



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Washington, DC 20240

IN REPLY REFER TO:

Office of Justice Services - COW
Indian Highway Safety Program

Susan deCourcy
Regional Administrator, National Highway
Traffic Safety Administration Region 6
819 Taylor Street, Room 8A38
Fort Worth, Texas 76102

Dear Ms. deCourcy:

I am pleased to enclose the Bureau of Indian Affairs' (BIA) Indian Highway Safety Program's (IHSP) FY 2025 Annual Report, which has been formally approved by my office. This report encapsulates our efforts and achievements over the past fiscal year and serves as an important resource for stakeholders and partners in our ongoing commitment to highway safety in Indian Country.

Enclosed with this letter, you will find the approved report for your review. Should you have any questions or require further information, please feel free to contact me at (202)208-1805.

Thank you for your attention to this report.

Sincerely,

Charles Addington
Acting Deputy Bureau Director/
Governors Representative

Enclosure



INDIAN HIGHWAY SAFETY PROGRAM
— **BUREAU OF INDIAN AFFAIRS** —

FY 2025

Annual Report

1001 Indian School Road, NW - Suite 251
Albuquerque, New Mexico 87104



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Mission Statement

To reduce the number and severity of traffic crashes in Indian Country by supporting education, enforcement, and safe tribal community programs.

Vision Statement

To create a safe tribal community environment where roadways in Indian Country are safe for all.

Introduction

According to the 2020 U.S. Census, the United States is home to 331,449,281 people. Of these individuals, approximately 9.7 million, identify themselves as American Indian and/or Alaska Native. Consistent with the general population in the United States, the largest age group for American Indian/Alaska Natives is 35-44 years of age. These American Indians/Alaska Natives represent over 574 federally recognized tribes nationwide. For the purposes of this report, Tribal lands may be identified as reservations, tribal lands, Indian Country, or other identifying names. Additionally, American Indians and Alaska Natives may be referred to as AI/AN, Native Americans, Indigenous People, First Nations, and lastly Indians.

Despite their small ethnicity numbers, American Indians/Alaska Natives continue to be killed and injured in traffic crashes at rates that are 2 to 3 times that of other ethnic groups and that of the national average.

The tribes that comprise the Indian Nation are geographically spread throughout the United States, and it is extremely difficult to affect change in motor vehicle deaths in each of them. Each tribe is unique in its heritage, language, and lifestyle. The lack of motor vehicle crash data and tribal reporting are areas of continual struggle.

The FY25 Request for Proposal (RFP) was advertised on grants.gov for all federally recognized tribes in the United States in January 2024. Prospective applicants were required to submit proposals no later than May 1, 2024. The Bureau of Indian Affairs (BIA) Indian Highway Safety Program (IHSP) received 43 tribal project proposals for FY25.

A Selection Committee did not meet in May of 2024 due to the amount of carry-over funding. The BIA IHSP Program Director reviewed and scored the grant applications for the FY25 award. This Selection Committee is normally comprised of representatives from the National Highway Traffic Safety Administration (NHTSA), and the Bureau of Indian Affairs (BIA) Office of Justice Services (OJS). Indian Health Services (IHS) and the State of New Mexico. 43 Tribal highway safety projects were included in the initial FY25 Annual Grant Application submitted to NHTSA for final approval. NHTSA approved 43 projects for funding. 29 Police Traffic Services 12 Occupant Protection, 2 Community Safety Projects (Highway Safety Specialist), and 42 total tribal grantees accepted FY25 grant awards.

The approved BIA IHSP projects for FY25 consisted of 43 grants for tribes in 15 different states, in the program areas of Police Traffic Services straight-time, overtime enforcement, occupant protection, and community safety. The projects included some of the largest tribes in the country and 1 Indian Health Board. Data provided in this report is based upon statistics submitted from 29 of the Police Traffic Services, 12 Occupant Protection Tribal projects, and the national Fatality Analysis Reporting System. The FY25 Annual Report will be using the most current FY18-FY22 FARs data.

The BIA IHSP staffing for FY25 included a Program Director, Program Coordinator, Financial Analyst, 2 Program Analyst, Program Specialist, and Law Enforcement Assistant.

FY25 Tribal Project Reports

The BIA IHSP utilizes the funding to provide supplemental funding to tribes for strategic targeted enforcement activities. This year the BIA IHSP funded 40 programs, 12 Occupant Protection grants with 27 Police Traffic Services grants, and 1 Community Safety Projects (Highway Safety Specialist), other funds are also provided in support through training activities. did not sign and return the grant agreements. Rosebud Sioux Tribe and Quechan Tribe canceled their grant awards. The focus of all funded programs is to have an impact on the total number of Native Americans killed in traffic-related deaths nationwide. The information provided in this section outlines the activities that our tribal programs have produced to affect the overall fatalities as reported to FARS each year.

The Tribal Annual Reports contain information on the results put forth by each tribal grantee's hard work in traffic safety. Their individual tribal efforts are aimed to collectively have an effect on the Indian Nations' safety targets identified in the 2024 HSP.

FY25 BIA IHSP 402 Expenditures

In FY25, the BIA Indian Highway Safety Program (IHSP) reported total expenditures of \$7,660,453.51 for Tribal Highway Safety Projects, Planning and Administration.

