




Tribal Transportation Safety Update

Intertribal Transportation Association Mid-year Meeting
June 29, 2022

Adam Larsen, FHWA

Adam.Larsen@dot.gov, 360-619-2601

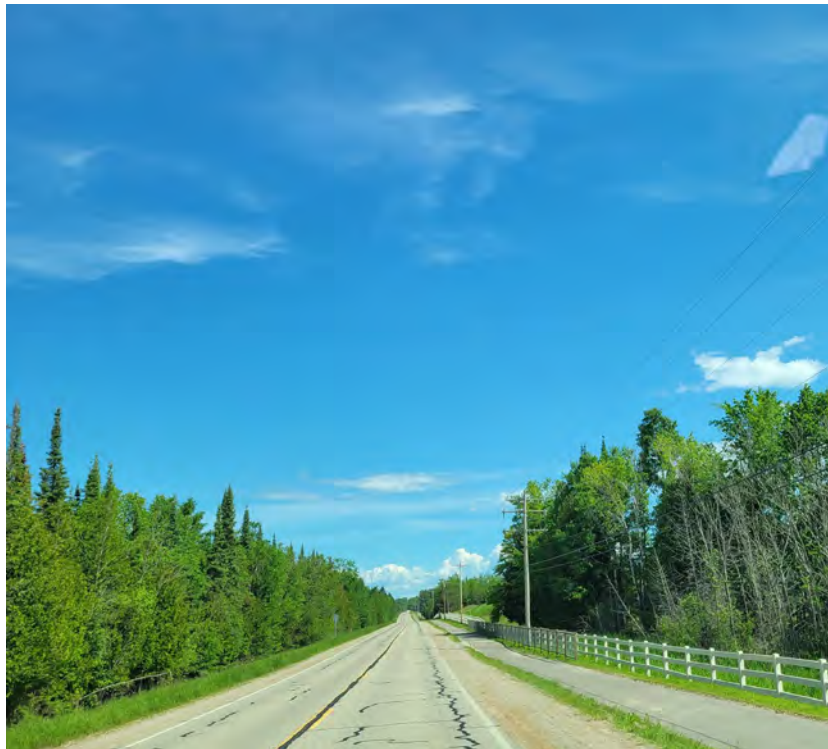
2021 Infrastructure Legislation Tribal Safety Highlights



- Increased funding for Tribal Transportation Program Safety Fund
- Streamlined environmental process for safety projects
- Report to Congress: Best Practices in Tribal Crash Reporting
- BIA Law Enforcement required to use state crash reports
- Tribes eligible for new safety funding programs

