

September 2019

# **Highway Safety Plan FY 2020 Bureau of Indian Affairs**

## 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) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 1906 Racial Profiling Data Collection: No

## Highway safety planning process

### Data Sources and Processes

Data Sources:

Traffic safety crash and injury data for NA/AN is often difficult to obtain and incomplete. To develop the Highway Safety Plan (HSP), the IHSP utilizes crash/fatality data and information contained in the NHTSA Fatal Analysis Reporting System (FARS), state data bases, tribal crash records, U.S. Census Data, list of federally recognized tribes, FHWA and BIA road data and the Indian Country seatbelt observational survey. Because tribes are sovereign they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. The IHSP uses multiple sources which include:

NHTSA Fatal Analysis Reporting System(FARS)

Center for Disease Control (WISQARS) population based fatalities

United States Census Bureau –demographic data

Traffic analysis reports and publications –vehicle, driver, and roadway

Annual seat belt observational survey

Vehicle Miles Traveled (VMT) data is not available

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 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.

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,

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

The trends are evaluated to determine if linear targets appear to be realistic and consistent. The process utilized supports the overall Core Performance Measure targets of the IHSP HSP as well as provide the standard for the tribal projects which are selected.

Representatives from the BIA Roads, BIA OJS, HHS Indian Health Service (IHS), and Federal Highway Administration may evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.

The IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes IHSP staff discussions of known environmental factors which may impact progress, such as oil exploration and increased truck traffic which occurred in the North Dakota oil boom. Newly built casinos, high volume traffic highways/interstates transecting tribal lands, tribal enrolled population and population growth attributed to transient activities. Change in seasons or high volume traffic from casinos or other events, economic conditions, and identified local issue impact progress and are concerns provided by the tribe.

Performance Measurement Development Process:

The Core Performance Measures can be found under Performance Plans was developed from information provided on the FARS STSI site. National targets are set based on 3 to 5 year moving average.

FARS 2016 shows Arizona, Oklahoma, New Mexico, Montana and Washington with the highest motor vehicle crash (MVC) fatality rates among Native Americans (NA) in the United States. Arizona reported 119 NA fatalities in 2016. The BIA IHSP will offer 2 PTS full-time law enforcement grants to tribes in Arizona, Navajo Nation and San Carlos Apache Tribe in FY2020. San Carlos Apache and White Mountain Tribes will also receive a Child Passenger Safety Seat (CPS) grant in FY2020. Oklahoma reported 100 MVC fatalities in 2016. The BIA IHSP will offer 1 full-time PTS grant to Cheyenne and Arapaho Tribes, 2 CPS grants to the following tribes in the state of Oklahoma, Cheyenne and Arapahoe and Osage Nation, CPS grants in 2020. New Mexico reported 78 MVC fatalities to FARS in 2016. In 2020, 5 tribes from New Mexico will receive full time PTS grants, Jicarilla Apache Nation, Pueblo of Isleta, Pueblo of Jemez, Pueblo of Zia and Pueblo of Laguna.

Overtime grants will be offered to Pueblo of Pojoaque and Santa Clara Pueblo. Montana reported 41 Native American fatalities in FARS in 2016 and Chippewa Cree Tribe of the Rocky Boy's Reservation will be awarded a full-time PTS grant in FY20. The state of Washington reported 32 MVC fatalities in 2016 and The BIA IHSP will offer Lummi Nation, Confederated tribes of Yakama Nation and Confederated tribes of Colville full time grants law enforcement grants. Overtime grant will be offered to Makah tribe. Tulalip tribe will be awarded a CPS grant in FY020.

## Processes Participants

Participants in the process include representatives from the Bureau of Indian Affairs (BIA) Office of Justice

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

### Description of Highway Safety Problems

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

The Indian Highway Safety program problem identification process consists of reviewing and analyzing a broad range of data either submitted by tribes in grant applications or available from the data sources shown above.

