



# Highway Safety Plan FY 2022 Indian Nations

## Table of Contents

Highway Safety Plan .....	3
Highway Safety Planning Process .....	4
Methods for Project Selection .....	7
Performance Report.....	8
Performance Plan.....	14
Program Areas .....	22
Program Area: Impaired Driving (Alcohol) .....	22
Program Area: Occupant Protection (Adult and Child Passenger Safety).....	25
Program Area: Planning & Administration .....	30
Program Area: Police Traffic Services .....	31
Program Area: Community Safety Project (Highway Safety Specialist) .....	36
Evidence-based Traffic Safety Enforcement Program (TSEP).....	38
Certifications, Assurances, and Highway Safety Plan (PDF).....	41

## **Highway Safety Plan**

### **NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS – The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: **No**
- S. 405(e) Distracted Driving: **No**
- S. 405(c) State Traffic Safety Information System Improvements: **No**
- S. 405(f) Motorcyclist Safety Grants: **No**
- S. 405(d) Impaired Driving Countermeasures: **No**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Non-motorized Safety: **No**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **No**

# Highway Safety Planning Process

## Data Sources Processes

### Data Sources

Traffic safety crash and injury data for NA/AN is often difficult to obtain and incomplete. To develop the Highway Safety Plan (HSP), the Indian Highway Safety Program (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, Federal Highway Administration (FHWA) and Bureau of Indian Affairs (BIA) road data and the Annual Indian Country seatbelt observational survey.

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

1. NHTSA Fatal Analysis Reporting System (FARS)
2. Center for Disease Control (WISQARS) population-based fatalities
3. United States Census Bureau – demographic data
4. Traffic analysis reports and publications – vehicle, driver, and roadway
5. Annual seat belt observational survey
6. Vehicle Miles Traveled (VMT) data is not available
7. Individual tribal data (injury data is only available at the tribal level from participating tribes)

## PERFORMANCE MEASURES PROCESS

### Data Sources

Data sources used to determine targets for the Core Performance Measures are the same as identified in the 2nd paragraph under Data Sources above. Data for some Core Performance Measures is not available from national sources but are addressed directly from individual tribal projects as appropriate. Individual tribes provide activity data that is essential in setting reasonable performance measure targets.

### Steps in Performance Measure Process

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

1. The IHSP performance measure process begins with a review of crash data sources from FARS and individual tribal projects for either three year or five-year periods to address Core performance measures. In addition, each tribal project contains performance measures which must include information to support the Performance Measure targets for the individual project.

2. The data driven 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 provides the standard for the tribal projects which are selected.
3. Representatives from the BIA Roads, BIA OJS, HHS Indian Health Service (IHS), and Federal Highway Administration may evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.
4. The IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes IHSP staff discussions of known environmental factors which may impact progress, such as oil exploration and increased truck traffic which occurred in the North Dakota oil boom. Newly built casinos, high volume traffic highways/interstates transecting tribal lands, tribal enrolled population and population growth attributed to transient activities. Change in seasons or high-volume traffic from casinos or other events, economic conditions, and identified local issue impact progress and are concerns provided by the tribe.

#### **Performance Measurement Development Process**

The Core Performance Measures that can be found under Performance Plans was developed from information provided on the FARS STSI site. National targets are set based on 3 to 5 year moving average. FARS 2018 shows Arizona, Oklahoma, New Mexico, Montana, and California with the highest motor vehicle crash (MVC) fatality rates among Native Americans (NA) in the United States. Arizona reported 90 NA fatalities in 2018. The BIA IHSP will offer 3 PTS straight time law enforcement grants to tribes in Arizona: Navajo Nation, San Carlos Apache Tribe, White Mountain Apache Tribe, and an overtime grant to Fort McDowell Yavapai Nation in FY2022. Oklahoma reported 69 MVC fatalities in 2018. One tribe from the state of Oklahoma applied for Indian Highway Safety grant funds but was not awarded due to insufficient data provided in the FY22 grant application. New Mexico reported 70 MVC fatalities to FARS in 2018. In 2022, 3 tribes from New Mexico will receive straight time PTS grants: Pueblo of Isleta, Pueblo of Jemez, and Pueblo of Laguna. One overtime grant will be offered to the Pueblo of Pojoaque and 1 occupant protection grant will be awarded to the Pueblo of Laguna. Montana reported 33 Native American fatalities in FARS in 2018. Three tribes from Montana applied; the Chippewa Cree Tribe of the Rocky Boy's Reservation and Northern Cheyenne Tribe will be awarded a straight time PTS grants. Fort Belknap Indian Community will be awarded an overtime grant and CPS grant in FY22. The state of California reported 41 MVC fatalities in 2018 and The BIA IHSP will offer Pinoleville Pomo Nation a Highway Safety Specialist grant and Picayune Rancheria of the Chukchansi Indians an occupant protection grant. Minnesota has a large native population and tribes have actively applied for the grants for FY2022, and a number will be offered to the Minnesota Chippewa Tribes – Leech Lake Band, Red Lake Band, Upper Sioux Community, and White Earth Band of Chippewa Indians.

## **Processes Participants**

Participants in the process include representatives from the Bureau of Indian Affairs (BIA) Office of Justice Services (OJS), BIA Roads, Health and Human Services (HHS) Indian Health Service (IHS), and State of New Mexico. Federal Highways (FHW) may evaluate each tribal grant application. The BIA IHSP also participates in the Safety Management System Committee (SMS) with other federal partners and tribes. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.

## **Description of Highway Safety Problems**

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

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

Federally recognized tribes are sovereign, and they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. BIA IHSP relies on grant funded tribes to provide reporting on a monthly and annual basis to assist with justification for grant funding and compares it with the numbers in FARS. According to FARS 2018 data Indian Country has 557 MVC fatalities nationwide and 377 of those fatalities have occurred within federally recognized tribal boundaries.

Indian Country faces many traffic problems which include motor vehicle crash and pedestrian fatalities, excessive speeding, impaired driving, and seatbelt violations. In FY21, 34 grant funded tribes reported 687 MVC fatalities on their reservations, 19 of the fatalities involved alcohol, 23 were due to excessive speed, and 22 involved people not wearing seat belts. During the same grant year 34 grant funded tribes reported 4,074 MVC, in which 961 were injury crashes. 364 of the total crashes reported involved alcohol and 330 were speed related.

In FY20, 34 grant funded tribes made 3,483 DUI, DWI and OWI arrests, issued 1,732 seatbelt violations, 518 child safety seat violations, and issued 26,065 speeding violations along with 21,873 traffic violations. There were also 10 pedestrian fatalities within the FY20 grant year.