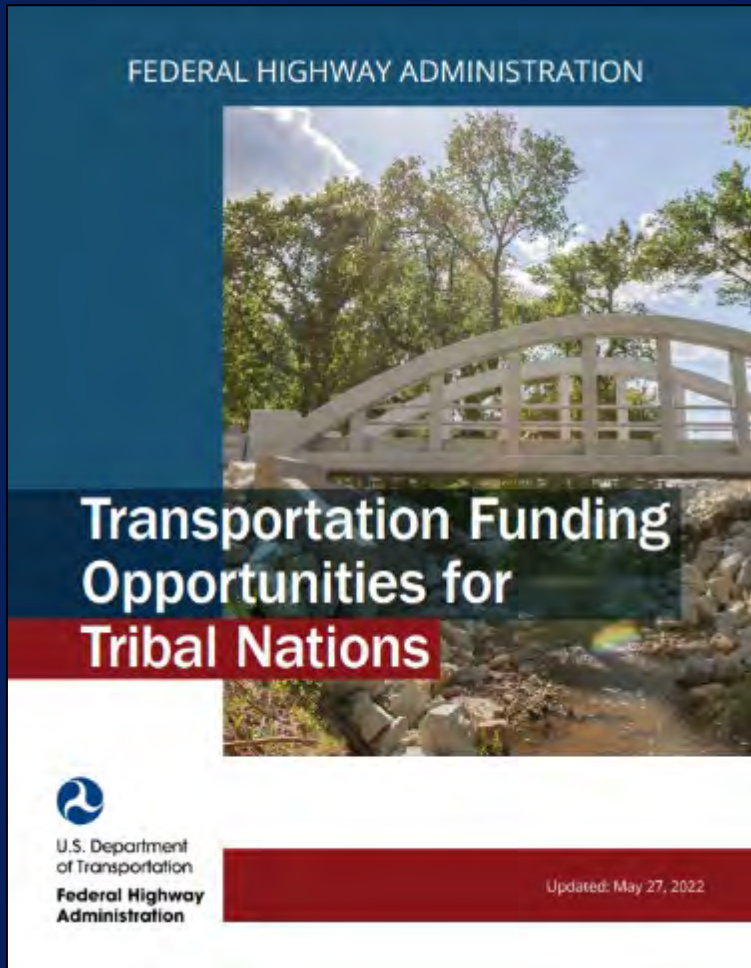


Research: Pedestrian Safety in Tribal Areas



- ↳ Advisory committee
- ↳ Fatal crash reports
- ↳ Location investigation
- ↳ Stakeholder engagement
- ↳ Report to recommend factors to be used when prioritizing investment in pedestrian safety
- ↳ Expected start in late 2022

Transportation Safety Funding Opportunities



◀ State-managed

- Highway Safety Improvement Program
- Transportation Alternatives
- Safe Routes to School
- Highway-Rail Grade Crossing Program

◀ Federal Discretionary Grants

- ➡ • Tribal Transportation Program Safety Fund
- ➡ • Safe Streets and Roads for All
- Rural Surface Transportation Grants
- Wildlife Crossing Pilot Program
- BIA Indian Highway Safety Program

<https://highways.dot.gov/federal-lands/programs-tribal>

www.TribalSafety.org/Funding

NEW!



Safe Streets and Roads for All

- **Purpose:** Support local initiatives to prevent transportation-related deaths and serious injuries.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1 billion	\$1 billion	\$1 billion	\$1 billion	\$1 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Grant funding may be used for planning grants to develop comprehensive safety action plans. Funding may also be used for planning, design, and development activities for infrastructure projects and other strategies identified in such action plans.

- **Additional Information and Assistance**

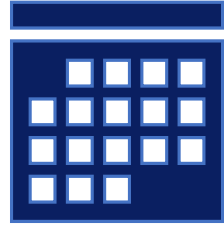
- ◊ Program website: <https://www.transportation.gov/SS4A>

Highway Funding Opportunities for Tribal Nations



Traffic Calming Ahead sign. Salt River Pima-Maricopa Indian Community. Scottsdale, Arizona.

SS4A NOFO Is Now Open



Notice of Funding Opportunity is now
OPEN



Submit technical questions by August 15, 2022

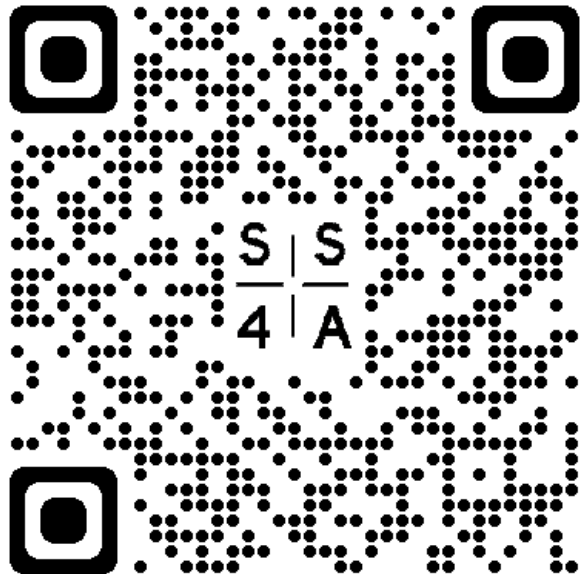
Apply by September 15, 2022, at 5:00 p.m. EDT (no late applications will be accepted)



