Tribal Transportation Program Safety Fund FY2022 NOFO Review

Recording from June 15, 2022 webinar will be available soon at https://highways.dot.gov/federal-lands/programs-tribal/safety/funds

Tribal Transportation Program Safety Fund FY2022 NOFO Review

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REPORTED MOTOR VEHICLE FATALITIES IN TRIBAL AREAS

Source: FARS

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
Other Transportation Funding Opportunities

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

- **Federal Discretionary Grants**
  - 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

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Safe Streets and Roads for All (SS4A)

**Purpose**
Support local and Tribal initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).

**Funding**
$1.08 per year (FY 22-26)

**Eligible entities**
- MPO
- Political subdivision of a State (e.g. local governments)
- Tribal government

**Eligible projects**
- Comprehensive safety action plan (planning grant)
- Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan

**Other**
- Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users

**NOFO**
- September 15, 2022
- www.Transportation.gov/SS4A
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
- Prior year awards listed at https://highways.dot.gov/federal-lands/programs-tribal/safety/funds
- Join the Mailing List at TribalSafety.org

TRIBAL TRANSPORTATION PROGRAM SAFETY FUND

<table>
<thead>
<tr>
<th>FY13</th>
<th>FY14</th>
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TTPSF Important Dates

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<th>Period</th>
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<tr>
<td>2022 Application Period</td>
<td>September 15, 2022</td>
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<td>2023 Application Period</td>
<td>October 1, 2022 - Jan 15, 2023</td>
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<td>2024-2026 Application Period</td>
<td>October 1 - Jan 15, each year</td>
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Award selection announced about 5 months after deadline.

TTPSF Categories

- Safety Plans
- Data Assessment, Improvement, and Analysis
- Infrastructure Improvement
- Systemic Roadway Departure Countermeasures
Safety Plans

- Development of new transportation safety plans ($15,000)

- Update transportation safety plans that are more than 3 years old ($10,000)

More than 70% of Tribes have been funded to develop a safety plan. Examples: [https://www.tribalsafety.org/safety-plans-library](https://www.tribalsafety.org/safety-plans-library)

Consider the planning requirements of SS4A, [www.Transportation.gov/SS4A](http://www.Transportation.gov/SS4A)

Safety Plans

- A complete application for safety plan development or update includes:
  - Application form
  - Copy of existing safety plan (for updates)

- Selection Criteria
  - Funding requested
  - For Updates: plans that are at least 3 years old by the application deadline
Eligible Activities

• Improve safety data collection
• Establish sharing of crash data*
• Road Safety Audits
• Systemic safety studies
• Other safety data assessment, improvement, and analysis activities

* Although encouraged, TTPSF no longer requires that data improvement projects result in crash data sharing outside of the Tribal government.

Tribal Crash Reporting Toolkit

• Self-Assessment Tool
• Facts & Fiction Tool
• Data Analysis Tool
• Crash Reporting Tool
• Officer’s Instruction Tool
• Quality Control Tool
• Database Tool

https://www.tribalsafety.org/tribal-crash-reporting-toolkit
Data Assessment, Improvement, and Analysis

- A complete application for
  *Data Assessment, Improvement, or Analysis* includes:
  - Application form
  - Project narrative
  - Supporting documentation

- Selection Criteria
  - Strategic safety planning
  - Supporting safety data
  - Facility ownership (when applicable)

Infrastructure Improvement Category

(xxviii) A physical infrastructure safety project...
Selection Criteria

- **Included in a Safety Plan, RSA, or other transportation safety study**
- **Supporting Safety Data** - Describe the type, severity, and quantity of incidents that directly demonstrate the need for the project.
- **Expected Crash Reduction** - Evidence that project will reduce crash severity and/or frequency.
- Time elapsed since last TTPSF infrastructure award.
- Road Ownership (BIA and Tribal roads get some priority; Other ownership requires letter of acknowledgement from road owner.)

Proven Safety Countermeasures

https://safety.fhwa.dot.gov/provencountermeasures/
**Infrastructure Improvement**

**Inventory Requirement**

- Route must be official and existing on the National Tribal Transportation Facility Inventory to be eligible.

- Include documentation of route’s status on the National Tribal Transportation Facility Inventory

- One source of inventory data is the “Regional NTTFI Reports” on: [https://itims.bia.gov/](https://itims.bia.gov/)

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**Infrastructure Improvement  (23 USC 148)**

**Build or Enhance Pedestrian Facilities**

Northern Cheyenne Reservation
Source: KLJ Engineering

Citizen Potawatomi Nation
Source: CrossTimberesConsulting
Intersection Safety

Source: Jamestown S'klallam Tribe

Speed Management

Source: FHWA

Gila River Indian Community
Source: FHWA

Salt River Pima-Maricopa Indian Community
Source: FHWA
Off-Highway Safety Infrastructure

Infrastructure Improvement
(23 USC 148)

Source: Native Village of Napaimute

Keep drivers on the Road

Roadway Departure Strategies

Source: FHWA

Infrastrucutre Improvement

Provide for safe recovery

Source: Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation

Minimize severity

Source: Nez Perce Tribe
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 Category