## Methods for Project Selection

### Evidence Based Strategy and Project Selection Process

#### Participants

The IHSP utilizes a grant application review team which may consist of representatives from NHTSA, Indian Health Service, Bureau of Indian Affairs-Office of Justice Services and Bureau of Indian Affairs-Roads, and a Federal Highway Administration representative to evaluate and score the proposals.

Solicitation of Proposals and Project Selection Process. A solicitation letter and an electronic fill-in-the-blank application form, with instructions, are mailed to all federally recognized tribal leaders each year. Announcements regarding the solicitation for IHSP proposals are posted on the Tribal Technical Assistance Programs (TTAPs) websites, Indian Health Service websites and published in the Federal Register. Starting in 2017 applications and request for proposals were also made available to the tribes on grants.gov and the Bureau of Indian Affairs, Office of Justice Services Facebook page.

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

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

All applications are scored by a review team. PTS applications were eligible for scores up to 100 based on the following:

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

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

23 C.F.R. Section 402 establishes only 402 funds are available for the BIA IHSP. Each year the IHSP evaluates the obligations and status of carryforward funds to determine the available funding for obligation to the tribes. No matching funds are required for the IHSP or the tribes.

During the coordination process with other federal agencies involved in traffic safety other federal fund sources that contribute to the accomplishment of the IHSP HSP projects performance targets are identified.

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

While there is no formal Strategic Highway Safety Plan (SHSP) as required for States, the IHSP Director coordinates with various Federal and Tribal partners as part of the planning and implementation of the IHSP Highway Safety Plan (HSP) such as with the Safety Management Steering (SMS) committee. In addition, the IHSP Director participates in meetings with the BIA Central Office Transportation Division; the IHSP also participates in state planning meetings which include tribal organizations within their respective states. BIA Central Office Transportation Staff concur with the targets and strategies in the HSP. The final version of the HSP will also be provided to the SMS Committee to better serve Indian Country highway safety.

### **List of Information and Data Sources**

#### **Data Sources**

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

1. NHTSA Fatal Analysis Reporting System (FARS)
2. Center for Disease Control (WISQARS) population-based fatalities
3. United States Census Bureau demographic data
4. Traffic analysis reports and publications vehicle driver and roadway
5. Annual Indian Country seat belt observational survey
6. Vehicle Miles Traveled (VMT) data is not available
7. Individual tribal data (injury data is only available at the tribal level from participating tribes)

#### **Description of Outcomes**

Indian Country does not have a State Strategic Highway Safety Plan.

## **Performance Report**

**Progress towards meeting State performance targets from the previous fiscal year's HSP**

## Overall Program Target:

Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target Yes/No (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 Years	2017-2021	380	2015-2019 TRIBES 318	In Progress
C-2) Serious Injuries in Traffic Crashes	N/A	N/A	N/A	N/A	N/A
C-3) Fatalities/VMT	N/A	N/A	N/A	N/A	N/A
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Years	2017-2021	139	2015-2019 TRIBES 144	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 Years	2017-2021	150	2015-2019 TRIBES 142	In Progress
C-6) Speeding- Related Fatalities	5 Years	2017-2021	115	2015-2019 TRIBES 94	In Progress
C-7) Motorcyclist Fatalities	5 Years	2017-2021	19	2015-2019 TRIBES 21	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 Years	2017-2021	11	2015-2019 TRIBES 12	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Years	2017-2021	17	2015-2019 TRIBES 6	In Progress
C-10) Pedestrian Fatalities	5 Years	2017-2021	58	2015-2019 TRIBES 50	In Progress
C-11) Bicyclists Fatalities (FARS)	5 Years	2017-2021	2	2015-2019 TRIBES 3	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	5 Years	2017-2021	80%	2015-2019 SURVEY 79%	In Progress
A-1) Seat Belt Citations Issued	Other	2017-2021	22,807	2015-2019 TRIBES 3,265	In Progress
A-2) Impaired Driving Arrests	Other	2017-2021	3,500	2015-2019 TRIBES 4,954	In Progress
A-3) Speed Citations Issued	Other	2017-2021	39,550	2015-2019 TRIBES 33,195	In Progress

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: Achieved

Program-Area-Level Report:

To reduce all fatalities on Indian reservations by 13% from the 2016 FARS number of 383 to 334 by the end of FY2020.

According to 2018 FARS data there were 377 motor vehicle fatalities on reservations. FARS shows motor vehicle crash fatalities have continued to rise from 359 in 2014 to 394 in 2017 and then declined to 316 in 2018. In FY 20, 34 Tribes reported a total of 68 motor vehicle fatalities.

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: Not Met

Program-Area-Level Report:

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

Progress: Not Met

Program-Area-Level Report:

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: Achieved

Program-Area-Level Report:

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 13% from the 2016 FARs number of 154 to 134 by the end of FY2020.

Current FARS 2018 data reflects 142 un-restrained passenger vehicle occupant fatalities all seat positions declined by 2 from what was reported in FARS 2017. In FY20, 34 Tribes reported a total of 4,074 motor vehicle crash (MVC) on their reservations. Of this number 68 were motor vehicle crash fatalities and 22 of the people killed were not wearing seat belts.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: Achieved

Program-Area-Level Report:

Reduce crash fatalities on Indian reservations involving drivers or motorcycle operators with a BAC of 0.08 or above, by 5% from the FARS 2016 number of 177 to 169 by the end of FY2020

Current 2018 FARS data reflects the number of on reservation fatalities in crashes involving a driver/motorcycle rider decreased from 177 in FY16 to 154 in FY17 and then increases to 164 in FY18. In FY20, 34 funded Tribes reported a total of 8 fatalities with drivers with .08+ BAC.

**Performance Measure: C-6) Number of speeding-related fatalities (FARS)**

Progress: Achieved

Program-Area-Level Report:

To reduce the number of speed related fatalities on Indian reservations, by 5%, from the 2016 FARS number of 117 to 101 by the end of FY2020.

Current 2018 FARS data reflects an upward trend of 120 fatalities on reservations. In FY20, 34 funded Tribes reported a total of 23 speed related motor vehicle fatalities on their reservations during the project year.

**Performance Measure: C-7) Number of motorcycle fatalities (FARS)**

Progress: Achieved

Program-Area-Level Report:

To decrease the number of motorcyclist fatalities on Indian reservations, by 5%, from the 2016 FARS number of 20 to 19 by the end of FY2020.

Current FARS 2018 data shows motorcyclist fatalities increased to 21 on reservations. In FY20, 34 funded tribes reported 2 motorcyclist fatalities on their reservations during the project year.

**Performance Measure: C-8) Number of unhelmeted motorcycle fatalities (FARS)**

Progress: Achieved

Program-Area-Level Report:

To reduce the number of un-helmeted motorcyclist fatalities on reservations from 2016 FARS number of 11 to 10 by the end of 2020.