Additional resources about SS4A and the NOFO can be found at

<https://www.transportation.gov/SS4A>

◀ Safety Plan Self-Certification
https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Self_Certification_Worksheet.pdf



This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant: UEI:

1 Are both of the following true? YES NO

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

If yes, provide documentation:

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring? YES NO

If yes, provide documentation:

3 Does the Action Plan include all of the following? YES NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,



Transportation Safety Grant Opportunities Available to Tribes at a Glance

Comparison of two programs available to Tribes for projects that reduce fatalities and injuries on roadway facilities.
Additional detail can be found in the applicable Notices of Funding Opportunities (NOFO).

	Safe Streets and Roads for All (SS4A)	Tribal Transportation Program Safety Fund (TTPSF)
Purpose	Reduce or eliminate fatal and serious injury on roadway facilities.	
Amount of Funding	Up to \$1 billion per year	Approximately \$22 million per year
Award Size	<p>The NOFO provides <u>expected</u> minimum and maximum ranges, but there is no statutory minimum or maximum. In general, those <u>expected</u> ranges are:</p> <p>Action Plan Grants</p> <ul style="list-style-type: none"> \$200,000 expected minimum for all applicants. Smaller grant awards may be considered. \$1,000,000 expected maximum for individual applicants; \$5,000,000 expected maximum if a Metropolitan Planning Organization (MPO) or a regional joint application. <p>Implementation Grants</p> <ul style="list-style-type: none"> \$3,000,000 expected minimum and \$30,000,000 expected maximum for Federally recognized Tribal Governments. Smaller grant awards may be considered. \$50,000,000 expected maximum if an MPO or regional joint application. 	<ul style="list-style-type: none"> \$10,000-\$15,000 for transportation safety plans. No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.
Eligible applicants	<ul style="list-style-type: none"> Federally recognized Tribal Governments. Cities, counties, and similar political subdivisions of a State. MPOs and multijurisdictional group comprised of eligible applicants. 	Federally recognized Tribal Governments must be the primary applicant.
Matching Resources	20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.	No match requirement. Priority consideration may be given to projects that show a commitment of other resources.
Eligible projects	<ul style="list-style-type: none"> Comprehensive safety action plans and supplemental action plan activities. Planning, design, and development activities for projects and strategies identified in an action plan. Infrastructure, behavioral, and operational safety projects and strategies identified in an action plan. 	<ul style="list-style-type: none"> Transportation safety plans. Data assessment/improvement/analysis. Infrastructure projects.
Safety Planning Requirement	Grant funds are to implement projects and strategies that are already identified in an action plan (applicants must self-certify that existing roadway safety plans qualify) or to develop a comprehensive safety action plan.	A Tribes' transportation safety plan, state or local safety plan, or RSA must support infrastructure and data improvement applications.
Data requirements for applications	Crash history and other safety data are used to identify implementation projects. SS4A Action Plan Grant applications require fatal crash count and population count information.	
Effective Strategies	Prioritizes projects that include evidence-based projects or strategies that improve safety.	
2022 Deadline	September 15, 2022	
More Information	www.Transportation.gov/SS4A SS4A@DOT.GOV	https://highways.dot.gov/federal-lands/programs-tribal/safety/funds TTPSF@DOT.GOV

Other transportation safety funding opportunities can be found at <https://www.tribalsafety.org/funding> and <https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities>