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

Federally recognized tribes are sovereign and they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. BIA IHSP relies on grant funded tribes to provide reporting on a monthly and annual basis to assist with justification for grant funding and compares it with the numbers in FARS. According to FARS 2016 data Indian Country has 636 MVC fatalities nationwide and 383 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 FY18, 26 grant funded tribes reported 51 MVC fatalities on their reservations, 19 of the fatalities involved alcohol, 147 were due to excessive speed, and 23 involved people not wearing seat belts. During the same grant year 26 grant funded tribes reported 3,218 MVC, in which 768 were injury crashes. 354 of the total crashes reported involved alcohol and 294 were speed related. In FY18, 26 grant funded tribes made 2,795 DUI DWI OWI arrests, issued 2,816 seatbelt violations, 657 child safety seat violations, and issued 29,217 speed along with 19,162 traffic violations. There were also 9 pedestrian fatalities within the FY18 grant year.

### Methods for Project Selection

#### EVIDENCE BASED STRATEGY AND PROJECT SELECTION PROCESS:

##### Participants:

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

Solicitation of Proposals and Project Selection Process. A solicitation letter and an electronic fill-in-the-blank

application form, with instructions, are mailed to all federally recognized tribal leaders each year.

Announcements regarding the solicitation for IHSP proposals are posted on the tribal Technical Assistance Programs (TTAPs) websites, Indian Health Service websites and published in the Federal Register. Starting in 2017 applications and request for proposals were also made available to the tribes on grants.gov and the Bureau of Indian Affairs Office of Justice Services Facebook page.

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

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

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

General Information - 10 points

Data (Problem Identification) - 45 points

Targets, Performance Measures amp Strategies - 35 points

Budget - 10 points

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

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

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

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

## List of Information and Data Sources

Data sources:

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

NHTSA Fatal Analysis Reporting System(FARS)

Center for Disease Control (WISQARS) population based fatalities

United States Census Bureau –demographic data

Traffic analysis reports and publications –vehicle driver and roadway

Annual seat belt observational survey

Vehicle Miles Traveled (VMT) data is not available

Individual tribal data (injury data is only available at the tribal level from participating tribes)

## Description of Outcomes

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

## Performance report

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

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Not Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress

10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	A-1 Number of seat belt citations issued (reported by tribes)	In Progress
13	A-2 Number of impaired driving arrests (reported by tribes)	Not Met
13	A-3 Number of speed citations issued (reported by tribes)	In Progress

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

Progress: In Progress

#### Program-Area-Level Report

Click or tap here to enter text.

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

Progress: Not Met

#### Program-Area-Level Report

Click or tap here to enter text.

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

Progress: Not Met

#### Program-Area-Level Report

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

Progress: In Progress

#### Program-Area-Level Report

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

Progress: In Progress

#### Program-Area-Level Report

Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or

above by 5% from the FARS 2016 number of 177 to 169 by the end of FY2020.

Target was determined by FARS data using a 5 year linear trend analysis from 2012-2016 which reflects a 5% decrease in fatalities.

### [Performance Measure: C-6\) Number of speeding-related fatalities \(FARS\)](#)

Progress: In Progress

#### [Program-Area-Level Report](#)

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### [Performance Measure: C-7\) Number of motorcyclist fatalities \(FARS\)](#)

Progress: In Progress

#### [Program-Area-Level Report](#)

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

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2012-2016 which reflects an 11% increase in motorcycle fatalities for the time period. In 2012 and 2013 motorcyclist fatalities maintained at 18 and drastically increased to 25 in 2014 then dropped to 22 in 2015. There was a slight decrease in 2016, so the target of 5% is justified and achievable for FY20.

### [Performance Measure: C-8\) Number of unhelmeted motorcyclist fatalities \(FARS\)](#)

Progress: In Progress

#### [Program-Area-Level Report](#)

To reduce the number of un-helmeted motorcyclist fatalities on reservations by 10% from 2016 FARS number of 11 to 10 by the end of 2019.

Targets and percentages were determined by FARS using 5 year linear trend analysis from 2012-2016 projects un-helmeted fatalities on reservations has been increasing from FY12 number of 7 to 13 in FY14 and dropped significantly to 6 in 2015. FY2018 increased again to 11. Linear trend suggests un-helmeted motorcyclist fatalities on reservations will increase, so it's the target of 10% decrease is justified for FY2020.

