



# Highway Safety Plan FY 2024 - FY 2026 Indian Nations

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## **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 and Problem Identification

## Data Sources Processes

### Data Sources

Traffic safety crash and injury data for American Indian and Alaska Native (AI/AN) is often difficult to obtain and incomplete. To develop the Highway Safety Plan (HSP), the Bureau of Indian Affairs (BIA) Indian Highway Safety Program (IHSP) utilizes crash/fatality data and information contained in the National Highway Traffic Safety Administration (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 BIA road data and the Annual Indian Country seatbelt observational survey. Due to the updates to U.S. Census Data website, it was difficult or almost impossible to retrieve meaningful data to incorporate in this report. The BIA IHSP has reached out to the Census Bureau for training on how to use and navigate the website. The BIA IHSP has reached out to the Indian Health Service to request their car seat survey results and are still awaiting a response.

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 BIA 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 BIA 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 BIA IHSP, HSP as well as provides the standard for the tribal projects which are selected.
3. Representatives from the BIA Roads, BIA Office of Justice Services (OJS), HHS Indian Health Service (IHS), and Federal Highway Administration (FHA) 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 BIA IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes BIA 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 year moving average. FARS 2020 shows Oklahoma, New Mexico, Arizona, Montana, and California with the highest motor vehicle crash (MVC) fatality rates among American Indians and Alaska Natives (AI/AN) in the United States. Arizona reported 47 NA fatalities in 2020. The BIA IHSP will offer 3 PTS straight time and 1 overtime 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 FY2024. Oklahoma reported 101 MVC fatalities in 2020. The BIA IHSP will offer Muscogee Creek Nation 1 PST straight time law enforcement grant and occupant protection grant and Cheyenne & Arapahoe Tribes. New Mexico reported 58 MVC fatalities to FARS in 2020. In 2024, 7 tribes from New Mexico will receive straight time PTS grants: Jicarilla Apache Nation, Pueblo of Isleta, Pueblo of Jemez, Pueblo of Laguna, Pueblo of Pojoaque, Pueblo of Sandia, and Pueblo of Zia. Pueblo of Isleta and Pueblo of Laguna will also receive occupant protection grants in FY24. Montana reported 45 Native American fatalities in FARS in 2020. One (1) tribe from Montana, Chippewa Cree Tribe of the Rocky Boy's Reservation will be awarded a straight time PTS grant. The state of California reported 44 MVC fatalities in 2020, Quechan Tribe will receive a Highway Safety Specialist grant funding in FY24.

## **Processes Participants**

Participants in the process include representatives from the BIA OJS will 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 Indian State Problem Identification**

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

The BIA IHSP 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 BIA IHSP staff begins the process of problem identification by obtaining the most current data from FARS and evaluating tribal reports submitted monthly. 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 AI/AN 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 2020 data Indian Country has 557 MVC fatalities nationwide and 295 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 FY22, 22 grant funded tribes reported 55 MVC fatalities on their reservations, 25 of the fatalities involved alcohol, 25 were due to excessive speed, and 21 involved people not wearing seat belts. During the same grant year 22 grant funded tribes reported 2,302 MVC, in which 614 were injury crashes, 324 of the total crashes reported involved alcohol and 409 were speed related.

## **Methods for Project Selection**

### **Evidence Based Strategy and Project Selection Process**

#### **Participants**

The BIA 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. Due to the amount of funding, in FY23, all FY24 grant applications were reviewed and scored by the BIA IHSP Program Director.

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 BIA 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 BIA 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 BIA IHSP 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 BIA 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 BIA 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 BIA 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 BIA 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 BIA IHSP participating tribes. This coordination takes place after the HSP approval processes concludes, however when identified a revision to the HSP will identify additional funding

sources within the project description.

While there is no formal Strategic Highway Safety Plan (SHSP) as required for States, the BIA IHSP Director coordinates with various Federal and Tribal partners as part of the planning and implementation of the BIA IHSP Highway HSP such as with the Safety Management Steering (SMS) committee. In addition, the BIA IHSP Director participates in meetings with the BIA Central Office Transportation Division; the BIA 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 BIA 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.

## **Triennial HSP Public Engagement Plan**

#### **Public Engagement Target Audience: American Indians and Alaska Natives (AI/AN)**

A total of 574 sovereign tribal nations has a formal nation-to-nation relationship with the U.S. government. These 574 tribal nations are located across 35 states and within the geographic borders of the United States; however, each tribal nation exercises its own sovereignty. Each of the 574 tribal governments is legally defined as a federally recognized tribal nation. The total land mass under AI/AN control is about 100 million acres and would make Indian Country the fourth largest state in the United States.

The political and legal relationships between individual tribes and the U.S. government is defined by a complex combination of treaties, statutory law, and case law. Each tribe can



have its own unique culture, tradition, language, and history of engagement with the U.S. government and its evolving policies. By almost any measure, the AI/AN population is underserved: Income, Housing, Poverty, Education and Healthcare are just a few. Additionally, assimilation era policies of the U.S. government inflicted intergenerational trauma, as acknowledged by U.S. Secretary of Interior Deb Haaland in her statement to Congress in 2022. The underserved nature of our population is directly related to the many health and safety challenges tribal communities face.

### **Target Audience Supporting Data**

Indian Country faces many traffic problems which include motor vehicle crash and pedestrian fatalities, excessive speeding, impaired driving, and seatbelt violations. A 2022 NHTSA report titled Evaluating Disparities in Traffic Fatalities by Race, Ethnicity and Income found that AI/AN people had by far the highest fatality rates under any measure. In FY22, 22 grant funded tribes reported 55 MVC fatalities on their reservations, 25 of the fatalities involved alcohol, 25 were due to excessive speed, and 21 involved people not wearing seat belts.

During the same grant year 22 grant funded tribes reported 2,302 MVC, in which 614 were injury crashes, 324 of the total crashes reported involved alcohol and 409 were speed related. FARS data reflects All Native American Fatalities have been decreasing from 704 in 2016 to 557 in 2020. Current 2020 FARS data reveals an upward trend of 21 driver fatalities age 20 and younger on reservations from the FY19 number of 17. In FY22, 22 funded tribes reported a total of 5 fatalities of drivers 20 or younger fatalities on their reservations during the project year.

Although FARS Data shows a decrease in Native American fatalities this population is still the highest risk population/ ethnicity in America. It should be noted that FARS data is incomplete regarding motor vehicle fatalities occurring on reservations or tribal lands. FARS data comes from State crash repositories, there is no single designated Tribal or Federal repository. Tribal Nations are not required to share crash data with States, due to the sovereign nature of their governments. The relationships between Tribes and States fluctuates over time and this can contribute to changes in reporting. When analyzing where fatality crashes involving Native Americans are occurring, we must consider the fact that incomplete reporting might be the reason for the appearance for variations. The Centers for Disease Control and Prevention also collects data on fatal injuries from motor vehicle crashes, and their counts are usually higher than FARS or AI/AN. This is most likely because CDC does not limit their source to law enforcement crash investigation, but also uses healthcare data. The BIA IHSP considers all Indian Country as high risk for motor vehicle crash injuries and deaths because of the differences in data collection and reporting.

### **Triennial HSP Public Engagement Challenge**

The Indian Nations (via the BIA IHSP) did not receive the 3% P&A increase to conduct public engagement events; the BIA IHSP had to develop and implement plans on how to engage our tribal communities to meet the requirement without financial assistance.

### **Triennial HSP Public Engagement Activities**

Activity: Public Survey

The BIA IHSP decided to carry out this mandate, the BIA IHSP office staff would visit locations where our indigenous communities from many different reservations are represented. The decision was then made to assemble a questionnaire based on historical knowledge of issues our population faces and put it into a standard format to present. Due to the Paperwork Reduction Act, the BIA IHSP office, being a federal program, has restrictions imposed in our information gathering capabilities. The BIA IHSP used the 2020 Census Map for survey participants voluntarily identify the Tribe they represent with placing a push pin on the map and 141 times were represented as a result.