	Safe Streets and Roads for All (SS4A)	Tribal Transportation Program Safety Fund (TTPSF)
Purpose	Reduce or eliminate fatal and serious injury on roadway facilities.	
Amount of Funding	Up to \$1 billion per year	Approximately \$22 million per year
Award Size	<p>The NOFO provides <u>expected</u> minimum and maximum ranges, but there is no statutory minimum or maximum. In general, those <u>expected</u> ranges are:</p> <p>Action Plan Grants</p> <ul style="list-style-type: none"> • \$200,000 expected minimum for all applicants. Smaller grant awards may be considered. • \$1,000,000 expected maximum for individual applicants; \$5,000,000 expected maximum if a Metropolitan Planning Organization (MPO) or a regional joint application. <p>Implementation Grants</p> <ul style="list-style-type: none"> • \$3,000,000 expected minimum and \$30,000,000 expected maximum for Federally recognized Tribal Governments. Smaller grant awards may be considered. • \$50,000,000 expected maximum if an MPO or regional joint application. 	<ul style="list-style-type: none"> • \$10,000-\$15,000 for transportation safety plans. • No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.
Eligible applicants	<ul style="list-style-type: none"> • Federally recognized Tribal Governments. • Cities, counties, and similar political subdivisions of a State. • MPOs and multijurisdictional group comprised of eligible applicants. 	Federally recognized Tribal Governments must be the primary applicant.
Matching Resources	20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.	No match requirement. Priority consideration may be given to projects that show a commitment of other resources.

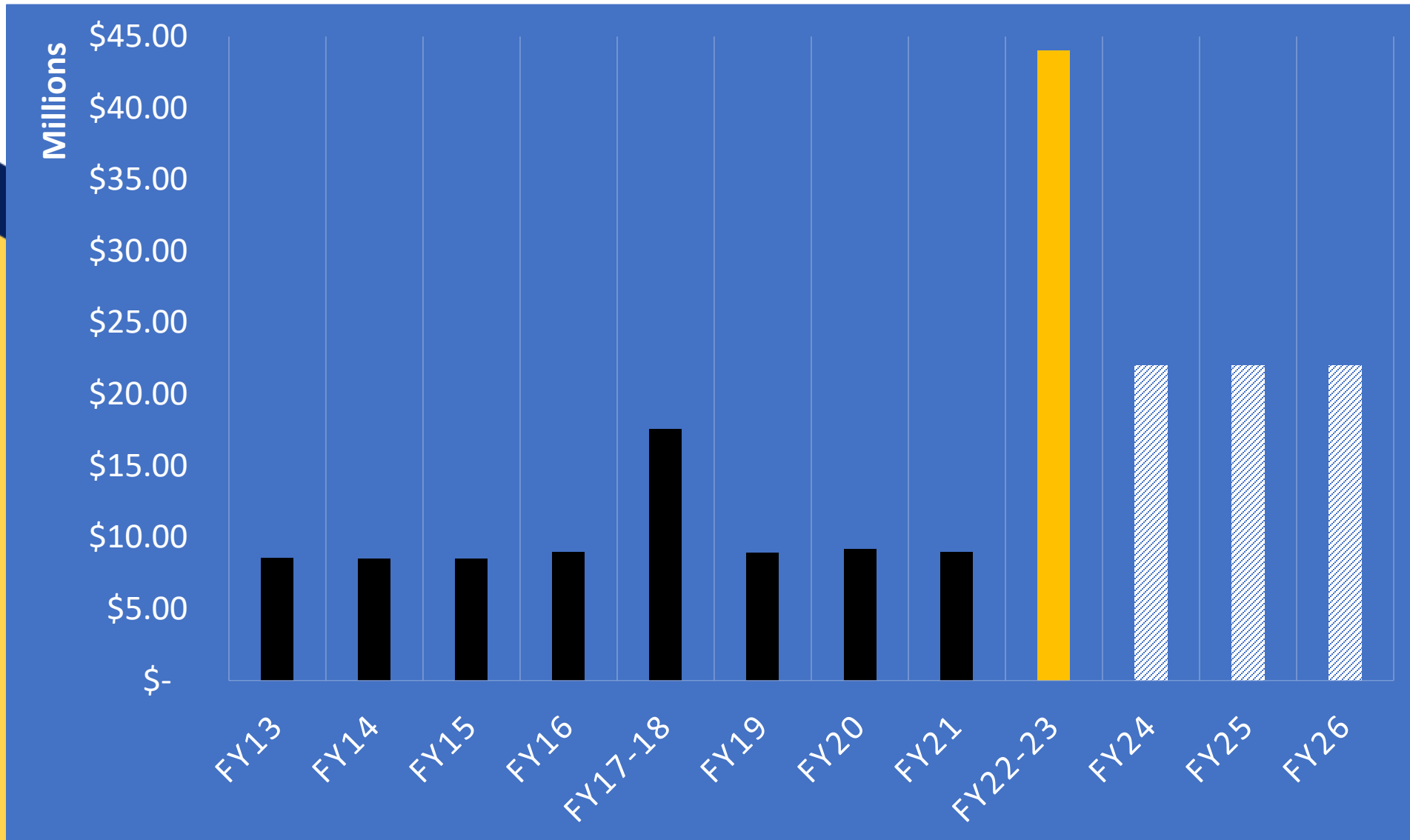
	<ul style="list-style-type: none"> • \$50,000,000 expected maximum if an MPO or regional joint application. 	