Current 2018 FARS data reflects a downward trend of 4 unhelmeted motorcycle fatalities on reservations. Thirty-four funded tribes reported 1 un-helmeted motorcyclist fatality on their reservations during the project year.

**Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: Achieved

Program-Area-Level Report:

To decrease the number of drivers 20 or younger on reservations, involved in fatal crashes from 2016 FARS number of 14 to 13 in 2020.

Current 2018 FARS data reveals a downward trend of 16 driver fatalities age 20 and younger on reservations. In FY20, 34 funded tribes reported a total of 4 fatalities of drivers 20 or younger on their reservations during the project year.

**Performance Measure: C-10) Number of Pedestrian fatalities (FARS)**

Progress: Achieved

Program-Area-Level Report:

To reduce the number of pedestrians involved in fatal crashes on reservations, from 2016

FARS number of 52 to 50 in 2020.

Current FARS data from 2018 shows an increase in pedestrian fatalities on reservations at 56. In FY20, 34 funded tribes reported a total of 10 pedestrian fatalities on their reservations during the project year.

**Performance Measure: C-11) Number of bicyclist fatalities (FARS)**

Progress: Achieved

Program-Area-Level Report:

To reduce the number of bicyclists involved in fatal crashes on reservations, by 33% from 2016 FARS number of 3 to 2 in 2020.

Current FARS 2018 data shows the number of pedal cyclist fatalities of 3 which reflects an increase from the FY17 number of 2. In FY20, 34 funded tribes reported a total of 0 bicyclist fatalities on their reservations during the project year.

**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Progress: Not Met

Program-Area-Level Report:

The BIA IHSP planned to increase safety belt usage rates in Indian Country from the FY 2018 “national” Indian Country rate of 78% to 80.3% by the end of FY2020.

In FY20, Indian Country is now at 76.3%. During the FY20 grant year tribal governments limited access to their roadways by implementing lockdowns within their reservation boundaries due to the COVID-19 pandemic. Limited access on and off reservation roadways resulted in a lower reading in seatbelt survey results.

**Performance Measure: A-1) Number of seat belt citations issued (reported by tribes)**

Progress: Not Met

Program-Area-Level Report:

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes.

To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY18 number of 2,816 to 3,265 by the end of FY2020.

In FY20, 34 Tribes reported 2,250 seat belt citations issued. This target was not met in the FY20 grant year. Due to the COVID-19 pandemic tribal governments limited access on reservation roadway to tribal members only and implemented lock downs. Limited access and lock downs contributed in the decreased number of traffic violations during the FY20 grant year.

**Performance Measure: A-2) Number of impaired driving arrests (reported by tribes)**

Progress: Not Met

Program-Area-Level Report:

The BIA IHSP planned to reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2018 total of 2,795 to 2,934 by the end of FY2020

In FY20, 34 Tribes reported 3,483 DUI/OWI arrests were made. Target was achieved.

**Performance Measure: A-3) Number of speed citations issued (reported by tribes)**

Progress: Achieved

Program-Area-Level Report:

The BIA IHSP planned to increase the number of citations issued for speed on Indian reservations, by 14% from the FY2018 number of 29,217 to 33,307 by the end of FY2020.

In FY20, 34 Tribes reported 26,065 speed citations were issued. This target was not met due to the COVID-19 pandemic, tribal governments limited access on reservation roadways to tribal members only and implemented lockdowns. Limited access and lockdowns contributed to the decreased number of traffic violations during the FY20 grant year.

## Performance Plan

Performance Plan Chart – 2022 Highway Safety Plan			BASE YEARS				
			2014	2015	2016	2017	2018
C-1	Total Traffic Fatalities Reduce fatalities to <u>365</u> (2014-2018 rolling average) by 2022	FARS Annual 5-Year Rolling Avg.	359	369	383	394	377  365
C-2	Serious Injuries in Traffic Crashes Reduce serious traffic injuries to ____ (2014-2018 rolling average) by 2022	FARS Annual 5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
C-3	Fatalities/VMT Reduce fatalities/100 VMT to ____ (2014-2018 rolling average) by 2022	FARS Annual 5-Year Rolling Avg.	N/A	N/A	N/A	N/A	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to by 4% from <u>142</u> (2014-2018 rolling average) to <u>136</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	137	148	156	144	142   136
C-5	Alcohol-Impaired Driving Fatalities Reduce alcohol impaired driving fatalities by <u>5%</u> from (2015-2019 rolling average) to <u>155</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	133	165	175	154	164   155
C-6	Speeding- Related Fatalities Reduce speed related fatalities by <u>4%</u> from (2015-2019 rolling average) to <u>114</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	108	125	117	119	120   114
C-7	Motorcyclist Fatalities Reduce motorcycle fatalities by <u>23%</u> from <u>21</u> (2014-2018 rolling average) to <u>16</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	25	22	20	19	21   16
C-8	Unhelmeted Motorcyclist Fatalities Reduce unhelmeted, motorcycle fatalities by <u>50%</u> from <u>4</u> (2014-2018 rolling average) to <u>2</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	13	6	11	11	4   2
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes Maintain drivers age 20 and younger involved in fatal crashes by <u>100%</u> from (2014-2018 rolling average) to <u>16</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	15	15	15	18	16   16
C-10	Pedestrian Fatalities Reduce pedestrian fatalities by <u>10%</u> from <u>56</u> (2014-2018 rolling average) to <u>50</u> (2018-2022 rolling average) by 2022.	FARS Annual  5-Year Rolling Avg.	54	58	52	62	56   50

C-11	Bicyclists Fatalities (FARS) Maintain bicycle fatalities by <u>100%</u> from (2014-2018 rolling average) to <u>3</u> (2018-2022 rolling average) by 2022.	FARS Annual	1	5	3	2	3
		5-Year Rolling Avg.					3
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants Increase seatbelt use for passenger vehicles by 100% from the 76.3% (2014-2018 rolling average) to 77% (2015-2020 rolling average) by 2022.	Survey Annual	77.7%	76.8%	78%	778%	76.3%
		5-Year Rolling Avg.					77%
A-1	Seat Belt Citations Issued Increase seat belt citations by <u>10%</u> from 2,250 (2014-2018 rolling average) to <u>2,475</u> (2016-2020 rolling average) by 2022.	Tribe Annual	2,718	3,110	2,816	2,527	2,250
		5-Year Rolling Avg.					2475
A-2	Impaired Driving Arrests Increase impaired driving arrests by <u>2%</u> from <u>3,483</u> (2014-2018 rolling average) to <u>3,555</u> (2016-2020 rolling average) by 2022.	Tribe Annual	4128	4664	2795	3112	3483
		5-Year Rolling Avg.					3,555
A-3	Speed Citations Issued Increase speed citations by <u>5%</u> from <u>26,065</u> (2014-2018 rolling average) to <u>27,380</u> (2016-2020 rolling average) by 2022.	Tribe Annual	39,396	29,327	29,217	35,685	26,065
		5-Year Rolling Avg.					27,380

