA	NA	NA
C-3	Fatality rate per 100 million VMT	NA	NA	NA	NA	NA	NA
C-4	unrestrained passenger vehicle occupant fatalities, all seat positions	284	240	258	252	217	NA
C-5	fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above.	181	155	170	149	140	NA
C-6	speed related fatalities	133	124	142	146	127	NA
C-7	motorcyclist related fatalities	23	20	26	18	18	NA
C-8	Un-helmeted motorcyclist fatalities	13	13	5	7	9	NA
C-9	drivers age 20 or younger involved in fatal crashes	22	16	27	17	14	NA
C-10	Pedestrian fatalities.	39	54	54	43	44	NA
C-11	bicyclist fatalities	2	5	5	1	4	NA

OVERALL PROGRAM TARGET:

To reduce fatalities on reservations in Indian Country by 10% from the 2012 FARS number of 102-92 by the end of FY14.

- *For the year 2013 (latest year of available data), FARS reported that 176 Native Americans were killed in motor vehicle crashes, on reservations, in the United States.*
- *The 2011 FARS number for all Native American motor vehicle crash fatalities was 496.*

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 30 Tribes by the end of FY2014.

- *The IHSP awarded thirty-one (31) tribal project grants in FY2014; however, services and technical assistance were provided to approximately 50 tribes throughout the country. This was accomplished by providing media materials for the two (2) impaired driving and one (1) safety belt mobilizations.*

IMPAIRED DRIVING:

To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests within the participating Tribes by 10% from the FY12 total of 4,056 to 4,462 by the end of FY2014. (Self-reported numbers by Tribes)

Performance Measure to be tracked:

Number of DWI arrests made during grant funded enforcement activities.

- *31 Tribes funded by the BIA IHSP in FY2014 reported 5,112 DUI/DWI/OWI arrests. This Target was substantially exceeded and speaks to the effectiveness of the impaired driving messages reaching tribal members on reservations.*

Performance Measure to be tracked:

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

- *FARS reported that 206 American Indian/Alaska Natives were killed in impaired driving motor vehicle crashes on reservations in 2013, with 97 occurring on reservations.*
- *31 funded Tribes in FY2014 reported a total of 20 motor vehicle crash fatalities with drivers with .08+ BAC.*

OCCUPANT PROTECTION:

To increase safety belt usage rates in Indian Country from the FY2012 “national” Indian Country rate of 68.8% to 71% by the end of FY2014.

Performance Measure to be tracked:

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

- *In FY2014, the overall safety belt use increased to 73% in Indian Country as reported by Preusser Research Group, Inc.*

Performance Measure to be tracked:

Number of seat belt citations issued during grant-funded enforcement activities.

- *31 Tribes funded by the IHSP in FY2014 reported issuing a total of 3,783 safety belt violations and 744 child passenger safety violation citations throughout the project year.*

POLICE TRAFFIC SERVICES:

To reduce the number of speed related fatalities on Indian Reservations by 24% from the FY2010 FARS numbers of 41 to 31 by the end of FY14.

Performance Measure to be tracked:

Number of speeding related fatalities.

- *FARS reports indicate that 68 American Indian/Alaska Natives died in speed-involved motor vehicle crashes on reservations in 2013.*
- *31 Tribes funded by the BIA IHSP in FY2014 reported a total of 20 speed-related motor vehicle fatalities on their reservations during the project year.*

To increase the number of citations issued for speed by 5% from the FY2012 total of 13,641 to 14,323

within the participating Tribes by the end of FY2014.

Performance Measure to be tracked:

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

- *31 Tribes funded by the BIA IHSP in FY2014 reported 30,613 speed citations being issued during the project year.*

To increase the number of citations issued for other moving violations (excluding speed and DUI) by 5% from the FY2012 total of 22,406 to 23,526 by the end of FY2014.

Performance Measure to be tracked:

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

- *31 Tribes funded by the BIA IHSP in FY2014 reported 34,861 traffic violation citations (excluding speed and DUI) being issued during the project year.*

To decrease the number of American Indian/Alaska Native motorcyclist fatalities by 11% from the 2010 FARS number of 35 to 31 by the end of FY2014.

Performance Measure to be tracked:

Number of motorcyclist fatalities.

- *FARS reported 25 American Indian/Alaska Native motorcyclist fatalities in 2013, with 4 occurring on reservations.*
- *31 Tribes funded by the BIA IHSP in FY2013 reported a total of 3 motorcycle fatalities on their reservations during the project year.*

Performance Measure to be tracked:

Number of unhelmeted motorcyclist fatalities.

- *FARS reported 2 American Indian/Alaska Native un-helmeted motorcyclist fatalities on reservations in 2013.*
- *31 Tribes funded by the BIA IHSP in FY2014 reported 3 un-helmeted motorcyclist fatalities on their reservations during the project year.*

Performance Measure to be tracked:

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

- *FARS reported 8 American Indian/Alaska Natives age 20 and younger killed on reservations in 2013.*
- *31 Tribes funded by IHSP in FY2014 reported 9 motor vehicle crash fatalities involving drivers age 20 or younger on their reservations.*

To decrease the number of pedestrian fatalities by 5% from the 2010 FARS number of 64 to 61 by the end of FY2014.

Performance Measure to be tracked:

Number of pedestrian fatalities.

- *31 Tribes funded by IHSP in FY2014 reported 11 motor vehicle crash fatalities involving pedestrians on their reservations.*

TARGETS FOR EACH PROGRAM AREA

FY2016 CORE OUTCOME MEASURES

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

FY 16 Target: 39 Tribes will issue 4,412 seat belt citations in FY 2016.

In FY14: 31 Tribes reported 3,783 seat belt citations issued.

Justification of Target: Targets and percentages were determined by the numbers of seat belt citations issued, by 31 funded Tribes, in FY14 using 4 year linear trend analysis from 2011-2014 which reflects a 17% increase in citations to be issued in FY 2016.

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

FY 16 Target: 39 Tribes will make 5,623 impaired driving arrests in FY 2016.

In FY14: 31 Tribes reported 5,112 DUI/OWI arrests were made.

Justification of Target: Targets and percentages were determined by the numbers of DUI/OWI arrests made, by 31 funded Tribes, in FY14 using 4 year linear trend analysis from 2011-2014 which reflects an actual decrease of 5,004 in FY2016. A 10% increase in DUI/OWI arrests in FY 2016 was selected as a reasonable target because of past performance. 39 tribes will be funded in FY2016 which is a 25% increase from previous years.

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

FY16Target: 39 Tribes will issue 33,721 speeding citations in FY 2016.

In FY14: 31 Tribes reported issuing 30,613 speed citations.

Justification of Target: Targets and percentages were determined by the numbers of speed citations issued, by 31 funded Tribes. According to 4 year linear trend analysis from 2011-2014 which reflects a 10% increase in speed citations to be issued in FY 2016.

B-1 Core Measure: Increase safety belt usage rate in Indian Country from the FY2014 “National” 2014 Indian Country rate of 73.4% to 78% by the end of FY2016.

In FY14: Indian Country safety belt usage increased from 68.8% to 73.4%.

Justification of Target: Targets and percentages were determined by a three year average.

C-1 Core Measure: To reduce American Indian/Alaskan Native fatalities on reservations from the 2012 FARS number of 367 to 358 by the end of FY2016.

In FY14: 31 Tribes reported a total of 61 motor vehicle fatalities.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend

analysis from 2008-2012 which reflects a 2% decrease in motor vehicle fatalities in FY 2016.

C-4 Core Measure: To reduce the number of passenger vehicle occupant fatalities on reservations from the 2012 FARS number of 252 to 235 in 2016.

In FY14: 31 Tribes reported a total of 61 motor vehicle crash (MVC) fatalities on their reservations. Of the 61 motor vehicle fatalities 37 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 2008-2012 which reflects a 7% decrease in motor vehicle occupant fatalities in FY 2016.

C-5 Core Measure: To maintain the same number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above from the 2012 FARS numbers of 149 in 2016.

In FY14: 31 funded Tribes reported a total of 20 fatalities with drivers with .08+ BAC.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2008-2012 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to maintain the FY2012 FARS number of 149.

C-6 Core Measure: To maintain the same number of speed related fatalities on Indian Reservations from the 2012 FARS numbers of 146 in FY16.

In FY14: 31 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 5 year linear trend analysis from 2008-2012 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to maintain the FY2012 FARS number of 146.

C-7 Core Measure: To maintain motorcyclist fatalities on reservations from 2012 FARS number of 18 in 2016.

In FY 14: 31 Tribes funded by the BIA IHSP reported 3 motorcyclist fatalities.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2008-2012 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to maintain the FY2012 FARS number of 18.

C-8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities, on reservations, from 2012 FARS number of 7 to 2 in 2016.

In FY14: 31 Tribes funded by the BIA IHSP reported a total of 3 un-helmeted motorcyclist fatalities.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2008-2012 reflects a 71% increase rather than a decrease in un-helmeted motorcyclist fatalities in FY 2016.

C-9 Core Measure: To decrease the number of drivers 20 or younger, on reservation, involved in fatal crashes from 2012 FARS number of 17 to 12 in 2016.

In FY14: 31 tribes funded by the BIA IHSP reported 9 fatalities involving drivers age 20 or younger were reported by the Tribes.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2008-2012 which reflects a 29% decrease in fatalities involving drivers 20 or younger in FY 2016.

C-10 Core Measure: To maintain the number of pedestrians involved in fatal crashes, on reservations, from 2012 FARS number of 43 in 2016.

In FY14: 31 Tribes funded by the BIA IHSP reported a total of 11 pedestrian fatalities.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2008-2012 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to maintain the FY2012 FARS number of 43.

C-11 Core Measure: To maintain the number of bicyclists, on reservation, involved in fatal crashes from 2012 FARS number of 1 in 2016.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2008-2012 which reflects an unreliable projection. The trend does not show a reduction; therefore it was determined the target would be to maintain the FY2012 FARS number of 1.

IV. PROGRAM AREA STRATEGIES AND PROJECTS

EVIDENCED BASED STRATEGIES

The IHSP funds a limited number and variety of projects each year. Normally these include Police Traffic Services (PTS), DWI courts, impaired driving enforcement and Child Protective Safety 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.

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 2016, the IHSP plans to fund 39 police traffic services contracts. Crash data provided by these projects show that in 2014 the involved reservations had a total of 80 fatalities or 25.32 percent of the total of 316 NA on reservation fatalities.
- 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. 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.

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 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.

The 2016 HSP also includes projects to help purchase and distribute child safety seats on reservations. 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. Children can become used to be restrained at an early age which should help them to support seat belt utilization as an adult. 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 will 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.

2016 PROJECTS

PLANNING & ADMINISTRATION

PA-16-01

BIA Program Management

\$234,870.00

GOAL:

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

To initiate highway safety related projects with not less than 39 Police Traffic Services Grants; 24 occupant protection grants; and 1 impaired driving grant for 50 tribes by the end of FY2016.

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 FY16.

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:

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

Reduce the average number of days from receipt; Requests for Reimbursement (RFRs) are entered for payment into GTS to Tribes from 45 days in FY14 to 30 in FY16.

PROJECT DESCRIPTION:

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

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

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

PLANNING & ADMINISTRATION BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
PA-16-01	BIA Program Management	\$ 234,870.00	402
	BIA Program Management (Estimated Carryforward Funds)	\$ 100,000.00	402
Total 402 Funds		\$ 334,870.00	

IMPAIRED DRIVING

AL-16-02

BIA OJS (Office of Justice Services)

\$100,000.00

Although the 2013 NHTSA FARS annual report shows alcohol-related fatalities were at a five-year low, impaired driving fatalities are serious issue on Native American Reservations. In 2013 there were 140 alcohol-related fatalities on reservations across America. Based on deaths per 100,000 population; the rate for NA in 2013 was 4.36 while the rate in the rest of the U.S. was 3.19. Of the 145 pedestrian fatalities tested from 2009-2013, 72.4% had a BAC level of .08 or greater.

