

# TTP Safety Update

Inter-Tribal Transportation Association

12-6-2023

Adam Larsen

FHWA Tribal Transportation

360-619-2601

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)





# Topics

- IIJA/BIL Tribal safety
- 2023 Tribal safety events
- Update on Tribal safety research projects
- Safety Funding
  - TTPSF / SS4A
  - TTPSF funding levels vs. requests

New Guardrail & Realignment  
Organized Village of Kasaan (AK)



# Overview



IIJA/BIL

## Tribal Transportation Safety Highlights

- ↳ Emphasis on Equity
- ↳ Crash Reporting Requirements
- ↳ Program Changes
- ↳ New & Increased Funding Opportunities

Research / Pilot Projects



# Tribal Safety under the IIJA

- ◀ IIJA – Infrastructure Investment and Jobs Act, a.k.a. BIL, Bipartisan Infrastructure Law

- ◀ IIJA establishes new highway programs and continues many from the FAST Act

- ◀ Enacted in November 2021

- ◀ Large Investment in infrastructure

# Equity

- ✓ Equitable consideration of underserved areas in review of grant proposals
- ✓ Equity considered along with other data in programs like the Focused Approach to Safety

## 2021 Focus States



**2021 (16 total):**

Alabama, Arizona, California, **Colorado**, Florida, Louisiana, Mississippi, **Montana**, Nevada, New Mexico, North Carolina, **Oklahoma**, Puerto Rico, South Carolina, Texas, **Wyoming**

2021 Map Notes:

**Bold** indicates States added with 2021 Update

- Intersection
- Roadway Departure
- Pedestrian-Bicycle

# Infrastructure Investment and Jobs Act

## Section 14008

### BIA Law Enforcement Crash Reporting

(c) Use of IMARS.--The Director of the Bureau of Indian Affairs shall require all law enforcement offices of the Bureau, for the purpose of reporting motor vehicle crash data for crashes occurring on Indian reservations and in Alaska Native communities--

- (1) to use the crash report form of the applicable State; and
- (2) to upload the information on that form to the Incident Management Analysis and Reporting System (IMARS) of the Department of the Interior.



# Report to Congress: Safety Data Collection, Analysis, and Use in Tribal Areas (Section 14008)

–(b) Best Practices, Standardized Crash Report Form.--

(1) Secretary of Transportation in consultation with (States, Tribes, BIA)... shall develop--

(A) **best practices** for the compiling, analysis, and sharing of motor vehicle crash data for crashes occurring on Indian reservations and in Alaska Native communities; and

(B) **a standardized form** for use by Indian tribes and Alaska Native communities to carry out those best practices.

(2) Purpose.--The purpose of the best practices and standardized form developed under paragraph (1) shall be to **improve the quality and quantity of crash data available** to and used by the Federal Highway Administration, State departments of transportation, Indian tribes, and Alaska Native villages.

(3) Report





# Highway Safety Improvement Program

- ↙ State-administered
- ↙ All Public Roads
- ↙ Safety Planning & Data Analysis requirements
- ↙ Program requirements found in 23 USC 148
- ↙ New law added eligibility for non-infrastructure safety projects in 23 USC 148(a)(11)
- ↙ 23 USC 148(a)(4) –
  - Infrastructure Safety Improvements
  - Data Analysis
  - Safety Planning
- ↙ 23 USC 148 (a)(11) **\*IIJA added\*** –
  - Education
  - Enforcement
  - Emergency Services
  - Research
  - Safe Routes to School



# Tribal Transportation Program Safety Fund

## ◀ 23 USC 202


- TTPSF “eligible projects described in section 148(a)(4)”

## ◀ 23 USC 148(a)(4) –

- Infrastructure Safety Improvements
- Data Analysis
- Safety Planning

## ~~◀ 23 USC 148 (a)(11) \*IIJA added\* –~~

- ~~• Education~~
- ~~• Enforcement~~
- ~~• Emergency Services~~
- ~~• Research~~
- ~~• Safe Routes to School~~



2023 Safety Peer Exchanges  
Midwest BIA Region  
Rocky Mountain BIA Region  
South Dakota DOT  
Arizona DOT

2024 Safety Peer Exchanges  
Arizona DOT  
South Dakota DOT  
Minnesota DOT  
Oklahoma TTAP



# Transportation Safety Peer Exchanges

## Agenda

- ↳ Data Collection, Access, Analysis
- ↳ Safety Partnerships & Planning
- ↳ Proven Safety Countermeasures
- ↳ Project Highlights
- ↳ Technical Assistance & Resources
- ↳ Funding
- ↳ One-on-One meetings

## Attendees

- ↳ Tribes
  - Transportation
  - Law Enforcement
- ↳ FHWA
- ↳ NHTSA
- ↳ BIA
- ↳ States



Pedestrian Crossing Improvements  
Sisseton Wahpeton Oyate



# Tribal Safety Research Projects



PEDESTRIAN SAFETY  
IN TRIBAL AREAS



RISK-BASED SAFETY PLANNING  
& ROADWAY DEPARTURE SAFETY  
IMPLEMENTATION PLANS



TRIBAL CRASH REPORTING TOOLKIT

# PEDESTRIAN SAFETY IN TRIBAL AREAS RESEARCH PROJECT

Advisory Committee Meeting #1 – September 19, 2023

Advisory Committee Meeting #2 –  
December 13, 2023 at 10:00am Pacific

Brent Crowther, PE, PTOE, RSP  
Kimley-Horn and Associates  
385-420-0941  
[Brent.Crowther@kimley-horn.com](mailto:Brent.Crowther@kimley-horn.com)

# PROJECT OVERVIEW



## GOAL

- Understand safety risks faced by pedestrians in Tribal areas and practical approaches to reduce them



## STUDY ELEMENTS

- Assemble advisory committee
- Review fatal crashes involving pedestrians in Tribal areas
- Document method of identifying risk to pedestrians
- Learn from successful projects and programs
- Identify a range of pedestrian safety countermeasures
- Develop report, trainings, and toolkit





# PROJECT TASKS

 Task 1: Project Management

 Task 2: Data Analysis Schema

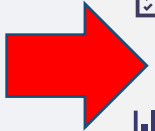
 Task 3: Data Gathering

 Task 4: Data Analysis

 Task 5: Literature Review and Stakeholder Engagement

 Task 6: Reports

 Task 7: Training/Presentation



# 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

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

# Tribal Crash Reporting Toolkit 2.0 Pilot Project

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

- Advisory committees
- Add data analysis tools
- Improving crash data interface & database
- Pilot Implementations
- Identify best practices



Get Involved!

# Why is Crash Data Important?

“without more accurate reporting of crashes ... it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures”

*-US Congress, FAST Act Section 1117*

# How can developing a crash data system benefit Tribes?

- Pinpoint problem locations in your transportation system
- Find patterns attributing to increased crashes
- Increase funding availability to improve safety



# Tribal Crash Reporting Toolkit Status

- Draft software developed
- Guidebooks being drafted
- Pilot tribes invited to schedule one-on-one meetings