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

Progress: In Progress

#### [Program-Area-Level Report](#)

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### [Performance Measure: C-10\) Number of pedestrian fatalities \(FARS\)](#)

Progress: In Progress

#### [Program-Area-Level Report](#)

Click or tap here to enter text.

### [Performance Measure: C-11\) Number of bicyclists fatalities \(FARS\)](#)

Progress: In Progress



## Program-Area-Level Report

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

Progress: In Progress

## Program-Area-Level Report

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

Progress: In Progress

## Program-Area-Level Report

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

In FY18 BIA IHSP twenty-six (26) grant funded tribes issued 2,816 seat belt citations. In FY20 seat belt citations issued are projected at 2,956 which is a 5% increase from FY18.

In FY20 the IHSP will award forty-nine (49) grants which include thirty-four (34) Police Traffic Services grants and fifteen (15) Child Protection Seat grants.

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

Progress: Not Met

## Program-Area-Level Report

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

Progress: In Progress

## Program-Area-Level Report

To increase the number of speeding citations by 14% from the FY18 number of 29,217 to 33,307 by the end of FY20.

Targets and percentages were determined by using five year linear trend analysis from 2014- 2018 which reflects a 14% increase in speed citations to be issued in FY 2020.

## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	334

2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	0.00
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.000
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	134
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	169
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	101
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	19
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	10
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	6.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	45

11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	2
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	80.3
13	A-1 Number of seat belt citations issued (reported by tribes)	Other	2015	2020	2,956
14	A-2 Number of impaired driving arrests (reported by tribes)	Other	2015	2020	2934
15	A-3 Number of speed citations issued (reported by tribes)	Other	2015	2020	33,307

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	334	5 Year	2016

### Performance Target Justification

To reduce all fatalities on Indian Reservations by 13% from the 2016 FARS number of 383 to 334 by the end of FY 2020. American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP has also awarded 15 Child Protection Seat grants in FY20 to assist in reducing fatalities among infants and small children. Target percentages and numbers were determined by using five year linear trend analysis from 2012-2016 FARS data which reflect a target of 334. The target reduction of 13% from 383 to 334 was selected because of the geographic locations of tribes being funded in FY20 (34 tribes in 17 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 17 states. The number of PTS grants awarded in FY19 remains the same as

FY20, with the exception of CPS. The IHSP awarded 21 CPS grants in FY19 and will award 15 in FY20. 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)-2020	Numeric	0.00	5 Year	2016

#### 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)-2020	Numeric	0.000	5 Year	2016

#### 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)-2020	Numeric	134	5 Year	2016

#### Performance Target Justification

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

and number was determined by using a five year linear trend analysis of 2012- 2016 FARS data. Five year linear trend analysis suggest un-restrained passenger vehicle occupant fatalities, all seat positions will be reduced by 13% in FY20.

**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)-2020	Numeric	169	5 Year	2016

**Performance Target Justification**

Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above, by 15% from the FARS 2016 number of 177 to 169 by the end of FY2020.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2012-2016 which reflects a 5% decrease in fatalities.

**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)-2020	Numeric	101	5 Year	2016

**Performance Target Justification**

To reduce the number of speed related fatalities, on Indian Reservations, by 14% from the 2016 FARS number of 117 to 101 by the end of FY2020.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2012-2016 which reflects 14.3% decrease in all speed related fatalities on reservations.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	19	5 Year	2016
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### Performance Target Justification

To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2016 FARS number of 20 to 19 by the end of FY2020. Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2012-2016 which reflects a 5% decrease in motorcycle fatalities for FY20. In 2012 and 2013 motorcyclist fatalities maintained at 18 and drastically increased to 25 in 2014 then dropped to 22 in 2015, and a slight decrease for 2016, therefore a 5% decrease is reasonable and achievable.

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

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	10	5 Year	2016

### Performance Target Justification

To reduce the number of un-helmeted motorcyclist fatalities on reservations by 10% from 2016 FARS number of 11 to 10 by the end of 2020. Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2012-2016 projects un-helmeted fatalities on reservations has been increasing from FY12 number of 7 to 13 in FY14 and dropped significantly 6 in 2015. Linear trend suggests un-helmeted motorcyclist fatalities on reservations will increase, so the target of 10% decrease is justified for 2020.