GOAL:

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

C-5 Core Measure: To maintain the number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above from the 2012 FARS numbers of 149 in 2016.

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

TARGETS:

To increase the number of times the BAT Mobiles are deployed within the participating tribes by 15% from the FY2014 total of 62 to 71 by the end of FY2016.

To increase use of BAT Mobiles for educational events on the reservations by 15% from the FY2014 number of 6 to 7 in FY2016.

STRATEGIES:

- Provide operational expense support for four (4) BAT Mobiles to be used at educational events, checkpoints and saturation patrols.
- Evaluate use of BAT Mobiles to determine if additional BAT Mobiles are needed in Indian Country.
- Evaluate use of BAT Mobiles to determine if BAT Mobiles are receiving maximum utilization in current locations.
- Evaluate BAT mobile utilizations and relocate Bat Mobiles, if underutilized to another location to increase usage

EQUIPMENT: None

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.

AL-16-04
Lower Brule Sioux Tribe (South Dakota)
\$170,000.00

Reservation Population: 1,683

Land Base: 156,917 acres

Road Miles: 173

GOALS:

Maintain an OWI dedicated court. During FY2016, monitor and evaluate the number of crashes, injuries and deaths to determine if a reduction from previous years has been achieved. Evaluate OWI offenders to determine the number of offenders to be placed into the OWI court program.

TARGET:

Increase the number of active DWI Court participants from 8 in 2015 to 10 in 2016.

Increase the number of DWI Court graduates from 2 in 2014 to 4 in 2016.

STRATEGIES:

To help establish and maintain Impaired Driving Courts to help reduce impaired driving fatalities, injuries and crashes related to impaired driving.

- Maintain a OWI Court Probation Officer
- Apply and complete NHTSA and/or other DWI Court Training programs
- Review and update tribal ordinances pertaining to tribal OWI Court
- Review and updated policies and procedures for the tribal OWI Court

OWI Community Based Program.

- Provide community based educational programs and information related to OWI to the
- Lower Brule Reservation
- Implement OWI education and outreach program and provide not less three (3) community presentations
- Create and document partnership with Law Enforcement to ensure efforts are focused on high risk locations and populations
- Provide documentation of agreements for sharing limited OWI and determine what information is available that can be provided to outside data collection organizations

EQUIPMENT: None

EVALUATION: Tracking and reporting on the following:

- Provide timely submittal of all required reports and request for reimbursement with correct information and signatures to the Indian Highway Safety program per project agreement
- Total number and names of OWI Steering Committee/Stakeholder and/or Team members who receive NHTSA-approved and/or other DWI Court Trainings

OWI Community Based Program

- Written assessment of the current state of OWI data collected by the Lower Brule tribal Police Department, the Prosecutor's Office, and the Courts, including recommendations for improvement, as a result of the strategic plan
- Provide monthly statistical data on impaired driving arrest (Drunk and Drug Driving)
 - Provide DWI Court Statistics on:
 - convictions
 - dismissals
 - other actions stemming from a DWI arrests

- Provide monthly data on potential OWI Candidates to include the number:
 - Assessed
 - Accepted
 - Not accepted
 - Refused
 - Terminated from
 - the program

IMPAIRED DRIVING BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
AL-16-01	BIA OJS - Bat Mobiles	\$ 100,000.00	402
AL-16-03	Lower Brule Sioux Tribe	\$ 170,000.00	402
Total 402 Funds		\$ 270,000.00	

OP-16-01 - 23
Occupant Protection
\$334,453.00
Funding Source: 402

Occupant Protection Program Area Target:

To reduce the total number of passenger vehicle occupant fatalities, all seat positions, by 10% from the FARS 2013 number of 217 to 189 by the end of FY2016.

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 16% from the FARS 2013 number of 154 to 130 by the end of FY2016.

To increase safety belt usage rates in Indian Country from the FY2014 “national” Indian Country rate of 73% to 78% by the end of FY2016.

To increase the number of tribes participating and reporting on the “Click It or Ticket” national mobilization from 29 in FY2014 to 39 by the end of FY2016.

TARGETS: (Reported by Tribes)

Project Number	Project Title	Budget	Car Seats Purchased	Checkpoint to be held	Car Seats Distributed	Seats to be Inspected	CPS Training Conducted	Hands on Installation	Brochure Distribution
OP-16-02	Ramah Navajo Tribe	\$ 5,225.00	40	12	35	125	4	35	150
OP-16-03	Reno Sparks Indian Colony	\$ 2,990.00	80	2	80	80	75	80	150
OP-16-04	Fort McDowell	\$ 5,950.00	110	2	110	50	100	100	100
OP-16-05	Gila River	\$ 35,860.00	600	7	600	100	30	600	600
OP-16-06	Prairie Band Potawatomi Nation	\$ 30,000.00	402	2	402	50+	3	300	250
OP-16-07	Nez Perce	\$ 9,975.00	175	7	175	260	8	630	700
OP-16-08	Colorado River Indian Tribe	\$ 5,396.00	200	2	50	50	Appt. only	12	12
OP-16-09	Oglala Sioux	\$ 16,500.00	200	6	20	80			
OP-16-10	Shoshone Bannock	\$ 9,995.00	173	2	173	173	173	173	173
OP-16-11	Isleta Pueblo	\$ 6,700.00	35	3	7	30	2	50	500
OP-16-12	Jemez Pueblo	\$ 6,750.00	100	2	100	100	6	100	100
OP-16-13	White Earth	\$ 8,707.00	152	4	180	300	152	243	243
OP-16-14	Menominee	\$ 2,800.00	100	2	250	250	0	150	500
OP-16-15	Leech Lake	\$ 7,500.00	150	1	150	150	2	150	150
OP-16-16	Northern Cheyenne	\$ 7,348.00	168	4	227	227	2	220	350
OP-16-17	Choctaw Nation	\$ 8,700.00	110	5	110	220	1	220	2,500
OP-16-18	Comanche Nation	\$ 5,082.00	100	4	100	120	12	350	300
OP-16-19	San Ildefonso Pueblo	\$ 5,000.00	45	12	45	25	4	100	200
OP-16-20	Susanville Rancheria	\$ 645.00	15	1	15	15	15	30	100
OP-16-21	Kaw Nation	\$ 7,190.00	150	2	150	300	3	100	200
OP-16-22	Skokomish Indian Tribe	\$ 5,740.00	22	3	22	60	2	40	300
OP-16-23	Wichita & Affiliated Tribes	\$ 7,000.00	120	4	120	80	4	160	200
OP-16-24	Rocky Boy Chippewa Cree	\$ 8,400.00	120	10	120	200	2	6,782	120

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.
- Stake holders will include other community based organizations

EQUIPMENT: Child Protection Seats

EVALUATION:

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

Tracking and reporting on the following:

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

POLICE TRAFFIC SERVICES - SAFE COMMUNITIES

PT-16-00-01

Training Space Rental for Tribes

\$500.00

Funding Source: 402

Grant Writing & Project Management

PT-16-00-02

IHSP Grants Writing Training

\$500.00

Funding Source: 402

GOAL:

To provide information on the BIA Indian Highway Safety Program (IHSP) 402 grants and the application process to Tribes throughout Indian Country.

STRATEGIES:

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

PROJECT DESCRIPTION:

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

EQUIPMENT: None

POLICE TRAFFIC SERVICES - LAW ENFORCEMENT GRANTS FULLTIME**PT-16-01****Ramah-Navajo - New Mexico****\$150,425.07****Funding Source: 402**

Reservation Population: 4,948

Land Base: 449.5 square miles

Road Miles: 722.2

GOAL:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Ramah-Navajo Reservation by 100% from the FY2014 number of 0 by the end of FY2016.

To maintain motor vehicle related crashes by the FY2014 number of 0 by the end of FY2016.

To increase the number of DUI arrests by 200% from the FY2014 number of 15 to 45 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 75% from the FY2014 number of 400 to 700 by the end of FY2016.

To increase the number of speed citations issued by 162% from the FY2014 number of 462 to 1210 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

2 - Radar
 1 - In Car Video Camera
 1 - Digital Camera
 8 - PBT's
 Checkpoint Equipment

PT-16-02
Red Lake Tribe - Minnesota
\$336,300.00
Funding Source: 402

Reservation Population: 12,132
Land Base: 840,000 acres
Road Miles: 459

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Red Lake Reservation by 50% from the FY2014 number of 2 to 1 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 121 to 108 by the end of FY2016.

To increase the number of DUI arrests by 8% from the FY2014 number of 297 to 320 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 7% from the FY2014 number of 597 to 637 by the end of FY2016.

To increase the number of speed citations issued by 8% from the FY2014 number of 586 to 630 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than thirty-five (35) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 2 - Lidars
- 1 - Scanner
- 1 - Lap Top
- 2 - Flood Lights
- 1 - Table Top Banner
- 1 - Fatal Vision Goggles

PT-16-03
Walker River - Nevada
\$136,300.00
Funding Source: 402

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

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Walker River Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 7% from the FY2014 number of 14 to 13 by the end of FY2016.

To increase the number of DUI arrests by 29% from the FY2014 number of 21 to 27 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 63% from the FY2014 number of 523 to 850 by the end of FY2016.

To increase the number of speed citations issued by 26% from the FY2014 number of 1,266 to 1,600 by the end of FY2016.

STRATEGIES:

- Fund two (1) Highway Safety Officer.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-04
Leech Lake Band of Ojibwe - Minnesota
\$197,550.00
Funding Source: 402

Reservation Population: 10,660
Land Base: 838,000 acres
Road Miles: 659.6

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Leech Lake Reservation by 50% from the FY2014 number of 4 to 2 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 137 to 123 by the end of FY2016.

To increase the number of DUI arrests by 7% from the FY2014 number of 84 to 90 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 22% from the FY2014 number of 288 to 350 by the end of FY2016.

To increase the number of speed citations issued by 22% from the FY2014 number of 655 to 800 by the end of FY2016.

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

EQUIPMENT: None

PT-16-05
Pueblo of Isleta - New Mexico
\$409,550.00
Funding Source: 402

Reservation Population: 4,856
Land Base: 211,095 acres
Road Miles: 290

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Isleta Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by the FY2014 number of 201 to 181 by the end of FY2016.

To increase the number of DUI arrests by 11% from the FY2014 number of 104 to 115 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2014 number of 3,674 to 4,041 by the end of FY2016.

To increase the number of speed citations issued by 10% from the FY2014 number of 4,169 to 4,586 by the end of FY2016.

STRATEGIES:

- Fund three (3) Highway Safety Officers & one (1) Data Clerk.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 3 - Radars
- 3 - Lap Tops

PT-16-06
Rocky Boy Chippewa Cree - Montana
\$135,100.00
Funding Source: 402

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

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Rocky Boy Reservation by 33% from the FY2014 number of 3 to 2 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 74 to 67 by the end of FY2016.

To increase the number of DUI arrests by 10% from the FY2014 number of 179 to 197 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2014 number of 1,059 to 1,165 by the end of FY2016.

To increase the number of speed citations issued by 10% from the FY2014 number of 514 to 565 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - In Car Video Camera
- 1 - Lap Top
- 1 - Digital Camera

PT-16-07
Cheyenne River Sioux - South Dakota
\$343,800.00
Funding Source: 402

Reservation Population: 9,500
Land Base: 2.8 Million acres
Road Miles: 4,500

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain motor vehicle related fatalities on the Cheyenne River Sioux Reservation by 0 the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 127 to 114 by the end of FY2016.

To increase the number of DUI arrests by 5% from the FY2014 number of 415 to 435 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 1% from the FY2014 number of 1,962 to 1,981 by the end of FY2016.