### Performance Measure: C-1) Number of traffic fatalities (FARS)

#### Performance Target Details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	365	5 Year	2018

#### Performance Target Justification

To maintain all fatalities on Indian Reservations by 3% from the 2018 FARS number of 377 to 365 by the end of FY2022.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP has also awarded 7 Child Protection Seat grants in FY20 to assist in reducing fatalities among infants and small children. Target percentages and numbers were determined by using five-year linear trend analysis from 2014-2018 FARS data. Due to the number of fatalities reported from 2014-2018 the linear trend analysis projects a target of 407, which is an 8% increase rather than a decrease, to be achieved by FY22. Therefore, a target reduction of 3% from the FY18 FARS data of 377 to 365 was selected because of the geographic locations of tribes being funded in FY22 (17 tribes in 13 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 13 states. An FY22 target of 365 is realistic and achievable based on the FARS data which indicates an upward trend of 407.

In FY20, the BIA IHSP awarded 29 PTS grants and 6 CPS grants for the FY21 grant year. In

FY21 the BIA IHSP did not receive as many grant applications, for the FY22 grant year, as in the prior years and will award 24 PTS grants, 7 CPS grants, and 1 Highway Safety Specialist grant. The BIA IHSP attributes the decrease in application to the COVID-19 pandemic that has had an enormous impact on Indian Country causing many tribal offices to close at this time. 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.

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State Crash data files)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2021	Numeric	0.00	5 Year	2018

**Performance Target Justification**

N/A

**Performance Measure: C-3 Fatalities/VMT (FARS, FHWA)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2021	Numeric	0.000	5 Year	2018

**Performance Target Justification**

N/A

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2021	Numeric	136	5 Year	2018

**Performance Target Justification**

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 4% from the 2018 FARS number of 142 to 136 by the end of FY2022.

Target percentage and number was determined by using a five-year linear trend analysis of 2014- 2018 FARS data. Five-year linear trend analysis suggests un-restrained passenger vehicle occupant fatalities, all seat positions will be increased by 4%, 148, in FY22.

Therefore, a 136 target with a 4% reduction was used to justify the target.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2021	Numeric	155	5 Year	2018

**Performance Target Justification**

Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above, by 5% from the FARS 2018 number of 164 to 155 by the end of FY2022.

Target was determined by FARS data using a 5-year linear trend analysis from 2014-2018 which reflects a 13% (148) increase in fatalities for FY22. Based on the FARS data the target was reduced by 5% (155) for FY22.

**Performance Measure: C-6) Number of speeding-related fatalities (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2021	Numeric	114	5 Year	2018

**Performance Target Justification**

To reduce the number of speed related fatalities on Indian Reservations, by 4% from the 2018 FARS number of 120 to 114 by the end of FY2022.

Target was determined by FARS data using a five-year linear trend analysis from 2014-2018 which reflects 12% (127) increase in speed related fatalities on reservations. A 4% reduction of 114 in this target area for FY22 is realistic and achievable based on the projected increase by FARS data.

**Performance Measure: C-7) Number of motorcyclist fatalities (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2021	Numeric	16	5 Year	2018

**Performance Target Justification**

To maintain the number of motorcyclist fatalities on Indian Reservations, by 23% from the 2018 FARS number of 21 to 16 for FY2022.

Target was determined by FARS data using a five-year linear trend analysis from 2014-2018 which reflects reducing motorcycle fatalities to 16 by the end of FY22. Based on the FARS data from 2014-2018 motorcycle fatalities were decreasing from the FY14 number of 25 to 19 in FY17 then increased in FY18 to 21.

**Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2021	Numeric	2	5 Year	2018

**Performance Target Justification**

To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from the 2018 FARS number of 4 to 2 by the end of 2022.

Targets and percentages were determined by FARS using 5-year linear trend analysis from 2014-2018 which projects un-helmeted fatalities on reservations will decrease to 2 by the end of 2022 based on the data.

**Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	16	5 Year	2018

**Performance Target Justification**

To maintain the number of drivers 20 or younger on reservations involved in fatal crashes by 100% from 2018 FARS number of 16 by 2022.

Targets and percentages were determined by FARS using five-year linear trend analysis from 2014-2018, which reflects fatalities for this target to remain at 16 for FY22.

**Performance Measure: C-10) Number of pedestrian fatalities (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	50	5 Year	2018

**Performance Target Justification**

To reduce the number of pedestrians involved in fatal crashes on reservations by 10%, from 2018 FARS number of 56 to 50 in 2022.

The FARS data using a five-year linear trend analysis from 2014-2018 illustrated the trend projects a 7% (60) increase in fatalities in FY22. A 10% (58) reduction in pedestrian fatalities is reasonable yet still achievable.

**Performance Measure: C-11) Number of bicyclist fatalities (FARS)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)-2021	Numeric	2	5 Year	2018

**Performance Target Justification**

To maintain the number of bicyclists, on reservation, involved in fatal crashes by 100% by the 2018 FARS number of 3 in 2022.

Target was determined by FARS data using a five-year linear trend analysis from 2014-2018 which projects the target will maintain at 3 for FY22.

**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2021	Percentage	77%	5 Year	2020

**Performance Target Justification**

To increase safety belt usage rates in Indian Country from the FY 2020 “national” Indian Country rate of 76.3% to 77% by the end of FY2022.

FARS data for Native American seat belt usage rates is not available. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend analysis reflects a 0.3% decrease bringing the target to 76 for seat belt usage in Indian Country in FY2022. Five-year linear trend shows a downward trend for seat belt usage rate in Indian Country. This decrease could be attributed to the lockdowns implemented by tribal governments during the COVID-19 pandemic which began in FY20 and continues into FY21. A 77% increase for this target is reasonable and achievable for FY22.

**Performance Measure: A-1) Number of seat belt citations issued (reported by tribes)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-1 Number of seat belt citations issued (reported by tribes)-2021	Numeric	2,475	Other	2020

**Performance Target Justification**

To increase the number of seat belt citations issued on reservations by 10% from the 2020 number of 2,250 to 2,475 by 2022.

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes. Five-year linear trend analysis projects a 31% downward trend in seat belt citations issued in FY22. A 10% increase in seat belt citations issued on reservations by the end of FY22 is a reasonable and achievable target. This target will appear in the tribes FY22 grant agreements which should assist in MVC fatalities as well as increase the number of citations issued during the grant year.