### **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 a Public Engagement Questionnaire.

The BIA IHSP held two public engagement events. One event took place at a tribal college, Haskell Indian Nations University and the other event took place at the Gathering of Nations Powwow.

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. The public engagement information is essential to address the identified issues from the tribal citizens point of view.

### **Haskell Indian Nations University Traffic Safety Event**

Haskell Indian Nations University was selected because it is one of 3 of the tribal colleges that has the highest rate of AI/AN students according to onlineU.com. The BIA IHSP attended this event with 7 tribal officers from Miccosukee Tribe of Indians (Florida), Rosebud Sioux Tribe (South Dakota), Red Lake Band of Chippewa Indians (Minnesota), Jicarilla Apache Tribe (New Mexico). Tribal Officers set up traffic safety stations equipped with Simulated Impaired Driving Experience (SIDNE) and Fatal Vision Goggles to communicate the dangers of impaired driving. The BIA IHSP staff Program Director participated in a press release and Program Analyst (Coordinator) Administered the public engagement survey with college students and university faculty from various tribes. The Program Analyst (Coordinator) assisted participants with completing the survey if there were challenges with reading and understanding the questions. Additionally, the college campus is ADA compliant. Students and university faculty participated in completing 44 public engagement surveys.

Since the BIA IHSP is a federal agency, they are required to comply Information Collection under the Paper Reduction Act of 1995 (PRA) and must follow the directives from the Administrator of the Office of Information and Regulatory Affairs (OIRA). An affirmation

survey (yes or no) was provided to tribal members to voluntarily complete the survey. Due to technology limitations on tribal lands and at the survey site the BIA IHSP gave survey participants the option of completing a survey by QR Code or paper survey. A large majority of survey participants chose to use a paper survey. There was also a low cellular signal at the survey site. Due to the limited amount of time from the publication of BIL implementing regulation and Highway Safety Plan due date the BIA IHSP elected to conduct surveys at a Tribal University traffic event and Powwow to reach a larger audience of AI/AN participants.

The BIA/OJS is the division which has oversight of the BIA IHSP. The BIA/OJS is a federal agency and is required to comply with all applicable regulations, as such our office is no exception. This presents a difficult regulatory matter when it comes to public engagement conducted by the IHSP; the Paperwork Reduction Act mandates review and approval of all documents or inquiries of gathering information. The IHSP understands this and is only able to present a limited number of “affirmation” questions without having to go through the whole process of reviewing and approval of documents or questionnaires presented to the public from a federal agency.

The determination to conduct the public engagement in this manner was based on lack of funding and staff to conduct the public engagement on-site directly with the tribes in addition to maintaining adherence to the regulations our office must maintain.

### **Gathering of Nations Powwow Public Safety Event**

Gathering of Nations Powwow is North America's biggest powwow held in Albuquerque, New Mexico April 28-29, 2023. This event was selected due to the number of AI/AN who would attend this event. According to Gathering of Nations Powwow there were 105,000 people in attendance over the 2 ½ days (this number also includes Miss Indian World Pageant attendees). One-hundred-forty-one (141) Tribes are represented in the public safety engagement event survey. The Program Director, Program Analyst (Coordinator), Program Analyst (Finance), Law Enforcement Specialist, assisted participants with completing the survey if there were challenges with reading and understanding the questions. Additionally, the host location was ADA compliant. Due to limited IHSP staffing and workloads the BIA IHSP staff could only provide 2 public engagement events.

The BIA IHSP gathered 295 responses from AI/AN from the Gathering of Nations Powwow. Results from the two public engagement events are as follows:

#### **1. Are you 18 years of age or older and agree to participate in this survey?**

**Gathering of Nations Powwow Results:** Out of 295 participants surveyed, 289 were over the age of 18 and 6 were under the age of 18.

**Haskell Indian Nations University Results:** 44 Survey participants were over the age of 18.

Gathering this information was important to determine how many of the survey participants were adults over age 18 and minors under 18.

#### **2. Do you feel there is enough traffic enforcement on your reservation?**

**Gathering of Nations Powwow Results:** Out of 295 survey participants, 154 who completed the survey feel there is not enough traffic enforcement on their reservations and 134 feel there is.

**Haskell Indian Nations University Results:** Out of 44 survey participants 28 reported they do not feel there is enough traffic enforcement on their reservations. While 16 felt there was enough traffic enforcement on their reservations.

Of the 574 federally recognized tribes, the BIA IHSP will award grants to 38 tribes in 15 states. Traffic Law Enforcement, Occupant Protection, and Highway Safety Specialist grants will be awarded to tribes in Arizona, California, Florida, Idaho, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Washington, and Wisconsin.

### 3. Do you feel safe driving on your reservation roadways?

**Gathering of Nations Powwow Results:** 184 survey participants feel safe driving on their reservation roadways and 110 survey participants say they feel safe driving on their reservation roadways.

**Haskell Indian Nations University Results:** 17 survey participants reported not feeling safe on their reservations roadways. 27 survey participants reported they did feel safe on their reservation roadways.

The BIA IHSP will award grants to 38 tribes in 15 states, 25 Traffic Law Enforcement, 12 Occupant Protection, and 2 Highway Safety Specialist grants. Grantees are required to participate in 3 Mobilizations during the grant year and conduct no less than 2 community presentations a year to tribal youth and community members on traffic safety.

### 4. Do you have a driver's license?

**Gathering of Nations Powwow Results:** 265 survey participants have a driver's license and 28 of the 295 participates do not have a driver's license.

**Haskell Indian Nations University Results:** 11 survey participants reported they did not have a driver's license and 27 survey participants had a driver's license.

In 2024, the BIA IHSP will award one tribe from the state of Florida a driver's education program to get tribal members (teens and adults) a driver's license by the end of the grant year. Twenty-eight (28), FY24 tribal applicants, reported 22,693 traffic citation violations (excluding speed and DUI) from the 2022 fiscal year. In the FY22 grant year grant funded tribes who participated in 3 mobilizations reported 139 revoked or suspended driver's licenses.

### 5. Have you been directly affected by a traffic fatality?

**Gathering of Nations Powwow Results:** 202 survey participants admitted to not being directly affected by a traffic fatality and 88 survey participants responded they have been.

**Haskell Indian Nations University Results:** 11 survey participants reported they have been directly affected by a traffic fatality and 33 survey participants reported they did not.

FARS data reflects All Native American Fatalities have been decreasing from 704 in 2016 to 557 in 2020. Although FARS Data shows a decrease in Native American fatalities this population is still the highest risk population/ ethnicity in America.

According to 2020 FARS data there were 295 motor vehicle fatalities on reservations. FARs shows motor vehicle crash fatalities have continued to decline, on reservations, from 377 in 2018 to 295 in 2020. In FY22, 22 grant funded Tribes reported a total of 55 motor vehicle fatalities. Twenty-eight (28), FY24 tribal applicants, reported 133 motor vehicle fatalities for the fiscal year.

## 6. Do you wear your seatbelt?

**Gathering of Nations Powwow Results:** 273 Survey participants admitted to wearing their seat belts and 13 admitted to not wearing their seat belts.

**Haskell Indian Nations University Results:** 43 survey participants admitted to wearing their seat belts and 1 admitted to not wearing their seat belt.

In FY22, Indian Country is at 77.5% seat belt use according to the survey conducted by BIA IHSP Contractor Preusser Research Group Inc. Current FARS 2020 data reflects 100 un-restrained passenger vehicle occupant fatalities all seat positions increased from the FY19 FARS number of 90. In FY22, 22 grant funded Tribes reported a total of 21 un-restrained passenger vehicle occupant fatalities all seat positions on their reservations along with 1,716 seat belt citations issued. Twenty-eight (28), FY24 tribal applicants, reported 38 un-restrained passenger vehicle occupant fatalities all seat positions for the 2022 fiscal year.