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

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	6.00	5 Year	2016

### Performance Target Justification

To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019. Justification of Target: Targets and percentages were determined by FARS using five year linear trend analysis from 2011-2015 which reflects a decrease of 40% in fatalities involving drivers 20 or younger in FY19.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	45	5 Year	2016

### Performance Target Justification

To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2016 FARS number of 52 to 45 in 2020. Justification of Target: The FARS data using a five year linear trend analysis from 2012-2016 illustrated the trend projects an increase in fatalities in FY20. The target is to reduce the fatalities by 15% from the FY16 number of 52 to 45 by the end of FY20 to make the target reasonable but yet still achievable.

## Performance Measure: C-11) Number of bicyclists fatalities (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	2	5 Year	2016

### Performance Target Justification

To maintain the number of bicyclists on reservation involved in fatal crashes by 33% from 2016 FARS number of 3 to 2 in 2020. Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2012-2016 which reflects a target of 2 for FY20.

## 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)-2020	Percentage	80.3	5 Year	2016

### Performance Target Justification

Click or tap here to enter text.

## 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)-2020	Numeric	2,956	Other	2013

### Performance Target Justification

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes. In FY18 BIA IHSP twenty-six (26) grant funded tribes issued 2,816 seat belt citations. In FY20 seat belt citations issued are projected at 2,956 which is a 5% increase from FY18. In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

### 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)-2020	Numeric	2934	Other	2013

### Performance Target Justification

### 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)-2020	Numeric	33,307	Other	2013

### Performance Target Justification

FARS data for Native American speed citations is not available. These numbers are reported by grant funded tribes. In FY18 the IHSP awarded twenty-seven (27) Police Traffic Services grants and the programs produced 29,217 citations, although the linear trend shows a downward trend, it is reasonable for a 14% increase to 33,307 for this target to be achievable in this core measure

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP 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: 2956

Fiscal Year A-1: 2020

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

Impaired driving arrests: 2934

Fiscal Year A-2: 2020

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

Speeding citations: 33307

Fiscal Year A-3: 2020

## Program areas

### Program Area: Impaired Driving (Alcohol)

#### Description of Highway Safety Problems

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

The 2012-2016 NHTSA FARS annual report shows alcohol-related fatalities have been increasing from 165 in FY15 to 177 in FY16 on reservations across America. Based on the National Center for Health Statistics, leading causes of death for American Indian or Alaska Native population, accidents are the 3rd leading cause of death in our communities. In the last five (5) years DUI impaired driving arrests, among grant funded tribes, have gone up and down over the years but have decreased from the FY15 high number of 53,81 to 2,795 in FY18. Impaired driving fatalities have remained a serious issue on Native American reservations. The need for additional tribal officers, local DUI mobilizations and community education is necessary to have an effect on Impaired driving in Indian Country.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	169
2020	A-2 Number of impaired driving arrests (reported by tribes)	2020	Other	2934

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Checkpoints
High Visibility Enforcement

### Countermeasure Strategy: Checkpoints

Program Area: Impaired Driving (Alcohol)

#### Project Safety Impacts

NULL

#### Linkage Between Program Area

NULL

#### Rationale

NULL

#### Planned activities in countermeasure strategy

### Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Alcohol)

#### Project Safety Impacts

#### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

Percent of motor vehicle fatalities covered by funded projects. In 2020, the IHSP plans to fund 27 police traffic services contracts. 2018 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.

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.

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 Program Area

The 2012-2016 NHTSA FARS annual report shows alcohol-related fatalities have been increasing from 133 in FY14 to 177 in FY16 on reservations across America. Based on deaths per 100,000 population; the rate for Native Americans in 2013 was at 4.36. While the rate in the rest of the U.S. was 3.19. In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY13 number of 5145 to 4664 in FY17. Impaired driving fatalities have remained a serious issue on Native American reservations.

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

C-5 Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2016 number of 177 to 142 by the end of FY2020.