To increase the number of speed citations issued by 1% from the FY2014 number of 953 to 963 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers & one (1) Data Clerk.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 2 - Lap Tops
- 3 - E-Force Users Licenses (to access, retrieve traffic & crash statistics)

PT-16-08
Pueblo of Laguna - New Mexico
\$238,425.00
Funding Source: 402

Reservation Population: 4,948
Land Base: 449.5 square miles
Road Miles: 722.2

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain motor vehicle related fatalities on the Laguna Reservation at 0 by the end of FY2016.

To decrease motor vehicle related crashes by 4% from the FY2015 number of 173 to 166 by the end of FY2016.

To increase the number of DUI arrests by 14% from the FY2014 number of 72 to 82 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 3% from the FY2014 number of 1,126 to 1,162 by the end of FY2016.

To increase the number of speed citations issued by 4% from the FY2014 number of 2,260 to 2,347 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than six (6) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Lap Top
- 2 - Traffic Counter
- 1 - Fatal Vision Kit
- 1 - Power Point Projector
- 1 - Dry Erase Easel Portable

PT-16-09
Northern Cheyenne - Montana
\$129,000.00
Funding Source: 402

Reservation Population: 5,432

Land Base: 444,000 acres

Road Miles: 915.7

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Northern Cheyenne Reservation by 75% from the FY2014 number of 3 to 1 by the end of FY2016.

To decrease motor vehicle related crashes by 25% from the FY2014 number of 106 to 79 by the end of FY2016.

To increase the number of DUI arrests by 50% from the FY2014 number of 108 to 162 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 127% from the FY2014 number of 79 to 179 by the end of FY2016.

To increase the number of speed citations issued by 50% from the FY2014 number of 174 to 261 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

1 - Digital

1- PBT

Checkpoint Equipment

PT-16-10
Pueblo of Acoma - New Mexico
\$186,400.00
Funding Source: 402

Reservation Population: 5,163
Land Base: 700,000 acres
Road Miles: 183

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Reservation by 33% from the FY2014 number of 3 to 2 by the end of FY2016.

To decrease motor vehicle related crashes by 5% from the FY2014 number of 52 to 49 by the end of FY2016.

To increase the number of DUI arrests by 10% from the FY2014 number of 41 to 45 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2014 number of 2,372 to 2,609 by the end of FY2016.

To increase the number of speed citations issued by 10% from the FY2014 number of 1,443 to 1,587 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twenty-six (26) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Digital Camera
- 2 - PBTs
- 2- Portable Utility Lights for Checkpoint

PT-16-11
Oglala Sioux - South Dakota
\$481,325.00
Funding Source: 402

Reservation Population: 35,000
Land Base: 3,100,000 acres
Road Miles: 1,900

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Oglala Sioux Reservation by 50% from the FY2014 number of 2 to 1 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 258 to 233 by the end of FY2016.

To increase the number of DUI arrests by 1% from the FY2014 number of 769 to 780 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 2% from the FY2014 number of 3,527 to 3,600 by the end of FY2016.

To increase the number of speed citations issued by 4% from the FY2014 number of 3,268 to 3,400 by the end of FY2016.

STRATEGIES:

- Fund three (3) Highway Safety Officers and one (1) Data Clerk.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than forty-eight (48) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

3 PBTs
 1 Blackmax Light
 1 Generator

PT-16-12
Jicarilla Apache - New Mexico
\$295,300.00
Funding Source: 402

Reservation Population: 5,500
Land Base: 1,000,000 acres
Road Miles: 7,683

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain motor vehicle related fatalities on the Jicarilla Apache Reservation at 0 by the end of FY2016.

To decrease motor vehicle related crashes by 25% from the FY2014 number of 85 to 64 by the end of FY2016.

To increase the number of DUI arrests by 25% from the FY2014 number of 75 to 100 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 4% from the FY2014 number of 768 to 800 by the end of FY2016.

To increase the number of speed citations issued by 1% from the FY2014 number of 1,997 to 2,000 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Lidar
- 1 - In Car Camera
- 2 - Lap Top
- 2 - Digital Camera
- Checkpoint Equipment

PT-16-13
Shoshone Bannock - Idaho
\$94,100.00
Funding Source: 402

Reservation Population: 8,700
Land Base: 544,000 acres
Road Miles: 850

GOALS:

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

TARGETS: (FY14 numbers were provided by the tribe 15% was the target selected because the Tribes linear trend analysis reflects a decrease in arrests and citations issued rather than an increase, this could be due to aggressive traffic monitoring and enforcement)

To reduce the number of motor vehicle related fatalities on the Shoshone Bannock Reservation by 20% from the FY2014 number of 10 to 8 by the end of FY2016.

To decrease motor vehicle related crashes by 21% from the FY2014 number of 177 to 139 by the end of FY2016.

To increase the number of DUI arrests by 15% from the FY2014 number of 115 to 132 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 15% from the FY2014 number of 93 to 106 by the end of FY2016.

To increase the number of speed citations issued by 15% from the FY2014 number of 512 to 588 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

1- Lidar

PT-16-14
Crow Nation - Montana
\$133,500.00
Funding Source: 402

Reservation Population: 13,629 Land Base: 2.3 Million acres Road Miles: 3,347

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Crow Reservation by 50% from the FY2014 number of 6 to 3 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 123 to 111 by the end of FY2016.

To increase the number of DUI arrests by 25% from the FY2014 number of 192 to 240 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 25% from the FY2014 number of 130 to 162 by the end of FY2016.

To increase the number of speed citations issued by 25% from the FY2014 number of 244 to 305 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twelve (12) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Lap Top
- 1 - PBT
- 1 - Digital Camera

PT-16-15
Turtle Mountain - North Dakota
\$104,700.00
Funding Source: 402

Reservation Population: 6,500+

Land Base: 79,176 acres

Road Miles: 233

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Turtle Mountain Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 5% from the FY2014 number of 167 to 158 by the end of FY2016.

To increase the number of DUI arrests by 13% from the FY2014 number of 151 to 170 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 8% from the FY2014 number of 833 to 900 by the end of FY2016.

To increase the number of speed citations issued by 5% from the FY2014 number of 622 to 650 by the end of FY2016.

STRATEGIES:

- Fund one (1) Highway Safety Officer.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than nine (9) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1- PBT
- 1 - In Car Video
- 1 - Scanner
- 1- Radar
- 1 - Lap Top
- 1 - Digital Camera

PT-16-16
Menominee Nation - Wisconsin
\$126,546.00
Funding Source: 402

Reservation Population: 4,232

Land Base: 235,523 acres

Road Miles: 650

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Menominee Reservation by 100% from the FY2015 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 165 to 148 by the end of FY2016.

To increase the number of DUI arrests by 5% from the FY2014 number of 147 to 154 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 4% from the FY2014 number of 736 to 765 by the end of FY2016.

To increase the number of speed citations issued by 5% from the FY2014 number of 242 to 254 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers.
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

4 - School Crossing Panel Kits

Checkpoint Equipment:

3 - CEP Temp Jobsite Light

50 - 36” traffic Cones

2 - 36” DOT Orange Portable Traffic Signs “Child Safety Seat Check Ahead”

2 - 36” DOT Orange Portable Traffic Signs “Free Car Seat Check”

2 - 36” DOT Orange Portable Traffic Signs “DUI Check Point Ahead”

6 - Rubber Base System Sign Stands

PT-16-17
Rosebud Sioux - South Dakota
\$146,180.00
Funding Source: 402

Reservation Population: 33,000
Land Base: 960,000 acres
Road Miles: 925

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Rosebud Sioux Reservation by 40% from the FY2015 number of 5 to 3 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 217 to 196 by the end of FY2016.

To increase the number of DUI arrests by 10% from the FY2014 number of 446 to 490 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 8% from the FY2014 number of 688 to 740 by the end of FY2016.

To increase the number of speed citations issued by 650% from the FY2014 number of 20 to 150 by the end of FY2016.

STRATEGIES:

- Fund two (2) Highway Safety Officers
- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 1 - Radar
- 1 - Video Camera
- 1 - Lap Top
- 1 - Digital Camera

Checkpoint:

- 100 - Cones
- 4 - Signs
- 1 - Generator
- 1 - Out Door Light

POLICE TRAFFIC SERVICES – LAW ENFORCEMENT GRANTS OVERTIME**OT-16-18-01****Upper Sioux Indian Community - Minnesota****\$77,350.00****Funding Source: 402**

Reservation Population: 520

Land Base: 1,386 acres

Road Miles: 27

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities in 2014 on the Upper Sioux Reservation by 0 by the end of FY2016.

To decrease motor vehicle related crashes by 13% from the FY2014 number of 48 to 42 by the end of FY2016.

To increase the number of DUI arrests by 13% from the FY2014 number of 53 to 60 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 6% from the FY2014 number of 273 to 290 by the end of FY2016.

To increase the number of speed citations issued by 17% from the FY2014 number of 213 to 250 by the end of FY2016.

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 twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

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

PT-16-18-02
Lower Sioux Indian Community - Minnesota
\$56,625.00
Funding Source: 402

Reservation Population: 21,274
Land Base: 837,425 acres
Road Miles: 1,408

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Lower Sioux Reservation by the FY2014 number of 0 by the end of FY2016.

To decrease motor vehicle related crashes by 15% from the FY2014 number of 41 to 35 by the end of FY2016.

To increase the number of DUI arrests by 25% from the FY2014 number of 16 to 20 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 41% from the FY2014 number of 32 to 45 by the end of FY2016.

To increase the number of speed citations issued by 10% from the FY2014 number of 200 to 220 by the end of FY2016.

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

EQUIPMENT:

3 -PBTs

PT-16-18-03
Pyramid Lake Paiute - Nevada
\$58,800.00
Funding Source: 402

Reservation Population: 2,720
Land Base: 476,000 acres
Road Miles: 205

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Pyramid Lake Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 7% from the FY2014 number of 27 to 25 by the end of FY2016.

To increase the number of DUI arrests by 56% from the FY2014 number of 16 to 25 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 75% from the FY2014 number of 114 to 200 by the end of FY2016.

To increase the number of speed citations issued by 29% from the FY2014 number of 271 to 350 by the end of FY2016.

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 nine (9) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-18-04
White Earth Band of Chippewa - Minnesota
\$52,400.00
Funding Source: 402

Reservation Population: 21,274
Land Base: 837,425 acres
Road Miles: 1,408

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the White Earth Band of Chippewa Reservation by 60% from the FY2014 number of 5 to 2 by the end of FY2016.

To decrease motor vehicle related crashes by 15% from the FY2014 number of 201 to 170 by the end of FY2016.

To increase the number of DUI arrests by 13% from the FY2014 number of 151 to 170 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 13% from the FY2014 number 3,096 of to 3,500 by the end of FY2016.

To increase the number of speed citations issued by 11% from the FY2014 number of 674 to 750 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-05
Eastern Shoshone - Wyoming
\$43,500.00
Funding Source: 402

Reservation Population: 15,000

Land Base: 2.2 Million acres

Road Miles: 400

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Eastern Shoshone Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 20% from the FY2014 number of 241 to 193 by the end of FY2016.

To increase the number of DUI arrests by 6% from the FY2014 number of 199 to 210 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 11% from the FY2014 number of 359 to 400 by the end of FY2016.

To increase the number of speed citations issued by 69% from the FY2014 number of 118 to 200 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-06
Cahto Rancheria - California
\$9,550.00
Funding Source: 402

Reservation Population: 253
Land Base: 202 acres
Road Miles: 3.5

GOALS:

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

TARGETS: (Reported by Tribes)

Maintain the number of motor vehicle related fatalities on the Cahto Rancheria Reservation at 0 by the end of FY2016.

To decrease motor vehicle related crashes by 75% from the FY2014 number of 4 to 1 by the end of FY2016.

To increase the number of DUI arrests by 400% from the FY2014 number of 2 to 10 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 200% from the FY2014 number of 20 to 60 by the end of FY2016.