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes.

**Performance Measure: A-2) Number of impaired driving arrests (reported by tribes)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-2 Number of impaired driving arrests (reported by tribes)-2021	Numeric	3,555	Other	2020

**Performance Target Justification**

To increase the number of impaired driving, DUI/DWI/OWI, arrests by 2% from the FY2020 number of 3,483 to 3,555 by the end of FY2022.

Five-year linear trend analysis from 2015-2020 reflects a 34% (2,285) decrease in DUI/OWI arrests at the end of FY22. Based on the data used in the linear trend analysis it was determined a 2% increase in DUI arrests was a reasonable and achievable target for FY22. In FY2020-2021 several tribes have purchased Draeger drug testing machines which should assist in achieving this target. Tribes granted an awarded in FY22 will also be conducting high visibility enforcement.

**Performance Measure: A-3) Number of speed citations issued (reported by tribes)**

**Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-3 Number of speed citations issued (reported by tribes)-2021	Numeric	26,065	Other	2020

**Performance Target Justification**

To increase the number of citations issued for speed on Indian reservations, by 5% from the FY2020 number of 26,065 to 27,380 by the end of FY2022.

FARS data for Native American speed citations is not available. These numbers are reported by grant funded tribes. Five-year linear trend from 2015-2020 reflects a 16%, 21,786, downward trend in speed citations issued for FY2022. This downward trend could be attributed to the effects of the COVID-19 pandemic. Tribal leaders restricted access to their roadways to reduce the spread of the virus to protect tribal members. A 5% increase in speed citations is reasonable and an achievable target for this core measure.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the IHSP annual report, as coordinated through the State SHSP.**

I certify:        **No**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat Belt Citations:    **2,475**

Fiscal Year A-1:        **2022**

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired Driving Arrests: **3,555**

Fiscal Year A-2:        **2022**

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding Citations:    **26,065**

Fiscal Year A-3:        **2022**

## Program Areas

### Program Area: Impaired Driving (Alcohol)

#### Description of Highway Safety Problems

This grant is a financial assistance award to maintain four Blood Alcohol Testing Mobiles (BAT Mobiles) for usage by the tribes and Bureau of Indian Affairs law enforcement in enhancing their current traffic safety and enforcement efforts. A few planned activities include providing support for the continued operation of the (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. Supports the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) by providing resources to utilize the BAT Mobiles. BAT Mobiles will be used to assist in reducing the number of fatalities in crashes involving a driver/motorcycle rider on reservations with a BAC of 0.08 and above. The four (4) BAT Mobiles will also be used at educational events, checkpoints, and saturation patrols.

The 2014-2018 NHTSA FARS annual report shows alcohol-related fatalities have increased from 154 in FY17 to 164 in FY18 on reservations across America. Based on the National Center for Health Statistics, the leading cause of death for American Indian or Alaska Native populations, accidents are the 3rd leading cause of death in our communities. In the last five (5) years DUI impaired driving arrests have increased and decreased over the years. Among grant funded tribes impaired driving arrests increased from the FY16 number of 4,128 to 4,664 in FY17 then drastically decreased to 2,795 in FY18. In FY18 DUI arrests increased from 2,795 to 3,483 in FY20. Impaired driving fatalities have remained a serious issue on Native American reservations. The need for additional tribal officers, local DUI mobilizations and community education is necessary to have an impact on impaired driving in Indian Country.

#### Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	155
2022	A-2 Number of impaired driving arrests (reported by tribes)	2022	Other	3,555

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Alcohol)**

## **Project Safety Impacts**

### **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 2022, the IHSP plans to fund 23 police traffic services contracts. In 2020 crash data provided by the 34 projects revealed all fatalities on their reservations totaled 68, which is 19% of the 377 reported in FARS in 2018.

Percent of high impact evidence-based projects as identified in CTW. High Visibility Enforcement (HVE) activities have high potential for near term impact.

The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.

### **Linkage Between Program Area**

The 2014-2018 NHTSA FARS annual report shows alcohol-related fatalities have been increasing from 133 in FY14 to 164 in FY18 on reservations across America. Based on deaths per 100,000 population; the rate for Native Americans in 2013 was at 4.36. While the rate in the rest of the U.S. was 3.19. In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY16 number of 4,128 to 3,483 in FY18. Impaired driving fatalities have remained a serious issue on Native American reservations.

This grant is a financial assistance award to maintain four Blood Alcohol Testing Mobiles (BAT Mobiles) for usage by the tribes and Bureau of Indian Affairs law enforcement in enhancing their current traffic safety and enforcement efforts. A few planned activities include providing support for the continued operation of the (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. Support the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) by providing resources to utilize the BAT Mobiles. BAT Mobiles will be used to assist in reducing the number of fatalities in crashes involving a driver/motorcycle rider on reservations with a BAC of 0.08 and above. The four (4) BAT Mobiles will also be used at educational events checkpoints and saturation patrols.

C-5 Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 5% from the FARS 2018 number of 164 to 155 by the end of FY2022.

A-2 To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by 2% from the FY2020 total of 3,483 to 3,555 by the end of FY2022 (Self-reported numbers by

IHSP grant funded tribes).

**Rationale**

In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY16 number of 4,128 to 3,483 in FY20. Impaired driving fatalities have remained a serious issue on Native American reservations. The BAT Mobiles are housed at BIA OJS facilities and used by the BIA OJS and tribes to conduct checkpoints. They are also used to provide educational presentations on traffic safety. The costs incurred by usage and maintenance, are proportionate to the need of maintaining 4 BAT Mobiles.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
Impaired Driving	BAT Mobile

Planned Activity: BAT Mobile

Planned activity number: **Impaired Driving**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

A few planned activities include providing support for the continued operation of the (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. Support the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) by providing resources to utilize the BAT Mobiles. BAT Mobiles will be used to assist in reducing the number of fatalities in crashes involving a driver/motorcycle rider on reservations with a BAC of 0.08 and above. The four (4) BAT Mobiles will also be used at educational events checkpoints and saturation patrols.

**Intended Sub Recipients**

Bureau of Indian Affairs

**Countermeasure Strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00	N/A	N/A

**Program Area: Occupant Protection (Adult and Child Passenger Safety)**

**Description of Highway Safety Problems**

Occupant Protection: (Seat Belt Survey) - This grant is a financial assistance award to conduct a seat belt usage survey on various reservations throughout Indian Country. Planned activity for this grant is for the contractor to observe seat belt use for passenger vehicles front seat outboard occupants for a select group of federally recognized tribes. The report will reflect trends on seat belt usage throughout Indian Country.