A-2 To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2018 total of 4664 to 4897 by the end of FY2020. (Self-reported numbers by IHSP grant funded tribes)

### Rationale

In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY13 number of 5145 to 4664 in FY17. Impaired driving fatalities have remained a serious issue on Native American reservations. The BAT Mobiles are housed at BIA OJS facilities and used by the BIA OJS and tribes to conduct checkpoints. They are also used to provide educational presentations on traffic safety. The costs incurred by usage, maintenance, are proportionate to the need of maintaining 4 BAT Mobiles.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Impaired Driving	BAT Mobile

## Planned Activity: BAT Mobile

Planned activity number: Impaired Driving

Primary Countermeasure Strategy ID:

### Planned Activity Description

Click or tap here to enter text.

### Intended Subrecipients

Click or tap here to enter text.

### Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00		

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

### Description of Highway Safety Problems

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

Occupant Protection (Tribal Grant Programs) - This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 15 Occupant Protection Grants (Child Protection Seat Grants) in FY20. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 78.0% in FY18. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY12 number of 154 to 156 in FY16. The slight decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY18.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	134
2020	A-1 Number of seat belt citations issued (reported by tribes)	2020	Other	2,956

### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

#### Project Safety Impacts

##### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

Percent of motor vehicle fatalities covered by funded projects. In 2020, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.

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.

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 Program Area

Occupant Protection:

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2,718 in FY16 to 3,110 in FY17.

Occupant Protection (Tribal Grant Programs) - This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 15 Occupant Protection Grants (Child Protection Seat Grants) in FY20. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 78.0% in FY18. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY17.

A1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY18 number of 2816 to 3265 by the end of FY2020. (Self-reported numbers by IHSP grant funded tribes)

C4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2016 FARs number of 156 to 144 by the end of FY2020.

### 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

NULL

### Intended Subrecipients

NULL

### Countermeasure strategies

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
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$250,000.00		
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$132,937.94		

### 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 factors:

Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.

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.

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 Program Area

The survey, Safety Belt Use Estimate for Native American Tribal Reservations, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2,718 in FY16 to 3,110 in FY17.

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

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY17.

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

### Rationale

Seat Belt Survey for Indian Country usage.

#### Planned activities in countermeasure strategy

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

### Planned Activity: Car seat distribution

Planned activity number: Occupant Protection

Primary Countermeasure Strategy ID:

### Planned Activity Description



NULL

### Intended Subrecipients

NULL

### Countermeasure strategies

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
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$250,000.00		
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$132,937.94		

### Planned Activity: Seat Belt Survey

Planned activity number: Seat Belt Survey

Primary Countermeasure Strategy ID:

### Planned Activity Description

NULL

### Intended Subrecipients

NULL

### Countermeasure strategies

Countermeasure Strategy
Seat belt survey

### Funding sources

### Program Area: Planning & Administration

### Description of Highway Safety Problems

The Indian Highway Safety Program faces many challenges with a five percent budget for operating expense. With only 5% Program & Administration (P&A) personnel service manage, monitor and oversee the Indian Highway Safety Program include three positions funded by 402: Program Analyst (Coordinator), Program Analyst (Finance) and a Law Enforcement Assistant. Other costs include travel and training, office machines, office supplies, GHSA dues, education supplies and other appropriate administrative expenditures. Five percent 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-three (573) federally

recognized tribes located across the United States with a majority of the tribes located in rural areas. Five percent P&A creates challenges for the IHSP staff to grow the program and award and bring on more federally recognized grant programs due to limited staff. The IHSP staff consist of three (3) employees dedicated to managing the entire program who are paid out of P &A funds which makes hiring additional employees problematic. In FY20 the BIA IHSP will award forty-nine (49) grants to federally recognized tribes across the United States.

IHSP staff also have to 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. Five percent program management budget limits the IHSP staff from offering more grant opportunities and services to the tribes and limits training, meeting attendance, along with hiring additional staff to help meet the mission and goals of the program.