Overall Program Target:

Performance Measure	Target Period	Target Year(s)	Benchmark Value for F24 listed in 3HSP	Data Source/ FY25 Progress Results	On Track to Meet FY25 Benchmark: YES/NO/In-Progress (Must be accompanied by Narrative)
C-1) Total Traffic Fatalities	3 Years	2018-2020	298	2018-2022 FARS 345 Tribes 63	YES
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	3 Years	2018-2020	97	2018-2022 FARS 123 Tribes 19	YES
C-5) Alcohol-Impaired Driving Fatalities	3 Years	2018-2020	129	2017-2021 FARS 151 Tribes 23	YES
C-6) Speeding-Related Fatalities	3 Years	2018-2020	88	2018-2022 FARS 104 Tribes 16	YES
C-7) Motorcyclist Fatalities	3 Years	2018-2020	16	2018-2022 FARS 32 Tribes 8	YES
C-8) Unhelmeted Motorcyclist Fatalities	3 Years	2018-2020	5	2018-2022 FARS 10 Tribes 4	YES
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 Years	2018-2020	18	2018-2022 FARS 19 Tribes 5	YES
C-10) Pedestrian Fatalities	3 Years	2018-2020	43	2018-2022 FARS 43 Tribes 8	YES
C-11) Bicyclists Fatalities	3 Years	2018-2020	3	2018-2022 FARS 1 Tribes 2	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	3 Years	2018-2020	80%	2019-2023 Survey 80%	Yes
A-1 Seat Belt Citations	Other	2019-2023	31,500	2025 Tribes 3,226	Yes
A-2 Impaired Driving Arrests	Other	2019-2023	3,481	2025 Tribes 3,091	NO
A-3 Speed Citations	Other	2019-2023	33,035	2025 Tribes 33,935	YES

FY25 Core Outcome Measures

The tribal grantees maintained impaired driving countermeasures and strategies; however, the target was not reached. This could be attributed to a shortage of officers in tribal police departments. High visibility enforcement and impaired driving education may have contributed to not reaching these targets (A-2). IHSP is proud to report all other core measures were met.

A-1 Core Measure: Increase seat belt citations by 270% from 8,495 (2020-2022 rolling average) to 31,500 (2024-2026 rolling average) by 2026. Seat belt citations issued during grant-funded enforcement activities current:

In FY25: 27 Tribes reported 2,796 seat belt citations issued along with 430 child protection seat violations. Combining seat belt citations and child protection seat violations total 3,226. **Target was met.**

A-2 Core Measure: Increase impaired driving arrests by 4% from 3,347 (2020-2022 rolling average) to 3,481 (2024-2026 rolling average) by 2026. Impaired driving arrests made during grant-funded enforcement activities current:

In FY25: 27 Tribes reported 3,091 DUI/OWI arrests were made. **Target was not met** due to high visibility enforcement, and education raising awareness on the dangers of impaired driving.

A-3 Core Measure: Speeding citations issued during the grant-funded enforcement activities current: Increase speed citations by 5% from 31,352 (2020-2022 rolling average) to 33,035 (2024-2026 rolling average) by 2026.

In FY25: 27 Tribes reported 33,935 speed citations were issued. **Target was met.**

B-1 Core Measure: Increase seatbelt use for passenger vehicles by 3% from 77.3% (2020-2022 rolling average) to 80% (2024-2026 rolling average) by 2026.

In FY25: The Indian Highway Safety Program conducted a seat belt survey in 2025 which revealed usage among Native American/Alaskan Natives was at 80%. **Target was met.**

C-1 Core Measure: To reduce motor vehicle fatalities from 9% from 328 (2018-2020 rolling average) to 298 (2024-2026 rolling average) by 2026. According to FARS FY2022 data, there were 345 motor vehicle fatalities on reservations. FARs show all motor vehicle crash fatalities on reservations are declining from 377 in 2018 to 345 in 2022.

In FY25: 27 Tribes reported a total of 63 motor vehicle fatalities. **Target was met.**

C-4 Core Measure: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 11% from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026. Current FARS FY22 data reflects 123 un-restrained passenger vehicle occupant fatalities, all seat positions. Unrestrained passenger vehicle-occupant fatalities all seat positions decreased from 142 in 2018 to 123 in 2024.

In FY25, 27 Tribes reported a total of 19 unrestrained passenger vehicle occupant fatalities in all seat positions on their reservations. **Target was met.**

C-5 Core Measure: Reduce alcohol-impaired driving fatalities by 8% from 141 (2018-2020 rolling average) to 129 (2024-2026 rolling average) by 2026. Current FARS FY21 data reflects the number of on-reservation fatalities in crashes involving a driver with a BAC of 0.08+ increased from the 2018 number of 164 to 151 in 2022.

In FY25: 27 funded Tribes reported a total of 10 fatalities with drivers with .08+ BAC and 15 alcohol related motor vehicle crash fatalities. **Target was met.**

C-6 Core Measure: To reduce speed-related fatalities by 20% from 100 (2018-2020 rolling average) to 88 (2024-2026 rolling average) by 2026. Current FARS data reflects a downward trend of speed-related fatalities on reservations from the 2018 number of 120 to 104 in 2022.

In FY25: 27 funded Tribes reported a total of 16 speed-related motor vehicle fatalities on their reservations during the project year. **Target was met.**

C-7 Core Measure: To reduce motorcycle fatalities by 11% from 18 (2018-2020 rolling average) to 16 (2024-2026 rolling average) by 2026. Current FARS FY22 data shows motorcyclist fatalities on reservations have increased from the 2018 number of 21 to 32 in 2022.

In FY25: 27 funded tribes reported 8 motorcyclist fatalities on their reservations during the project year. **Target was met.**

C-8 Core Measure: To maintain un-helmeted, motorcycle fatalities by 100% from 5 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026. Current FARS FY18 data reflects 4 un-helmeted motorcycle fatalities on reservations decreased by 10 in FY22.

In FY25: 27 funded tribes reported 4 un-helmeted motorcyclist fatalities on their reservations during the project year. **Target was met.**

C-9 Core Measure: To maintain drivers age 20 and younger involved in fatal crashes by 100% from 18 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026. Current FARS data reveals drivers age 20 and younger involved in fatal crashes have significantly increased from the FY18 number of 16 to 19 in 2022.

In FY25: 27 funded tribes reported a total of 5 fatalities of drivers 20 or younger fatalities on their reservations during the project year. **Target was met.**

C-10 Core Measure: To reduce pedestrian fatalities by 12% from 49 (2018-2020 rolling average) to 43 (2024-2026 rolling average) by 2026. Current FARS data reflect a decrease in pedestrian fatalities from the 2018 number of 56 to 43 in 2022.