To increase the number of speed citations issued by 400% from the FY2014 number of 10 to 50 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-07
Blackfeet Nation -
Montana
\$49,649.00
Funding Source: 402

Reservation Population: 10,405

Land Base: 3,000 sq. miles

Road Miles: 1,172.60

GOALS:

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

TARGETS: (Reported By Tribes)

To reduce the number of motor vehicle related fatalities on the Blackfeet Reservation by 25% from the FY2014 number of 4 to 3 by the end of FY2016.

To decrease motor vehicle related crashes by 49% from the FY2014 number of 282 to 143 by the end of FY2016.

To increase the number of DUI arrests by 28% from the FY2014 number of 564 to 720 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 34% from the FY2014 number of 1,119 to 1,500 by the end of FY2016.

To increase the number of speed citations issued by 79% from the FY2014 number of 279 to 500 by the end of FY2016.

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 sixty (60) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-18-08
Sisseton-Wahpeton - South Dakota
\$41,100.00
Funding Source: 402

Reservation Population: 9,958

Land Base: 1,450 acres

Road Miles: 924

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Sisseton-Wahpeton Reservation at 0 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 90 to 80 by the end of FY2016.

To increase the number of DUI arrests by 7% from the FY2014 number of 178 to 190 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 3% from the FY2014 number of 1,405 to 1,450 by the end of FY2016.

To increase the number of speed citations issued by 2% from the FY2014 number of 1,151 to 1,175 by the end of FY2016.

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

EQUIPMENT: None

P-18-09
Pueblo of Santa Clara – New Mexico
\$121,300.00
Funding Source: 402

Reservation Population: 11,417
Land Base: 56,000 acres
Road Miles: 178

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Santa Clara Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 65 to 58 by the end of FY2016.

To increase the number of DUI arrests by 10% from the FY2014 number of 28 to 31 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 20% from the FY2014 number of 828 to 993 by the end of FY2016.

To increase the number of speed citations issued by 20% from the FY2014 number of 1,002 to 1,200 by the end of FY2016.

STRATEGIES:

- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than one-hundred (100) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-18-10
Fort Peck - Montana
\$70,180.00
Funding Source: 402

Reservation Population: 10,321
Land Base: 926,000 acres
Road Miles: 801

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Fort Peck Reservation by the FY2014 number of 2 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 66 to 60 by the end of FY2016.

To increase the number of DUI arrests by 26% from the FY2014 number of 159 to 200 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 12% from the FY2014 number of 493 to 550 by the end of FY2016.

To increase the number of speed citations issued by 79% from the FY2014 number of 56 to 100 by the end of FY2016.

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 twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

- 3 - Body Cameras
- 3 - Intoximeters

PT-16-18-11
Lac Courte Oreilles - Wisconsin
\$50,000.00
Funding Source: 402

Reservation Population: 3,100
Land Base: 77,000 acres
Road Miles: 319

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Lac Courte Reservation by the FY2014 number of 0 by the end of FY2016.

To decrease motor vehicle related crashes by 20% from the FY2014 number of 25 to 20 by the end of FY2016.

To increase the number of DUI arrests by 19% from the FY2014 number of 42 to 50 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 25% from the FY2014 number of 45 to 52 by the end of FY2016.

To increase the number of speed citations issued by 25% from the FY2014 number of 138 to 175 by the end of FY2016.

STRATEGIES:

- Utilize tribal crash data to identify high DUI locations and increase impaired driving enforcement in those areas.
- Increase traffic patrols for all moving violations.
- Provide training for officer(s) in SFST, radar, and saturation patrol and checkpoint methods.
- Provide support to the “Click It or Ticket” mobilization and “Drive Sober or Get Pulled Over” crackdown and the “Don’t Shatter the Dream” Indian State holiday mobilization through high visibility patrols, conducting sobriety checkpoints and saturation patrols.
- Conduct or participate in not less than three (3) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-18-12
Fort McDowell Yavapai Nation - Arizona
\$159,600.00
Funding Source: 402

Reservation Population: 2,500

Land Base: 24,680 acres

Road Miles: 24,680

GOALS:

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)

To reduce the number of motor vehicle related fatalities on the Fort McDowell Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 31% from the FY2014 number of 29 to 20 by the end of FY2016.

To increase the number of DUI arrests by 25% from the FY2014 number of 40 to 50 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 5% from the FY2014 number of 1050 to 1100 by the end of FY2016.

To increase the number of speed citations issued by 13% from the FY2014 number of 530 to 600 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-13
Prairie Band of Potawatomi - Kansas
\$51,300.00
Funding Source: 402

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

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Potawatomi Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 20% from the FY2014 number of 35 to 28 by the end of FY2016.

To increase the number of DUI arrests by 29% from the FY2014 number of 17 to 22 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 25% from the FY2014 number of 176 to 220 by the end of FY2016.

To increase the number of speed citations issued by 49% from the FY2014 number of 55 to 82 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-14
Southern Ute - Colorado
\$104,000.00
Funding Source: 402

Reservation Population: 12,153
Land Base: 670,000 acres
Road Miles: 716.25

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Southern Ute Reservation by the FY2014 number of 1 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 187 to 168 by the end of FY2016.

To increase the number of DUI arrests by 100% from the FY2014 number of 41 to 82 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2014 number of 239 to 263 by the end of FY2016.

To increase the number of speed citations issued by 100% from the FY2014 number of 100 to 200 by the end of FY2016.

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 nine (9) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT: None

PT-16-18-15
Hualapai Nation - Arizona
\$71,500.00
Funding Source: 402

Reservation Population: 2,238

Land Base: 1,000,431 acres

Road Miles: 459

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Hualapai Reservation by 100% from the FY2014 number of 1 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 13% from the FY2014 number of 75 to 65 by the end of FY2016.

To increase the number of DUI arrests by 24% from the FY2014 number of 93 to 115 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 25% from the FY2014 number of 188 to 235 by the end of FY2016.

To increase the number of speed citations issued by 25% from the FY2014 number of 754 to 942 by the end of FY2016.

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

EQUIPMENT:

Checkpoint Equipment
 190 - Traffic Cones

PT-16-18-16
Skokomish Indian Tribe - Washington
\$15,400.00
Funding Source: 402

Reservation Population: 644

Land Base: 4,950 acres

Road Miles: 84

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Skokomish Reservation by the FY2014 number of 0 by the end of FY2016.

To decrease motor vehicle related crashes by 100% from the FY2014 number of 2 to 0 by the end of FY2016.

To increase the number of DUI arrests by 100% from the FY2014 number of 0 to 2 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 28% from the FY2014 number of 47 to 60 by the end of FY2016.

To increase the number of speed citations issued by 32% from the FY2014 number of 19 to 25 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-17
Millie Lacs Band of Ojibwe - Minnesota
\$37,700.00
Funding Source: 402

Reservation Population: 4,545
Land Base: 61,000 acres
Road Miles: 475

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Mille Lacs Reservation by the FY2014 number of 0 by the end of FY2016.

To maintain motor vehicle related crashes from the FY2014 number of 0 by the end of FY2016.

To increase the number of DUI arrests by 700% from the FY2014 number of 3 to 24 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 388% from the FY2014 number of 50 to 244 by the end of FY2016.

To increase the number of speed citations issued by 597% from the FY2014 number of 35 to 244 by the end of FY2016.

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

EQUIPMENT:

- 1 - Radars
- 1 - PBTs

PT-16-18-18
Salt River Pima Maricopa - Arizona
\$116,465.00
Funding Source: 402

Reservation Population: 11,000
Land Base: 56,200 acres
Road Miles: 195.9

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the Salt River Reservation by 33% from the FY2014 number of 3 to 2 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 671 to 604 by the end of FY2016.

To increase the number of DUI arrests by 10% from the FY2014 number of 562 to 618 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 10% from the FY2014 number of 7,947 to 8,742 by the end of FY2016.

To increase the number of speed citations issued by 10% from the FY2014 number of 4,709 to 5,180 by the end of FY2016.

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 twenty-four (24) checkpoints and/or saturation patrols.
- Provide not less than two (2) educational presentations per HSO each year to elementary, high school, college students and community members on the effects of impaired driving.

EQUIPMENT:

Drug Test Kits (Pending NHTSA Approval)

PT-16-18-19
Jemez Pueblo New Mexico
\$55,000.00
Funding Source: 402

Reservation Population: 10,469

Land Base: 884,194 acres

Road Miles: 459

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the number of motor vehicle related fatalities on the Jemez Reservation from the FY2014 number of 0 by the end of FY2016.

To decrease motor vehicle related crashes by 10% from the FY2014 number of 25 to 20 by the end of FY2016.

To increase the number of DUI arrests by 67% from the FY2014 number of 9 to 15 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 156% from the FY2014 number of 390 to 1,000 by the end of FY2016.

To increase the number of speed citations issued by 26% from the FY2014 number of 2,783 to 3,500 by the end of FY2016

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

EQUIPMENT: None

PT-16-18-20
Hopland Band of Pomo Indians - California
\$29,300.00
Funding Source: 402

Reservation Population: 12,000

Land Base: 2,000 acres

Road Miles: 9.4

GOALS:

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

TARGETS: (Reported by Tribes)

To maintain the FY2014 number of 0 for motor vehicle related fatalities on the Hopland Band of Pomo Indians Reservation by the end of FY2016.

To decrease motor vehicle related crashes by 100% from the FY2014 number of 7 to 0 by the end of FY2016.

To increase the number of DUI arrests by 29% from the FY2014 number of 7 to 9 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 11% from the FY2014 number of 63 to 70 by the end of FY2016.

To increase the number of speed citations issued by 4% from the FY2014 number of 96 to 100 by the end of FY2016.

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

EQUIPMENT: None

PT-16-18-21
White Mountain Apache - Arizona
\$62,900.00
Funding Source: 402

Reservation Population: 17,000
Land Base: 1.67 Million acres
Road Miles: 1,010

GOALS:

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

TARGETS: (Reported by Tribes)

To reduce the number of motor vehicle related fatalities on the White Mountain Apache Reservation by 100% from the FY2014 number of 2 to 0 by the end of FY2016.

To decrease motor vehicle related crashes by 20% from the FY2014 number of 280 to 224 by the end of FY2016.

To increase the number of DUI arrests by 16% from the FY2014 number of 341 to 394 by the end of FY2016.

To increase the number of traffic citations (excluding speed and DUI) by 74% from the FY2014 number of 65 to 113 by the end of FY2016.

To increase the number of speed citations issued by 70% from the FY2014 number of 207 to 352 by the end of FY2016.