Personnel planned activities will be to initiate highway safety related projects with not less than thirty-four (34) Police Traffic Services grants, and fifteen (15) Occupant Protection (Child Protection Seat (CPS) grants for forty-nine (49) tribes by the end of FY2020. IHSP staff will initiate meetings and communications with non-granted tribes to evaluate for potential funding opportunities which would provide financial assistance to meet a Police Traffic Services, Occupant Protection, Impaired Driving Court and/or Youth Traffic Safety Education need in order to expand the program. They will contact state highway safety offices in order offer funding opportunities to their tribal communities which may be available. 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).

**Associated Performance Measures**

[Planned Activities](#)

**Planned Activities in Program Area**

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

[Planned Activity: Program and administration](#)

Planned activity number: 402

Primary Countermeasure Strategy ID: Planning & Administration

[Planned Activity Description](#)

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[Intended Subrecipients](#)

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[Countermeasure strategies](#)

[Funding sources](#)

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	Police Traffic Services (FAST)	\$295,415.13		\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety, enforcement and education efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full-time Highway Safety Officers and thirteen (13) 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) education presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY20 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2012-2016 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 359 in FY14, 369 in FY15, to 383 in FY16. The geographic locations of tribes being funded in FY20 (45 tribes in 17 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32,754 to an all-time high of 39,396 in FY16 to a decrease to 29,217 in FY18. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	334

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	134
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	169
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	101
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	19
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	10
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	6.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	45

### Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Law Enforcement
Traffic Enforcement

### Countermeasure Strategy: High Visibility Law Enforcement

Program Area: Police Traffic Services

#### Project Safety Impacts

##### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

Percent of motor vehicle fatalities covered by funded projects. In 2020, the IHSP plans to fund 27 police traffic services agreements. 2018 crash data provided by the 26 projects reveal all fatalities on their reservations totaled 51 which are 13% of the 383 reported in FARS 2016.

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 tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-seven (27) PTS grants to fund full time Highway Safety Officers and seven (7) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST, SFST instructor, radar operator and instructor, saturation patrol, checkpoint methods and training for detection of drug impaired drivers. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations as well as local mobilizations as necessary. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow and participate in local impaired driving task forces. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY20 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2012-2016 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 359 in FY15 to 369 in 383 in FY16. The geographic locations of tribes being funded in FY19 (49 tribes in 17 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39, 396 in FY16 to a decrease to 29217 in FY18. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY18 number of 2,816 to 2,956 by the end of FY2020. (Self-reported numbers by IHSP grant funded tribes)

A2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2018 total of 2,795 to 2,934 by the end of FY2020 . (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY18 number of 29,217 to 33,307 by the end of FY20.

C1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2016 FARS number of 383

to 334 by the end of FY2020.

C4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2016 FARS number of 154 to 134 by the end of FY2020.

C5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 5% from the FARS 2016 number of 177 to 169 by the end of FY2020.

C6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations by 5% from the 2016 FARS number of 117 to 101 by the end of FY2020.

C7 Core Measure: To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2016 FARS number of 20 to 19 by the end of FY2020.

C8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities on reservations by 10% from 2016 FARS number of 11 to 10 by the end of 2020.

C9 Core Measure: To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 9% from 2016 FARS number of 14 to 13 in 2020.

C10 Core Measure: To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2016 FARS number of 52 to 50 in 2020.

C11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 33% from 2015 FARS number of 3 to 2 in 2020.

## Rationale

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

### Planned activities in countermeasure strategy

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

### Planned Activity: High Visibility Saturation Patrol

Planned activity number: Police Traffic Services

Primary Countermeasure Strategy ID:

### Planned Activity Description

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal

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

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39 396 in FY16 to a decrease to 29327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

C1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY2019.

C4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARs number of 166 to 144 by the end of FY2019.

C5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

C6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations by 25% from the

2015 FARS number of 125 to 94 by the end of FY2019.

C7 Core Measure: To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2015 FARS number of 22 to 21 by the end of FY2019.

C8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from 2015 FARS number of 6 to 12 by the end of 2019.

C9 Core Measure: To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019.

C10 Core Measure: To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2015 FARS number of 58 to 50 in 2019.