In FY25: 27 funded tribes reported a total of 8 pedestrian fatalities on their reservations during the project year. **Target was met.**

C-11 Core Measure: To maintain bicycle fatalities by 100% from 3 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026. Current FARS data shows the number of pedal cyclist fatalities decreased from the FY17 number of 3 to 1 in FY22.

In FY25: 27 funded tribes reported a total of 2 bicyclist fatalities on their reservations

during the project year. **Target was met.**

Occupant Protection Program Area

Motor vehicle crashes (MVCs) are the leading cause of death and injuries to Native Americans in the United States. Native Americans are killed at rates at least twice that of all other ethnic groups in this country. These high death rates can be attributed to many factors including the low and non-use of safety belts and child passenger safety restraint usage on the reservations.

Occupant Protection Program Area Target:

The BIA IHSP planned to increase safety belt use for passenger vehicles by 3% from 77.3% (2020-2022 rolling average) to 80% (2024-2026 rolling average) by 2026.

Seat Belt Usage in Indian Country			
FY22	FY23	FY24	FY25
77.5%	0%	78.1%	80%

Safety Belt usage experienced an increase from 77.5% in FY22 to 80% in FY25. The safety belt target was achieved. As a result, seat belt usage rate in Indian Country continues to be a priority. Grant-funded law enforcement projects continue to enforce seat belt usage on their roadways. In FY25, 25 tribes issued 2,796 seat belt citations and 430 child safety seat violations. While Native American utilization is still lower than the national rate, there has been progress made in Indian Country; seat belt use will continue to be one of the primary focus areas of the BIA IHSP as seat belt usage continues to rise.

Child Passenger Safety

For several years, the BIA IHSP has collaborated with Tribal Health Organizations to provide child passenger safety seats for Native American children and support materials for clinics, checkpoints, and fitting stations for Tribes in need.

In FY25, the BIA IHSP awarded Occupant Protection grants to the Tribes. The BIA IHSP reimbursed grant-funded tribes \$163,663.22 for child safety seats in FY25. The remaining seats that were not distributed during the period of performance will remain with the tribe and are not reimbursable.

OP Projects

Project Number	Project Title
OP-25-01	Pueblo of Isleta
OP-25-02	Pueblo of Laguna
OP-25-03	Northwest Portland Area Indian Health Board
OP-25-04	Menominee Tribe of Wisconsin
OP-25-06	Chitimacha Tribe of Louisiana
OP-25-07	Bay Mills Indian Community

OP-25-10	Peoria Tribe of Indians of Oklahoma
OP-25-11	Oglala Sioux Tribe
OP-25-12	Cherokee Nation
OP-25-13	Confederated Tribes of Grand Ronde

9 Occupant Protection seat grantees distributed 586 car seats to families in need during the grant year. Grantees reported 34 CPS technicians on staff, held 27 clinics and 42 CPS Training events.

OP Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
OP-25-05	Craig Tribal Association
OP-25-08	Pueblo of Zia
OP-25-09	Muscogee (Creek) Nation

- Craig Tribal Association distributed car seats but was not reimbursed due to insufficient RFR submission
- Pueblo of Zia due to staffing shortages the grant was not executed
- Muscogee (Creek) Nation distributed car seats but did not submit a monthly RFR during the grant year.

IHSP is committed to improving this program area and will follow up with grantees and continue monitoring performance.

Police Traffic Services Program Area

BIA Indian Highway Safety Program (IHSP) FY25 Summary

The BIA IHSP advanced traffic safety on tribal lands through targeted impaired driving and police traffic services initiatives. All funded tribal law enforcement agencies committed to national traffic safety campaigns, including the “Don’t Shatter the Dream” mobilization, and implemented high-visibility enforcement strategies such as checkpoints, saturation patrols, and enhanced enforcement throughout the year. Additional funding supported sustained enforcement and alcohol-related performance measures across projects.

IHSP provided essential training, equipment, and technical assistance to strengthen tribal law enforcement capacity and engaging in tribal safety summits in South Dakota, Minnesota, and New Mexico to expand grant opportunities. Despite challenges in officer recruitment and retention, tribal departments issued over 22,000 warnings, demonstrating active engagement in traffic safety enforcement. IHSP leadership and program staff continued site visits, compliance evaluations, and performance monitoring to ensure progress toward reducing impaired driving and improving roadway safety.

IHSP Police Traffic Services Program Area encompasses all traffic violation enforcement including impaired driving occupant protection, seat belts, speeding etc. Also included in the required reporting is statistics and data related to crashes and fatalities.

PTS Projects:

Project Number	Project Title
PT-25-02	Pueblo of Isleta
PT-25-03	Pueblo of Laguna (New Mexico)
PT-25-04	Pueblo of Sandia (New Mexico)
PT-25-05	Menominee Tribe of Wisconsin (Wisconsin)
PT-25-06	Fort McDowell Yavapai Nation (Arizona)
PT-25-07	Minnesota Chippewa Tribe - White Earth Band (Minnesota)
PT-25-08	Cheyenne River Sioux Tribe of the Cheyenne River Reservation (South Dakota)
PT-25-09	White Mountain Apache Tribe (Arizona)
PT-25-10	Miccosukee Tribe of Indians (Florida)
PT-25-11	Minnesota Chippewa Tribe - Leech Lake Band (Minnesota)
PT-25-12	Red Lake Band of Chippewa Indians (Minnesota)
PT-25-13	Upper Sioux Indian Community (Minnesota)
PT-25-14	Chippewa Cree Tribe of the Rocky Boy's Reservation (Montana)
PT-25-15	Fort Belknap Indian Community of the Fort Belknap Reservation (Montana)
PT-25-16	Jicarilla Apache Nation (New Mexico)
PT-25-17	Pueblo of Jemez (New Mexico)
PT-25-19	Pueblo of Pojoaque (New Mexico)
PT-25-20	Pueblo of Zia (New Mexico)
PT-25-21	Three Affiliated Tribes of the Fort Berthold Reservation (North Dakota)
PT-25-22	Walker River Paiute Tribe of the Walker River Reservation (Nevada)
PT-25-24	Quapaw Nation (Oklahoma)
PT-25-25	Oglala Sioux Tribe (South Dakota)
PT-25-26	Rosebud Sioux Tribe (South Dakota)
PT-25-27	Sisseton Wahpeton Oyate of the Lake Traverse Reservation (South Dakota)
PT-25-28	Spokane Tribe of the Spokane Reservation (Washington)
PT-25-30-02	Seminole Tribe of Florida (Florida)
PT-25-30-03	Lac Courte Oreilles Band of Lake Superior Chippewa Indians (Michigan)
PT-25-31-01	Colorado River Indian Tribes
PT-25-31-02	Lummi Nation
PT-25-31-03	Comanche Nation