In the FY24 grant year all 28 law enforcement grantees will be required to report on meeting seat belt citations goals/targets monthly to increase seat belt usage in their tribal communities.

## 7. When driving with child passenger(s) under 8 years of age, are they secured in a car seat or booster?

**Gathering of Nations Powwow Results:** 282 survey participants admitted to securing their child passenger(s) under 8 years of age, in a car seat or booster seat while 10 responded that they do not.

**Haskell Indian Nations University Results:** 42 survey participants admitted to securing their child passenger(s) under 8 years of age, in a car seat or booster seat while 12 responded that they do not.

In FY22, 22 grant funded tribes reported issuing citations for 588 child safety seat violation during the grant year. From this number grant funded tribal law enforcement who participated in mobilization reported issuing 140 child safety seat violations during the FY 22 grant year.

In 2022, the BIA IHSP awarded 5 tribes occupant protection grants. Occupant protection grantees reported distributing 154 child safety seats during the grant year. In FY24, the

BIA IHSP will award 12 occupant protection grants to tribes with funding to provide car seat distributions, and car seat clinics for tribal members.

## 8. Is impaired driving a problem on your reservation?

**Gathering of Nations Powwow Results:** 183 survey participants believe impaired driving is a problem on their reservations while 100 survey participants do not believe there is an impaired driving problem on their reservations.

**Haskell Indian Nations University Results:** 33 survey participants believe impaired driving is a problem on their reservations while 11 survey participants do not believe there is an impaired driving problem on their reservations.

Current FARS FY20 data reports 128 fatalities on reservation, and 145 Native American fatalities in crashes involving a driver/motorcycle rider with a BAC of 0.08+ in 2020.

In FY22, 22 grant funded Tribes reported a total of 11 driver fatalities with 0.08+ BAC along with 324 with alcohol related crashes. In that same year, law enforcement grantees reported 2,445 DUI arrests with 81 impaired driving convictions.

FY24 tribal law enforcement grant applicants reported 25 fatalities in crashes involving a driver/motorcycle rider with a BAC of 0.08+ in 2022. They also reported 788 alcohol related crashes, along with 4,148 DUI Arrests.

## 9. Is there a problem with pedestrian traffic along your reservation roadways?

**Gathering of Nations Powwow Results:** 146 survey participants feel there is a problem with pedestrian traffic along reservation roadways, while 145 do not feel there is a problem with pedestrian traffic along reservation roadways.

**Haskell Indian Nations University Results:** 21 survey participants feel there is a problem with pedestrian traffic along reservation roadways, while 23 do not feel there is a problem with pedestrian traffic along reservation roadways.

FARS data reflects a decline in pedestrian fatalities on reservations from 52 in 2018 to 49 in 2020. FARS also reflects all Native American pedestrian fatalities has declined from the 2018 number of 136-114 in 2020.

In FY 22, 22 grant funded tribes reported 12 pedestrian fatalities.

## 10. Is speeding a problem on your reservation?

**Gathering of Nations Powwow Results:** 208 survey participants say speeding is a problem on their reservation and 84 survey participants do not think speeding is a problem.

**Haskell Indian Nations University Results:** 36 survey participants say speeding is a problem on their reservation and 8 survey participants do not think speeding is a problem.

Current 2020 FARs data reflects a downward trend of 83 fatalities on reservations from the FY18 number of 120. In FY22, 22 funded Tribes reported a total of 25 speed-related

motor vehicle fatalities on their reservations during the project year.

### **11. Are you distracted by your phone while driving?**

**Gathering of Nations Powwow Results:** 203 survey participants say they are not distracted by their phones while driving while 92 survey participants stated they were distracted by their phones while driving.

**Haskell Indian Nations University Results:** 30 survey participants say they are not distracted by their phones while driving while 14 survey participants stated they were distracted by their phones while driving.

Currently, there is no tribal grantee law enforcement data on this. BIA IHSP found it interesting 203 survey participants were not distracted by their phone while driving. Grant funded tribes do not maintain data on distracted driving nor do they report on this issue. Distracted driving may not be an issue on tribal lands due to the rural land base and the lack of phone service and internet connectivity.

### **12. Do you check your e-mail, read, or send text messages while driving?**

**Gathering of Nations Powwow Results:** 212 survey participants admitted they do not check their e-mail, read, or send text messages while driving and 83 survey participants said they check their e-mail, read, or send text messages while driving.

**Haskell Indian Nations University Results:** 30 survey participants admitted they do not check their e-mail, read, or send text messages while driving and 14 survey participants said they check their e-mail, read, or send text messages while driving.

Currently, there is no tribal grantee law enforcement data on this. BIA IHSP found it interesting 212 survey participants do not check their e-mail, read, or send text messages while driving. Grant funded tribes do not maintain data on distracted driving nor do they report on this issue. Distracted driving may not be an issue on tribal lands due to the rural land base and the lack of phone service and internet connectivity.

## **Public Engagement Summary**

The two public engagement events proved to be so productive and were well received by the tribal members that participated, other events such as tribal powwows will become a location for continued engagement in the future. The number of Indigenous people attending these events represent reservations from around the country and have proved to be a great source of information.

Tribal colleges were also found to be a great source of public engagement, the same elements are present with there being a gathering of tribal members from reservations across the country, so these will also continue to be sources of public engagement.

They key takeaways from public safety engagement results reveal AI/NA population do not feel safe on roadways, impaired driving and speeding is a problem within tribal land/roadway boundaries. Indian Highway Safety Grants can assist tribal grantees with safer roadways by providing funds to cover activity hours for tribal police officers to conduct traffic patrol and

checkpoints, if allowable. Indian Highway Safety Grants also afford tribal grantees the funds to conduct traffic safety presentations on various traffic safety topics needed in their community. The results of the public engagement surveys are incorporated in the HSP targets by reducing motor vehicle crash fatalities, motor vehicle crashes, increasing seatbelt usage, increasing DUI Arrests along with other traffic citations. Grantees are also required to provide community traffic safety presentations as well. Public engagement survey responses were taken into consideration when developing the HSP targets from reducing motor vehicle crash fatalities to increasing traffic citations for Indian Country grantees overall and by individual grantee in their grant agreements.

Key takeaways of the public engagement findings confirmed traffic safety matters are concerns of the tribal members and most people residing on Indian Country are aware of continued traffic matters. The most significant takeaway is that over half of the respondents feel there is not enough traffic enforcement occurring on Indian Country.

The limited financial resources and federal regulations provided barriers to Indian Country public engagement activities, but the IHSP was able to obtain information in the surveys that were completed. In addition, personal contacts, and conversations with tribal members from reservations across the country provided an insight to ongoing issues of Indian Country; this information was reviewed and measured against the countermeasures that work to ensure the HSP included the appropriate countermeasures from the information obtained in the public engagement events.

### **Ongoing Engagement Public Planning**

The BIA IHSP could or may hold public engagement events at other powwow such as Denver, March Powwow in Denver, Colorado, United Tribes Powwow in Bismarck, North Dakota, Black Hills Powwow in Rapid City, South Dakota. Other tribal colleges to consider for public engagement include Fond du Lac Tribal and Community College in Minnesota, Northwest Collage Washington, and Haskell Indian Nations University in Lawrence, Kansas, South Indian Polytechnic Institute in New Mexico. The powwow and tribal college public engagement events will be dependent on if time permits, staffing schedules, and staffing levels.

The lack of increase of the P&A which was granted to the states to conduct these events is unfortunate, but the BIA IHSP will continue to be innovative in the manner in which we have been to meet the mandates of the regulation.