## Tribal Crash Data Reporting Tool





Connect to Local Database

Connect to Network Database

Close Program



# Tribal Crash Data Reporting Tool

Version 2023.0X

## Data Entry



Crash Data Elements



Roadway Data



Vehicle Data



Person Data

## Self Assessment Tool



Self Assessment Data Entry



Self Assessment Report

DOI Tribal ID Filter

## Reporting & Analysis



Crash Report



Redacted Crash Report



Analysis Reports

BIA Region

DOI Tribal ID

Crash Identifier Report Filter

Clear Crash Report Filters

## Data Import Export



Export GIS Data



Bulk Export Crash Data



Bulk Import Crash Data



Export Sanitized Data to FHWA



# 360-Imagery in Transportation

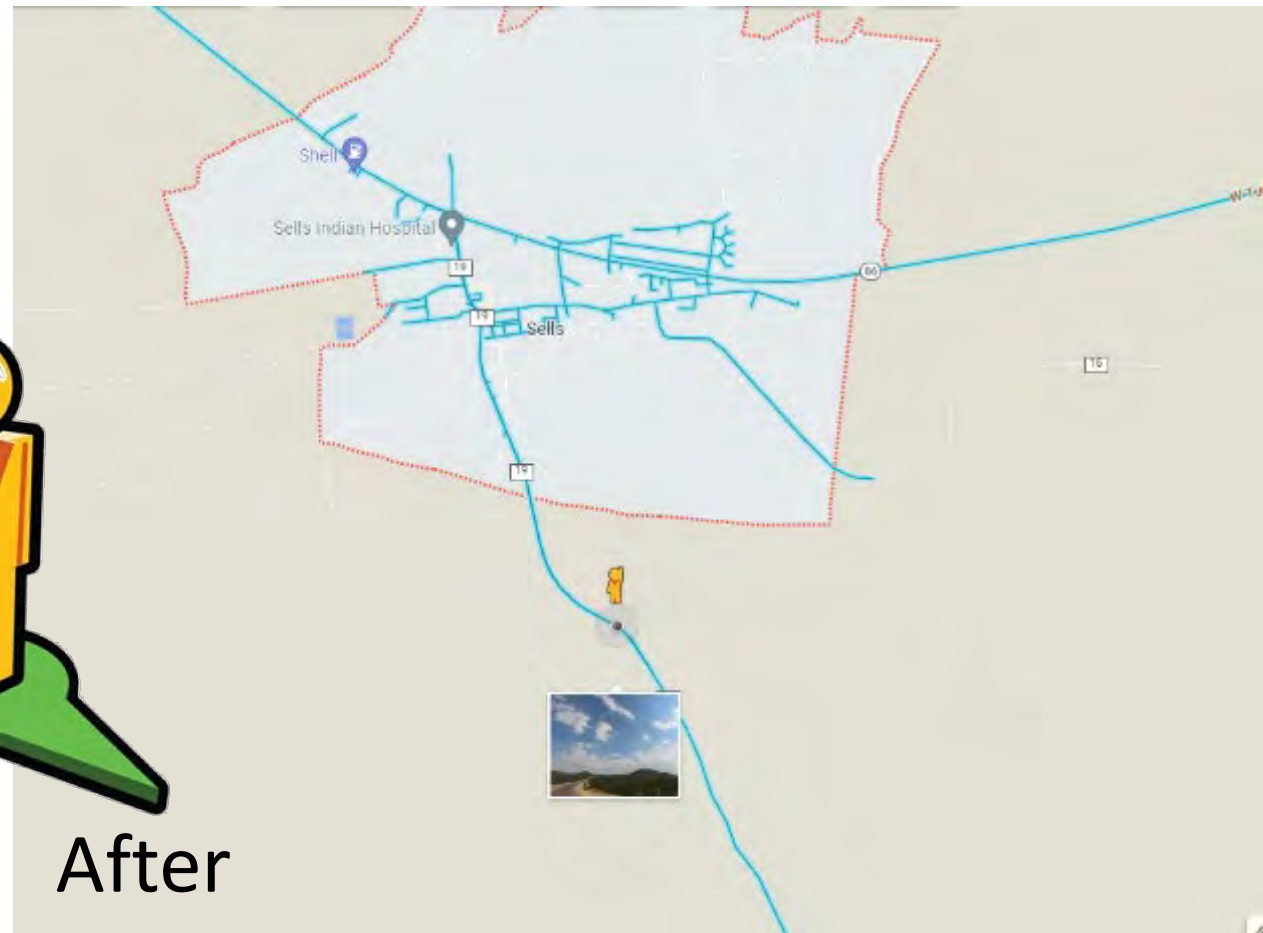
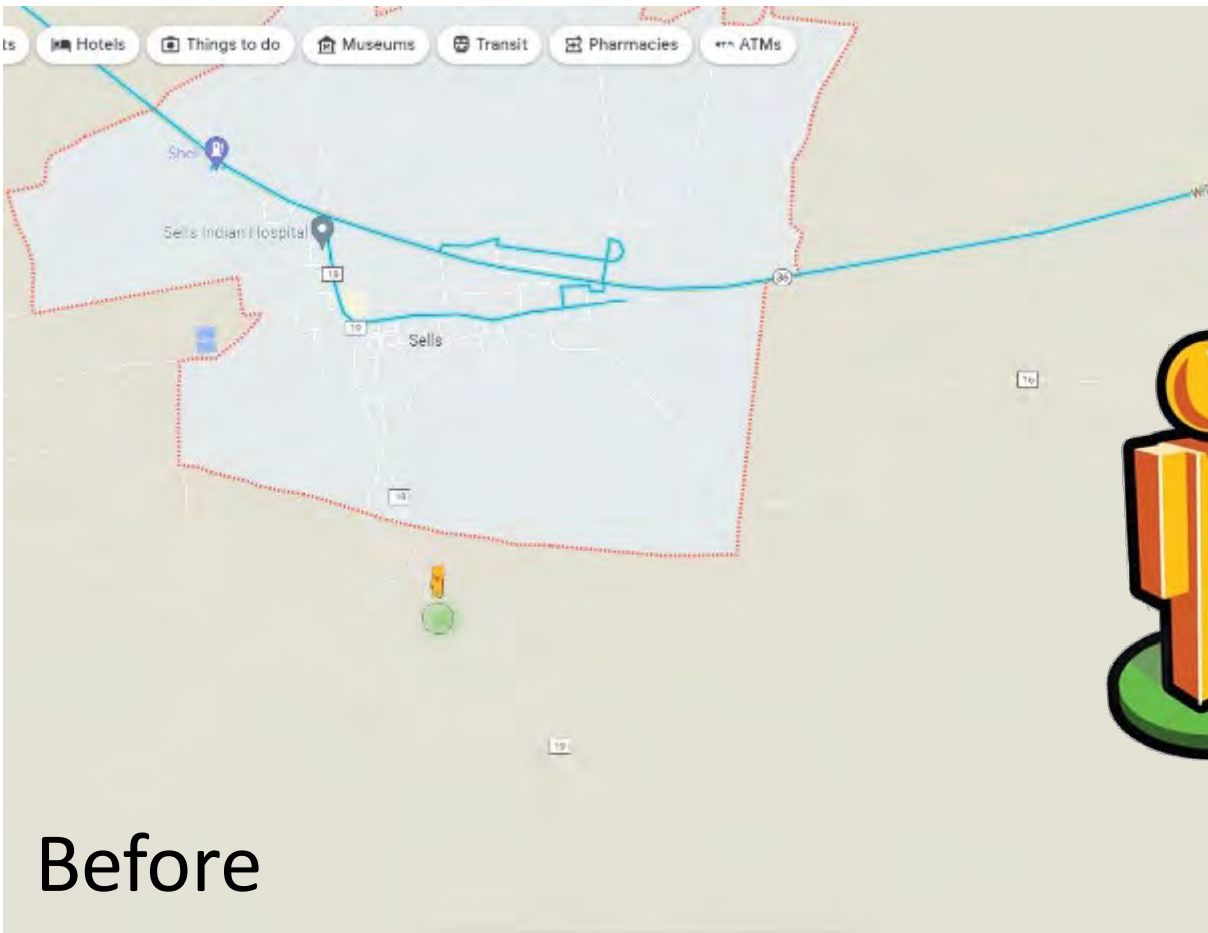
Adam Larsen  
Federal Highway Administration  
Office of Tribal Transportation  
360-619-2601  
[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)