Eligible applicants	<ul style="list-style-type: none"> • Federally recognized Tribal Governments. • Cities, counties, and similar political subdivisions of a State. • MPOs and multijurisdictional group comprised of eligible applicants. 	Federally recognized Tribal Governments must be the primary applicant.
Matching Resources	20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.	No match requirement. Priority consideration may be given to projects that show a commitment of other resources.
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plans and supplemental action plan activities. • Planning, design, and development activities for projects and strategies identified in an action plan. • Infrastructure, behavioral, and operational safety projects and strategies identified in an action plan. 	<ul style="list-style-type: none"> • Transportation safety plans. • Data assessment/Improvement/analysis. • Infrastructure projects.
Safety Planning Requirement	Grant funds are to implement projects and strategies that are already identified in an action plan (applicants must self-certify that existing roadway safety plans qualify) or to develop a comprehensive safety action plan.	A Tribes' transportation safety plan, state or local safety plan, or RSA must support infrastructure and data improvement applications.
Data requirements for applications	Crash history and other safety data are used to identify implementation projects. SS4A Action Plan Grant applications require fatal crash count and population count information.	
Effective Strategies	Prioritizes projects that include evidence-based projects or strategies that improve safety.	
2022 Deadline	September 15, 2022	
More Information	www.Transportation.gov/SS4A SS4A@DOT.GOV	https://highways.dot.gov/federal-lands/programs-tribal/safety/funds TTPSF@DOT.GOV