C11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

### Intended Subrecipients

The BIA IHSP plans to award 21 full time officer PTS grants and 13 grants for overtime for traffic safety enforcements for federally recognized tribes.

### Countermeasure strategies

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
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$14,953,676.00		

### Planned Activity: Traffic Enforcement

Planned activity number: Police Traffic Services

Primary Countermeasure Strategy ID:

### Planned Activity Description

[null]

### Intended Subrecipients

[null]

### Countermeasure strategies

Countermeasure Strategy
High Visibility Law Enforcement
Traffic Enforcement

### Funding sources



Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$8,300,000.00		

## Countermeasure Strategy: Traffic Enforcement

Program Area: Police Traffic Services

### Project Safety Impacts

#### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.

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.

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 Program Area

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

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training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian State (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) education presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39 396 in FY16 to a decrease to 29327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

C1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY2019.

C4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARS number of 166 to 144 by the end of FY2019.

C5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

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C11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

## Rationale

The IHSP funds a variety of programs each year. The statistical data provided through FARS and the data submitted to the IHSP by the tribal grant submission supports the funding of programs relating to Police Traffic Services (PTS), Impaired Driving Courts, Impaired Driving Enforcement, Child Passenger Safety activities, Pedestrian and Bicycle safety programs. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This type of monitoring is utilized to determine if funded activities are presenting a positive outcome in effecting traffic safety issues on the reservation. All PTS grants are requested to participate in 3 mobilizations (2 National & 1 Indian State).

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Police Traffic Services	Traffic Enforcement

## Planned Activity: Traffic Enforcement

Planned activity number: Police Traffic Services

Primary Countermeasure Strategy ID:

### Planned Activity Description

[null]

### Intended Subrecipients

[null]

### Countermeasure strategies

Countermeasure Strategy
High Visibility Law Enforcement
Traffic Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$8,300,000.00		

## Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
Impaired Driving	BAT Mobile

Police Traffic Services	High Visibility Saturation Patrol
Police Traffic Services	Traffic Enforcement

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

**Crash Analysis**

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

The lack of crash reporting is detrimental to the tribes as it affects the ability to accurately provide information on fatalities and severe injuries which may be occurring on their lands. Poor tribal crash reporting and Native American (NA) FARS data more than three years old makes it difficult to obtain data relevant to the current HSP planning process. When available FARS annual file data will be used in the analysis process however official target setting is based on the most current FARS data available on the State Traffic Safety Information (STSI). Data for some core measures is not available from national sources but are addressed in individual tribal projects as appropriate. Individual tribes provide activity data that is essential in setting reasonable performance measure targets. Therefore 2015 FARS data is used in the FY19 HSP.

The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures.

A review of 2013 Native American/Alaska Native fatalities by State shows Arizona, New Mexico, Oklahoma, Montana and South Dakota are the top 5 states with Native American/Alaska Native fatalities. In 2019, the IHSP plans to fund enforcement and occupant protection (child protection seat (CPS)) projects in each of the States: 1 PTS and 1 CPS in Arizona 1 PTS 0 CPS in Montana 3 PTS and CPS South Dakota 5 PTS and 1 CPS in New Mexico 1 PTS and 3 CPS Oklahoma. Montana is home to seven (7) federally recognized tribes with reservations. The state of Montana has a secondary seat belt law. Montana tribes did not request a CPS grant for FY19.

In 2019 the IHSP plans to fund thirty-four (34) police traffic services contracts. Crash data provided by these projects show in 2017 the involved reservations had a total of one-hundred seventy-seven (177) fatalities or 47.97% percent of the total of three-hundred sixty-nine (369) fatalities on reservations. In Indian County seat belt usage is below the national average and in FY17 seat belt usage decreased by 1% from the FY16 number of 77%. Thirty-four (34) tribes reported 57 unrestrained passenger vehicle occupant fatalities all seat positions in FY17. This is a 34% decrease from the FARS number of 166 reported in FY15. In FY15 Tribes also reported issuing 4089 seat belt citations.

**Deployment of Resources**

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

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

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

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

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

### Effectiveness Monitoring

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

## High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

Countermeasure Strategy
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:**

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

## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and**

providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