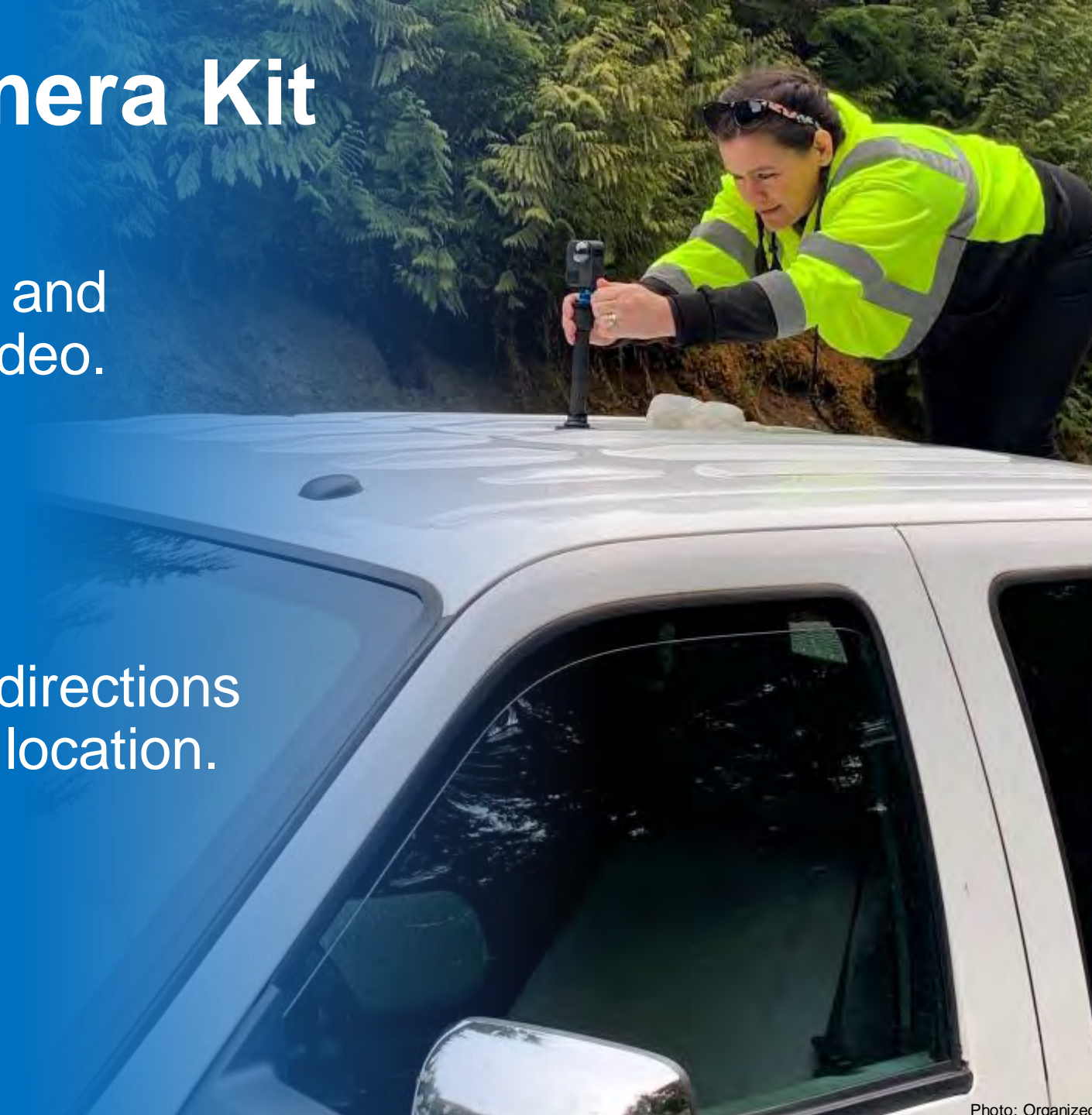
# Update Google StreetView Imagery

## Sells, Az Example



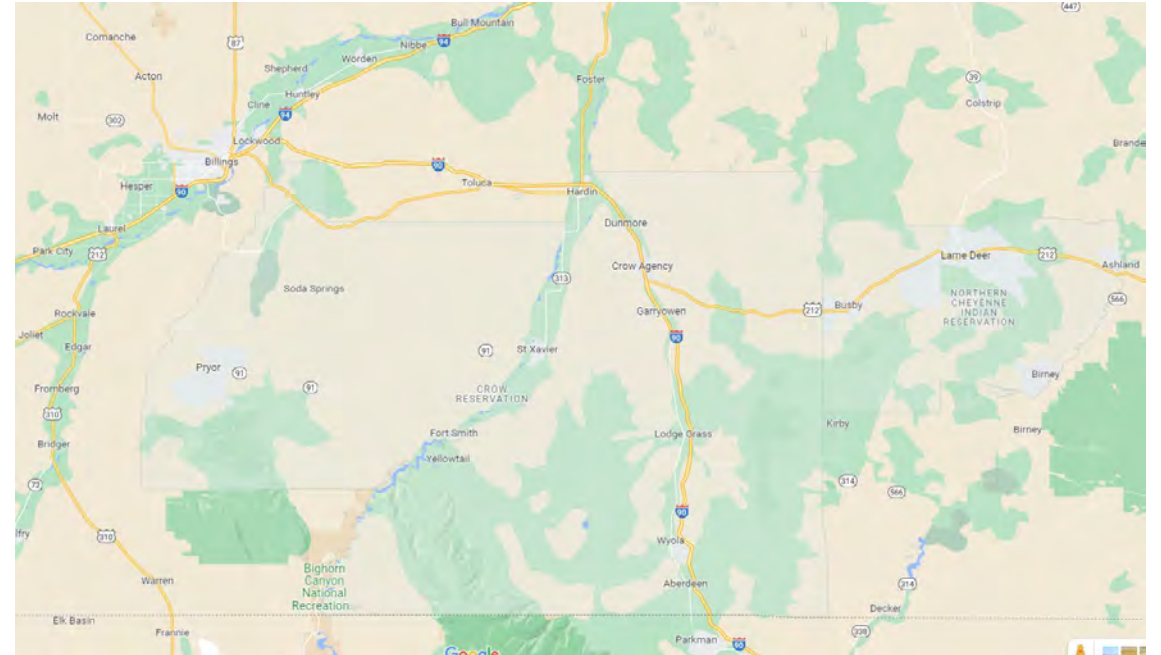
# Virtual Tours Camera Kit

- 360 Camera has two lenses and captures spherical photos/video.
- Mounts on top of vehicle.
- View the photos/video in all directions as if standing at the camera location.



# Risk-based Safety Plans

- Crash data mostly limited to state system.
- Very minimal roadway data
- >1500 miles of low-volume, two-lane rural roads across both reservations



# Rx How Healthy is Your Road System?

Find out with systemic analysis

*Systemic analysis* is like a health screening for your road system. Just as your doctor identifies risk factors for illness, systemic analysis identifies locations that are at highest risk for severe crashes. Practitioners can then prioritize projects based on risk and apply low-cost safety treatments to reduce severe crashes across the whole at-risk system.



CURVE COUNTY - X RAY RESULTS

## Lab Results:

### Symptoms

Severe roadway departure crashes on curves.

### Possible Risk Factors:

- Avg. Daily Traffic > 1,000 vehicles
- Curve Radius < 1,000 feet
- Intersection within Curve
- Visual Trap within Curve
- Severe Crash within Curve

### Treatment

Prioritize highest risk sites and low-cost countermeasures such as chevron signs or rumble strips.

### Follow-Up

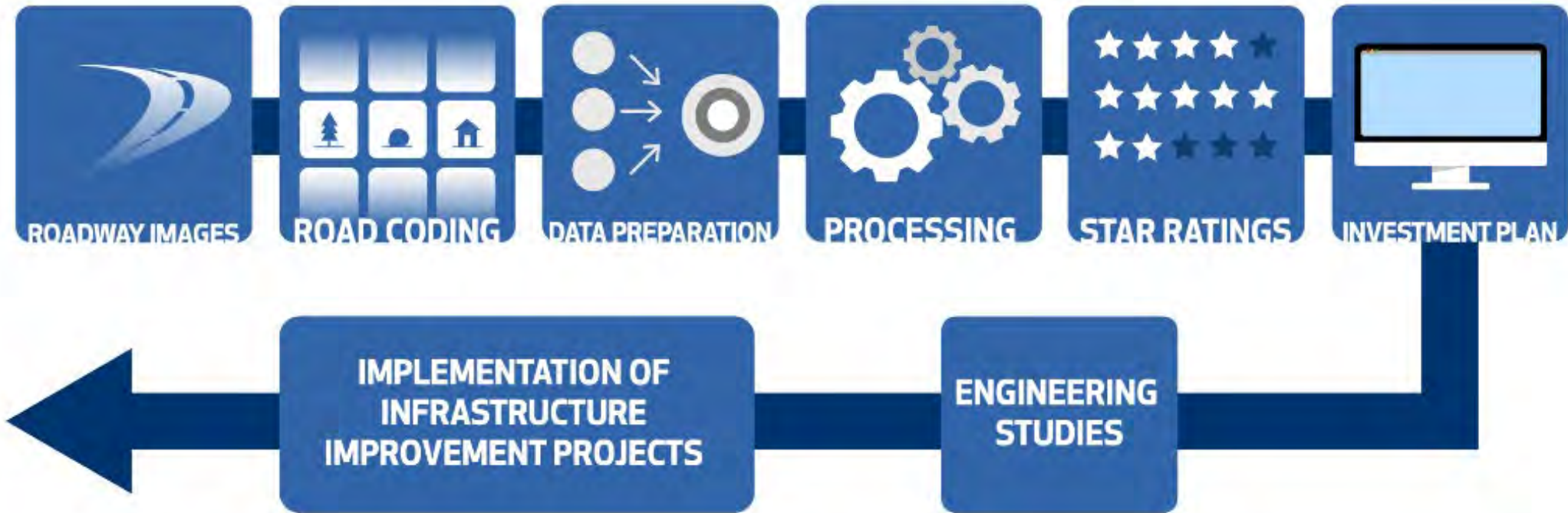
Track and evaluate safety improvements. Further remediation can be implemented as needed.

Curve A					
Curve B					
Curve C					
Curve D					
Curve E					

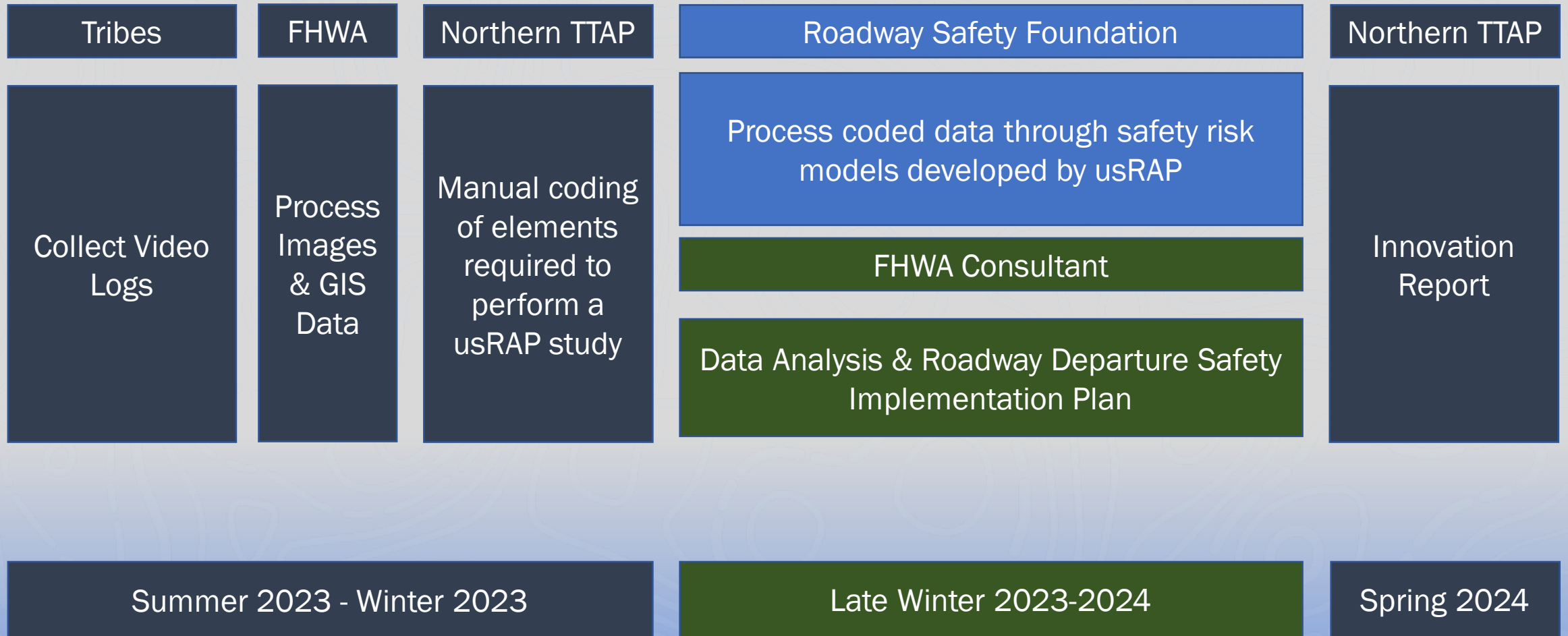
**Systemwide**  
Systemic does not mean treating all locations. It allows agencies to treat the highest-risk sites within limited budgets.