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

EQUIPMENT:

- 2 - Radars
- 2 - In Car Video Cameras

POLICE TRAFFIC SERVICES BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
PT-16-00-01	Bureau of Indian Affairs	\$ 500.00	402
PT-16-00-02	Bureau of Indian Affairs	\$ 500.00	402
PT-16-01	Ramah Navajo Tribe	\$ 150,426.00	402
PT-16-02	Red Lake	\$ 336,300.00	402
PT-16-03	Walker River Paiute	\$ 136,300.00	402
PT-16-04	Leech Lake	\$ 197,550.00	402
PT-16-05	Isleta Pueblo	\$ 409,550.00	402
PT-16-06	Rocky Boy Chippewa Cree	\$ 135,100.00	402
PT-16-07	Cheyenne River Sioux	\$ 343,880.00	402
PT-16-08	Laguna Pueblo	\$ 238,425.00	402
PT-16-09	Northern Cheyenne	\$ 129,000.00	402
PT-16-10	Acoma Pueblo	\$ 186,840.00	402
PT-16-11	Oglala Sioux	\$ 481,325.00	402
PT-16-12	Jicarilla Apache Nation	\$ 295,300.00	402
PT-16-13	Shoshone Bannock	\$ 94,100.00	402
PT-16-14	Crow Nation	\$ 133,500.00	402
PT-16-15	Turtle Mountain	\$ 104,700.00	402
PT-16-16	Menominee	\$ 126,546.00	402
PT-16-17	Rosebud Sioux	\$ 146,180.00	402
PT-16-18	Overtime and Checkpoints		
PT-16-18-01	Upper Sioux Indian Community	\$ 77,350.00	402
PT-16-18-02	Lower Sioux Indian Community	\$ 56,625.00	402
PT-16-18-03	Pyramid Lake Paiute	\$ 58,800.00	402
PT-16-18-04	White Earth Band of Chippewa	\$ 52,400.00	402
PT-16-18-05	Eastern Shoshone	\$ 43,500.00	402
PT-16-18-06	Cahto Rancheria	\$ 9,550.00	402
PT-16-18-07	Blackfeet Tribe	\$ 49,649.00	402
PT-16-18-08	Sisseton Wahpeton Sioux Tribe	\$ 41,100.00	402
PT-16-18-09	Santa Clara Pueblo	\$ 121,300.00	402
PT-16-18-10	Fort Peck Assiniboine	\$ 70,180.00	402
PT-16-18-11	Lac Courte Oreilles	\$ 50,000.00	402
PT-16-18-12	Fort McDowell Yavapai Nation	\$ 159,600.00	402
PT-16-18-13	Prairie Band of Potawatomi	\$ 51,300.00	402
PT-16-18-14	Southern Ute Indian Tribe	\$ 104,000.00	402
PT-16-18-15	Hualapai Nation	\$ 71,500.00	402
PT-16-18-16	Skokomish Indian Tribe	\$ 15,400.00	402
PT-16-18-17	Millie Lacs Band of Ojibwe	\$ 67,825.00	402
PT-16-18-18	Salt River Pima Maricopa	\$ 138,765.00	402
PT-16-18-19	Jemez Pueblo	\$ 55,000.00	402
PT-16-18-20	White Mountain Apache	\$ 62,900.00	402
PT-16-18-21	Hopland Band of Pomo Indians	\$ 29,300.00	402
PT-16-18-22	Additional OT Projects	\$ 200,000.00	402
Total 402 Funds		\$ 5,232,066.00	

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAM AREA PROBLEM IDENTIFICATION

Tribal Traffic Records data continues to be a priority of the Indian Highway Safety Program. The BIA IHSP serves as part of the tribal Safety Management Systems (SMS) Steering Committee. This committee is comprised of members from Tribes and other federal agencies such as National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), Indian Health Service (IHS), Centers for Disease Center (CDC), and tribal Technical Assistance Programs (TTAPs). A sub-committee of the many members of the SMS Steering Committee serves as the tribal Traffic Records Coordinating Committee (TTRCC) for the BIA IHSP. The TTRCC will make every effort to meet at least quarterly during FY2015 and develop a multi-year Traffic Records Strategic Plan.

In addition, FY2016 projects will be required to report all traffic related data to the IHSP as it relates to the traffic records program.

Performance Measures/Targets:

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

Develop training program to educate tribes of the importance of data collection and utilization. Increase tribal Traffic Records Coordinating Committee meetings from 0 in FY2014 to 4 in FY2016. Telephone conferences may be held in lieu of in-person meetings.

Develop a multi-year Traffic Records Strategic Plan by the end of FY2016.

Justification for Traffic Records Targets:

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

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

TR-16-02
Indian Highway Safety Program
\$500,000.00
Funding Source: 402

GOAL:

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

Convene quarterly meetings of the tribal Traffic Records Coordinating Committee.

To establish traffic records systems, by providing funding for the purpose of collecting all traffic crash data on reservations within Indian Country by the end of FY2016.

To develop a multi-year Traffic Records Strategic Plan to be submitted to NHTSA for approval.

STRATEGIES:

- Provide funding to the Tribes to purchase traffic records software and hardware.
- Provide training for Tribes in use of traffic records software.
- Provide traffic records technical assistance to all Tribes participating in the annual BIA Indian Highway Safety Program.
- To offer assistance to Tribes not currently participating in program as requested.

PROJECT DESCRIPTION:

Provide funds to Tribes to set up Traffic Records systems.

EQUIPMENT: None

K9-16-01
Indian Highway Safety Program
\$173,807.40
Funding Source: 408

GOAL:

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

TARGETS:

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

Provide travel and training resources to a minimum of 40 tribal members to attend a traffic records training seminar.

To develop a traffic records/data analysis course specific to NA issues.

STRATEGIES:

- Convene meetings of the tribal Traffic Records Coordinating Committee to plan for traffic records training seminar.
- Provide traffic records conference and training information to all federally recognized Tribes in Indian Country.
- Coordinate with Federal Highway Administration (FHWA), tribal Technical Assistance Programs (TTAPs), Indian Health Service (IHS) and Centers for Disease (CDC) to provide traffic safety conference and training information to all federally recognized Tribes in Indian country.
- Provide traffic records educational materials to Tribes.

PROJECT DESCRIPTION:

Conduct a Traffic Records Training Seminar, planned and conducted by the tribal Traffic Records Coordinating Committee.

EQUIPMENT: None

TRAFFIC RECORDS BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
TR-16-02	Indian Highway Safety Program	\$ 500,000.00	402
K9-16-01	Indian Highway Safety Program	\$ 173,807.40	408
402 Total		\$ 500,000.00	
408 Total		\$ 173,807.40	

V. PERFORMANCE COST SUMMARY

Planning & Administration Cost Summary - Planning & Administration Budget Summary - FY 16

Project Number	Project Title	Budget	Budget Source
PA-16-01	BIA Program Management	\$ 234,870.00	402
	BIA Program Management (ESTIMATED CARRY FORWARD FUNDS)	\$ 100,000.00	402
Total 402 Funds		\$ 334,870.00	

Alcohol Cost Summary - Alcohol Budget Summary - FY 16 Projects

Project Number	Project Title	Budget	Budget Source
AL-16-01	BIA OJS - Bat Mobiles	\$ 100,000.00	402
AL-16-03	Lower Brule Sioux Tribe	\$ 170,000.00	402
Total 402 Funds		\$ 270,000.00	

Occupant Protection Cost Summary - Occupant Protection Budget Summary - FY16 Projects

Project Number	Project Title	Budget	Budget Source
OP-16-01	Seat Belt Survey	\$ 125,000.00	402
OP-16-02	Ramah Navajo Tribe	\$ 5,225.00	402
OP-16-03	Reno Sparks Indian Colony	\$ 2,990.00	402
OP-16-04	Fort McDowell	\$ 5,950.00	402
OP-16-05	Gila River	\$ 35,860.00	402
OP-16-06	Prairie Band Potawatomi Nation	\$ 30,000.00	402
OP-16-07	Nez Perce	\$ 9,975.00	402
OP-16-08	Colorado River Indian Tribe	\$ 5,396.00	402
OP-16-09	Oglala Sioux	\$ 16,500.00	402
OP-16-10	Shoshone Bannock	\$ 9,995.00	402
OP-16-11	Isleta Pueblo	\$ 6,700.00	402
OP-16-12	Jemez Pueblo	\$ 6,750.00	402
OP-16-13	White Earth	\$ 8,707.00	402
OP-16-14	Menominee	\$ 2,800.00	402
OP-16-15	Leech Lake	\$ 7,500.00	402
OP-16-16	Northern Cheyenne	\$ 7,348.00	402
OP-16-17	Choctaw Nation	\$ 8,700.00	402
OP-16-18	Comanche Nation	\$ 5,082.00	402
OP-16-19	San Ildefonso Pueblo	\$ 5,000.00	402
OP-16-20	Susanville Rancheria	\$ 645.00	402
OP-16-21	Kaw Nation	\$ 7,190.00	402
OP-16-22	Skokomish Indian Tribe	\$ 5,740.00	402
OP-16-23	Wichita & Affiliated Tribes	\$ 7,000.00	402
OP-16-24	Rocky Boy Chippewa Cree	\$ 8,400.00	402
Total 402 Funds		\$ 334,453.00	

Police Traffic Safety Cost Summary - Police Traffic Safety Budget Summary - FY16 Projects

Project Number	Project Title	Budget	Budget Source
PT-16-00-01	Bureau of Indian Affairs	\$ 500.00	402
PT-16-00-02	Bureau of Indian Affairs	\$ 500.00	402
PT-16-01	Ramah Navajo Tribe	\$ 150,426.00	402
PT-16-02	Red Lake	\$ 336,300.00	402
PT-16-03	Walker River Paiute	\$ 136,300.00	402
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PT-16-08	Laguna Pueblo	\$ 238,425.00	402
PT-16-09	Northern Cheyenne	\$ 129,000.00	402
PT-16-10	Acoma Pueblo	\$ 186,840.00	402
PT-16-11	Oglala Sioux	\$ 481,325.00	402
PT-16-12	Jicarilla Apache Nation	\$ 295,300.00	402
PT-16-13	Shoshone Bannock	\$ 94,100.00	402
PT-16-14	Crow Nation	\$ 133,500.00	402
PT-16-15	Turtle Mountain	\$ 104,700.00	402
PT-16-16	Menominee	\$ 126,546.00	402
PT-16-17	Rosebud Sioux	\$ 146,180.00	402
PT-16-18	Overtime and Checkpoints		
PT-16-18-01	Upper Sioux Indian Community	\$ 77,350.00	402
PT-16-18-02	Lower Sioux Indian Community	\$ 56,625.00	402
PT-16-18-03	Pyramid Lake Paiute	\$ 58,800.00	402
PT-16-18-04	White Earth Band of Chippewa	\$ 52,400.00	402
PT-16-18-05	Eastern Shoshone	\$ 43,500.00	402
PT-16-18-06	Cahto Rancheria	\$ 9,550.00	402
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PT-16-18-12	Fort McDowell Yavapai Nation	\$ 159,600.00	402
PT-16-18-13	Prairie Band of Potawatomi	\$ 51,300.00	402
PT-16-18-14	Southern Ute Indian Tribe	\$ 104,000.00	402
PT-16-18-15	Hualapai Nation	\$ 71,500.00	402
PT-16-18-16	Skokomish Indian Tribe	\$ 15,400.00	402
PT-16-18-17	Millie Lacs Band of Ojibwe	\$ 67,825.00	402
PT-16-18-18	Salt River Pima Maricopa	\$ 138,765.00	402
PT-16-18-19	Jemez Pueblo	\$ 55,000.00	402
PT-16-18-20	White Mountain Apache	\$ 62,900.00	402
PT-16-18-21	Hopland Band of Pomo Indians	\$ 29,300.00	402
PT-16-18-22	Additional OT Projects	\$ 200,000.00	402
Total 402 Funds		\$ 5,232,066.00	

Traffic Records Cost Summary - Traffic Records Budget Summary - FY 16 Projects

Project Number	Project Title	Budget	Budget Source
TR-16-02	Indian Highway Safety Program	\$ 500,000.00	402
K9-16-01	Indian Highway Safety Program	\$ 173,807.40	408
402 Total		\$ 500,000.00	
408 Total		\$ 173,807.40	

PROGRAM AREAS	BUDGETS
Total Planning & Administration	\$ 334,870.00
Total Alcohol	\$ 270,000.00
Total Occupant Protection	\$ 334,453.00
Total Police Traffic Services	\$ 5,232,066.00
Total Traffic Records 402	\$ 500,000.00
Total Traffic Records 408	\$ 173,804.40
Total Program Funds	\$ 6,845,193.40

Evidence-based Traffic Safety Enforcement Program

STATE ANALYSIS

ARIZONA

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

In FY2016, the BIA IHSP will offer Overtime enforcement grants to four (4) Tribes:

- Fort McDowell Yavapai Nation
- Hualapai Nation
- Salt River Pima-Maricopa Indian Community
- White Mountain Apache

Fort McDowell Yavapai Nation, Salt River Pima-Maricopa Indian Community, Colorado River Indian Tribe is currently receiving funding for Overtime enforcement grants in FY15.

In FY2014, 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 27.