Due to the sovereign Nation status of federally recognized tribes and the limited P&A funds of the IHSP, BIA-IHSP grantee tribes will design and conduct public engagement events in their respective communities utilizing the 402 funding. This is significant due to the tribal communities being unique in Indian Country and each nation is better suited to know how to reach out to their communities to establish the interest in coming together to voice their concerns-rather than an outside federal agency conducting an event.

To work with tribal communities to hold public engagement events, the BIA IHSP will inform this opportunity is available and encourage participation. The IHSP goal will be to develop protocols for traffic related information obtained in each event. The tribes can



develop a manner of obtaining local information through the means they feel would provide the most meaningful information from the community members; allowing the tribe to develop site specific surveys will provide more specific needs. The information will provide the need for a public forum or community meeting with a goal to obtain input from tribal members. The ability to provide limited refreshments and light food items will be developed and provided to ensure compliance with federal regulations; culturally, Indian country gatherings include food and refreshments.

### **Supporting Counter Measures**

HSP Counter Measures:

- Occupant Protection: Child Restraint System Inspection Station(s)
- Occupant Protection: Car Seat Distribution
- Police Traffic Services: Traffic Enforcement
- Police Traffic Services: Impaired Driving Enforcement
- Police Traffic Services: High Visibility Enforcement (HVE) Saturation Patrol
- Police Traffic Services: High Visibility Enforcement (HVE) Traffic
- Community Safety Projects: Establish and Conducting Traffic Related Activities

Public engagement findings support the counter measures for Police Traffic Services, Occupant Protection, and Safety Community's grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project. Police Traffic Services Project enforcement efforts (HVE, Impaired Driving, Saturation Patrols) will assist in making roadways safer on reservation roadways. Community Safety and Occupant Protection projects will assist with focus on car seat distribution and seatbelt safety. All project areas will focus on provided traffic safety presentations to their tribal community members on traffic safety and awareness along with the dangers of leaving kids/elderly in hot cars.

# Performance Plan

GHS/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY24-26 Highway Safety Plan			BASE YEARS								
			2018	2019	2020	2021	2022	2023	2024	2025	2026
C-1	Total Traffic Fatalities	FARS Annual	377	313	295	*N/A	*N/A	*N/A	313	297	282
	Reduce fatalities from 9% from 328 (2018-2020 rolling average) to 298 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			328						-298
C-2	Serious Injuries in Traffic Crashes	FARS Annual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Reduce serious traffic injuries to by 2024.	3-Year Rolling Avg.									
C-3	Fatalities/VMT	FARS Annual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Reduce fatalities/100 VMT to by 2024.	3-Year Rolling Avg.									
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	142	90	100	*N/A	*N/A	*N/A	105	90	95
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to by 11% from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			110						97
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	164	130	128	*N/A	*N/A		134	129	125
	Reduce alcohol impaired driving fatalities by 8% from 141 (2018-2020 rolling average) to 129 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			141						129
C-6	Speeding- Related Fatalities	FARS Annual	120	94	83	*N/A	*N/A	*N/A	95	90	79
	Reduce speed related fatalities by 20% from 100 (2018-2020 rolling average) to 88 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			100						88
C-7	Motorcyclist Fatalities	FARS Annual	21	15	19	*N/A	*N/A	*N/A	20	14	13
	Reduce motorcycle fatalities by 11% from 18 (2018-2020 rolling average) to 16 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			18						16
C-8	Un-helmeted Motorcyclist Fatalities	FARS Annual	4	4	7	*N/A	*N/A	*N/A	7	6	3
	Maintain un-helmeted, motorcycle fatalities by 100% from 5 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			5						5
C-9	Drivers age 20 or Younger Involved in Fatal Crashes	FARS Annual	16	17	21	*N/A	*N/A	*N/A	20	20	16
	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.	3-Year Rolling Avg.			18						18
C-10	Pedestrian Fatalities	FARS Annual	56	41	49	*N/A	*N/A	*N/A	47	38	44
	Reduce pedestrian fatalities by 12% from 49 (2018-2020 rolling average) to 43 (2024-2026 rolling average) by 2026.	3-Year Rolling Avg.			49						43

C-11	Bicyclists Fatalities (FARS) Maintain bicycle fatalities by 100% from 3 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026.	FARS Annual	3	3	3	*N/A	*N/A	*N/A	4	3	4
		3-Year Rolling Avg.			3						
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants Increase seatbelt use for passenger vehicles by 3% from 77.3% (2020-2022 rolling average) to 80% (2024-2026 rolling average) by 2026.	Survey Annual	76.3%	76.97%	77%	77%	78%	78%	79%	80%	81%
		3-Year Rolling Avg.					77.33%				80%
A-1	Seat Belt Citations Issued Increase seat belt citations by 270% from 8,495 (2020-2022 rolling average) to 31,500 (2024-2026 rolling average) by 2026.	Tribe Annual	2,250	3,110	3,265	19,970	2,250	30,878	31,187	31,499	31,814
		3-Year Rolling Avg.					8,495				31,500
A-2	Impaired Driving Arrests Increase impaired driving arrests by 4% from 3,347 (2020-2022 rolling average) to 3,481 (2024-2026 rolling average) by 2026.	Tribe Annual	3,483	3,251	3,307	3,251	3,483	3,506	3,477	3,481	3,516
		3-Year Rolling Avg.					3,347				3,481
A-3	Speed Citations Issued Increase speed citations by 5% from 31,352 (2020-2022 rolling average) to 33,035 (2024-2026 rolling average) by 2026.	Tribe Annual	26,065	21,959	29,217	38,775	26,065	32,383	32,707	33,034	33,364
		3Year Rolling Avg.					31,352				33,035

**FARS Data does not exist for FY21-23**

**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)-2024-2026	Numeric	298	3 Year	2024

**Performance Target Justification**

Reduce fatalities from 9% from 328 (2018-2020 rolling average) to 298 (2024-2026 rolling average) by 2026.

AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The BIA IHSP has also awarded 12 Child Protection Seat grants in FY24 to assist in reducing fatalities among infants and small children. Target percentages and numbers were determined by using 3-year rolling average 2018-2020 FARS data which reflect a target of 298. The target reduction of 9% from 328 to 298 was selected because of the geographic locations of 38 tribes being funded in FY24 and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states. In FY24 the BIA IHSP will award 28 PTS grants and 12 CPS grants and 2

Community Safety Projects (Highway Safety Specialist) grants. 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) 2024	Numeric	0.00	5 Year	2024

**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)-2024	Numeric	0.000	5 Year	2024

**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)-2024-2026	Numeric	97	3 Year	2024

**Performance Target Justification**

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to by 11% from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.

Target percentage and number were determined by using 3 year rolling average 2018- 2020 FARS data. Un-restrained passenger vehicle occupant fatalities, all seat positions will be decreased by 11% in FY26, and this 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)-2024-2024	Numeric	129	3 Year	2024

### Performance Target Justification

Reduce alcohol impaired driving fatalities by 8% from 141 (2018-2020 rolling average) to 129 (2024-2026 rolling average) by 2026.

Target was determined by using 3 year rolling average FARS data 2018-2020 which reflects an 8% decrease in fatalities for FY26.

### 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)-2024-2026	Numeric	88	3 Year	2024

### Performance Target Justification

Reduce speed related fatalities by 20% from 100 (2018-2020 rolling average) to 88 (2024-2026 rolling average) by 2026.

Target was determined by using 3 year rolling average FARS data 2018-2020 which reflects 20% decrease in speed related fatalities on reservations. A 20% reduction target area for FY26 is realistic and achievable based on 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) 2024-2026	Numeric	16	3 Year	2024

### Performance Target Justification

Reduce motorcycle fatalities by 11% from 18 (2018-2020 rolling average) to 16 (2024-2026 rolling average) by 2026.