Occupant Protection (Tribal Grant Programs) - This grant is a financial assistance award to assist the tribes in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 7 Occupant Protection Grants (Child Protection Seat Grants) in FY22. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have decreased from 77.7 % in FY16 to 76.30% in FY20. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY17 number of 144 to 142 in FY18. All FY22 PTS grant funded tribes will be required to coordinate and collaborate with other federal and tribal agencies being utilized to educate school children of all ages, as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2,250 in FY20 to 2,475 in FY22.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	136
2022	A-1 Number of seat belt citations issued (reported by tribes)	2022	Other	2,475

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Seat belt survey

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

**Project Safety Impacts**

### **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 factor:

Percent of motor vehicle fatalities covered by funded projects. In 2022, the IHSP plans to fund 23 police traffic services contracts. In 2020 crash data provided by the 34 projects in FY20 reveal all fatalities on their reservations totaled 68 which are 19% of the 377 reported in FARS 2018.

The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as the increased number of car seat clinics, safety seat checkpoints and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

### **Linkage Between PR Area**

#### **Occupant Protection**

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have decreased from 77.7 % in FY16 to 76.30% in FY20. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend suggests a slight upward trend for FARS numbers for all passenger vehicle occupant unrestrained fatalities. In FY14 there were 137 all passenger vehicle occupant unrestrained fatalities and the number increased to 156 in FY16 then decreased to 142 in FY18. Although the 5-year linear trend suggests all vehicle occupant unrestrained fatalities have decreased; seat belt usage numbers have decreased from the FY16 number of 77.7 % to 76.3% in FY20. Seatbelt citations among IHSP grant funded tribes have decreased from 2,527 in FY18 to 2,250 in FY20. The decrease in fatalities and seatbelt citations could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts.

Occupant Protection (Tribal Grant Programs) - This grant is a financial assistance award to assist the tribes in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 7 Occupant Protection Grants (Child Protection Seat Grants) in FY22. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to 74.3% in FY13 to 76.3% in FY20. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have slightly decreased from the FY17

number of 144 to 142 in FY18. Seatbelt citations among IHSP grant funded tribes have decreased from 2,527 in FY19 to 2,250 in FY20. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. In FY20 Tribal governments limited access to their roadways to slow the spread of COVID-19 which could have also had an impact on the numbers of citations issued.

A-1 Core Measure: To increase the number of seat belt citations issued on reservations by 10% from 2020 number of 2,250 to 2,475 by 2022. (Self-reported numbers by IHSP grant funded tribes)

C-4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 4% from the 2018 FARS number of 142 to 136 by the end of FY2022.

**Rationale**

The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the Click It or Ticket Mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among tribes. Car Seats will be inspected by a certified Child Safety Seat Technician and car seats will be distributed to children from families in need. Technicians will teach parents/caregivers on the proper installation of car seats.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
Occupant Protection	Car seat distribution

Planned Activity: Car Seat Distribution

Planned Activity Number: **Occupant Protection**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This grant is a financial assistance award to assist the tribes in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 7 Occupant Protection Grants (Child Protection Seat Grants) in FY22. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

**Intended Sub Recipients**

Federally Recognized Tribes

**Countermeasure Strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Seat belt survey

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Child Restraint (FAST)	\$48,747.00	N/A	N/A
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$134,824.69	N/A	N/A

Countermeasure Strategy: Seat Belt Survey

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

### Project Safety Impacts

#### 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 factor: Percent of motor vehicle fatalities covered by funded projects. In 2022, the IHSP plans to fund 23 police traffic services contracts. In 2020 crash data provided by the 34 projects reveal all fatalities on their reservations totaled 68 which are 19% of the 377 reported in FARS in 2018.

#### Linkage Between Program Area

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to 74.3% in FY13 to 76.3% in FY20. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have slightly decreased from the FY17 number of 144 to 142 in FY18. Seatbelt citations among IHSP grant funded tribes have decreased from 2,527 in FY19 to 2,250 in FY20. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. In FY20 Tribal governments limited access to their roadways to slow the spread of COVID-19 which could have also had an impact on the numbers of citations issued.

Occupant Protection: (Seat Belt Survey) - This grant is a financial assistance award to conduct seat belt usage surveys on various reservations throughout Indian Country. Planned activity for this grant is for the contractor to observe seat belt use for passenger vehicles front seat outboard occupants for a select group of federally recognized tribes. The report will

reflect trends on seat belt usage throughout Indian Country.

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to 74.3% in FY13 to 76.3% in FY20. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five-year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have slightly decreased from the FY17 number of 144 to 142 in FY18. Seatbelt citations among IHSP grant funded tribes have decreased from 2,527 in FY19 to 2,250 in FY20. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. In FY20 tribal governments limited access to their roadways to slow the spread of COVID-19 which could have also had an impact on the numbers of citations issued.

C-4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 4% from the 2018 FARS number of 142 to 136 by the end of FY2022.

**Rationale**

Seat Belt Survey for Indian Country usage.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
Occupant Protection	Car seat distribution
Seat Belt Survey	Seat Belt Survey

Planned Activity: Car Seat Distribution

Planned Activity Number: **Occupant Protection**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This grant is a financial assistance award to assist the tribes in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 7 Occupant Protection Grants (Child Protection Seat Grants) in FY22. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle

**Intended Sub Recipients**

Federally Recognized Tribes

**Countermeasure Strategies**

Countermeasure Strategies in this Planned Activity

<b>Countermeasure Strategy</b>
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Child Restraint System Inspection Station(s)
Seat belt survey

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Child Restraint (FAST)	\$48,474.00	N/A	N/A
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$134,824.69	N/A	N/A

Planned Activity: Seat Belt Survey

Planned Activity Number: **Seat Belt Survey**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Planned activity for this grant is for the contractor to observe seat belt use for passenger vehicles front seat outboard occupants for a select group of federally recognized tribes. The report will reflect trends on seat belt usage throughout Indian Country.

**Intended Sub Recipients**

Preusser Research Group (PRG)

**Countermeasure Strategies**

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Seat Belt Survey

**Program Area: Planning & Administration**

**Description of Highway Safety Problems**

The Indian Highway Safety Program faces many challenges with a five percent budget for operating expenses. With only 5% Program & Administration (P&A) personnel service, manage, monitor, and oversee the Indian Highway Safety Program. They include three positions funded by 402: Program Analyst (Coordinator), Program Analyst (Finance) and a Law Enforcement Assistant. Other costs include travel and training, office machines, office supplies, education supplies and other appropriate administrative expenditures. The five percent for P&A makes it difficult to provide site visits for tribal grant program monitoring due to extensive travel to rural locations throughout the United States. Indian Country encompasses five-hundred seventy-four (574) federally recognized tribes located across the United States with many of the tribes located in rural areas. The five percent P&A creates

continued challenges for the IHSP staff to grow the program, provide awards and bring on more federally recognized grant programs due to limited staff. The IHSP staff consist of three (3) employees dedicated to managing the entire program who are paid out of P&A funds which makes hiring additional employees problematic. In FY22 the BIA IHSP will award thirty (30) grants to federally recognized tribes across the United States.