PTS Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
PT-25-18	Pueblo of Picuris
PT-25-23	Muscogee (Creek) Nation
PT-25-31-04	Ohkay Owingeh
PT-25-31-05	Ute Mountain Ute Tribe
PT-25-31-06	Shoshone Paiute Tribes of the Duck Valley Reservation
PT-25-31-07	Iipay Nation of Santa Ysabel

- Pueblo of Picuris memorandum of understating (MOU) was not in place with OJS District IV to move forward with the grant agreement.
- Muscogee (Creek) Nation did not return a signed grant agreement
- Ohkay Owingeh travel tribal government implemented a travel restriction due to government shutdown
- Ute Mountain Ute Tribe did not return to a signed grant agreement tribal government

implemented a travel restriction due to government shutdown

- Shoshone Paiute Tribes of the Duck Valley Reservation due to government shutdown
- Lipay Nation of San Ysabel did not return a signed grant agreement

Police Traffic Services (PTS) Program Area Target:

During the FY25 grant year, 27 Tribal Law Enforcement grantees issued 31,766 traffic citations, 33,935 speed citations, and made 3,091 DUI/OWI arrests. Officers gave 22,454 verbal and written warnings and responded to 3,617 MVCs (Motor Vehicle Crashes). They reported 63 MVC fatalities, including 8 motorcyclist deaths, with 4 being un-helmeted. Additionally, 98 checkpoints and 1,073 saturation patrols were conducted.

Equipment Awarded During FY25

Strategic investments in equipment during FY25 significantly strengthened traffic safety enforcement and reporting capabilities across tribal communities, leading to measurable improvements in public safety outcomes. All grant funded equipment was purchased and monitored in accordance with applicable Federal and Tribal regulations.

Community Program Area

In FY2023, the IHSP created a detailed position description and provided grant funding to help tribes establish Highway Safety Specialist roles, aimed at improving traffic safety and communication among tribal, state, and local transportation agencies. This entry-level position focuses on collecting and analyzing traffic safety data, integrating findings into tribal planning, and organizing community outreach to raise awareness of traffic safety issues. Assignments are based on need and require compliance with job qualifications.

Additionally, grantees must allocate Section 402 funds to support an Unattended Passengers Program, educating the public on the dangers of leaving children or other passengers in vehicles after the engine is turned off.

Project Number	Project Title
CP-25-02	Forest County Potawatomi Indians (Wisconsin)

The number of motor vehicle accidents in Forest County Potawatomi Community reservation has decreased from 96 to 87, surpassing our target of a 1% reduction with an impressive 9.38% decline. While this marks a positive step forward, the tribe recognizes that it represents a decrease from last year's reduction of 12.5%. Traffic safety outreach and education initiatives have played a vital role in this achievement by raising awareness of safe driving behaviors, educating the public about traffic laws and promoting responsible driving habits. These efforts empower individuals to make better decisions behind the wheel, ultimately reducing the likelihood of accidents.

In FY2025, the program successfully reduced MVC's and MVCF's through a comprehensive series of educational presentations and outreach at community events. Moving forward, the grant

program is committed to enhancing their strategies to achieve an even greater reduction in crashes in the coming year.

It should be noted IHSP has funded other Highway Safety Specialists, however, they are implemented into the Police Traffic Services and Occupant Protection projects. These positions have experienced similar success to the one identified above. IHSP is currently considering moving the other HSS positions into this program area for improved monitoring and evaluation and allowing for ease of reporting.

CP Projects Not Implemented or Activity Less Than Anticipated

Project Number	Project Title
CP-25-01	Quechan Tribe of the Fort Yuma Indian Reservation (Arizona)

Quechan Tribe of the Fort Yuma Indian Reservation was cancelled due to their inability to hire a Highway Safety Specialist.

Training Opportunities:

IHSP encourages grantees to continue education related to Traffic Safety. Several Grantees were funded to attend various trainings and conferences locally and nationally. In addition to traffic safety education, IHSP hosts a program management training for all grantees in order to efficiently and effectively execute the grant agreement and all requirements.

Tribes not currently funded by the BIA IHSP also attend the Lifesavers Conference and the Indian Highway Safety Tribal Grants Session.

FY25 Program Management Training

- | | |
|--|---------------------------------------|
| 1) Cheyenne River Sioux Tribe | 14) Pueblo of Pojoaque |
| 2) Fort Belknap Indian Community | 15) Pueblo of Sandia |
| 3) Fort McDowell Yavapai Nation | 16) Pueblo of Zia |
| 4) Jicarilla Apache Nation | 17) Quapaw Nation |
| 5) Lac Courte Oreilles Band of Lake Superior Indians | 18) Red Lake Band of Chippewa Indians |
| 6) Menominee Tribe of Wisconsin | 19) Rosebud Sioux Tribe |
| 7) Miccosukee Tribe of Indians | 20) Sisseton Wahpeton Oyate |
| 8) Minnesota Chippewa Tribe Leech Lake Band | 21) Spokane Tribe |
| 9) Minnesota Chippewa Tribe White Earth Band | 22) Three Affiliated Tribes |
| 10) Muscogee Creek Nation | 23) Upper Sioux Indian Community |
| 11) Oglala Sioux Tribe | 24) Walker River Paiute Tribe |
| 12) Pueblo of Isleta | 25) White Mountain Apache Tribe |
| 13) Pueblo of Laguna | 26) Chippewa Cree Indians |
| | 27) Pueblo of Jemez |
| | 28) Seminole Tribe of Florida |