Target was determined by FARS 2018-2020 which reflects reducing motorcycle fatalities to 16 by the end of FY26. Based on the FARS data from 2018-2020 motorcycle fatalities were decreasing from the FY18 number of 21 to 19 in FY20.

**Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (FARS) Performance Target Details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of un-helmeted motorcyclist fatalities (FARS)-2024-2026	Numeric	5	3 Year	2024

**Performance Target Justification**

Maintain un-helmeted, motorcycle fatalities by 100% from 5 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026.

Targets and percentages were determined by using 3-year rolling average FARS 2018-2020 averages which shows a reduction in un-helmeted fatalities on reservations will decrease to 5 by the end of 2026 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)-2024-2026	Numeric	18	3 Year	2024

**Performance Target Justification**

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.

Targets and percentages were determined by using 3 years rolling average from FARS 2018-2020, reflects fatalities will maintain at 18 until 2026. Maintaining target at 18 for FY26 is realistic and achievable based on FARS data.

**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)-2024-2026	Numeric	46	3 Year	2024

**Performance Target Justification**

Reduce pedestrian fatalities by 12% from 49 (2018-2020 rolling average) to 43 (2024-2026 rolling average) by 2026.

The FARS 2018-2020 data illustrates a 12% decrease in fatalities in FY26. A 12% 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)-2024-2026	Numeric	3	3 Year	2024

**Performance Target Justification**

Maintain bicycle fatalities by 100% from 3 (2018-2020 rolling average) to (2024-2026 rolling average) by 2026.

Target was determined by using 3 year rolling average from FARS 2018-2020 data which shows fatalities will maintain at 3 in FY2026.

**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)-2024-2026	Percentage	80%	3 Year	2024

**Performance Target Justification**

Increase seatbelt use for passenger vehicles by 3% from 77.3% (2020-2022 rolling average) to 80% (2024-2026 rolling average) by 2026. 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. Three-year Data from 2020-2022 reflects a 3% increase of 80% seat belt usage in Indian Country by FY2026. 80% increase for this target is reasonable and achievable for FY24.

**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)-2024-2026	Numeric	31,500	3 Year	2024

**Performance Target Justification**

Increase seat belt citations by 270% from 8,495 (2020-2022 rolling average) to 31,500 (2024-2026 rolling average) by 2026.

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes. Three-years of seatbelt citations data shows an increased number of seat belt citations are being issued.

**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)-2024-2026	Numeric	3,481	3 Year	2024

**Performance Target Justification**

Increase impaired driving arrests by 4% from 3,347 (2020-2022 rolling average) to 3,481 (2024-2026 rolling average) by 2026.

Three-year rolling average for DUI arrests data shows they will increase from 2024-2026. Based on the data DUI arrest target of 3,481 was a reasonable and achievable target for FY26.

**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)-2024-2026	Numeric	33,035	3 Year	2024

**Performance Target Justification**

Increase speed citations by 5% from 31,352 (2020-2022 rolling average) to 33,035 (2024-2026 rolling average) by 2026.

FARS data for Native American speed citations is not available. These numbers are reported by grant funded tribes. Three years of speed citations issued reflects as 5% increase for FY2026.

**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 BIA 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:    **31,500**

Fiscal Year A-1:        **2022**



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

Impaired Driving Arrests: **3,481**

Fiscal Year A-2: **2022**

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

Speeding Citations: **33,035**

Fiscal Year A-3: **2022**

## Program Areas

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

#### Description of Indian State Problem Identification

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 12 Occupant Protection Grants (Child Protection Seat Grants) in FY24. 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 from 78% in FY21 to 79% in FY23. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Three-year FARS data numbers for all vehicle occupant restraint fatalities have decreased from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.

All FY24 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.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2024	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2026	3 Year	97
2024	A-1 Number of seat belt citations issued (reported by tribes)	2026	3 Year	31,500

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Countermeasure Strategy: Child Restraint System Inspection Station(s) Public engagement findings support the counter measures for Occupant Protection grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project.

### 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 2024, the BIA IHSP plans to fund 28 police traffic services grants. FY22 crash data provided by the 22 projects reveal all fatalities on their reservations totaled 25 which are 8% of the 295 reported in FARS 2020.

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**

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 12 Occupant Protection Grants (Child Protection Seat Grants) in FY24. 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.

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. (Self-reported numbers by BIA IHSP grant funded tribes)

C-4 Core Measure: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to by 11% from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.

**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 12 Occupant Protection Grants (Child Protection Seat Grants) in FY24. 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. Public engagement findings support the counter measures for Occupant Protection grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project.

**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
2024	BIL Act NHTSA 402	Child Restraint (FAST)	\$309,825	N/A	N/A
2025	BIL Act NHTSA 402	Child Restraint (FAST)	\$303,700	N/A	N/A
2026	BIL Act NHTSA 402	Child Restraint (FAST)	\$303,800	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 2024, the BIA IHSP plans to fund 28 police traffic services contracts. FY22 crash data provided by the 22 projects reveal all fatalities on their reservations totaled 25 which are 8% of the 295 reported in FARS 2020.

### **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 from 78% in FY21 to 79% in FY23. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Three-year FARS data numbers for all vehicle occupant restraint fatalities have decreased from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026. All FY24 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. Grantees will also use grant funds for unattended passengers ‘program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

C-4 Core Measure: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to by 11% from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.

### **Rationale**

Car seat distribution in Indian County.

### **Planned Activities in Countermeasure Strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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 12 Occupant Protection Grants (Child Protection Seat Grants) in FY24. 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. Grantees will also use grant funds for unattended passengers’ program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

### **Intended Sub Recipients**

Federally Recognized Tribes

### **Countermeasure Strategies**

Countermeasure Strategies in this Planned Activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

**Project Title: Program Area: Occupant Protection**

**Project Narrative:**

Occupant Protection (Tribal Grant Programs) - These grants are financial assistance awards to assist the tribes in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 12 Occupant Protection Grants (Child Protection Seat Grants) in FY24. 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 from 78% in FY21 to 79% in FY23. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Three-year FARS data numbers for all vehicle occupant restraint fatalities have decreased from 110 (2018-2020 rolling average) to 97 (2024-2026 rolling average) by 2026.

**Grant Type:** Highway Safety Specialist

**Funding Source:** 402

**Community Type:** Tribal

**Countermeasure Strategies:** Establish and Conducting Traffic Related Activities  
Community Safety Projects

**Grantee Project Budgets**

**FY24 - 402 - Occupant Protection**

**Grantees:**

Project Number	Grantee	Organization	State	Grant Award
OP-24-01	Shoshone Bannock Tribes	Tribal Health & Human Services Health Education Program	Idaho	\$ 8,000.00
OP-24-02	Santee Sioux Nation	Santee Health Center	Nebraska	\$ 13,930.00
OP-24-03	Pueblo of Isleta	Tribal Police Department	New Mexico	\$ 19,508.00
OP-24-04	Pueblo of Laguna	Tribal Police Department	New Mexico	\$ 13,016.00
OP-24-05	Cheyenne & Arapaho Tribes	Tribal Department of Transportation - Safety Program	Oklahoma	\$ 5,905.00
OP-24-06	Muscogee Creek Nation	Tribal Police Department	Oklahoma	\$ 16,000.00

OP-24-07	Grand Ronde Community of Oregon	Health & Wellness	Oregon	\$ 19,509.00
OP-24-08	Northwest Portland Area Indian Health Board	Program Operations	Oregon	\$ 170,527.00
OP-24-09	Oglala Sioux Tribe	Tribal Police Department	South Dakota	\$ 11,500.00
OP-24-10	Lower Elwha Klallam Tribe	Social Services Office	Washington	\$ 8,000.00
OP-24-11	Forrest County Potawatomi	Tribal Department of Transportation	Wisconsin	\$ 13,930.00
OP-24-12	Menominee Tribe of Wisconsin	Tribal Police Department	Wisconsin	\$ 10,000.00