Tribal Transportation Program Safety Fund

- ~\$21-million per year (2022-2026)
- Competitive grant
- Tribes are the only eligible applicants
- Strategic safety plans encouraged
- Multi-year NOFO 2022-2026
- Application info at <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds> or Grants.gov
- Join the Mailing List at TribalSafety.org



TTPSF Funding Amounts



TTPSF Important Dates

2022 Application Period	Deadline: September 15, 2022
2023 Application Period	October 1, 2022 - Jan 15, 2023
2024-2026 Application Period	October 1 - Jan 15, each year

Award selection announced about 5 months after deadline.



TTPSF Categories

Safety Plans

Data
Assessment,
Improvement,
and Analysis

Infrastructure
Improvement

Systemic
Roadway
Departure
Countermeasures

Source:
Cross Timbers Consulti

Safety Plans



Saint Regis Mohawk Tribe
Tribal Road Safety Plan
2022

Safety Plans

- > 70% of Tribes have funding to develop a transportation safety plan
- \$15,000 for new transportation safety plans
- \$10,000 for safety plan updates
- SS4A establishes criteria for “safety action plans”
 - See “Resources” at www.Transportation.gov/SS4A
- Consider Safe System Approach

Tribal Crash Reporting Toolkit

<https://www.tribalsafety.org/tribal-crash-reporting-toolkit>



- Crash Facts and Fictions Tool
- Data Analysis Tool
- Crash Reporting Tool
- Officer's Instruction Tool
- Quality Control Tool
- Database Tool
- Tribal Self-Assessment Tool

Systemic Roadway Departure Countermeasures Category

- Established to more strategically address Roadway Departure which is involved in 2 out of every 3 fatal crashes in Tribal areas
- 25% funding goal (about \$5-million)
- Reduced application burden
- Only specific countermeasures eligible
- Can still submit multiple applications

Systemic Roadway Departure Countermeasures



CURVE - SYSTEMIC ROADWAY DEPARTURE COUNTERMEASURE REQUEST

Required Data - Minimum information to demonstrate the eligibility and significance of this curve site.

1 Curve Name	BIA 5, Enemy Swim Road, S-curves	2 Road Owner	BIA
3 NTTFI Route	0500	4 NTTFI Section	020
		5 AADT	378.00

Additional Risk Data - The following data elements will be evaluated to determine the risk level at candidate locations. See instructions.

6 Speed Limit	55 mph	7 Curve Advisory Speed	n/a mph
		8 Advisory Method	Design Calculation

9| Site specific crash data

All state patrol data can be captured and analyzed, but site-specific tribal crash data is unavailable. Within a five mile radius of this site, one fatality and fifteen injury crashes have been documented on roadways with other ownership but similar width and geometric layout.

10 Curve deflection angle	35°
11 Curve radius	701 to 1,250 feet
12 Lane width	12 ft
13 Surface type	Paved
14 Shoulder paved width	1 ft
15 Shoulder unpaved width	0 ft
16 Roadside Rating	6 ft

18| **Site Photos** - Insert pictures as documentation of risk considerations.



[Click Here to Add Photo](#)

17| Describe additional risk considerations

Geometric features, sight-distance, visual trap, friction, vertical curvature, distance from other horizontal curves, or other risk considerations. See instructions.

The roadside has a sideslope that is unusable by vehicles. The S-curves occur as the roadway passes through the edge of a small lake, so the sideslopes are lined with erosion control riprap that is too large for a normal passenger vehicle to traverse and is unusable as a recovery area. This riprap is

19| **Countermeasures** - Indicate existing countermeasures at this site and the additional improvements for which funding is requested. Also indicate the amount of funding requested for the proposed improvements. See instructions.

	Existing	Requested	Requested Funding
a. Required or Recommended horizontal alignment warning signs per MUTCD Section 2C.06.		✓	\$ 4,785.29
b. Optional horizontal alignment warning signs per MUTCD Section 2C.06.			
c. Delineators (Flexible or post mounted) as described in Chapter 3F of the MUTCD		✓	\$ 2,315.46
d. First installation of center line and edge line markings up to 300 feet approaching and through curve		✓	\$ 21,405.17
e. Center and/or Edgeline rumble strip/stripes up to 300 feet approaching and through curve	✓	✓	\$ 4,222.93
f. Mitigation of roadside hazards to establish or widen clear zone in curve			

20| Comments

Edgeline rumblestrips are present, and centerline rumblestrips are being requested.