Total Number of MVC Fatalities and Crashes in Arizona Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Fort McDowell Yavapai Nation	52	21
San Carlos Apache	4	208
Salt River Pima Maricopa	3	671
White Mountain Apache	8	22
Total	67	922

Table 27

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

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

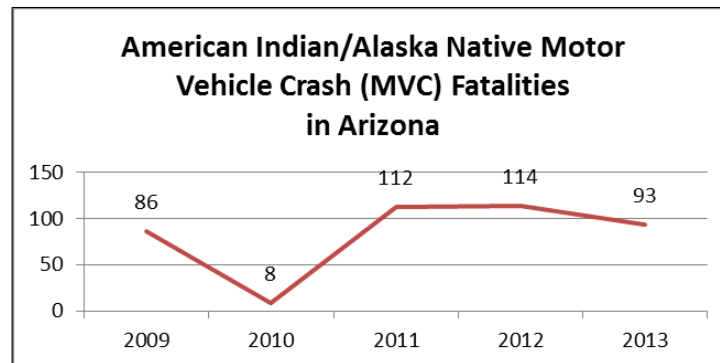


Figure 19

CALIFORNIA

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

In FY2016, the BIA IHSP will offer Overtime enforcement grants to two (2) Tribes:

- Hopland Band of Pomo Indians
- Cahto Rancheria

Hopland Band of Pomo Indians is currently receiving funding for Overtime enforcement grant in FY15.

In FY2014, the IHSP funded one (1) Tribe. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 28).

Total Number of MVC Fatalities and Crashes in California Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Hopland Band of Pomo Indians	0	0
Total	0	0

Table 28

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

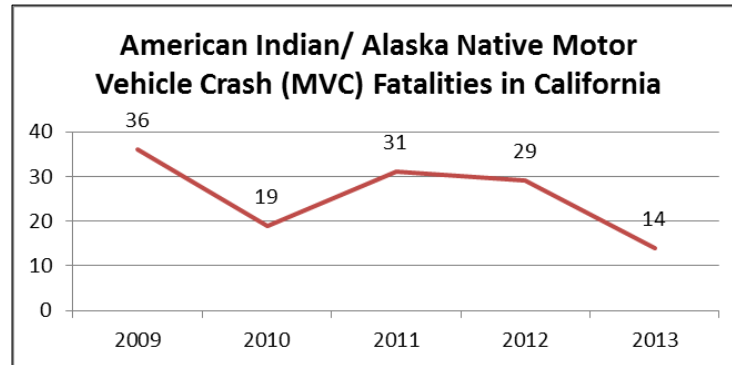


Figure 20

COLORADO

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

In FY2016, the IHSP will award an Overtime enforcement grant to the Southern Ute Tribe. Southern Ute is currently funded as an overtime enforcement grant in FY15.

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

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

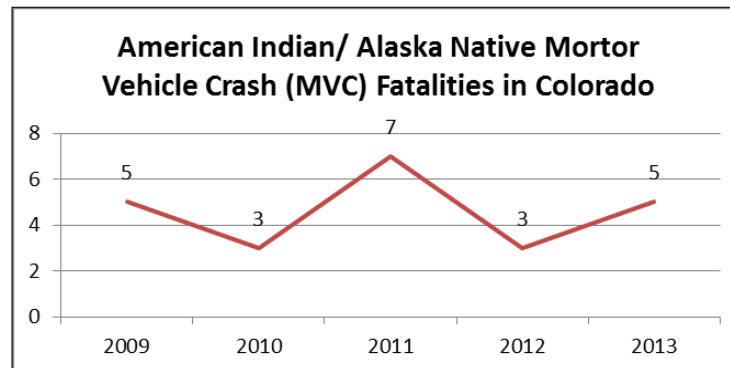


Figure 21

IDAHO

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 FY2016, the IHSP will offer the Shoshone-Bannock Tribe a Police Traffic Services (PTS) grant. Shoshone-Bannock Tribe is currently receiving funding in FY15 for a PTS grant.

In FY2014, the IHSP funded one (1) Tribe in Idaho. In FY2014, the Shoshone-Bannock Tribe reported ten (10) MVC fatalities and a total of 829 motor vehicle crashes. The total number of fatal MVCs and crashes reported to the IHSP for the project year are listed below in (Table 29).

Total Number of MVC Fatalities and Crashes in Idaho Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Shoshone Bannock	10	829
Total	10	829

Table 29

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



Figure 22

KANSAS

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

In FY2016, the IHSP will contract with the Prairie Band of Potawatomi for an Overtime enforcement grant.

Prairie Band of Potawatomi is currently receiving funding in FY15 for a PTS grant.

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

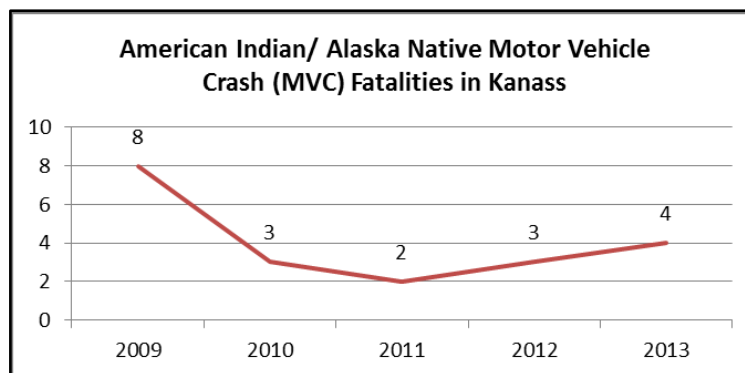


Figure 23

MICHIGAN

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

In FY2016, the IHSP will award overtime enforcement grants to:

Saginaw Chippewa
Lac Vieux Desert

These two tribes are currently receiving funding for an overtime enforcement grant in FY15.

The IHSP did not fund any tribes from Michigan in FY2014. Figure 24 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Michigan.

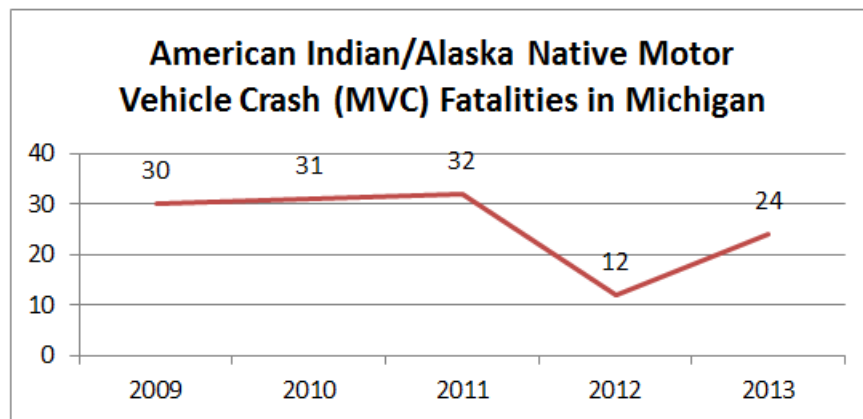


Figure 24

MINNESOTA

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

In FY2016, Police Traffic Services (PTS) grants will be awarded to:

Red Lake Band of Chippewa
Leech Lake Band of Ojibwe
White Earth, Upper Sioux Indian Community
Lower Sioux Indian Community for Police

Overtime Enforcement grants to:

White Earth Band of Chippewa
Upper Sioux Indian Community
Lower Sioux Community
Millie Lacs Band of Ojibwe

Red Lake Band of Chippewa, Leech Lake Band of Ojibwe, White Earth, and Upper Sioux Indian Community are currently receiving funding for PTS grants. White Earth Band of Chippewa and Upper Sioux Indian Community are currently receiving funding in for Overtime enforcement grants for FY 15.

In FY2014, 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 30).

Total Number of MVC Fatalities and Crashes in Minnesota Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Leech Lake Band of Ojibwe	2	137
Red Lake Band of Chippewa	2	121
Upper Sioux Indian Community	0	48
White Earth Band of Chippewa	3	240
Total	7	546

Table 30

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

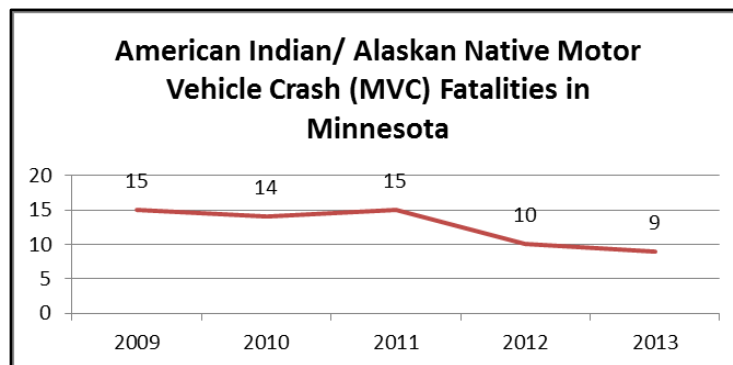


Figure 25

MONTANA

According to the 2010 census, 62,555 American Indians/Alaska Natives live in Montana. Within the geographic boundaries of the State, there are 7 federally recognized tribes 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 FY2016, Police Traffic Services (PTS) grants will be awarded to:

- Crow Nation
- Northern Cheyenne
- Rocky Boy

Overtime enforcement grants will be awarded to:

- Fort Peck
- Blackfeet

In FY 2015, the IHSP funded Crow Nation, Rocky Boy, and Northern Cheyenne with PTS grants. Fort Peck and Blackfeet Tribes are currently being funding for overtime enforcement grants.

In FY 2014, 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 31).

Total Number of MVC Fatalities and Crashes in Montana Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Crow Nation	2	107
Northern Cheyenne	3	71
Rocky Boy Chippewa Cree	2	74
Blackfeet Nation	4	186
Total	11	438

Table 31

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

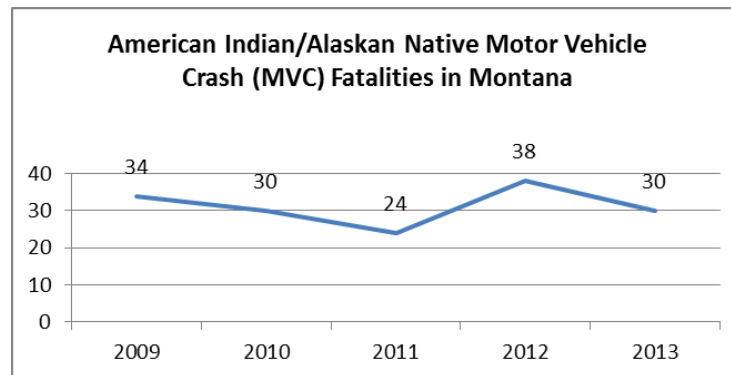


Figure 26

NEVADA

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

In FY2016, the IHSP will award Pyramid Lake an overtime enforcement grant and Walker River with a full time Highway Safety Officer.

The MVC fatality and crash data for the Pyramid Lake and Walker River Tribes for FY2014 is listed in (Table 32).

Total Number of MVC Fatalities and Crashes in Nevada Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Pyramid Lake Paiute	1	27
Walker River Paiute	1	14
Total	2	41

Table 32

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

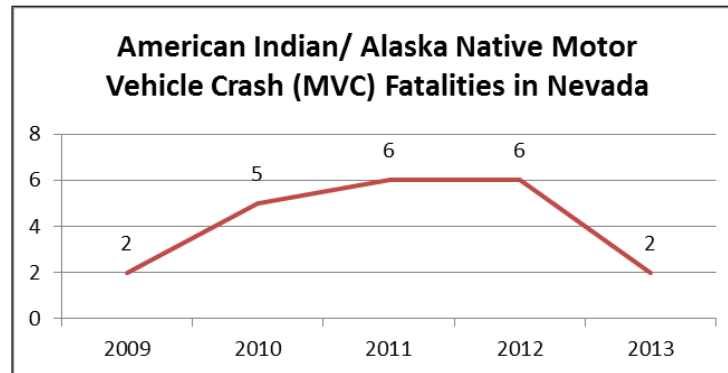


Figure 27

NEW MEXICO

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

In FY2016 Police Traffic Services grants will be awarded to:

- Ramah-Navajo
- Isleta Pueblo
- Laguna Pueblo
- Acoma Pueblo
- Jicarilla Apache

Overtime enforcement grants:

- Santa Clara Pueblo
- Jemez Pueblo

Ramah-Navajo, Isleta Pueblo, Laguna Pueblo, Acoma Pueblo, Jicarilla Apache are currently receiving funding in FY 15 for PTS grants. Santa Clara Pueblo, Jemez Pueblo, and Tesuque Pueblo are also receiving funding for overtime enforcement grants.