Occupant Protection Program Management

- 1) Pueblo of Isleta
- 2) Northwest Portland Indian Health Board
- 3) Craig Tribal Association

Lifesavers Conference Grant

- | | |
|--------------------------------|--|
| 1) Colorado River Indian Tribe | 5) Shoshone Paiute Tribes of the Duck Valley Reservation |
| 2) Lummi Tribe | 6) Ute Mountain Ute Tribe |
| 3) Comanche Nation | 7) Lipay Nation of San Ysabel |
| 4) Ohkay Owingeh | |

Nationwide Mobilizations

In FY25, 26 Tribal law enforcement agencies agreed to join three mobilizations during the project year. IHSP views these mobilizations as essential and successful for their mission.

Don't Shatter the Dream-Impaired Driving Mobilization December 13, 2024 - January 1, 2025

22 Tribal Police Department reported 6 MVCFs, 134 MVCs, 183 impaired driving arrests, 83 safety belt and child safety seat violations, 244 uninsured motorists, 106 suspended or revoked

licenses, and 921 speeding violations.

140 officers from Office of Justice Services (OJS) Districts 1-5 and 7 participated in the mobilization nationwide. Officers responded to 4 MVCF's and 40 MVC's. Officers conducted 709 traffic stops, issuing 33 seat belt citations, 11 revoked licenses citations, 2 uninsured motorist citations, 89 speeding citations. With 55 DUI/DWI arrests and 20 drug arrests.

**Click It or Ticket - Safety Belt Mobilization
May 19 - June 1, 2025**

22 Tribal Police Department reported 3 MVCFs, 83 MVCs, 114 impaired driving arrests, 334 safety belt and child safety seat violations, 180 uninsured motorists, 63 suspended or revoked licenses, and 983 speeding violations.

**Drive Sober or Get Pulled Over Statistics
August 15 - September 1, 2025**

24 Tribal Police Department reported 3 MVCFs, 128 MVCs, 146 impaired driving arrests, 125 safety belt and child safety seat violations, 186 uninsured motorists, 72 suspended or revoked licenses, and 1,120 speeding violations.

**July 4th Holiday OJS DUI Enforcement Mobilization Statistics
July 2 - 6, 2025**

96 officers from Office of Justice Services Districts 1-5 and 7-8 participated in the mobilization nationwide. Officers responded to 29 MVC's. Officers conducted 316 traffic stops, issuing 46 seat belt citations, 8 revoked licenses citations, 1 uninsured motorist citation, 58 speeding citations. With 25 DUI/DWI arrests and 7 drug arrests.

MOBILIZATION AND MEDIA ACTIVITY

In FY 25, the BIA IHSP provided reimbursements for funded projects involving media activities, including radio and other media outlets. Newsletters and emails were distributed to the tribal community and staff. Tribal grantees actively participated in the vehicular heat stroke messaging initiative during the warmer months of the grant year. They effectively utilized marquee displays and radio advertisements to communicate the dangers associated with leaving children and the elderly in hot vehicles. These collaborative efforts were crucial in raising community awareness about the critical issue of vehicular heat stroke and promoting essential safety measures to protect vulnerable populations during periods of high temperatures.

Planning & Administration:

The target of the BIA IHSP is to effectively administer highway safety funds, offer technical assistance to all tribes requesting assistance, and monitor funded projects to reduce traffic-related deaths and injuries in Indian Country.

The BIA IHSP awarded 39 grants in FY25. During the fiscal year, services and technical assistance were provided to approximately 39 Tribes and 1 Health Board across the nation.

Public Engagement

The IHSP increased public engagement events in FY25; the BIA IHSP developed and implemented plans on how to engage our tribal communities to meet the requirement.

Public Survey

The BIA IHSP decided to carry out the public engagement mandate with a public survey, the BIA IHSP office staff visited locations where indigenous communities from many different reservations were represented. The decision was made to assemble a questionnaire based on historical knowledge of traffic issues American Indian/Alaskan Native (AI/AN) populations face. The survey was created in a standard format to present to American Indians/Alaskan Natives. The Paperwork Reduction Act imposes restrictions on federal programs on information-gathering efforts.

Public Engagement Goal

Goal: Audience Understanding of Traffic Safety in Indian Country

The goal of the BIA IHSP public engagement efforts was to gain insight from the individual AI/NA perspective, from college students to adults of all ages, on how they view traffic safety and the problems on their roadways within their reservation boundaries through Public Engagement Questionnaire (Survey).

The BIA IHSP held six public engagement events. One event took place at a tribal college, United Tribes Technical College in Bismarck North Dakota, which was by Menti meter. The other events took place at the Gathering of Nations Pow-wow and Bureau of Indian Affairs (BIA) – Bureau of Indian Education (BIE) Youth Indian Police Academy, New Mexico Traffic Safety Summit, and National Congress of American Indians, Lakota Nation Invitational.

The information derived from these events was evaluated and measured against the available countermeasure strategies. The tribal grantees must identify the countermeasure strategies to be conducted for the granted period; each strategy should be related to the information gained from the public engagement information obtained. Public engagement information is essential to address the identified issues from the tribal citizen's point of view. Due to limited BIA IHSP staffing and workloads the BIA IHSP staff could only provide 5 public engagement events. The BIA IHSP gathered responses from AI/AN.

Tribal Leaders Summit - United Tribes Technical College, Bismarck, North Dakota

United Tribes Technical College was selected because they hosted the Tribal Leaders Summit. They also had AI/AN students attending the summit. The BIA IHSP attended the Tribal Leaders Summit with 2 tribal officers and 1 Highway Safety Specialist from Three Affiliated Tribes of the Fort Berthold Reservation Police Department. The BIA IHSP elected to conduct Menti meter interactive engagement at a Tribal University to reach a larger audience of AI/AN participants.