# Road Assessment Program (usRAP)



# TRIBAL ROADWAY SAFETY DATA PILOT PROJECT





Route 14  
Whistling Water Loop

ax: 37 25.818' N, 122 05.36' W

Get Directions History

Places

- My Places
  - Sightseeing Tour
    - Make sure 3D Buildings layer is checked
  - GS016876.360
    - GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D
  - GS016878.360
    - GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D
  - GS016879.360
    - GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D
  - GS016880.360
    - GoPro Max. 30 fps. GPS (Lat., Long., Alt., 2D speed, 3D



Layers

- Primary Database
  - Announcements
  - Borders and Labels
  - Places
  - Photos
  - Roads
  - 3D Buildings
  - Weather
  - Gallery
  - More
  - Terrain

# Process Images & Telemetry Data

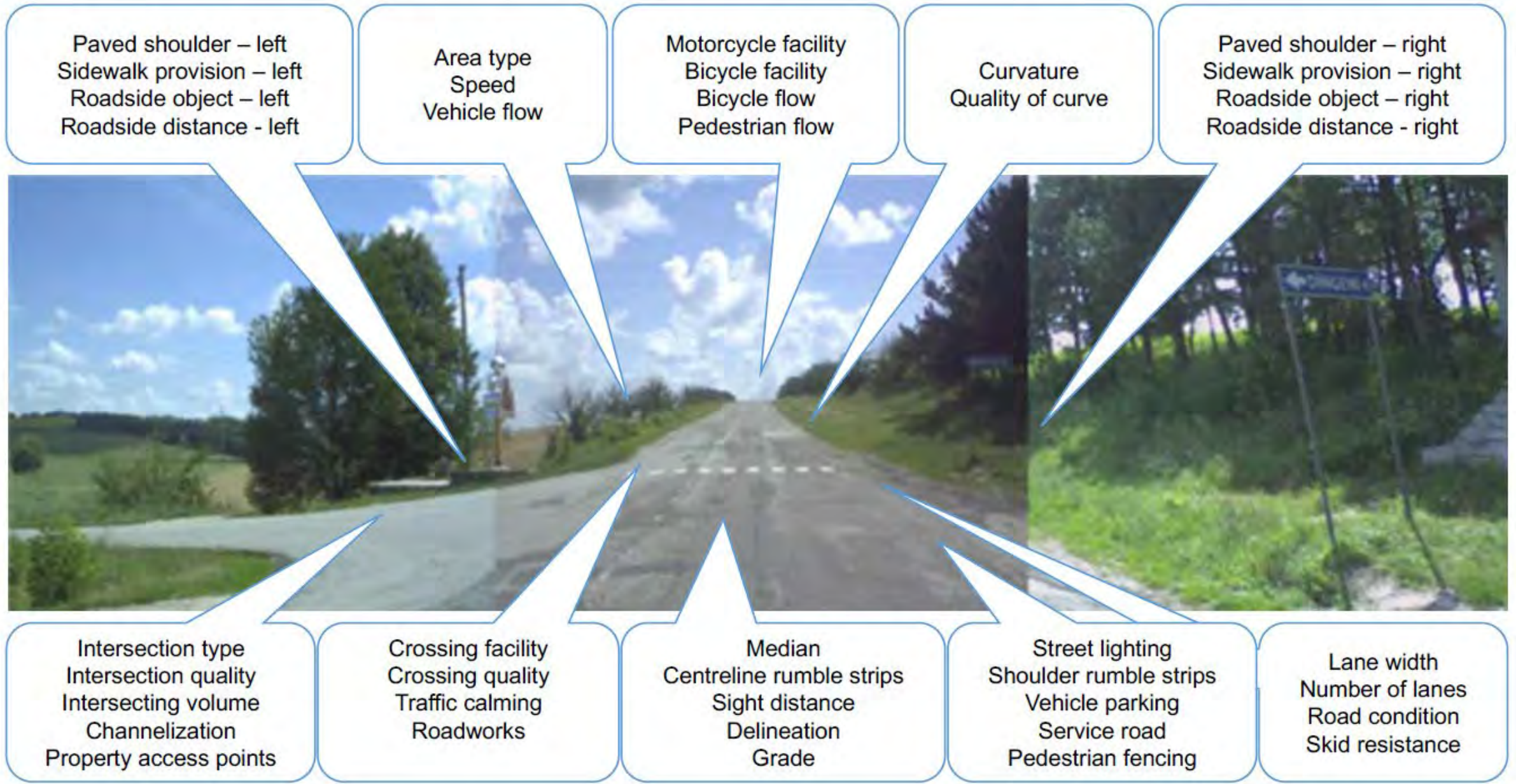


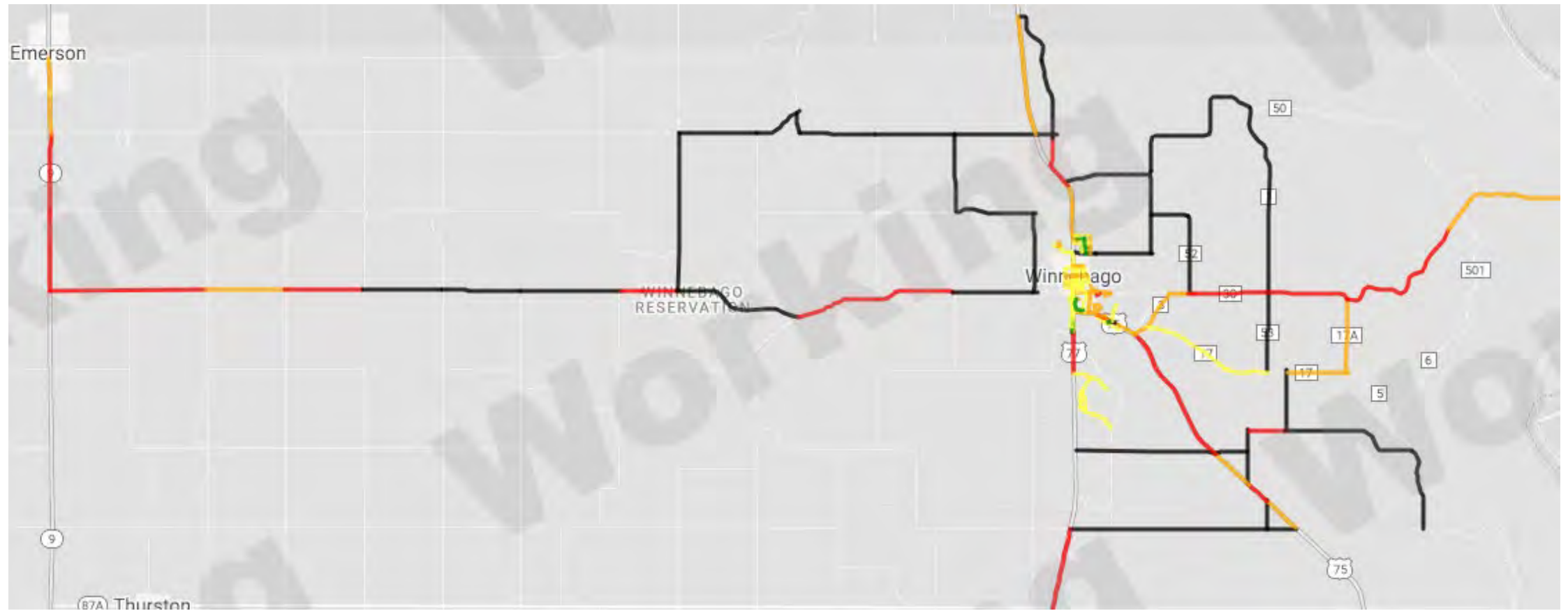
Graph: Min, Avg, Max Elevation: 3356, 3368, 3387 ft Speed: 0.0, 26.1, 6593.6 mph  
Range Totals: Distance: 2031 ft Elev Gain/Loss: 2.73 ft, -33 ft Max Slope: 3.5%, -4.0% Avg Slope: 0.7%, -1.7% Time: 53.0s