Roadway Departure Example

BEFORE



Source: Forest County Potawatomi Community

AFTER



Systemic Roadway Departure Countermeasures Category

Eligible Improvements

Curve Warning Signs

Delineators

New Center/Edge Striping

Edge Rumbles

Center Rumbles

Clear Zones



Infrastructure Improvement Category

Other Roadway Departure Strategies

Guardrail New/Upgrades

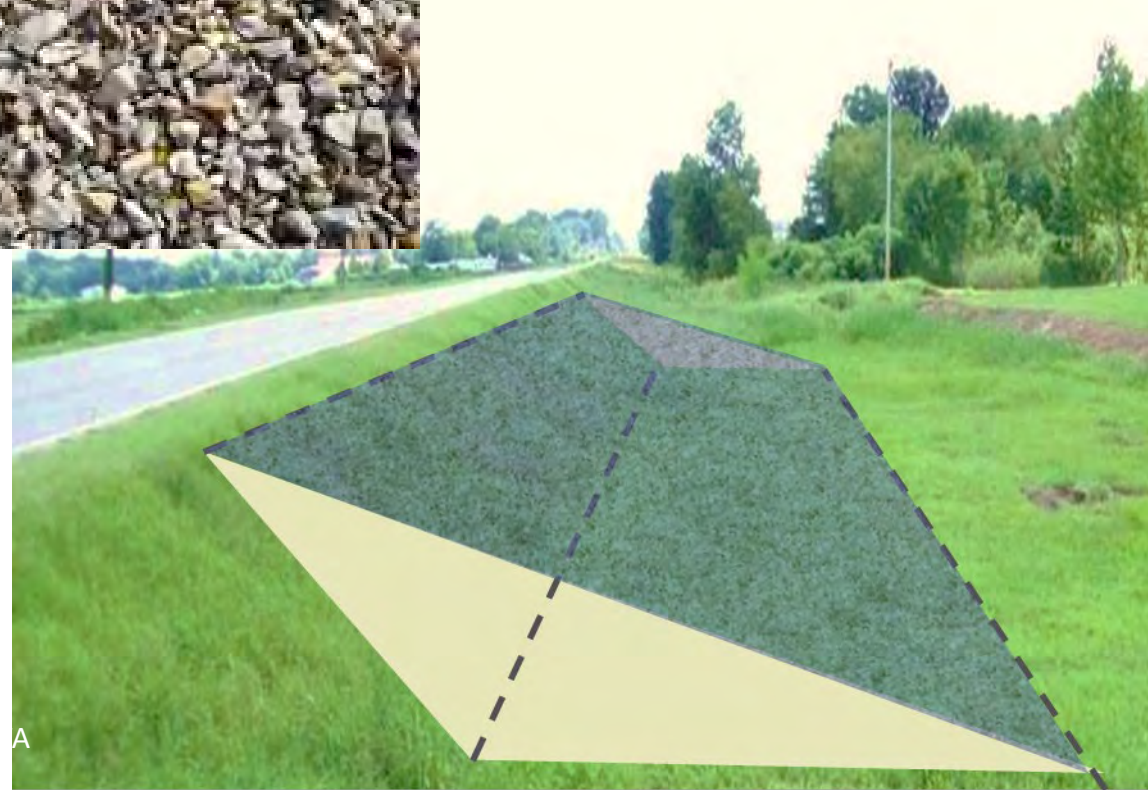
Widen Shoulders

Pave Shoulders

Reconstruction

Side Slope Grading

High Friction Surface

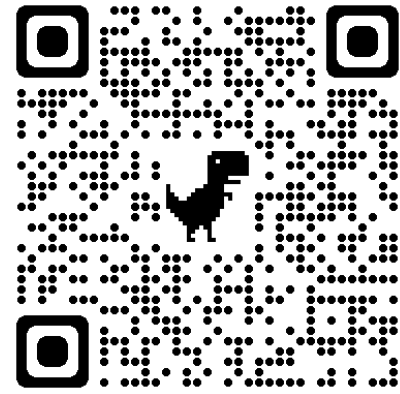


Infrastructure Improvement Category



(xxviii) A physical infrastructure safety project...