The BIA IHSP Program Director and Program Coordinator provided a small presentation on the

Indian Highway Safety Program. A Menti Meter was administered for public engagement with college students and tribal professionals from various tribes. The Program Director and Coordinator assisted participants with completing the Menti meter, if there were challenges with reading and understanding the questions. The college campus is ADA-compliant. A total of 71 Students and tribal professionals participated in the Menti meter public engagement activity.

The BIA IHSP gathered responses from AI/AN who attended the summit.

The results of the **Tribal Leaders Summit** Menti meter interactive engagement event are as follows:

56 participants from 19 American Indian/Alaska Native (AI/AN) tribes, nationwide, are identified. Menti meter interactive engagement event. Summary of key findings are below.

- 52% feel safe driving within tribal lands.
- 75% always wear seat belts; 13% wear them sometimes.
- 77% are concerned about speeding, impaired driving, and road conditions.
- 52% are aware of local campaigns promoting seatbelt use and impaired driving efforts.
- 50% believe tribal law enforcement is not visible and active in promoting traffic safety.
- 82% suggest more police officers and checkpoints for better support.
- 39% feel there are insufficient resources for young driver education.
- 34% prefer community meetings to gather input on traffic safety; 38% are interested in attending such meetings.

6 of the 19 tribal affiliations have a grant with the Indian Highway Safety Program. Responses from participants assist in determining how effective traffic enforcement and traffic safety messaging is within tribal boundaries.

New Mexico Tribal Traffic Safety Summit – Albuquerque, New Mexico

In collaborative effort with the New Mexico Highway Safety Office IHSP participated in their 1st Annual Tribal Summit. The Program Director and Coordinator engaged with the AI/AN population alongside Tribal professionals within the state of New Mexico. The BIA IHSP gathered responses from AI/AN who attended the summit.

The results of the New Mexico Tribal Traffic Safety Summit Menti meter interactive engagement event key findings are below.

- 21 AI/AN individuals from 10 tribes, New Mexico wide, participated in the engagement activity.
- 48% felt safe driving within their Tribal Lands, while 43% did not.
- 81% reported wearing seat belts regularly.
- 29% identified road conditions and distracted driving as the biggest concerns, followed by 24% who cited impaired driving.
- 48% were aware of local campaigns promoting seatbelt use and impaired driving efforts, and the same percentage found these campaigns effective.
- 38% felt law enforcement was visible and active, while 24% were unsure.

- 90% believed Tribal Law Enforcement could support safe driving through high visibility enforcement and education for young drivers and the elderly.
- 71% felt there were insufficient resources to educate young drivers.
- 95% indicated that Drivers Education and safety awareness messaging would improve teen driver safety.
- 90% expressed interest in participating in traffic safety meetings or planning efforts within their community.

4 of the 10 tribal affiliations have a grant with the Indian Highway Safety Program. Responses from participants assist in determining how effective traffic enforcement and traffic safety messaging is within tribal boundaries.

Lakota Nation Invitational (LNI) – Rapid City, South Dakota

This event was chosen for its large AI/AN attendance. The Program Coordinator engaged with the AI/AN population within the state of North & South Dakota. The BIA IHSP gathered responses from AI/AN who attended LNI.

- 11 AI/AN individuals participated in the engagement activity.
- 73% felt safe driving within their Tribal Lands, while 43% did not.
- 91% reported wearing seat belts regularly.
- 45% impaired driving and 36% identified road conditions as the biggest concerns.
- 55% were aware of local campaigns promoting seatbelt use and impaired driving efforts, and 36% found these campaigns effective.
- 45% felt law enforcement was visible and active in promoting traffic safety.
- 36% felt there were insufficient resources to educate young drivers while 27% felt there were sufficient resources.
- 64% expressed interest in participating in traffic safety meetings or planning efforts within their community

Not many responses were received from the AI/NA community at this event due to the location where the booth was set up. If public engagement is held at LNI in the future space closer to general public access will be obtained to boost responses.

National Congress of Americans, Seattle, Washington

This event was selected due to the number of AI/AN population who would be in attendance at the event. The Program Director and Coordinator interacted with the AI/AN population present (Tribal professionals, students and college staff). The BIA IHSP gathered responses from AI/AN who attended the summit.

The results of the National Congress of American Indians Menti meter interactive engagement event are as follows:

21 participants from 10 American Indian/Alaska Native (AI/AN) tribes, nationwide, are identified. Menti meter interactive engagement event. Summary of key findings are below.

- 43% feel safe driving within tribal lands.
- 62% always wear seat belts; 13% wear them sometimes.
- 76% were concerned about speeding.
- 38% are aware of local campaigns promoting seatbelt use and impaired driving efforts.
- 38% believe tribal law enforcement is not visible and active in promoting traffic safety.
- 38% suggest more police officers and traffic safety education.
- 81% feel there are insufficient resources for young driver education.
- 48% believe more drivers ed would improve teen driver safety
- 52% prefer community meetings to gather input on traffic safety

3 of the 10 tribal affiliations have a grant with the Indian Highway Safety Program. These questions assist in determining how effective traffic safety messaging is within tribal boundaries.

Gathering of Nations Powwow Public Safety Event & BIA BIE Indian Youth Police Academy

Gathering of Nations Powwow is North America's biggest powwow held in Albuquerque, New Mexico April 26-27, 2025. This event was selected due to the number of AI/AN who would attend this event. According to Gathering of Nations Powwow, there were 71,000 people in attendance over the 2 ½ days (this number also includes Miss Indian World Pageant attendees). 124 Tribes are represented in the public safety engagement event. The Program Coordinator, Financial Analyst, 2 Program Analyst, Program Specialist, and Law Enforcement Assistant, interacted with the powwow spectators sharing information on traffic safety issues derived from the US Department of Transportation and National Highway Traffic Safety Administration September 2022 Evaluating Disparities in Traffic Fatalities by Race, Ethnicity, and Income report. Therefore, BIA IHSP used the 2020 Census Map. AI/AN participants voluntarily identify the Tribe they represent by placing a push pin on the map. As a result, 124 tribes were represented during the 2-day event.