# usRAP Data Elements





Total FSIs Saved	Total PV of Safety Benefits	Estimated Cost	Cost per FSI saved	Program BCR		
23	\$ 51,781,136.00	\$ 14,037,589.00	\$ 603,487.00	4		
Countermeasure	Length / Sites	FSIs saved	PV of safety benefit	Estimated Cost	Cost per FSI saved	BCR
<a href="#">Shoulder rumble strips</a>	23.30 km	2	\$ 5,461,121.00	\$ 105,523.00	\$ 43,014.00	52
<a href="#">Clear roadside hazards - passenger side</a>	2.70 km	0.3	\$ 595,326.00	\$ 45,510.00	\$ 170,176.00	13
<a href="#">Clear roadside hazards - driver side</a>	4.20 km	0.3	\$ 720,671.00	\$ 67,260.00	\$ 207,762.00	11
<a href="#">Improve curve delineation</a>	4.50 km	0.3	\$ 629,992.00	\$ 69,835.00	\$ 246,767.00	9
<a href="#">Overtaking lane</a>	4.50 km	6	\$ 12,658,368.00	\$ 1,989,000.00	\$ 349,787.00	6
<a href="#">Roadside barriers - passenger side</a>	6.90 km	3	\$ 6,790,832.00	\$ 1,398,600.00	\$ 458,477.00	5
<a href="#">Sight distance (obstruction removal)</a>	0.20 km	0	\$ 84,214.00	\$ 18,396.00	\$ 486,275.00	5
<a href="#">Roadside barriers - driver side</a>	6.80 km	3	\$ 6,094,357.00	\$ 1,365,150.00	\$ 498,654.00	4
<a href="#">Improve Delineation</a>	61.00 km	2	\$ 3,577,844.00	\$ 1,166,789.00	\$ 725,969.00	3
<a href="#">Street lighting (mid-block)</a>	0.10 km	0.1	\$ 249,954.00	\$ 74,269.00	\$ 661,448.00	3
<a href="#">Footpath provision driver side (adjacent to road)</a>	3.00 km	0.1	\$ 276,767.00	\$ 165,322.00	\$1,329,728.00	2
<a href="#">Footpath provision passenger side (adjacent to road)</a>	1.70 km	0.1	\$ 229,733.00	\$ 132,170.00	\$1,280,726.00	2
<a href="#">Pave road surface</a>	27.40 km	4	\$ 8,583,004.00	\$ 4,117,944.00	\$1,068,042.00	2
<a href="#">Protected turn lane (unsignalised 4 leg)</a>	1 sites	0.6	\$ 1,367,621.00	\$ 593,389.00	\$ 965,875.00	2
<a href="#">Shoulder sealing driver side (&gt;1m)</a>	7.40 km	0.6	\$ 1,269,903.00	\$ 791,781.00	\$1,387,975.00	2
<a href="#">Shoulder sealing passenger side (&gt;1m)</a>	4.80 km	0.5	\$ 1,141,279.00	\$ 500,410.00	\$ 976,070.00	2
<a href="#">Sideslope improvement - passenger side</a>	0.10 km	0	\$ 13,280.00	\$ 5,850.00	\$ 980,641.00	2
<a href="#">Street lighting (intersection)</a>	2 sites	0.4	\$ 986,844.00	\$ 491,346.00	\$1,108,373.00	2
<a href="#">Protected turn lane (unsignalised 3 leg)</a>	1 sites	0.3	\$ 677,495.00	\$ 593,389.00	\$1,949,758.00	1
<a href="#">Shoulder sealing driver side (&lt;1m)</a>	1.20 km	0	\$ 66,820.00	\$ 74,581.00	\$2,484,665.00	1

Total FSI's Saved

23

Total PV of Safety

Benefits

\$ 51,781,126.00

Estimated Cost

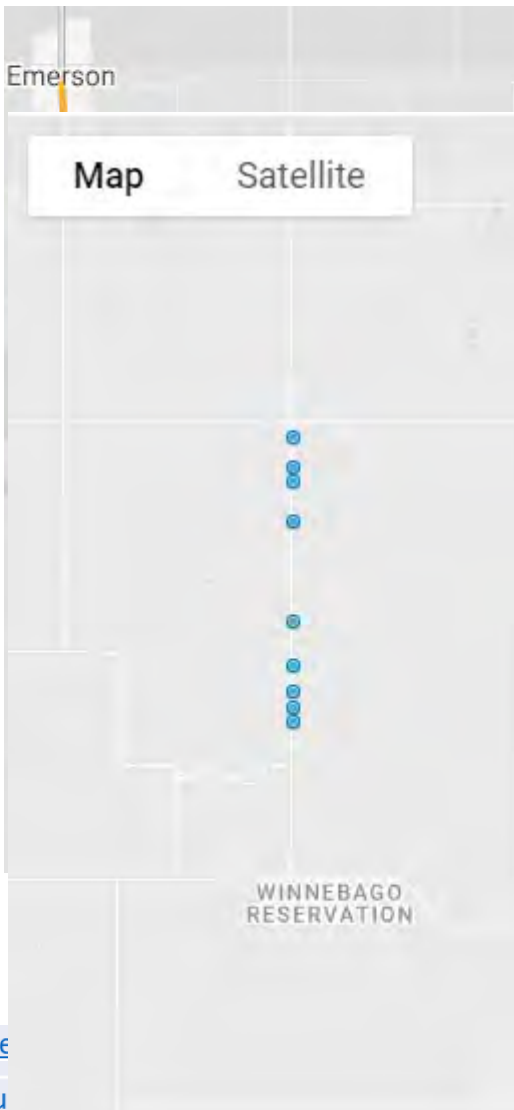
\$ 11,037,580.00

Cost per FSI saved

\$ 483,807.83

Program BGP

4





# Data Assessment, Improvement, & Analysis Category



## Analysis

- Road Safety Audits for a specific location
- Systemic Safety Study - Study of an issue across road network to identify high risk locations
- Safety risk assessment (usRAP)
- Crash data mapping
- <https://www.tribalsafety.org/data-analysis>

## Data Assessment & Improvement

- Study or improve safety data



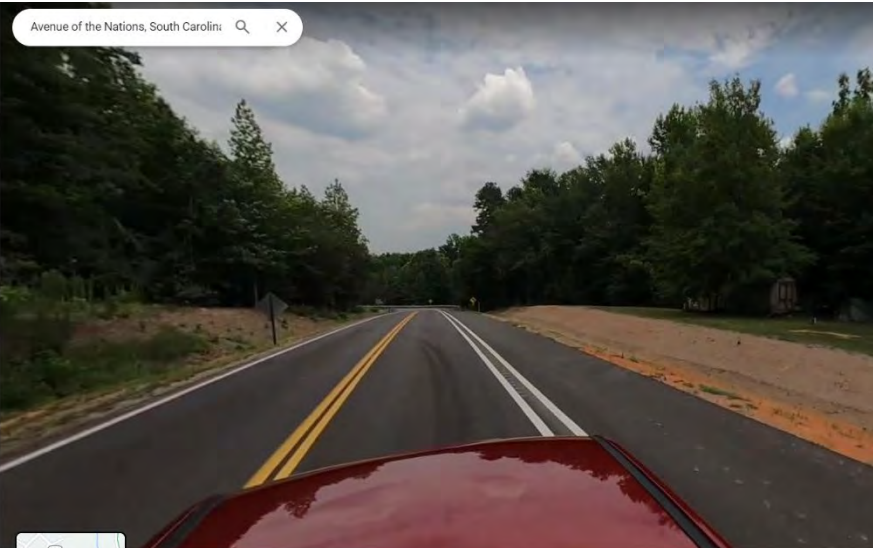
# 360 Imagery Applications

- Timely technical assistance
- Before/after project video
- Photo/Video log
- Road Safety Audits
- Virtual Public Involvement
- Project Close-outs
- Grant application virtual tours
- Risk Based Safety Assessment
- Automated GIS Sign Inventory
- More... [www.TribalSafety.org/360](http://www.TribalSafety.org/360)



# Catawba Indian Nation Before/After Photo Log

Avenue of the Nations



Map thumbnail showing Avenue of the Nations, Catawba Boat Launch.

Adam Larsen Jul 2023

Apr 2023

May 2016

Map thumbnail showing Avenue of the Nations, Catawba Nation Boat Launch.

Adam Larsen Jul 2023

Apr 2023

May 2016

Map thumbnail showing Avenue of the Nations, Catawba Nation Boat Launch.

Adam Larsen Jul 2023

Apr 2023

May 2016

# Tohono O'odham Nation RSA Public Input & Other Data

[Tohono O'odham Nation Route 15 Reporter \(arcgis.com\)](#)

Tohono O'odham Nation Route 15 Reporter

**Public Input Locations**

- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15
- Public Input Locations - Route 15

Earthstar Geographics POWERED BY esri

**+ Submit a Report**



# Forest County Potawatomi Grant Tours



The first video, [\*Firekeeper 1\*](#), depicts a driver's experience when travelling south on Fire Keeper Road and making a right turn (westbound) onto US Highway 8. Note that not only is there congestion created by a backlog of vehicles waiting to enter the highway, but at 0:40 of the video, a car passes on the left in an undefined lane. Unfortunately, this happens regularly during peak hours. As the surveillance vehicle approaches the stop line of the intersection at 1:07 of the video, another left-turning vehicle then becomes an obstacle to seeing oncoming traffic and the surveillance vehicle must inch forward to get a clear view.

# Traffic Safety Slogans in Native Languages



Info on home page of  
[www.TribalSafety.org](http://www.TribalSafety.org)

## Contacts:

- Milo Booth, Office of Secretary of Transportation, Tribal Affairs
- Rita Hill, NHTSA

**It's the Rez! You  
better buckle up!**



# Research Coming Soon...

- ◀ Update the 2017 Tribal Transportation Strategic Safety Plan



- ◀ Tribal Participation in State-managed Federal Funding especially Highway Safety Improvement Program (HSIP)

◀ Other Topics?