IHSP staff must be selective in the type of training, and meetings they attend because locations are all outside of New Mexico. Staff training is necessary to maintain compliance and management of expending federal funds. The five percent program management budget limits the IHSP staff from offering more grant opportunities and services to the tribes and limits training, meeting attendance, along with hiring additional staff to help meet the mission and goals of the program.

Personnel planned activities will be to initiate highway safety related projects with not less than twenty-two (22) Police Traffic Services grants, seven (7) Occupant Protection (Child Protection Seat (CPS) grants, and one (1) Highway Safety Specialist grant for twenty-nine (29) tribes by the end of FY2022. IHSP staff will initiate meetings and communications with non-granted tribes to evaluate for potential funding opportunities which would provide financial assistance to meet a Police Traffic Services, Occupant Protection, Impaired Driving Court and/or Youth Traffic Safety Education need in order to expand the program. They will contact state highway safety offices to offer funding opportunities to their tribal communities which may be available. IHSP will maintain constant contact with participating tribes via on-site visits, desk and telephone monitoring and audits. Staff will offer technical assistance and outreach to tribes not currently participating in program as requested. They will also conduct monthly monitoring of expenditures utilizing BIA’s finance system and NHTSA’s Grants Tracking System (GTS).

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
402	Program and administration	Planning & Administration

Planned Activity: Program and Administration

Planned Activity Number: 402

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Program and Administration	Program and Administration	\$234,870.00	N/A	\$0.00

### **Program Area: Police Traffic Services**

#### **Description of Highway Safety Problems**

This grant is a financial assistance award to assist the tribes in enhancing their current traffic safety, enforcement, and education efforts. The BIA IHSP plans to award nineteen (19) PTS grants to fund straight time Highway Safety Officers and three (3) grants for overtime of

officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST, SFST instructor, radar operator and instructor, saturation patrol, checkpoint methods as well as drug impaired driver identification. Participate in three (3) mobilizations; two (2) national (Click it or Ticket and Drive Sober or Get Pulled Over) and 1 (one) Indian State (Don't Shatter the Dream) mobilizations and conduct local mobilizations as necessary. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow and participate in impaired driving task forces locally. Provide not less than two (2) educational presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY22 to assist in reducing fatalities among infants and small children. FARS five-year linear trend analysis from 2014-2018 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 383 in FY16, 394 in FY17, and 377 in FY18. The geographic locations of tribes being funded in FY22 (29 tribes in 13 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 7 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from an all-time high in FY16 of 39,396 to a decrease of 26,065 in FY20. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. COVID-19 impacted all core measures and targets in FY20 due to tribal governments limiting access to roadways to tribal members only to slow the spread of the virus. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	365
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	136
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	155
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	114
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	16
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	2

2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	16
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**Countermeasure Strategies in Program Area**

Countermeasure Strategy
High Visibility Law Enforcement
Traffic Enforcement

Countermeasure Strategy: High Visibility Law Enforcement

Program Area: **Police Traffic Services**

**Project Safety Impacts**

**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 2022, the IHSP plans to fund 22 police traffic services agreements. 2020 crash data provided by the 34 projects reveal all fatalities on their reservations totaled 68 which are 19% of the 377 reported in FARS 2018.

Percent of high impact evidence-based projects as identified in CTW. HVE activities have high potential for near term impact. The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement Activities to include participation in DUI Task forces, Community Education Programs, and in High Visibility Enforcement Mobilizations.

**Linkage Between Program Area**

This grant is a financial assistance award to assist the tribes in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award nineteen (19) PTS grants to fund straight time Highway Safety Officers and three (3) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST, SFST instructor, radar operator and instructor, saturation patrol, checkpoint methods and training for detection of drug impaired drivers. Participate in three (3) mobilizations two (2) national (Click it or Ticket and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter the Dream) mobilizations as well as local mobilizations as necessary. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow and participate in local impaired driving task forces. Provide not less than two (2) educational presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY22 to assist in reducing fatalities among infants and small children. FARS five-year linear trend analysis from 2014-2018 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 383 in FY16, 394 in FY17, and 377 in FY18. The geographic locations of tribes being funded in FY22 (29 tribes in 13 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 13 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from an all-time high in FY16 of 39,396 to a decrease of 26,065 in FY20. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. COVID-19 impacted all core measures and targets and FY20 due to tribal governments limiting access to roadways to tribal members only to slow the spread of the virus. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

**Rationale**

The rationale for the selection of the IHSP countermeasure strategy and funding allocation is based on systematic and spot approaches due to the diversity of tribal lands population land base and road miles. Tribal programs submit the tribal individual statistical information and the countermeasures are subjective to the tribe and the needs are based on the individual tribal traffic problems reported. The tribal projects work the mobilizations provide educational programs and HVE to get to the greatest amount of people in their communities for crash reduction and prevention. Additionally, tribes can identify high crash areas and utilize a spot location approach for the countermeasure and address the focus on the need identified. The countermeasures and funding allocation is fact based and justification for the funding allocation is based on the tribal statistical information and traffic crash data provided

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
Police Traffic Services	High Visibility Saturation Patrol
Police Traffic Services	Traffic Enforcement

Planned Activity: High Visibility Saturation Patrol

Planned activity number: **Police Traffic Services**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award nineteen (19) PTS grants to fund straight time Highway Safety Officers and three (3) grants for overtime of officers for traffic safety

enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter the Dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educational presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY22 to assist in reducing fatalities among infants and small children. FARS five-year linear trend analysis from 2014-2018 FARSdata shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 383 in FY16, 394 in FY17, and 377 in FY18. The geographic locations of tribes being funded in FY22 (29 tribes in 13 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 7 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from an all-time high in FY16 of 39,396 to a decrease of 26,065 in FY20. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. COVID-19 impacted all core measures and targets and FY20 due to tribal governments limiting access to roadways to tribal members only to slow the spread of the virus. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

**Intended Sub Recipients**

The BIA IHSP plans to award nineteen 19 straight time PTS grants and 3 grants for overtime for traffic safety enforcements for federally recognized tribes.