BIA-BIE Youth Indian Police Academy – Anadarko, Oklahoma

The BIA-BIE Youth Indian Police Academy was also selected as a PPE to get the 9th -12th-grade Native American youth perspective and insight on traffic-related issues from the same report. The event occurred on June 22, 2025, in Anadarko, Oklahoma at the BIE Riverside Indian School. 32 cadets from 19 federally recognized tribes nationwide were represented. Gathering this information was important to identify the tribal affiliation of participants. All participants provided voluntary feedback on traffic information contained in the report. The host locations were ADA-compliant.

The results from the six public engagement events are as follows:

All participants were knowledgeable in the definition of traffic safety. They defined it as wearing seatbelts, obeying traffic and speed signs, and using turn signals with no distractions to name a few. In speaking to participants, they expressed having been affected by traffic from motor vehicle crash fatalities to motorcycle crashes. Some were involved in a car accident, lost a family member

in a motor vehicle accident, and suffered a severe injury in a helmeted motorcycle accident. Some of them experienced family members and friends being arrested for impaired driving.

Participants were surprised to hear motor vehicle crash fatalities were higher among Native Americans than any other ethnicity. When asked why? They attributed motor vehicle crash fatalities to poor roadway infrastructure, impaired driving from alcohol and/or drugs, not wearing a seat belt, deteriorating roadways, and vehicles in need of maintenance. They also said it is cheaper to drive than fly. Many felt the solution to decreasing motor vehicle crash fatalities was improving road infrastructure such as fixing potholes, putting up road signs, and using seat belts. Some participants felt increased law enforcement traffic patrols would also assist in reducing motor vehicle crash fatalities among Native American populations.

Respondents were not surprised Native Americans were 5 times more likely to die walking along the roadway than any other ethnicity. They believe this was due to no walkways (sidewalks) along reservation roadways, pedestrians not being visible with reflective gear at night, and pedestrian impairment while walking along the roadway. Participants suggested solutions were implementing streetlights and sidewalks to bring down pedestrian fatalities.

Respondents were surprised to learn Native Americans had a lower seat belt usage rate than any other ethnicity. Many were concerned and agreed seat belt usage among the Native American population was low. All participants believe driver education is essential to improve driver safety for youth. Indian Highway Safety Tribal Grantees do a lot of community outreach to educate tribal members in their community on traffic safety efforts and seat belt usage. This is built into all Law Enforcement Grant Agreements. The Indian Highway Safety awards grants to tribes seeking child protection seat awards to assist with this effort.

Public Engagement Summary

The six public engagement events were productive and well-received by tribal members. Future engagements will include events like tribal powwows, with Indigenous attendees from reservations nationwide providing valuable information.

Tribal colleges and Indian Youth events are significant sources of public engagement due to large gatherings of tribal members. Key findings indicate that AI/AN populations feel unsafe on roadways, citing impaired driving and speeding as major issues. Insights from surveys and other events have been incorporated into the 3-year Highway Safety Plan (HSP), focusing on reducing crash fatalities, increasing seatbelt usage, and boosting DUI arrests and traffic citations. Grantees must also provide community traffic safety presentations.

Survey responses highlighted concerns about traffic safety among tribal members, with a notable perception of insufficient traffic enforcement in Indian Country. Drivers' education is crucial for improving young driver safety.

Despite limited financial resources and federal regulations posing challenges, the BIA IHSP gathered valuable insights through surveys and personal interactions with tribal members across reservations nationwide.

The BIA IHSP will continue to be innovative in the manner of meeting the mandates of the public engagement regulation.

LOOKING TO THE FUTURE

In summary, FY25 was another challenging, but successful year for the Tribes funded by BIA IHSP. We will continue to be dedicated to working closely with the Tribes and strive to maintain partnerships with all traffic safety partners. The following bullet points are the areas IHSP strives to enhance in the future.

- Request for Reimbursement process continues to be document-heavy and with minimal staff, limits the amount of service the program can provide to the tribes.
- To encourage tribal partnership to build a digital reporting system that will collectively be of service to all BIA IHSP-granted tribes.
- Traffic data collection for tribes continues to be a priority and the BIA IHSP will continue to encourage partnerships with state reporting formats or utilizing the tribal crash data tool which was introduced this fiscal year.
- The Office of Justice Services is committed to continue to identify additional funding and or increase appropriations to increase staffing levels in the program resulting in improved monitoring and performance.
- Grassroots outreach to recruit more federally recognized tribes to apply for the IHSP grant opportunities.

Straight-time and overtime grant programs worked aggressively on traffic safety/enforcement and impaired driving laws throughout FY25. Some tribal programs continue to have difficulty hiring officers which affects reaching performance measures. Highway Safety Specialist were conducting community traffic presentations raising awareness on traffic safety issues within their communities.

The BIA IHSP plans to continue to work toward meeting and surpassing the Performance Measures/Targets outlined in our FY26 Annual Grant Application (AGA). The BIA IHSP is prepared to meet the targets and challenges in the coming year. The BIA IHSP will continue to provide technical assistance to each tribe when requested.

The priorities for the BIA IHSP are to continue to evaluate and reconfigure the way the tribes submit for reimbursed costs to lessen the document burden of the grant and maintain accountability.

The BIA IHSP will continue its efforts in FY26 to improve the collection of traffic crash data. Sending tribes to data collection conferences will offer tribes information on the best practices and provide the tribes an opportunity to enhance their knowledge of the importance of collecting crash data and completing reports.

In FY2026, the BIA IHSP will continue to offer the Highway Safety Specialist positions to the tribes as a grant-funded position to work with tribal departments in the interest of traffic safety.