**Total 402 Funding: \$ 309,825.00**

**FY25 - 402- Occupant Protection Grantees:**

Project Number	Grantee	Organization	State	Grant Award
OP-25-01	Pueblo of Isleta	Tribal Police Department	New Mexico	\$ 14,737.00
OP-25-02	Pueblo of Laguna	Tribal Police Department	New Mexico	\$ 13,782.00
OP-25-03	Northwest Portland Area Indian Health Board	Tribal Police Department	Wisconsin	\$ 169,483.00
OP-25-04	Menominee Tribe of Wisconsin	Tribal Police Department	Wisconsin	\$ 10,500.00

**Total 402 Funding: \$ 208,502.00**

**FY26 - 402 - Occupant Protection Grantees:**

Project Number	Grantee	Organization	State	Grant Award
OP-26-01	Pueblo of Isleta	Tribal Police Department	New Mexico	\$ 14,736.00
OP-26-02	Pueblo of Laguna	Tribal Police Department	New Mexico	\$ 13,000.00
OP-26-03	Northwest Portland Area Indian Health Board	Program Operations	Wisconsin	\$ 172,707.00
OP-26-04	Menominee Tribe of Wisconsin	Tribal Police Department	Wisconsin	\$ 11,000.00

**Total 402 Funding: \$ 211,443.00**

**Program Area: Planning & Administration**

**Description of Indian State Problem Identification**

The BIA IHSP 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 BIA IHSP. They include two (2) positions funded by 402: Program Analyst (Coordinator), and Program Analyst (Finance). 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 BIA IHSP staff to grow the program, provide awards and bring on more federally recognized grant programs due to limited staff. The BIA IHSP staff consist of two (2) employees dedicated to managing the entire program who are paid out of P&A funds which makes hiring additional employee's problematic. In FY24 the BIA IHSP will award forty-two (42) grants to federally recognized tribes across the United States.

BIA 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 BIA 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-eight (28) Police Traffic Services grants, twelve (12) Occupant Protection (Child Protection Seat (CPS) grants, two (2) Community Safety Projects (Highway Safety Specialist) Grants for thirty-eight (38) tribes by the end of FY2024. BIA 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 to expand the program. They will contact state highway safety offices to offer funding opportunities to their tribal communities which may be available. BIA 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
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402	Program and administration	Planning & Administration
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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
2024	BIL Act NHTSA 402	Program and Administration	\$755,220.00	N/A	\$0.00
2025	BIL Act NHTSA 402	Program and Administration	\$770,972.00	N/A	\$0.00
2026	BIL Act NHTSA 402	Program and Administration	\$770,972.00	N/A	\$0.00

**Project Title: Program Area: Planning & Administration**

**Project Narrative:**

The BIA IHSP 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 BIA IHSP. They include two (2) positions funded by 402: Program Analyst (Coordinator), and Program Analyst (Finance). Other costs include travel and training, office machines, office supplies, education supplies and other appropriate administrative expenditures.

Personnel planned activities will be to initiate highway safety related projects with not less than twenty-eight (28) Police Traffic Services grants, twelve (12) Occupant Protection (Child Protection Seat (CPS) grants, two (2) Community Safety Projects (Highway Safety Specialist) Grants for thirty-eight (38) tribes by the end of FY2024. BIA 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 to expand the program. They will contact state highway safety offices to offer funding opportunities to their tribal communities which may be available. BIA 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).

**Grant Type:** Planning & Administration

**Funding Source:** 402

**Community Type:** Federal Government

**Countermeasure Strategies:** Planning & Administration

## Grantee Budgets

### FY24 - 402 - Planning & Administration

Project Number	Grantee	Budget	Funding Source
PA-24-01	Bureau of Indian Affairs	\$ 377,610.00	402
	<a href="#">Estimated Carryforward Planning &amp; Administration</a>	<a href="#">\$ 377,610.00</a>	402

**402 Funding Total: \$ 755,220.00**

### FY25 - 402 - Planning & Administration

Project Number	Grantee	Budget	Funding Source
PA-25-01	Bureau of Indian Affairs	\$ 385,486.00	402
	<a href="#">Estimated Carryforward Planning &amp; Administration</a>	<a href="#">\$ 385,486.00</a>	402

**402 Funding Total: \$ 770,972.00**

### FY26 - 402 - Planning & Administration

Project Number	Grantee	Budget	Funding Source
PA-26-01	Bureau of Indian Affairs	\$ 385,486.00	402
	<a href="#">Estimated Carryforward Planning &amp; Administration</a>	<a href="#">\$ 385,486.00</a>	402

**402 Funding Total: \$ 770,972.00**

## Program Area: Police Traffic Services

### Description of Indian State Problem Identification

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 twenty-eight (25) straight-time PTS grants to fund Highway Safety Officers activity hours 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.

AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The BIA IHSP will also award Child Protection Seat grants in FY24 to assist in reducing fatalities among infants and small children. FARS three-year 2018-2020 FARS data shows motor vehicle crash fatalities on reservations are decreasing from 328 to 298 (2024-2026 rolling average) in 2026.

The geographic locations of tribes being funded in FY24 (38 tribes in 15 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states.

Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported an increase in speed citations from 29,217 in FY18 to 26,065 in FY22. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country. Grantees will also use grant funds for unattended passengers' program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2024	C-1) Number of traffic fatalities (FARS)	2026	3 Year	298
2024	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2026	3 Year	97
2024	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2026	3 Year	129
2024	C-6) Number of speeding-related fatalities (FARS)	2026	3 Year	88
2024	C-7) Number of motorcyclist fatalities (FARS)	2026	3 Year	16
2024	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	2026	3 Year	5
2024	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2026	3 Year	15

**Countermeasure Strategies in Program Area**

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

Countermeasure Strategy: High Visibility Law Enforcement. Public engagement findings support the counter measures for Police Traffic Services grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project.

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 factor:

Percent of motor vehicle fatalities covered by funded projects. In 2024, the BIA IHSP plans to fund 28 police traffic services grants. FY22 crash data provided by the 22 projects reveal all fatalities on their reservations totaled 25 which are 8% of the 295 reported in FARS 2020.

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 current traffic safety, enforcement, and education efforts. The BIA IHSP plans to award twenty-eight (25) straight-time PTS grants to fund Highway Safety Officers activity hours 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.

AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The BIA IHSP will also award Child Protection Seat grants in FY24 to assist in reducing fatalities among infants and small children. FARS three-year 2018-2020 FARS data shows motor vehicle crash fatalities on reservations are decreasing from 328 to 298 (2024-2026 rolling average) in 2026.

The geographic locations of tribes being funded in FY24 (38 tribes in 15 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported an increase in speed citations from 29,217 in FY18 to 26,065 in FY22. 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 BIA 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 tribes in enhancing their current traffic safety, enforcement, and education efforts. The BIA IHSP plans to award twenty-eight (25) straight-time PTS grants to fund Highway Safety Officers activity hours 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. Grantees will also use grant funds for unattended passengers' program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The BIA IHSP will also award Child Protection Seat grants in FY24 to assist in reducing fatalities among infants and small children. FARS three-year 2018-2020 FARS data shows motor vehicle crash fatalities on reservations are decreasing from 328 to 298 (2024-2026 rolling average) in 2026.

The geographic locations of tribes being funded in FY24 (38 tribes in 15 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 15 states.

Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported an increase in speed citations from 29,217 in FY18 to 26,065 in FY22. 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 twenty-five (25) straight time PTS grants and three (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
2024	BIL Act NHTSA 402	Police Traffic Services (FAST)	\$28,928,838.00	N/A	N/A
2025	BIL Act NHTSA 402	Police Traffic Services (FAST)	\$15,554,071.00	N/A	N/A
2026	BIL Act NHTSA 402	Police Traffic Services (FAST)	\$15,276,810.00	N/A	N/A

**Project Title: Program Area: Police Traffic Services**

**Project Narrative:**

These are financial assistance award grantees that will be used to assist the tribes in enhancing their current traffic safety, enforcement, and education efforts. The BIA IHSP plans to award twenty-eight (25) straight-time PTS grants to fund Highway Safety Officers activity hours 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.

**Grant Type:** Police Traffic Services

**Funding Source:** 402

**Community Type:** Tribal

**Organization:** Tribal Police Departments

**Countermeasure Strategies:** Traffic Enforcement

High Visibility Law Enforcement

High Visibility Saturation Patrol

**Grantee Budgets**

<b>Project Number</b>	<b>Grantee</b>	<b>State</b>	<b>Grant Award</b>
PT-24-01	Bureau of Indian Affairs (Estimated Carry Forward)		\$ 15,367,130.00
PT-24-02	Navajo Nation	Arizona	\$ 136,838.00
PT-24-03	San Carlos Apache Tribe	Arizona	\$ 545,600.00
PT-24-04	White Mountain Apache Tribe	Arizona	\$ 579,452.00
PT-24-05	Miccosukee Tribe of Indians of Florida	Florida	\$ 1,505,738.00
PT-24-06	Minnesota Chippewa - Leech Lake Band	Minnesota	\$ 255,587.00
PT-24-07	Minnesota Chippewa Tribe - White Earth Band	Minnesota	\$ 586,778.00
PT-24-08	Red Lake Band of Chippewa Indians	Minnesota	\$ 368,446.00
PT-24-09	Upper Sioux Indian Community	Minnesota	\$ 427,918.00
PT-24-10	Chippewa Cree Tribe (Rocky Boy)	Montana	\$ 529,326.00
PT-24-11	Three Affiliated Tribes	Montana	\$ 587,906.00
PT-24-12	Jicarilla Apache Tribe	New Mexico	\$ 620,963.00
PT-24-13	Pueblo of Isleta	New Mexico	\$ 1,680,059.00
PT-24-14	Pueblo of Jemez	New Mexico	\$ 394,448.00
PT-24-15	Pueblo of Laguna	New Mexico	\$ 487,581.00
PT-24-16	Pueblo of Pojoaque	New Mexico	\$ 311,150.00
PT-24-17	Pueblo of Sandia	New Mexico	\$ 440,827.00
PT-24-18	Pueblo of Zia	New Mexico	\$ 199,256.00
PT-24-19	Walker River Paiute Tribe	Nevada	\$ 301,376.00
PT-24-20	Muscogee Creek Nation	Oklahoma	\$ 373,070.00
PT-24-21	Cheyenne River Sioux Tribe	South Dakota	\$ 457,818.00
PT-24-22	Oglala Sioux Tribe	South Dakota	\$ 1,434,538.00
PT-24-23	Rosebud Sioux Tribe	South Dakota	\$ 611,508.00
PT-24-24	Sisseton Wahpeton Oyate of the Lake Traverse Reservation	South Dakota	\$ 164,248.00
PT-24-25	Lummi Tribe	Washington	\$ 169,020.00
PT-24-26	Menominee Tribe of Wisconsin	Wisconsin	\$ 247,466.00
PT-24-30	Fort McDowell Yavapai Nation	Arizona	\$ 72,173.00
PT-24-30	Seminole Tribe of Florida	Florida	\$ 19,153.00
PT-24-30	Lac Courte Oreilles	Wisconsin	\$ 43,465.00

**Total 402 Funding: \$ 28,928,838.00**

**FY25 - 402 - Police Traffic Services Grantees**

<b>Project Number</b>	<b>Grantee</b>	<b>State</b>	<b>Grant Award</b>
PT-25-02	Bureau of Indian Affairs (Estimated)		\$13,500,000.00

	Carry Forward)		
PT-25-02	Pueblo of Isleta	New Mexico	\$ 849,015.00
PT-25-03	Pueblo of Laguna	New Mexico	\$ 597,166.00
PT-25-04	Pueblo of Sandia	New Mexico	\$ 274,201.00
PT-25-05	Menominee Tribe of Wisconsin	Wisconsin	\$ 251,880.00
PT-25-06	Fort McDowell Yavapai Nation	Arizona	\$ 81,809.00

**Total 402 Funding: \$ 15,554,071.00**

**FY26 - 402 - Police Traffic Services Grantees**

<b>Project Number</b>	<b>Grantee</b>	<b>State</b>	<b>Grant Award</b>
PT-26-01	Bureau of Indian Affairs (Estimated Carry Forward)		\$13,000,000.00
PT-26-02	Pueblo of Isleta	New Mexico	\$ 1,157,815.00
PT-26-03	Pueblo of Laguna	New Mexico	\$ 475,318.00
PT-26-04	Pueblo of Sandia	New Mexico	\$ 291,942.00
PT-26-05	Menominee Tribe of Wisconsin	Wisconsin	\$ 261,078.00
PT-26-06	Fort McDowell Yavapai Nation	Arizona	\$ 90,657.00

**Total 402 Funding: \$ 15,276,810.00**

**Program Area: Community Safety Project (Highway Safety Specialist)**

**Description of Indian State Problem Identification**

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. Grantees will also use grant funds for unattended passengers' program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2024	C-1) Number of traffic fatalities (FARS)	2026	3 Year	298



## 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); Public engagement findings support the counter measures for Community Safety Projects grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project.

### 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. Grantees will also use grant funds for unattended passengers' program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

#### 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. AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. FARS three-year 2018-2020 FARS data shows motor vehicle crash fatalities on reservations are decreasing from 328 to 298 (2024-2026 rolling average) in 2026. 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 BIA 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); Public engagement findings support the counter measures for Community Safety Projects grant programs. The finding results have been incorporated in the HSP with the grant program targets and activities within each project.

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.

AI/AN are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The BIA IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. FARS three-year 2018-2020 FARS data shows motor vehicle crash fatalities on reservations are decreasing from 328 to 298 (2024-2026 rolling average) in 2026. 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 two (2) 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
2024	BIL Act NHTSA 402	Community Safety Projects	\$260,848.00	N/A	N/A
2025	BIL Act NHTSA 402	Community Safety Projects	\$290,983.00	N/A	N/A

2026	BIL Act NHTSA 402	Community Safety Projects	\$315,000.00	N/A	N/A
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**Project Title: Program Area: Community Safety Project (Highway Safety Specialist)**

**Project Narrative:**

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. Grantees will also use grant funds for unattended passengers' program. The tribes must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

**Grant Type:** Highway Safety Specialist

**Funding Source:** 402

**Community Type:** Tribal

**Countermeasure Strategies:** Establish and Conducting Traffic Related Activities  
Community Safety Projects

**Grantee Budgets**

**FY24 - 402 - Community Traffic Safety Projects**

<b>Project Number</b>	<b>Grantee</b>	<b>Organization</b>	<b>State</b>	<b>Grant Award</b>
CP-24-01	Quechan Tribe	Tribal Department of Transportation	California	\$ 94,824.00
CP-24-02	Forrest County Potawatomi	Tribal Department of Transportation	Wisconsin	\$ 166,024.00
				<b>\$ 260,848.00</b>

**FY25 - 402 - Community Traffic Safety Projects**

<b>Project Number</b>	<b>Grantee</b>	<b>Organization</b>	<b>State</b>	<b>Grant Award</b>
CP-25-01	Quechan Tribe	Tribal Department of Transportation	California	\$ 91,342.00
CP-25-02	Forrest County Potawatomi	Tribal Department of Transportation	Wisconsin	\$ 135,641.00
				<b>\$ 226,983.00</b>

**FY-26 - 402-Community Traffic Safety Projects**

<b>Project Number</b>	<b>Grantee</b>	<b>Organization</b>	<b>State</b>	<b>Grant Award</b>
CP-26-02	Quechan Tribe	Tribal Department of Transportation	California	\$ 91,342.00
CP-26-02	Forrest County Potawatomi	Tribal Department of Transportation	Wisconsin	\$ 139,538.00

**\$ 230,880.00**

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

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

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
Impaired Driving	Traffic Enforcement
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 AI/AN 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 2020 FARS data is used in the FY24 HSP. The BIA 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 2020 data of Native American/Alaskan Native fatalities by State shows Arizona, New Mexico, Oklahoma, Montana, and California are the top 5 states with Native American/Alaskan Native fatalities. In 2020, the BIA IHSP plans to fund enforcement and occupant protection (child protection seat (CPS) projects in each of the States: 3 PTS 1 CPS in Arizona, 1 PTS 0 CPS in Montana, 0 PTS, 0 CPS. 1 CS in California, 7 PTS and 2 CPS in New Mexico and 0 PTS 1 CPS Oklahoma.