Scan for eBusiness Card



# Questions?

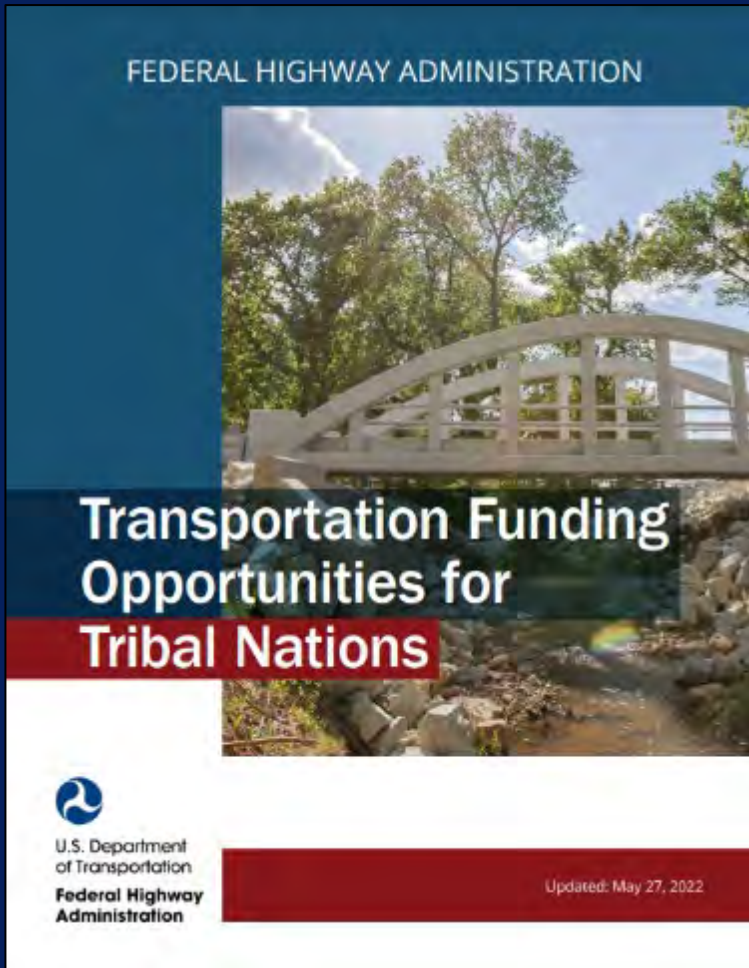
Adam Larsen

Federal Highway Administration

Office of Tribal Transportation

360-619-2601

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)

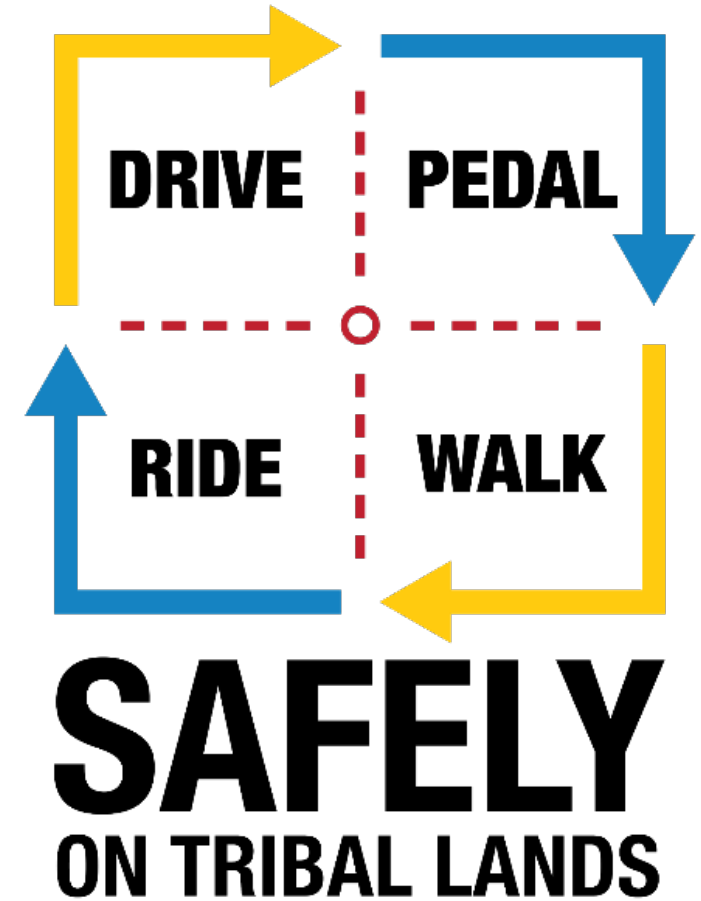


# Transportation Funding Opportunities for Tribal Nations

[www.TribalSafety.org/Funding](http://www.TribalSafety.org/Funding)

# Indian Highway Safety Program NHTSA/BIA Grant Funding

- Annual expenditures of \$6.2 million for 30-45 tribal projects
- Approximately \$17 million available for new projects
- Traffic Safety Enforcement Activity Hours
- **Highway Safety Specialist & Administrative Support**
- Vehicles and Equipment for Traffic Safety Law
- Enforcement Training
- Child Safety Seat Distribution Programs
- Other activities eligible for 23 USC 402
- Lifesavers Conference Attendance



- Currently closed but can amend existing grant agreements.
- Search “IHSP” on Grants.gov

# Rural Surface Transportation Grants



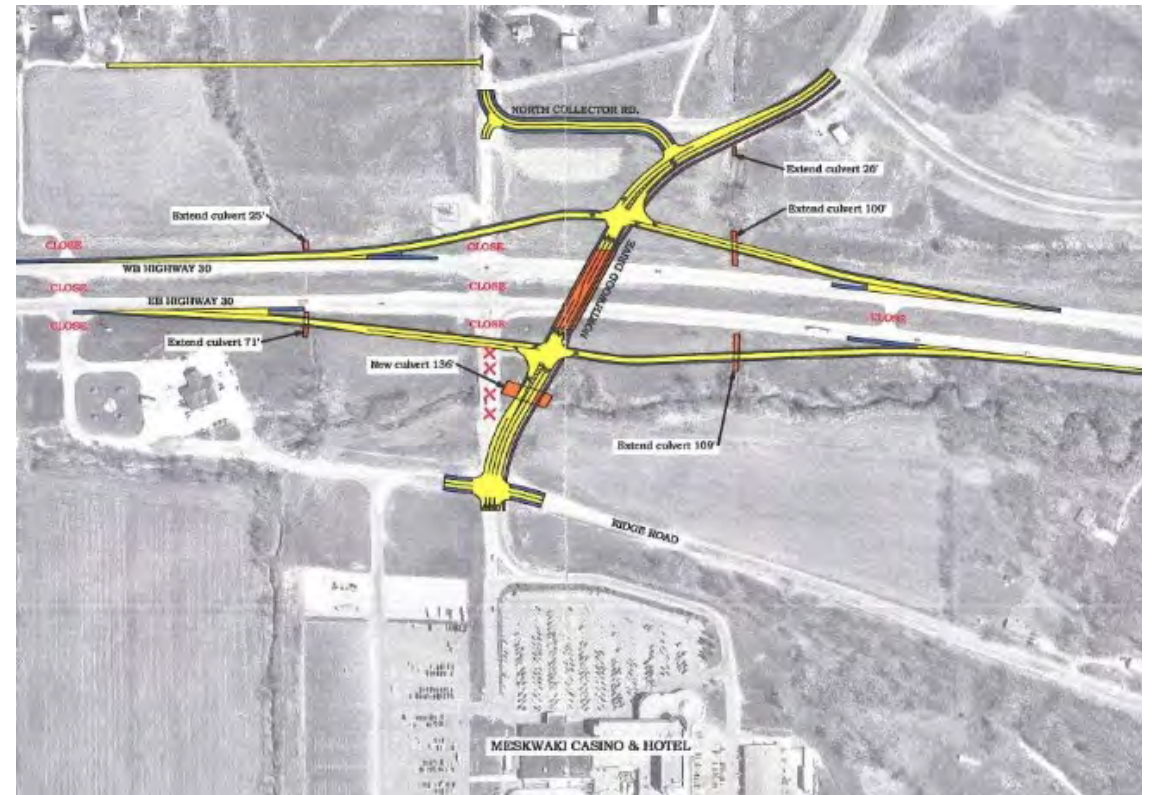
- ~\$400,000,000 per year
- Safety is among the criteria
- Rural roadway lane departure set-aside for some states
- 20% required match can be TTP

NOFO is combined for MEGA, INFRA, and RURAL

<https://www.transportation.gov/grants/rural-surface-transportation-grant>

# Reconnecting Communities

- ↳ About \$200-million / year
- ↳ Grants to address transportation facilities that create a barrier to community connectivity





# Wildlife Crossing Pilot Program

- ↳ <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>
- ↳ \$70-million per year





SPEED  
LIMIT  
25



Traffic Calming Project  
Cowlitz Indian Reservation, WA

Source: FHWA

# Safe Streets and Roads for All (SS4A)

Key program that supports the National Roadway Safety Strategy



FHWA

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26

Eligible applicants are Tribal Governments, Local Agencies, and Metropolitan Planning Organizations

20% non-federal match required

### Self-Certification Eligibility Worksheet for safety plans

<https://www.transportation.gov/grants/ss4a/self-certification-worksheet>

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  
If yes, provide documentation:

- 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?

---

**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,

# SS4A Comprehensive Safety Action Plans

## Key SS4A Safety Action Plan Elements:

- Zero fatality goal
- Leadership commitment
- Risk and crash analysis, including maps
- Community engagement
- Equity considerations
- Review policies, guidelines, and/or standards
- Prioritized projects
- Evaluation
- Public website



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

# Planning and Demonstration Activities



## Action Plan

- Develop or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

## Supplemental Planning

- ↳ Topical safety plans
- ↳ Road safety audits
- ↳ Additional safety analysis and data collection
- ↳ Targeted equity assessments
- ↳ Follow-up stakeholder engagement

## Demonstration Activities

- ↳ Feasibility studies using quick-build strategies
- ↳ Pilot programs for behavioral or operational activities
- ↳ Pilot programs for new technology
- ↳ Manual on Uniform Traffic Control Device (MUTCD) engineering studies

# SS4A Implementation Grants

- ✦ Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- ✦ Infrastructure, behavioral, and operational safety activities are all eligible.
- ✦ Applicants must have an qualifying Action Plan in place to apply for Implementation Grants.
- ✦ Implementation applications may also include supplemental planning and demonstration activities.