**Countermeasure Strategies**

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
High Visibility Law Enforcement

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$19,523,203.00	N/A	N/A

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$7,203,547.00	N/A	N/A
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## Program Area: Community Safety Project (Highway Safety Specialist)

### Description of Highway Safety Problems

In 2020, the BIA IHSP and NHTSA met with State funded Tribal Traffic Safety Coordinators in the States of Washington and Montana in reference to Highway Safety Specialist position. These positions facilitated safety improvements and improved communication across tribal, state, and local transportation departments. In an effort to expand the use of this model, the BIA IHSP developed a detailed position description and made grant funds available to tribes through the FY2022 request for proposals. The Highway Safety Specialist is an entry-level professional position that encompasses responsibility for establishing and conducting traffic-related activities including: identifying, collecting, analyzing, and presenting traffic-safety related data; incorporating data into tribal strategic planning, programming, and implementation; and organizing groups, events, and activities to increase community awareness of traffic-safety related issues. Assignment to this position is based on need and requires compliance with the job qualifications.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	365

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Establish and Conducting Traffic Related Activities
Community Safety Projects

Countermeasure Strategy: Community Safety Projects

Related Activities Program Area: **Community Safety Projects (Highway Safety Specialist)**

### Project Safety Impacts

#### Assessment of Traffic Safety Impact

The impact of the Highway Safety Specialist will be to conduct traffic-related activities including: identifying, collecting, analyzing, and presenting traffic-safety related data; incorporating data into tribal strategic planning, programming, and implementation; and organizing groups, events, and activities to increase community awareness of traffic-safety related issues.

### Linkage Between Program Area

This grant is a financial assistance award to assist the tribes in enhancing their traffic safety and awareness efforts. Tribal crash data can assist in identifying traffic problems and areas. 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. FARS five-year linear trend analysis from 2014-2018 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 383 in FY16, 394 in FY17, and 377 in FY18. Tribes need the assistance of community safety project grants to identify traffic safety issues within Indian Country.

**Rationale**

The rationale for the selection of the IHSP countermeasure strategy and funding allocation is based on systematic and spot approaches due to the diversity of tribal lands population land base and road miles. Tribal programs submit the tribal individual statistical information and the countermeasures are subjective to the tribe and the needs are based on the individual tribal traffic problems reported. Tribal projects work to develop and implement an annual communication plan to ensure the coordination of activities a maximum exposure to traffic safety message and tribal service area. Working to establish traffic safety committee and hold meetings. Identify sources of data related to traffic safety that currently exist in tribal agencies and organizations from other public sources. Additionally, tribes can identify high crash areas and utilize a spot location approach for the countermeasure and address the focus on the need identified. The countermeasures and funding allocation is fact based and justification for the funding allocation is based on the tribal statistical information and traffic crash data provided.

**Planned Activities in Countermeasure Strategy**

Unique Identifier	Planned Activity Name
Community Safety Projects	Establish and Conducting Traffic Related Activities
Community Safety Projects	Establish and Conducting Traffic Related Activities

Planned Activity: Establish and Conducting Traffic Related Activities

Patrol Planned activity number: **Community Safety Projects (Highway Safety Specialist)**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This grant is a financial assistance award to assist the tribes in enhancing their traffic safety and awareness efforts. Tribal crash data can assist in identifying traffic problems and areas. 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. FARS five-year linear trend analysis from 2014-2018 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 383 in FY16, 394 in FY17, and 377 in FY18. Tribes need the assistance of community safety project grants to identify traffic safety issues within Indian Country.

**Intended Sub Recipients**

The BIA IHSP plans to award one (1) HSS grant traffic safety and awareness efforts federally recognized tribes.

**Countermeasure Strategies**

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Establish and Conducting Traffic Related Activities

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Community Safety Projects	\$86,143.00	N/A	N/A

**Evidence-based Traffic Safety Enforcement Program (TSEP)**

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

Unique Identifier	Planned Activity Name
Impaired Driving	BAT Mobile
Police Traffic Services	High Visibility Saturation Patrol
Police Traffic Services	Traffic Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

**Crash Analysis**

Major issues in Indian Country, impaired driving, occupant protection, and traffic records are similar to those experienced nationwide, but the severity of traffic safety problems vary greatly among tribes.

The lack of crash reporting is detrimental to the tribes as it affects the ability to accurately provide information on fatalities and severe injuries which may be occurring on their lands. Poor tribal crash reporting and Native American (NA) FARS data more than three years old makes it difficult to obtain data relevant to the current HSP planning process. When available FARS annual file data will be used in the analysis process however official target setting is based on the most current FARS data available on the State Traffic Safety Information (STSI). 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. Therefore 2018 FARS data is used in the FY22 HSP. The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as

proven countermeasures.

A review of FARS 2018 data of Native American/Alaska Native fatalities by State shows Arizona, New Mexico, Oklahoma, Montana, and California are the top 5 states with Native American/Alaska Native fatalities. In 2022, the IHSP plans to fund enforcement and occupant protection (child protection seat (CPS) projects in each of the States: 3 PTS 0 CPS in Arizona, 3 PTS 1 CPS in Montana, 0 PTS, 1 CPS, 1 HSS in California, 4 PTS and 1 CPS in New Mexico and 0 PTS 0 CPS Oklahoma.

In 2022 the IHSP plans to fund twenty-two (22) police traffic services agreements. Crash data provided by these projects show in 2020 crash data provided by the 34 projects reveal all fatalities on their reservations totaled 68 which are 19% of the 377 reported in FARS 2018. In Indian County seat belt usage is below the national average and in FY20 seat belt usage decreased by 76.3% which is 0.9% from the FY19 number of 77%. Thirty-four (34) tribes reported 22 unrestrained passenger vehicle occupant fatalities all seat positions in FY20. This is an 84% decrease from the FY18 FARS number of 142. In FY20 Tribes also reported issuing 2,250 seat belt citations.

### **Deployment of Resources**

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

All applications are scored by a review team. PTS applications were eligible for scores up to 100 based on the following: General Information - 10 points Data (Problem Identification) - 45 points Targets Performance Measures & Strategies - 35 points Budget - 10 points.

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

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

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

### **Effectiveness Monitoring**

Evidence-based Countermeasures. The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This monitoring is utilized to determine if funded activities are showing a positive result in effecting traffic safety issues on the reservation.

### **High-Visibility Enforcement (HVE) Strategies**

#### **Planned HVE Strategies to Support National Mobilizations:**

<b>Countermeasure Strategy</b>
Checkpoints
High Visibility Enforcement
High Visibility Law Enforcement
Traffic Enforcement

#### **HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
Impaired Driving	BAT Mobile
Police Traffic Services	High Visibility Saturation Patrol
Police Traffic Services	Traffic Enforcement

**Certifications, Assurances, and Highway Safety Plan (PDF)**