Proven Safety Countermeasures



SPEED MANAGEMENT



Speed Safety Cameras



Variable Speed Limits



Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes



SafetyEdgeSM



Roadside Design Improvements at Curves



Median Barriers

INTERSECTIONS



Backplates with Reflective Borders



Corridor Access Management



Left- and Right-Turn Lanes at Two-Way Stop-Controlled Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans



Road Safety Audits

Application Process – All categories

Start Here: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>

1. Review the [FY2022-2026 TTP Safety Fund NOFO](#).
2. Complete an application form.
3. Prepare a project narrative using the template found in the [2022 TTPSF Application Information and Selection Criteria Guide \(.docx\)](#) (or [as a PDF](#))
 1. For the Safety Plans category, a completed application form may be your project narrative.
4. Click "[Apply Now](#)" and follow the instructions to upload a completed application form, project narrative, and any additional supporting documentation.



Application Process – Project Narrative



Start Here: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>

Use the project narrative template found in the [2022 TTPSF Application Information and Selection Criteria Guide](#)

The purpose of the project narrative is to describe your project and convince reviewers that it aligns with the selection criteria.

Basic Outline (see detail in Application Information and Selection Criteria Guide)

- Applicant information
- Project description
- Selection criteria
- Cost estimate
- Schedule
- Contributing resources
- Supporting documentation

Project Narrative Tips

Start Here: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>

- Use the provided template.
- Clearly relate the supporting data to the proposed improvements. What kind of crashes have occurred? What will the project do to reduce those crashes?
- Describe what the “expected benefit” will be.
- Photos can provide a strong visual picture of the tribal community and transportation needs/challenges.
- Graphs, charts and maps can help reviewers understand the problem and proposed work.
- Provide an index of supporting documentation.
- Summarize supporting documentation, don’t depend on the interpretation of reviewers.
- Always cite information sources.



Source: Karuk Tribe

Application Process – Owner’s Letter

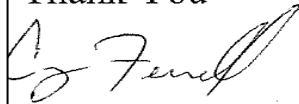
- Projects to study or improve roads not owned by the BIA or a Tribe require a letter of acknowledgement from the road owner.

April 25, 2019

To Whom it May Concern:

Brevator Township is the owner of Belich Road. As a representative of the board of supervisors please consider this letter as formal acknowledgement that we are aware the Fond Du Lac Band of Lake Superior Chippewa is applying for Tribal Transportation Program Safety Funds (TTPSF) for the Road Improvements and Signage for Belich Road project.

Thank You



Carey Ferrell

Chairman of the Board of Supervisors.

Application Process – Cost Estimate

- Historically awards are \$1-million or less per Tribe.
- Because of increased funding, larger awards may be considered.
- Applicants are encouraged to present funding packages showing what work can be accomplished with awards of various sizes. See example.

Funding Package 1

Cost Estimate: \$36,000

Schedule: 90 days

Summary:

- Place object markers and delineators at all RCBs and Bridge 10242

Funding Package 2

Cost Estimate: \$852,749

Schedule: 150 days

Summary:

- Extend the bridge at site 14 to get headwalls out of the clear zone
- Extend the large RCBs at sites 15, 27, and 32 to get the headwall out of the clear zone.
- Place object markers at each site (large RCBs at sites 7, 9, and 11 will be taken care of with the CIRB Project)
- Place object markers and delineators at 21 sites

Funding Package 3

Cost Estimate: \$1,333,898

Schedule: 180 days

Summary:

- Extend bridge at site 14 to get headwall out of the clear zone, add object markers
- Extend RCBs at sites 15-24 and 27-32 to get headwall out of clear zone, add object markers (site 4 and sites 6-12 will be taken care of with the CIRB project)
- Add object markers and delineators at site 4 and sites 6-12

TTPSF Matching Resources

- **No match is required.**
- FHWA may give priority consideration to those projects that show a commitment of other allowable funding sources to complement a TTPSF funding request. Therefore, leveraging a TTPSF request with other funding sources is encouraged.
- Allowable complementary funding sources are described in 2 CFR § 200.306 and 25 CFR § 170.133





Adam Larsen

Safety Engineer & Safety Program Manager

Office of Tribal Transportation, FHWA

Adam.Larsen@dot.gov

360-619-2601

- <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
- <http://www.TribalSafety.org/>