# Overview of FY 2023 SS4A

## Applications from Tribes

- 20 applications for action plans
- 3 implementation grant applications



Latest resources about SS4A can be found at

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

2024 SS4A NOFO expected in Spring 2024



Q:  
Should I apply for the  
Safe Streets and Roads For All  
(SS4A) or the Tribal Transportation  
Program Safety Fund (TTPSF)?



Maybe both. The SS4A and TTPSF have shared goals of improving transportation safety. SS4A will now allow TTP or TTPSF to be used as the non-federal match.

# SS4A / TTPSF



- ✦ An award from TTPSF or SS4A does not guarantee selection by the other program.
- ✦ TTPSF applications must be for independent components of a larger project.
- ✦ Match requirements:
  - SS4A – 20% non-federal or TTP match requirement
  - TTPSF – no match required

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

Roundabouts  
Oneida Indian Nation (WI)





# State-Managed Federal Funding Safety Programs

- ▶ Highway Safety Improvement Program
- ▶ Active Transportation Alternatives
- ▶ Safe Routes to School
- ▶ Highway-Rail Grade Crossing Program
- ▶ Behavioral Highway Safety Funds (402)



# Tribes can benefit from State-Managed Federal Funds

The Secretary shall, for projects on **tribal transportation facilities**, determine that the obligation of funds for the project is **supplementary to and not in lieu of** the obligation of a fair and equitable **share of funds apportioned to the State** under section 104.

← – 23 U.S.C. 202 (f)



# Tribal Transportation Program may match other federal funds

Notwithstanding any other provision of law, the funds authorized to be appropriated to carry out the tribal transportation program under section 202 ... **may be used to pay the non-Federal share** of the cost of any project that is funded under this title (23) or chapter 53 of title 49 and that provides access to or within Federal or tribal land.

↳ 23 USC 120(k)



Tribes can construct projects on public roads owned by others

Tribal Transportation Program (TTP, including the TTP Safety Fund) can be used on Transportation Facilities included in the National Tribal Transportation Facility Inventory, including public roads within or providing access to Tribal Areas.

See 23 U.S.C. 202 (b)



# Funds Transfer Mechanism

Encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP).

*23 U.S.C. 202 (a)(9)*



# Tribal Transportation Program Safety Fund

◀FAST

◀~\$9 million/year

◀Max award \$1-million

◀IIJA/BIL

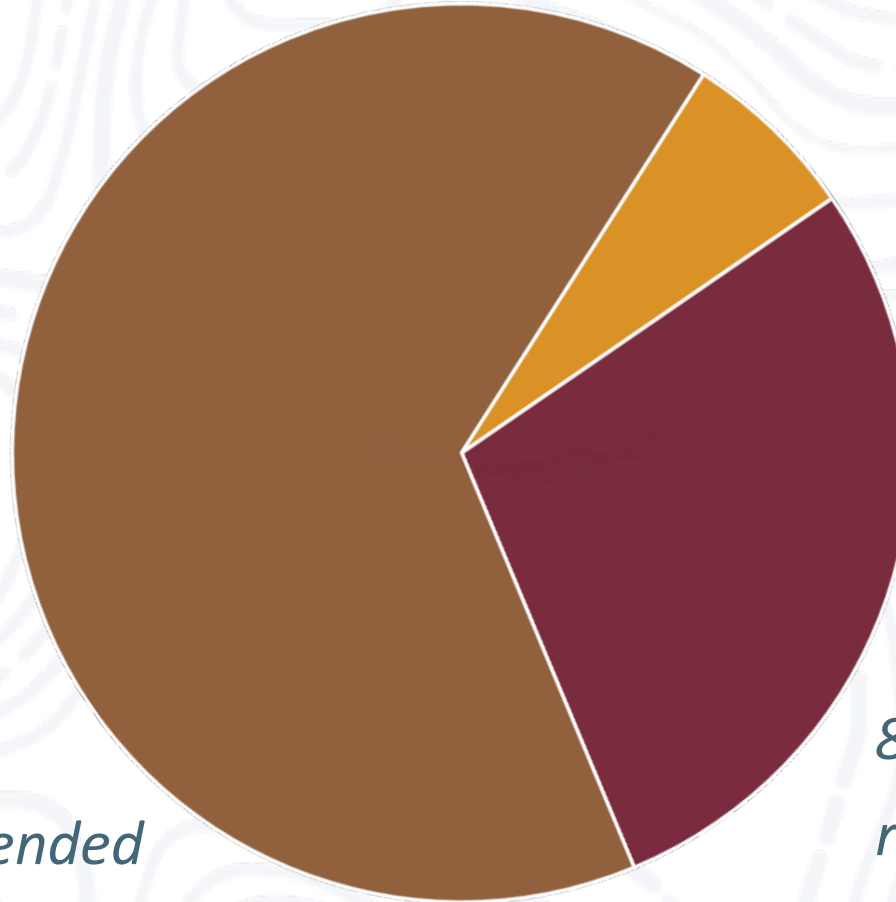
◀~\$21-million/year

◀Max award \$1.6M



# 2023 TTPSF APPLICATIONS

## TOTAL REQUESTED \$113-MILLION



*15 applications  
requested \$7-million  
Not Qualified*

*9 Tribes  
requested \$74-million  
with \$4-million recommended*

*86 Tribes  
requested \$39-million  
with \$17-million recommended*

# LARGEST AWARDS

*All awards over \$1-million*

Tribe Name	RECOMMENDED AWARD	Project Title
Oglala Sioux Tribe of the Pine Ridge Indian Reservation (SD)	\$ 1,397,600	BIA 4 Road and Guardrail Improvement Project - Phase 2 (Funded Phase 1 in 2022)
Northern Cheyenne Tribe (MT)	\$ 1,305,978	Lame Deer Regional Multi-Use Pathway Project -Phase I CONSTRUCTION (Design was funded for this project in 2022)
	\$ 67,371	BIA-2 Guardrail – Systemic Roadway Departure Countermeasures
Cahuilla Band of Indians (CA)	\$ 1,545,000	Homestead Road/Hwy 371 Safety Infrastructure Improvements, Turn lanes and intersection realignment
Colorado River Indian Tribes (AZ)	\$ 1,574,180.63	Pedestrian Safety Improvements for Agency Avenue and 1st Avenue East & Safety Plan Update

# LARGEST AWARDS

> \$900k

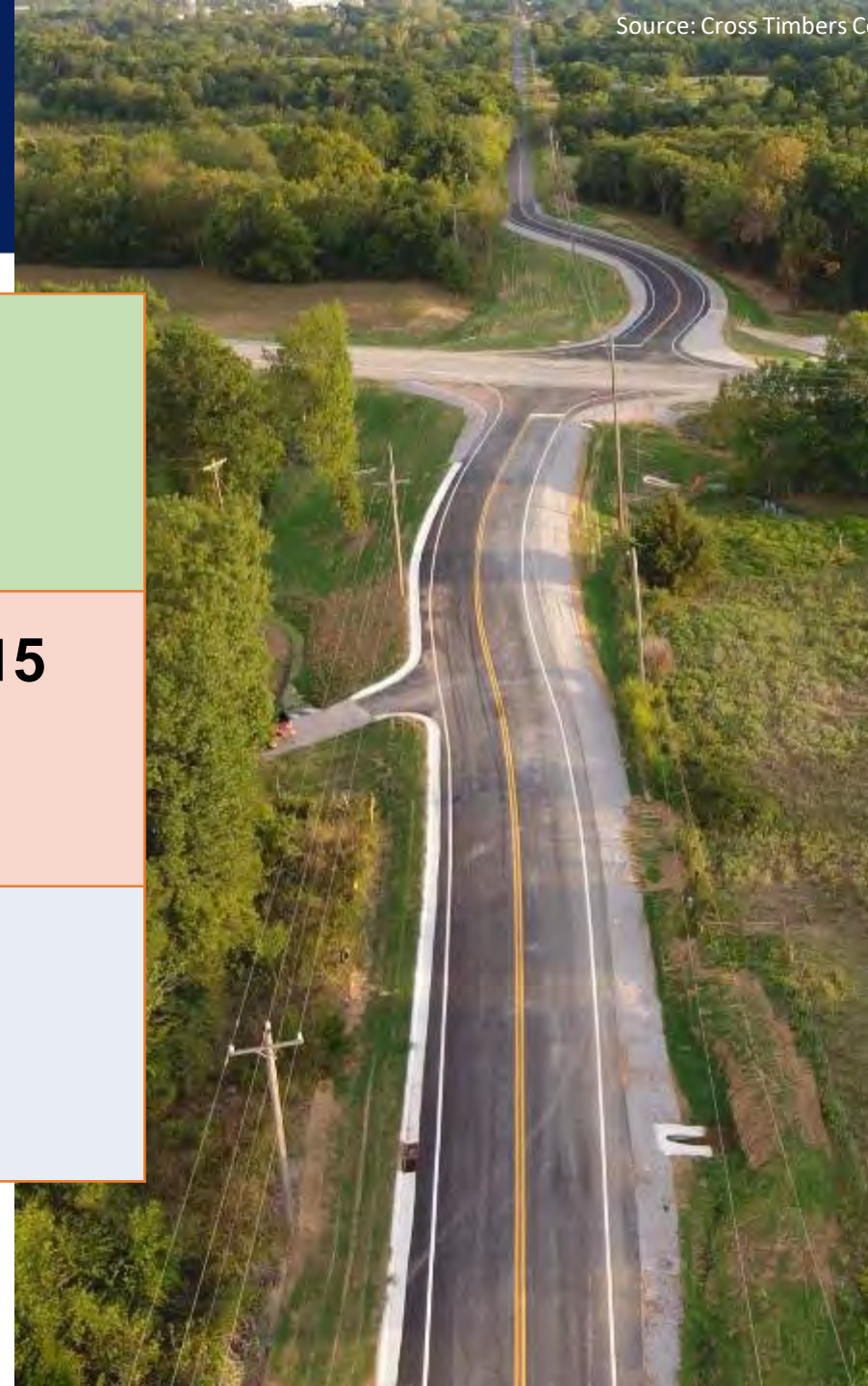
Tribe Name	RECOMMENDED AWARD	Project Title
Trinidad Rancheria	\$ 992,700	Design of Safety Improvements for Scenic Drive
Naknek Native Village Council	\$ 940,149.52	Naknek-King Salmon Pathway
Crow Creek Sioux Tribe	\$ 893,740	Construction of Roadway Departure Countermeasures on BIA-2 and BIA-4 (Design funded in 2022)
	\$ 38,366	Mile Markers
Sisseton Wahpeton Oyate (SD)	\$ 905,455	Sisseton North Pathway Project & Safety Plan Update