In FY2026 the BIA IHSP will continue to offer Police Traffic Services and Occupant Protection grants to the tribes. The BIA IHSP will continue with positive working relationships with the tribes who have received the grants and actively recruit other tribal programs in need. Public engagement efforts are a priority, as well as continuing to work on obtaining results from the Safety Belt Survey contract.

In closing, the BIA IHSP appreciates the guidance and assistance of the NHTSA Region 6 staff and acknowledges and thanks all our traffic safety partners.

FY2025 Budget Summary (in lieu of HSC)

Project Number	Project Title	Budget	Budget Source
PA-25-01	Bureau of Indian Affairs (Program Management)	\$327,044.14	402
	Bureau of Indian Affairs (Program Management (Estimated Carry Forward Funds IJJA)	\$981,489.34	402
	Bureau of Indian Affairs (Program Management (Estimated Carry Forward Funds IJJA Supplemental)	61,474.00	402
402 Total		\$327,044.14	402

Occupant Protection Cost Summary - Occupant Protection Budget Summary - FY25 Projects

Project Number	Project Title	Budget	Budget Source
OP-25-01	Pueblo of Isleta	\$6,201.18	402
OP-25-02	Pueblo of Laguna	\$10,512.89	402
OP-25-03	Northwest Portland Area Indian Health Board	\$116,496.34	402
OP-25-04	Menominee Tribe of Wisconsin	\$0.00	402
OP-25-05	Criag Tribal Association	\$0.00	402
OP-25-06	Chitimacha Tribe of Louisiana	\$8,582.99	402
OP-25-07	Bay Mills Indian Community	\$1,692.66	402
OP-25-08	Pueblo of Zia	\$0.00	402
OP-25-09	Muscogee (Creek) Nation	\$0.00	402
OP-25-10	Peoria Tribe of Indians of Oklahoma	\$489.50	402
OP-25-11	Oglala Sioux Tribe	\$13,082.78	402
OP-25-12	Cherokee Nation	4,910.68	402
OP-25-13	Confederated Tribe of Grand Ronde	\$1,694.20	402
402 Total		\$163,663.22	402

Police Traffic Safety Cost Summary - Police Traffic Safety Budget Summary - FY25 Projects

Project Number	Project Title	Budget	Budget Source
PT-25-01	Bureau of Indian Affairs (Estimated Carry Forward Funds)	\$18,241,744.03	402
PT-25-02	Pueblo of Isleta	\$1,012,132.55	402
PT-25-03	Pueblo of Laguna	\$576,713.92	402
PT-25-04	Pueblo of Sandia	\$178,387.34	402
PT-25-05	Menominee Tribe of Wisconsin	\$192,285.48	402
PT-25-06	Fort McDowell Yavapai Nation	\$57,757.69	402
PT-25-07	Minnesota Chippewa Tribe - White Earth Band	\$488,467.40	402
PT-25-08	Cheyenne River Sioux Tribe	\$234,734.42	402
PT-25-09	White Mountain Apache Tribe	\$97,980.57	402
PT-25-10	Miccosukee Tribe of Indians	\$1,006,759.62	402
PT-25-11	Minnesota Chippewa - Leech Lake Band	\$99,278.59	402
PT-25-12	Red Lake Band of Chippewa Indians	\$288,554.83	402
PT-25-13	Upper Sioux Community	\$210,446.08	402
PT-25-14	Chippewa Cree Indians	\$159,800.66	402

PT-25-15	Fort Belknap Indian Community	\$0.00	402
PT-25-16	Jicarilla Apache Nation	\$116,347.37	402
PT-25-17	Pueblo of Jemez	\$78,389.02	402
PT-25-18	Pueblo of Picuris	\$0.00	402
PT-25-19	Pueblo of Pojoaque	\$257,565.75	402
PT-25-20	Pueblo of Zia	\$197,836.93	402
PT-25-21	Three Affiliated Tribes	\$191,700.81	402
PT-25-22	Walker River Paiute Tribe	\$110,697.39	402
PT-25-23	Muscogee (Creek) Nation	\$0.00	402
PT-25-24	Quapaw Nation	\$449,881.35	402
PT-25-25	Oglala Sioux Tribe	\$685,780.28	402
PT-25-26	Rosebud Sioux Tribe	\$190,452.14	402
PT-25-27	Sisseton Wahpeton Oyate of the Lake Traverse Reservation	\$83,758.52	402
PT-25-28	Spokane Tribe of the Spokane Reservation	\$47,474.98	402
PT-25-30-02	Seminole Tribe of Florida	\$5,493.77	402
PT-25-30-03	Lac Courte Oreilles Band of Lake Superior Chippewa Indians	\$15,778.98	402
PT-25-31-01	Colorado River Indian Tribes	\$ 87.85	402
PT-25-31-02	Lummi Nation	\$7,183.22	402
PT-25-31-03	Comanche Nation	\$7,133.89	402
PT-25-31-04	Ohkay Owingeh	\$0.00	402
PT-25-31-05	Ute Mountain Ute Tribe	\$0.00	402
PT-25-31-06	Shoshone Paiute Tribes of the Duck Valley Reservation	\$0.00	402
PT-25-31-07	Iipay Nation of Santa Ysabel	\$0.00	402
402 Total		\$7,048,861.40	402

Community Safety Project Cost Summary - Community Safety Project Budget Summary - FY24 Projects			
Project Number	Project Title	Budget	Budget Source
CP-25-01	Quechan Tribe	\$0.00	402
CP-25-02	Forrest County Potawatomi	\$120,884.75	402
402 Total		\$120,884.75	402

PROGRAM AREAS	BUDGETS
Total Planning & Administration	\$327,044.14
Total Occupant Protection	\$163,663.22
Total Police Traffic Services	\$7,048,861.40
Total Community Safety Project	\$120,884.75
Total Program Funds	\$7,660,453.51
Planning & Administration Carry Forward (<i>estimated</i>)	\$1,042,963.34
Police Traffic Services Carry Forward (<i>estimated</i>)	\$18,241,744.03
Total Program Funds Carry Forward (<i>estimated</i>)	\$19,284,707.37