

**Eleven Year Summary of Obligation Limitation Deductions
from the Indian Reservation Roads Program (IRR) and
Tribal Transportation Program (TTP)
(FY 2005 – FY 2015)
and
Center for Disease Control and Prevention (CDC)
American Indian/Alaska Native (AI/AN) Injury Statistics**

Fiscal Year	Highway Bill Authorization Amount for IRR/TTP (millions)	Annual Obligation Limitation Deduction Percentage Rate	Ob. Limit Amount withdrawn from IRR/TTP (millions)
2005	\$300	10%	- \$30.0
2006	\$330	13.0%	- \$42.9
2007	\$370	9.5%	- \$35.2
2008	\$420	7.6%	- \$31.2
2009	\$450	6.4%	- \$28.8
2010	\$450	6.5%	- \$29.3
2011	\$450	7.4%	- \$33.3
2012	\$450	5.2%	- \$23.4
2013	\$450	4.1%	- \$18.5
2014	\$450	5.1%	- \$22.9
2015	\$450	6.1%	- \$27.5
Totals	\$4,570 bil.		\$323 mil.
Average Annual Oblig. Limit. Ded. Percent Rate		7.35%	
Average Annual Oblig. Limit Ded. Amount			\$29.36 million/annually
Percentage of all IRR/TTP funding withdrawn due to Ob. Limit. Ded.	7.06%	The \$27.5 million obligation limitation Deduction from the TTP for FY 2015 comprises 6.1% of the annual TTP authorization and exceeds the entire authorization for the BIA's and FHWA's administrative costs for the TTP.	

“Motor vehicle crashes are the leading cause of unintentional injury for AI/AN ages 1 to 44. Adult motor vehicle-related death rates for AI/AN are more than twice that” of other racial and ethnic groups.**

“Among infants less than one year of age, AI/AN have consistently higher total injury death rates than other racial/ethnic populations and the highest rate of motor-vehicle traffic deaths.”**

“Among AI/AN 19 years and younger, motor vehicle crashes are the leading cause of injury-related death, followed by suicide, homicide, drowning, and fires.”**

Isn't it time to exempt the Tribal Transportation Program from the Obligation Limitation Deduction?

** <http://www.cdc.gov/motorvehiclesafety/native/factsheet.html>