Table 33 contains the total number of MVC fatalities and crashes reported to the IHSP by the six (6) New Mexico tribes funded in FY2014.

Total Number of MVC Fatalities and Crashes in New Mexico Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Acoma Pueblo	1	54
Isleta Pueblo	1	0
Jicarilla Apache	0	85
Laguna Pueblo	0	174
Ramah Navajo	0	13
Santa Ana Pueblo	0	35
Total	2	361

Table 33

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



Figure 28

NORTH DAKOTA

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

In FY2016, the Turtle Mountain Band of Chippewa Tribe will contract with the IHSP.

Turtle Mountain is currently receiving funding for an overtime enforcement grant in FY15.

In FY2014, Turtle Mountain reported three (3) MVC fatalities and a total of 128 crashes to IHSP.

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

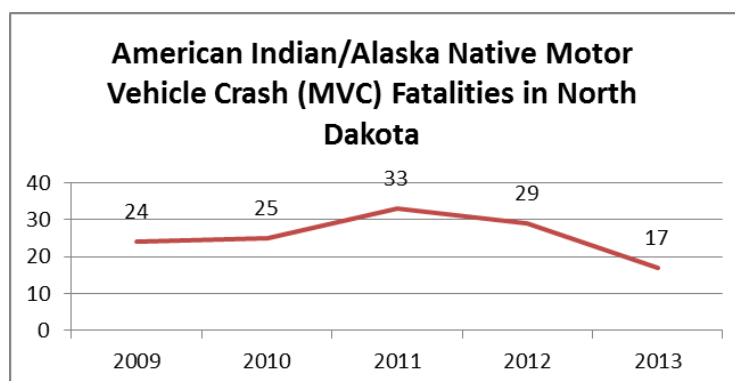


Figure 29

OKLAHOMA

The State of Oklahoma is home to thirty-three (33) federally recognized Tribes.

In FY2016, the IHSP will offer Police Traffic Services (PTS) grants to the Miami Nation in Oklahoma.

In FY 2014 and FY 2015, no tribes from Oklahoma were funded.

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

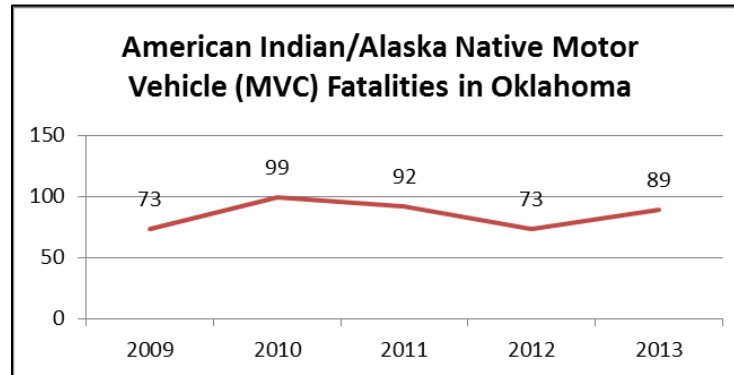


Figure 30

SOUTH DAKOTA

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

In FY2016, the IHSP will offer Police Traffic Services (PTS) grants to:

- Rosebud Sioux Tribe
- Cheyenne River Sioux Tribe
- Oglala Sioux Tribe

Overtime enforcement grant will be awarded to Sisseton-Wahpeton Sioux Tribe.

Rosebud, Cheyenne River, Oglala, and Sisseton-Wahpeton Sioux Tribes are currently receiving funding in the FY15 grant year.

Total Number of MVC Fatalities and Crashes in South Dakota Tribes Funded in FY2014		
	Fatal MVCs	Crashes
Cheyenne River Sioux	0	117
Oglala Sioux	2	213
Rosebud Sioux	5	217
Sisseton-Wahpeton Sioux		90
Total	7	637

Table 34

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

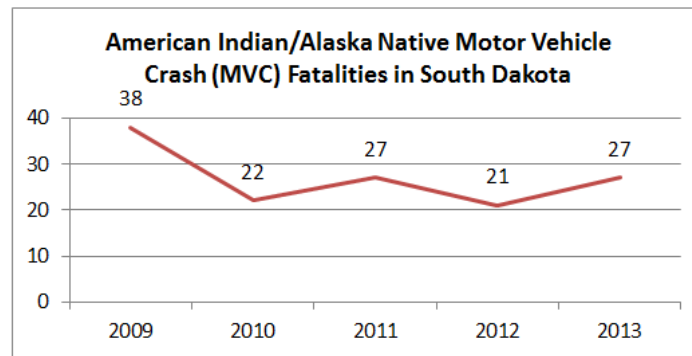


Figure 31

TEXAS

There are three (3) federally recognized tribes in the State of Texas.

The Alabama-Coushatta Tribe is currently receiving funding in the FY15 grant year. Prior to FY15 no tribes in the State of Texas were funded. In FY2016, the IHSP will offer overtime enforcement grant to the Alabama-Coushatta Tribe Figure 32 shows FARs reported deaths attributed to motor vehicle reservation crashes of American Indians/Alaska Natives, from 2009 to 2013, in the State of Texas.

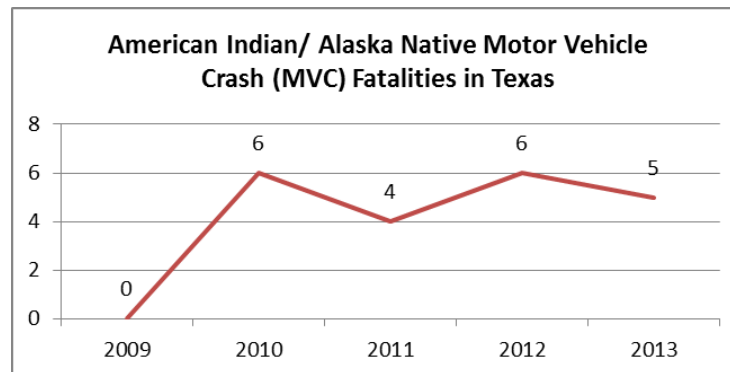


Figure 32

WASHINGTON

The State of Washington is home to thirty-two (32) federally recognized tribes.

In FY2016, the IHSP will offer Police Traffic Services (PTS) grants to the Skokomish Indian Tribe in Washington.

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

In FY2014, Colville reported one (3) MVC fatality and a total of 178 crashes to IHSP.

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

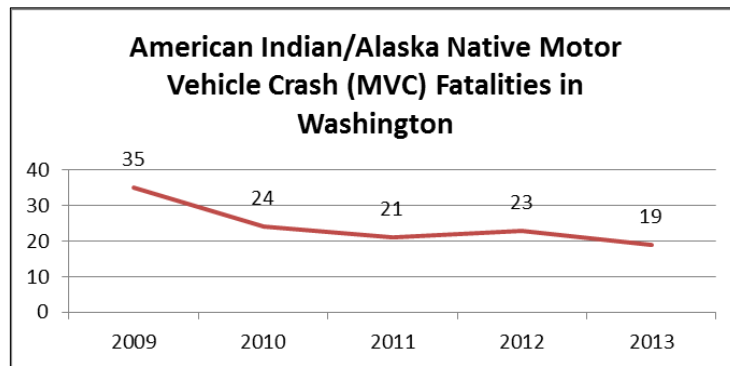


Figure 33

WISCONSIN

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

In FY2016, the IHSP will award Police Traffic Service grant to Menominee Nation and an Overtime enforcement grant to Lac Courte Oreilles.

Menominee Nation and Lac Courte Oreilles are receiving funding in FY2015.

In FY2014, Menominee reported one (1) MVC fatality and a total of 165 crashes to IHSP.

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



Figure 34

WYOMING

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

In FY2016, IHSP will offer an overtime enforcement grant to the Eastern Shoshone Tribe. Eastern Shoshone Tribe is currently receiving funding in FY2015.

In FY2014, the Eastern Shoshone Tribe was funded for overtime enforcement by the IHSP and reported one (1) motor vehicle crash fatality and a total of 258 motor vehicle crashes on the reservation.

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



Figure 35

HIGH VISIBILITY ENFORCEMENT FOR NATIONAL MOBILIZATIONS:

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

V. PERFORMANCE COST SUMMARY (HCS 217/HSP-1)

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NHTSA								
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2016-01-00-00	Bureau of Indian Affairs		\$0.00	\$234,870.00	\$0.00
						\$0.00	\$234,870.00	\$0.00
								\$0.00
Alcohol								
	2	Plan	AL-2016-01-00-00	Bureau of Indian Affairs		\$0.00	\$100,000.00	\$0.00
	68	Plan	AL-2016-03-00-00	Lower Brule Sioux		\$0.00	\$170,000.00	\$0.00
						\$0.00	\$270,000.00	\$0.00
Occupant Protection								
	3	Plan	OP-2016-01-00-00	Bureau of Indian Affairs		\$0.00	\$125,000.00	\$0.00
	4	Plan	OP-2016-02-00-00	Ramah Navajo		\$0.00	\$5,225.00	\$0.00
	5	Plan	OP-2016-03-00-00		172	\$0.00	\$2,990.00	\$0.00
	6	Plan	OP-2016-04-00-00	Fort McDowell Yavapai Nation		\$0.00	\$5,950.00	\$0.00
	7	Plan	OP-2016-05-00-00	Gila River Indian Community Council		\$0.00	\$35,860.00	\$0.00
	8	Plan	OP-2016-06-00-00	Potawatomi Nation		\$0.00	\$30,000.00	\$0.00
	9	Plan	OP-2016-07-00-00	Bureau of Indian Affairs		\$0.00	\$9,975.00	\$0.00
	10	Plan	OP-2016-08-00-00		198	\$0.00	\$5,396.00	\$0.00
	11	Plan	OP-2016-09-00-00	Oglala Sioux Tribe		\$0.00	\$16,500.00	\$0.00
	12	Plan	OP-2016-10-00-00	ShoshoneBannock Tribes		\$0.00	\$9,995.00	\$0.00
	13	Plan	OP-2016-11-00-00	Isleta Pueblo		\$0.00	\$6,700.00	\$0.00
	14	Plan	OP-2016-12-00-00	Jemez Pueblo		\$0.00	\$6,750.00	\$0.00
	15	Plan	OP-2016-13-00-00	White Earth Tribe		\$0.00	\$8,707.00	\$0.00
	16	Plan	OP-2016-14-00-00	Menominee Indian Tribe		\$0.00	\$2,800.00	\$0.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=1&transid=67256&summary=no&numperpage=24