In 2024 the BIA IHSP plans to fund twenty-eight (28) police traffic services agreements. Crash data provided by these projects show in 2022 crash data provided by the 22 projects

reveal all fatalities on their reservations totaled 133 which are 45% of the 295 reported in FARS 2020. In Indian County seat belt usage is below the national average and in FY21 seat belt usage increased from 76.3% to 78.8%. In FY22 twenty-two (22) tribes reported 21 unrestrained passenger vehicle occupant fatalities all seat positions. This is an 21% increase from the FY20 FARS number of 100. During the FY22 grant year, 22 Tribes funded by the BIA IHSP reported issuing a total of 1,716 safety belt violations and 588 child passenger safety violation citations throughout the project year.

### **Deployment of Resources**

Prospective tribal applicants are required to submit their application for funding to the BIA IHSP 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 and 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 BIA 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 BIA 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 BIA 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 BIA 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 BIA 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 BIA 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, BIA 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	Traffic Enforcement
Police Traffic Services	High Visibility Saturation Patrol
Police Traffic Services	Traffic Enforcement

# Performance Report

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

## Overall Program Target

GHSA/NHTSA Recommended/Optional Performance Report Chart  
FY2024-FY2026 Triennial Highway Safety Plan

HSP 24					
Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY23 Progress Results	On Track to Meet FY23 Target Yes/No (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 Years	2019-2023	360	2015-2019 TRIBES 55	Yes
C-2) Serious Injuries in Traffic Crashes	N/A	N/A	N/A	N/A	N/A
NOTE: For each of the Performance Measures C-4 through C11, the state should indicate the Target Period which they used in The FY23 HSP					
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	2023	136	2015-2019 TRIBES 21	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 Years	2023	154	2015-2019 TRIBES 11	Yes
C-6) Speeding- Related Fatalities	5 Years	2023	114	2016-2020 TRIBES 25	Yes
C-7) Motorcyclist Fatalities	5 Years	2023	18	2015-2019 TRIBES 0	Yes
C-8) Un-helmeted Motorcyclist Fatalities	5 Years	2023	6	2015-2019 TRIBES 0	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 Years	2021-2023	15	2015-2019 TRIBES 5	Yes
C-10) Pedestrian Fatalities	5 Years	2019-2023	53	2015-2019 TRIBES 12	Yes
C-11) Bicyclists Fatalities (FARS)	5 Years	2019-2023	2	2015-2019 TRIBES 0	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	5 Years	2023	79%	NHTSA Certified State Survey 77.5%	Yes
A-1) Seat Belt Citations Issued	Other	2023	30,878	2015-2019 TRIBES 1,716	Yes
A-2) Impaired Driving Arrests	Other	2023	3,576	2015-2019 TRIBES 2,445	Yes
A-3) Speed Citations Issued	Other	2023	32,383	2015-2019 TRIBES 28,705	Yes

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

Progress: Achieved

Program-Area-Level Report:

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

According to 2020 FARS data there were 295 motor vehicle fatalities on reservations. FARS shows motor vehicle crash fatalities have continued to decline from 377 in 2018 to 295 in 2020. In FY22, 22 Tribes reported a total of 55 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 4% from the 2018 FARs number of 142 to 136 by the end of FY2022.

Current FARS 2020 data reflects 100 un-restrained passenger vehicle occupant fatalities all seat positions significantly increased from the FY19 FARS number of 90. In FY22, 22 Tribes reported a total of 21 un-restrained passenger vehicle occupant fatalities all seat positions on their reservations.

**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 2018 number of 164 to 155 by the end of FY2022.

Current FARS FY20 data reflects the number of on reservation fatalities in crashes involving a driver/motorcycle rider with a BAC of 0.08+ decreased from the 2019 number of 130 to 128 in 2020. In FY22 22 grant funded Tribes reported a total of 11 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 4% from the 2018 FARS number of 120 to 114 by the end of FY2022.

Current 2020 FARs data reflects a downward trend of 83 fatalities on reservations from the FY18 number of 120. In FY22, 22 funded Tribes reported a total of 25 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 maintain the number of motorcyclist fatalities on Indian reservations, by 23% from the 2018 FARS number of 21 to 16 for FY2022.

FARS FY19 number of 20 motorcyclist fatalities on reservations decreased to 19 in FY20. In FY22, 22 funded tribes reported 0 motorcyclist fatalities on their reservations during the project year.

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

Progress: Achieved

Program-Area-Level Report:

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.

Current 2020 FARs data reflects an upward trend of 7 un-helmeted motorcycle fatalities on reservations from the FY 19 number of 4. In FY22. 22 funded tribes reported 0 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 maintain the number of drivers 20 or younger on reservations involved in fatal crashes by 100% from 2018 FARS number of 16 by 2022.

Current 2020 FARS data reveals an upward trend of 21 driver fatalities age 20 and younger on reservations from the FY19 number of 17. In FY22, 22 funded tribes reported a total of 5 fatalities of drivers 20 or younger fatalities 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 by 10%, from 2018 FARS number of 56 to 50 in 2022.

Current FARS data shows downward trend in pedestrian fatalities on reservations from 52 in FY16 to 49 in FY20. In FY22, 22 funded tribes reported a total of 12 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 maintain the number of bicyclists, on reservation, involved in fatal crashes by 100% by the 2018 FARS number of 3 in 2022.

Current FARS data reflects a pedal cyclist fatality have maintained at 3 from FY17 to FY19. In FY22, 22 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 2020 “national” Indian Country rate of 76.3% to 77% by the end of FY2022.

In FY22, Indian Country is now at 77.5%. During the FY22 grant year some tribal governments began to allow 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. Some tribal governments also limited personal contact with tribal members during the FY22 grant year to protect tribal employees and enrolled tribal members by reducing the spread of COVID-19 pandemic.

**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/Alaskan Native seat belt citations is not available. These numbers are reported by grant funded tribes.

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.

In FY22, 22 Tribes reported 1,716 seat belt citations issued. This target was not met in the 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 to the decreased number of safety seat traffic violations during the FY22 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 2% from the FY2020 total of 3,483 to 3,555 by the end of FY2022.

In FY22, 22 Tribes funded by the BIA IHSP reported 2,445 DUI/DWI/OWI arrests. Target may not have been achieved due to the COVID-19 pandemic because of tribal government limiting access to roadways and implementing lockdowns to keep tribal members safe from COVID-19.

**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 5% from the FY2020 number of 26,065 to 27,380 by the end of FY2022.

This target was met in the FY22 grant year. In FY22, 22 Tribes funded by the BIA IHSP reported 28705 speed citations issued during the project year. Although some tribal governments limited access on reservation roadway to tribal members. Limited access also contributes to the decreased number of traffic violations during the FY22 grant year.

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