# TTPSF Important Dates

2023 Application Period	Awards Announced July 20, 2023
<b>2024-2026 Application Period</b>	<b>Apply by January 15 each year</b>
2024 Expected Award Announcement	May 2024

Award selection announced about 5 months after deadline.



# TTPSF Categories



Safety Plans Category



Data Assessment, Improvement,  
& Analysis Category



Systemic Roadway Departure  
Countermeasures



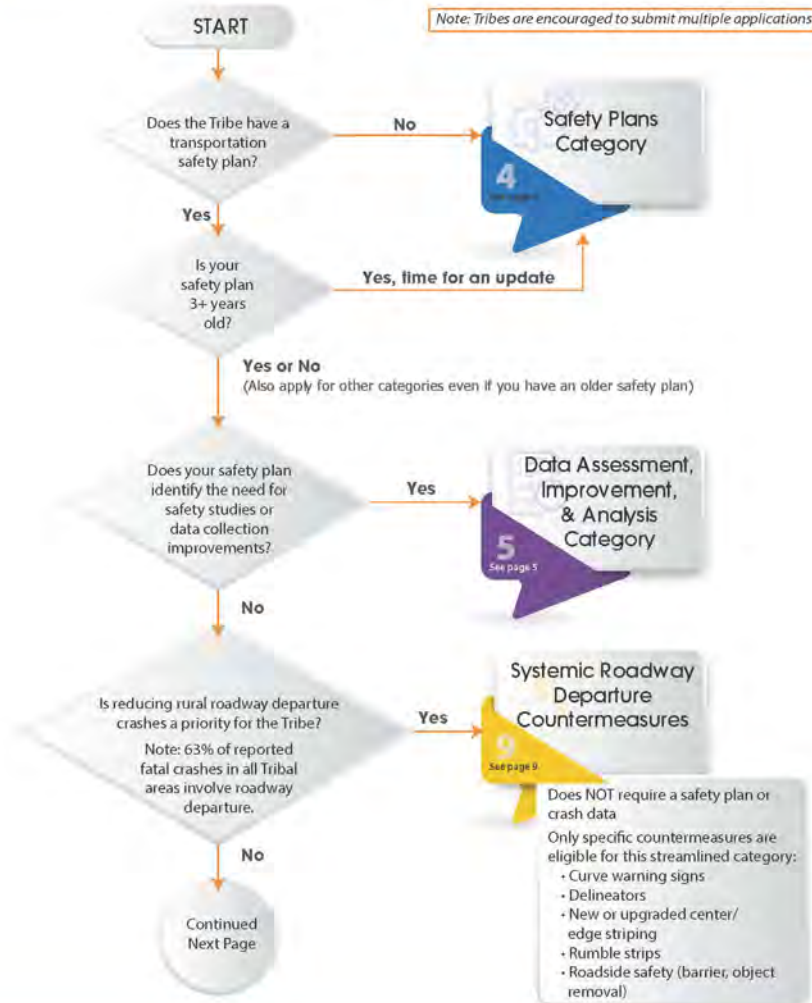
Infrastructure Improvement  
Category



# Application Guide - Decision Chart

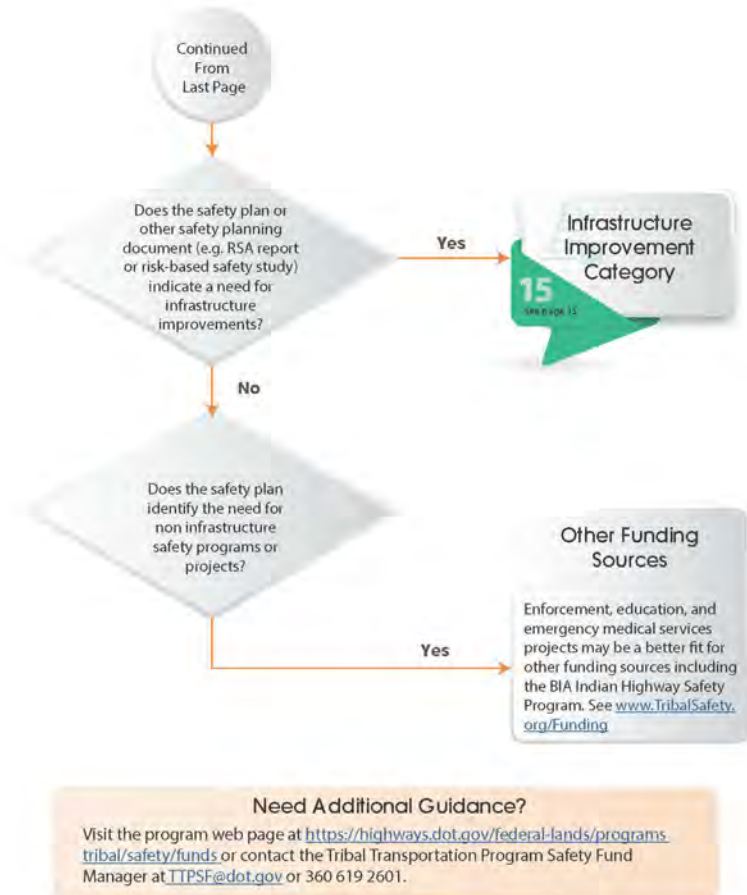
## TTPSF Decision Chart for Grant Applicants

Use this chart to select the appropriate TTPSF Category for your application.



## TTPSF Decision Chart for Grant Applicants

Use this chart to select the appropriate TTPSF Category for your application.







# Safety Plans Category

## Safety Plan Funding

\$15,000 TTPSF for new plans

\$10,000 TTPSF to update an existing plan

No cap on SS4A safety action plans

## Safety Planning Resources at

<https://www.tribalsafety.org/safety-planning-resources>

- Template safety plan
- Do-it-yourself website with videos and tools
- Safety Plans Library
- SS4A criteria for “safety action plans”
  - See “Resources” at [www.Transportation.gov/SS4A](http://www.Transportation.gov/SS4A)

## Strategic Transportation Safety Plan Template for Tribes

TITLE OF PLAN

AGENCY

DATE

(OPTIONAL) Agency motto, slogan and/or safety message





# Data Assessment, Improvement, & Analysis Category



## Analysis

- Road Safety Audits for a specific location
- Systemic Safety Study - Study of an issue across road network to identify high risk locations
- Safety risk assessment (usRAP)
- Crash data mapping
- <https://www.tribalsafety.org/data-analysis>

## Data Assessment & Improvement

- Study or improve safety data

# Systemic Roadway Departure Countermeasures

- Roadway Departure 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
  - Curve warning signs
  - Delineators
  - Rumble strips
  - Striping
  - Roadside safety (guardrail, object markers, clearing fixed objects)



# County H

BEFORE->



<-AFTER



# Risk-Based Safety Planning

Exploring safety planning methods to identify safety needs by examining roadway features known to be high-risk.



Roadway Departure



Pedestrian



Intersections

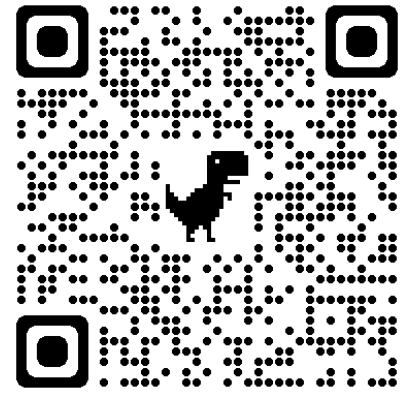


# Infrastructure Improvement Category



(xxviii) A physical infrastructure safety project...

# Proven Safety Countermeasures



## SPEED MANAGEMENT



Speed Safety Cameras



Variable Speed Limits



Appropriate Speed Limits for All Road Users



Yellow Change Intervals

## ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes



SafetyEdge<sup>SM</sup>



Roadside Design Improvements at Curves



Median Barriers

## 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

## 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

## CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans



Road Safety Audits



# Topics

- IIJA/BIL Tribal safety
- 2023 Tribal safety events
- Update on Tribal safety research projects
- Safety Funding
  - TTPSF / SS4A
  - TTPSF funding levels vs. requests





Adam Larsen  
Safety Engineer & Safety Program Manager  
Office of Tribal Transportation, FHWA

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)

cell: 360-619-2601

fax: 360-619-7846

<http://www.TribalSafety.org/>