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	17	Plan	OP-2016-15-00-00	Leech Lake Reservation Business Committee		\$0.00	\$7,500.00	\$0.00	\$0.00
	18	Plan	OP-2016-16-00-00	Northern Cheyenne Tribe		\$0.00	\$7,348.00	\$0.00	\$0.00
	19	Plan	OP-2016-17-00-00	Bureau of Indian Affairs		\$0.00	\$8,700.00	\$0.00	\$0.00
	20	Plan	OP-2016-18-00-00	Comanche Nation		\$0.00	\$5,082.00	\$0.00	\$0.00
	21	Plan	OP-2016-19-00-00	Bureau of Indian Affairs		\$0.00	\$5,000.00	\$0.00	\$0.00
	22	Plan	OP-2016-20-00-00	Bureau of Indian Affairs		\$0.00	\$645.00	\$0.00	\$0.00
	23	Plan	OP-2016-21-00-00		0	\$0.00	\$7,190.00	\$0.00	\$0.00
	24	Plan	OP-2016-22-00-00	Bureau of Indian Affairs		\$0.00	\$5,740.00	\$0.00	\$0.00
	25	Plan	OP-2016-23-00-00	Bureau of Indian Affairs		\$0.00	\$7,000.00	\$0.00	\$0.00
	26	Plan	OP-2016-24-00-00	Chippewa Cree Rocky Boy's		\$0.00	\$8,400.00	\$0.00	\$0.00
Occupant Protection Total						\$0.00	\$334,453.00	\$0.00	\$0.00
Police Traffic Services									
	27	Plan	PT-2016-01-00-00	Ramah Navajo		\$0.00	\$150,426.00	\$0.00	\$0.00
	28	Plan	PT-2016-02-00-00		163	\$0.00	\$336,300.00	\$0.00	\$0.00
	30	Plan	PT-2016-04-00-00	Leech Lake Reservation Business Committee		\$0.00	\$197,550.00	\$0.00	\$0.00
	31	Plan	PT-2016-05-00-00	Isleta Pueblo		\$0.00	\$409,550.00	\$0.00	\$0.00
	32	Plan	PT-2016-06-00-00	Chippewa Cree Rocky Boy's		\$0.00	\$135,100.00	\$0.00	\$0.00
	33	Plan	PT-2016-07-00-00	Cheyenne River Sioux		\$0.00	\$343,880.00	\$0.00	\$0.00
	34	Plan	PT-2016-08-00-00	Laguna Pueblo		\$0.00	\$238,425.00	\$0.00	\$0.00
	35	Plan	PT-2016-09-00-00	Northern Cheyenne Tribe		\$0.00	\$129,000.00	\$0.00	\$0.00
	36	Plan	PT-2016-10-00-00	Pueblo of Acoma		\$0.00	\$186,840.00	\$0.00	\$0.00
	37	Plan	PT-2016-11-00-00	Oglala Sioux Tribe		\$0.00	\$481,325.00	\$0.00	\$0.00
	38	Plan	PT-2016-12-00-00	Jicarilla Apache Nation		\$0.00	\$295,300.00	\$0.00	\$0.00
	39	Plan	PT-2016-13-00-00	ShoshoneBannock Tribes		\$0.00	\$94,100.00	\$0.00	\$0.00

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	40	Plan	PT-2016-14-00-00	Crow Tribe		\$0.00	\$133,500.00	\$0.00	\$0.00
	41	Plan	PT-2016-15-00-00	Turtle Mountain Band of Chippewa		\$0.00	\$104,700.00	\$0.00	\$0.00
	42	Plan	PT-2016-16-00-00	Menominee Indian Tribe		\$0.00	\$126,546.00	\$0.00	\$0.00
	43	Plan	PT-2016-17-00-00	Rosebud Sioux Tribe		\$0.00	\$146,180.00	\$0.00	\$0.00
	44	Plan	PT-2016-18-01-00	Upper Sioux Indian Community		\$0.00	\$77,350.00	\$0.00	\$0.00
	45	Plan	PT-2016-18-02-00	Bureau of Indian Affairs		\$0.00	\$56,625.00	\$0.00	\$0.00
	46	Plan	PT-2016-18-03-00	Pyramid Lake Paiute Tribe		\$0.00	\$58,800.00	\$0.00	\$0.00
	47	Plan	PT-2016-18-04-00		92	\$0.00	\$52,400.00	\$0.00	\$0.00
	48	Plan	PT-2016-18-05-00	Wind River Tribe		\$0.00	\$43,500.00	\$0.00	\$0.00
	49	Plan	PT-2016-18-06-00	Bureau of Indian Affairs		\$0.00	\$9,550.00	\$0.00	\$0.00
	50	Plan	PT-2016-18-07-00	Blackfeet Tribe		\$0.00	\$49,649.00	\$0.00	\$0.00
	51	Plan	PT-2016-18-08-00	Sisseton Wahpeton Sioux Tribe		\$0.00	\$41,100.00	\$0.00	\$0.00
	52	Plan	PT-2016-18-09-00	Santa Clara Pueblo		\$0.00	\$121,300.00	\$0.00	\$0.00
	53	Plan	PT-2016-18-10-00	Fort Peck Tribe		\$0.00	\$70,180.00	\$0.00	\$0.00
	54	Plan	PT-2016-18-11-00	Lac Courte Oreilles		\$0.00	\$50,000.00	\$0.00	\$0.00
	55	Plan	PT-2016-18-12-00	Fort McDowell Yavapai Nation		\$0.00	\$159,600.00	\$0.00	\$0.00
	56	Plan	PT-2016-18-13-00	Potawatomi Nation		\$0.00	\$51,300.00	\$0.00	\$0.00
	57	Plan	PT-2016-18-14-00	Southern Ute Tribe, Colorado		\$0.00	\$104,000.00	\$0.00	\$0.00
	58	Plan	PT-2016-18-15-00	Hualapai Nation		\$0.00	\$71,500.00	\$0.00	\$0.00
	59	Plan	PT-2016-18-16-00	Bureau of Indian Affairs		\$0.00	\$15,400.00	\$0.00	\$0.00
	60	Plan	PT-2016-18-17-00	Mille Lacs Band of Ojibwe		\$0.00	\$67,825.00	\$0.00	\$0.00
	61	Plan	PT-2016-18-18-00	Salt River Pima Tribe		\$0.00	\$138,765.00	\$0.00	\$0.00
	62	Plan	PT-2016-18-19-00	Jemez Pueblo		\$0.00	\$55,000.00	\$0.00	\$0.00
	63	Plan	PT-2016-18-20-00	White Mountain Apache Tribe		\$0.00	\$62,900.00	\$0.00	\$0.00

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	64 Plan		PT-2016-18-21-00	Hopland Band of Pomo	\$.00	\$29,300.00	\$.00	\$.00
	65 Plan		PT-2016-18-22-00	Bureau of Indian Affairs	\$.00	\$200,000.00	\$.00	\$.00
	66 Plan		PT-2016-03-00-00	Walker River Paiute Tribe	\$.00	\$136,300.00	\$.00	\$.00
	69 Plan		PT-2016-16-00-01	Bureau of Indian Affairs	\$.00	\$500.00	\$.00	\$.00
	70 Plan		PT-2016-00-00-00	Bureau of Indian Affairs	\$.00	\$500.00	\$.00	\$.00
	Police Traffic Services Total				\$.00	\$5,232,066.00	\$.00	\$.00
Traffic Records								
	71 Plan		TR-2016-16-02-00	Bureau of Indian Affairs	\$.00	\$500,000.00	\$.00	\$.00
	Traffic Records Total				\$.00	\$500,000.00	\$.00	\$.00
	NHTSA 402 Total				\$.00	\$6,571,389.00	\$.00	\$.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	67 Plan		K9-2016-01-00-00	Bureau of Indian Affairs	\$.00	\$173,804.40	\$.00	\$.00
	408 Data Program Incentive Total				\$.00	\$173,804.40	\$.00	\$.00
	408 Data Program SAFETEA-LU Total				\$.00	\$173,804.40	\$.00	\$.00
	NHTSA Total				\$.00	\$6,745,193.40	\$.00	\$.00
	Total				\$.00	\$6,745,193.40	\$.00	\$.00
	Total Plan				\$.00	\$.00	\$.00	\$.00
	Total				\$.00	\$.00	\$.00	\$.00
	Total				\$.00	\$.00	\$.00	\$.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=1&transid=67256&summary=no&numperpage=24

7/30/2015

VI. CERTIFICATION AND ASSURANCES

APPENDIX A TO PART 1200 CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Bureau of Indian Affairs

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 - Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-ward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if: (i) the entity in the preceding fiscal year received—
(I) 80 percent or more of its annual gross revenues in Federal awards;

(II) \$25,000,000 or more in annual gross revenues from Federal awards; and

(ii) The public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m (a), 78o (d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

NONDISCRIMINATION (applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.

- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT (applies to sub recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT) (applies to sub recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to sub recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING (applies to sub recipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA

funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to sub recipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower

Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees

about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b) (1) (E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey ~~in accordance with 23 CFR Part 1340~~ for the measurement of State seat belt use rates; **“Not Applicable to BIA”** GA
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 4020))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Charles Addington
Signature Governor's Representative for Highway Safety

08/04/2015
Date

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



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

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

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

August 24, 2015

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

Dear Assistant Secretary Echo Hawk:

We have reviewed the Bureau of Indian Affairs (BIA) fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions, we find the BIA's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

At this time, we are maintaining the program's High Risk Status as a condition of approval but are evaluating financial and management controls in the hope the IHSP can soon be removed from High Risk. We have included recommendations and actions in the HSP approval letter to the BIA's Representative for Highway Safety, Charles Addington, to help facilitate this process.

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

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

Sincerely,

Georgia S. Chakiris
Regional Administrator

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





U.S. Department
of Transportation

**National Highway
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Fax: 817-978-8339

August 24, 2015

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

Dear Mr. Addington:

We have reviewed the Bureau of Indian Affairs' (BIA) fiscal year 2016 Highway Safety Plan (HSP) received on July 1, 2015. Based on this submission and subsequent revisions dated August 21, 2015, we find the State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This HSP approval determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State October 1, 2015. Reimbursement will be contingent upon the submission of and updated HS 217 (or the electronic equivalent) and an updated project list, consistent with the requirements of 23 CFR 1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

No requests for equipment purchases over \$5000 were identified in our review of the 2016 HSP, therefore no approvals have been provided for purchase of such equipment with Federal funds. However, should the BIA have future requests, these may be submitted to the Regional Administrator for consideration.

The BIA Indian Highway Safety Program (IHSP) continues to demonstrate improvement in the fiscal management and oversight of the Indian Highway Safety Program (IHSP). Since the 2014 Management Review, the BIA has continued to expand the IHSP and established policies and internal controls to restrict improper use of 402 funds. We also acknowledge the actions taken to improve staff issues and the stability of the office. As a result of these ongoing actions and improvements, we are evaluating the IHSP High Risk status.

Due to the loss of the IHSP Program Coordinator on June 1, 2015, one person is currently responsible for both the Program Coordinator and Financial positions. We are concerned the continued lack of personnel will result in slow payment of requests for reimbursement (RFR) from the Tribes. It is our understanding the reimbursement of claims has recently increased to



approximately 90 days. We hope the financial position will be quickly filled to allow the prompt review and payment of tribal RFRs which is critical to growth of the program and continued participation of the Tribes

The BIA has \$173,807 of FY 2006 Section 408 SAFETEA-LU funds not committed to program activity. It is critical the IHSP develop and submit a plan to utilize these funds to support enhancement of the Tribal traffic records/data information program by December 1, 2015 with an expected program completion date of no later than September 30, 2016.

At this time, the following requirements remain in effect to ensure Federal funds are used effectively and efficiently:

- All project agreements, contracts and internal projects should be submitted to NHTSA Region 6 for review and approval prior to execution.
- When submitting GTS Vouchers, submit to the NHTSA-Region 6 the related summary documentation approved by the IHSP Office Director.

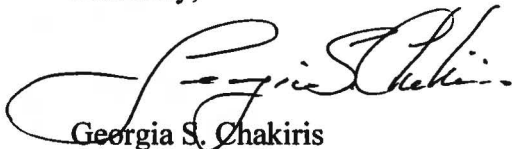
A determination on the BIA High Risk status will be provided by December 15, 2015.

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

The efforts of the personnel of the Bureau of Indian Affairs Indian Highway Safety Program in the development of the FY2016 highway safety plan are very much appreciated. We look forward to the implementation of the FY2016 program.

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

Sincerely,



Georgia S. Chakiris
Regional Administrator

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