#### Eligible Improvements

- Curve Warning Signs
- Delineators
- New Center/Edge Striping
- Edge Rumbles
- Center Rumbles
- Clear Zones

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#### Curve - Systemic Roadway Departure Countermeasure Request

- **Curve Name:** IA 5, Enemy Swing Road, S-curves
- **NTTFI Route:** 410
- **NTTFI Section:** 020
- **Road Owner:** IA
- **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, seven fatalities and fifteen injuries crashes have been documented on roadways with other geometric but similar width and geometric layout.
- **Curve Advisory Speed:** 45 mph
- **Critical Advisory Speed:** 35 mph
- **Deflection Angle:** 35°
- **Radius:** 760 to 1,250 feet
- **Radius Rating:** 12 H
- **Surface Type:** Paved
- **Shoulder Paved Width:** 6 ft
- **Shoulder Unpaved Width:** 0 ft
- **Clear Zones:** 6 ft

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#### Countermeasures

- **Required Data:** Minimum information to demonstrate the eligibility and significance of this curve site.
- **Additional Risk Data:** The following data elements will be evaluated to determine the risk level at candidate locations. See instructions.
- **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, seven fatalities and fifteen injuries crashes have been documented on roadways with other geometric but similar width and geometric layout.

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#### Comments

- Edgeline rumble strips are present, and centerline rumble strips are being requested.

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#### Native Village of Minto

- **Navajo Nation**

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#### Native Village of Minto

- **Navajo Nation**

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#### Coeur d'Alene Tribe

- **Coeur d'Alene Tribe**
Systemic Roadway Departure Countermeasures Category

• A complete application for Systemic Roadway Departure Countermeasures category includes:
  • Application form
  • Roadway Departure Countermeasures Request Form (or similar Risk Assessment)
  • Project narrative (recommended)

• Selection Criteria – Evaluated per location
  • Strategic safety planning
  • Supporting safety risk data
  • Systemic prioritization – Curves before tangents
  • Facility ownership

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 – Application Form

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

Choose the application form for the appropriate category.

- Download and complete the application form for the appropriate category:
  - transportation safety plans
  - crash data assessment, improvement, and analysis
  - systemic roadway departure countermeasures
  - infrastructure improvements

Read the “Important Note” and save the form to your computer. Do not fill it out in a web browser or you may lose your work.

IMPORTANT NOTE: Some of the Acrobat forms below cannot be opened in your browser. Please download these documents as follows: Right click on each link and select “Save link as...” or “Save target as...” from the menu options (the wording varies by browser). Select a save location on your device and click the Save button. After downloading, open the files directly with Acrobat or Acrobat Reader.

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

Applicants should address selection criteria with both:
- Summary in the application form
- Detailed response in the project narrative.

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.
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.
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

Departmental Objectives

After considering all other selection criteria, the FHWA Administrator may take into account the following key Departmental objectives:

- Using innovative approaches to improve safety and to expedite project delivery;
- Supporting economic vitality at the national and regional level;
- Strengthening local economies;
- Utilizing alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment;
- Proactively addressing racial equity and barriers to opportunity;
- Considering climate change and environmental justice;
- Promoting an equitable distribution of funds;
- Accounting for the life-cycle costs of the project to promote the state of good repair; and
- Beginning projects in a timely manner after award of program funding.
- Addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure.
National Road Safety Strategy (NRSS)

- NRSS outlines the Department’s comprehensive approach to significantly reducing serious injuries and deaths on our Nation’s highways, roads, and streets.

- NRSS is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities.

https://www.transportation.gov/NRSS

The Safe System Approach (SSA)

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.

Complete Streets

• “A complete street is safe, and feels safe, for everyone using the street.” - FHWA Deputy Administrator Stephanie Pollack
• Putting the right street in the right place.
• Complete Streets create a safe, connected, and equitable transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment.
• Visit: https://highways.dot.gov/complete-streets

Americans with Disabilities Act (ADA)

• The TTPSF will require ADA compliance as a condition of award.
Tribal Safety.org

Transportation Safety for Tribal Governments

Join the Mailing List
Funding
Training & Events
Contacts

Pedestrians
Accident Injuries
Pedestrian Injury
Taxi & Bus
Child Safety Seats

Availability of Public Safety Services
Safety Plans
Safety Data Collection

More...

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http://www.TribalSafety.org/
Q: Is a Tribal Council resolution required to authorize an application?

No. FHWA does not require a resolution to accompany your application. However, the application must be signed by an authorized representative.

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

Maybe both. A one-page overview comparing these programs is at https://highways.dot.gov/federal-lands/programs-tribal/safety/funds
Q: Is there a funding cap?

New Safety Plans are capped at $15,000 and safety plan updates at $10,000. Other categories do not have a formal cap. Due to limited funding applicants should consider presenting funding packages.

Q: Can I apply to TTPSF for a Design-Build Project?

Yes. Both design and construction of projects can be included in the same application. Depending on funds availability in the competitive selection process, FHWA may opt to fund design only and ask the applicant to reapply for construction funding under a future funding cycle.
Q: Can multiple projects be combined in one application?

FHWA generally recommends that TTPSF applications be specific to one project. If multiple locations share the same justification they can be considered one project.

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