



U.S. Department
of Transportation
**Federal Highway
Administration**

Tribal Transportation Program Safety Fund Grant Writing Training

Adam Larsen

Adam.Larsen@dot.gov

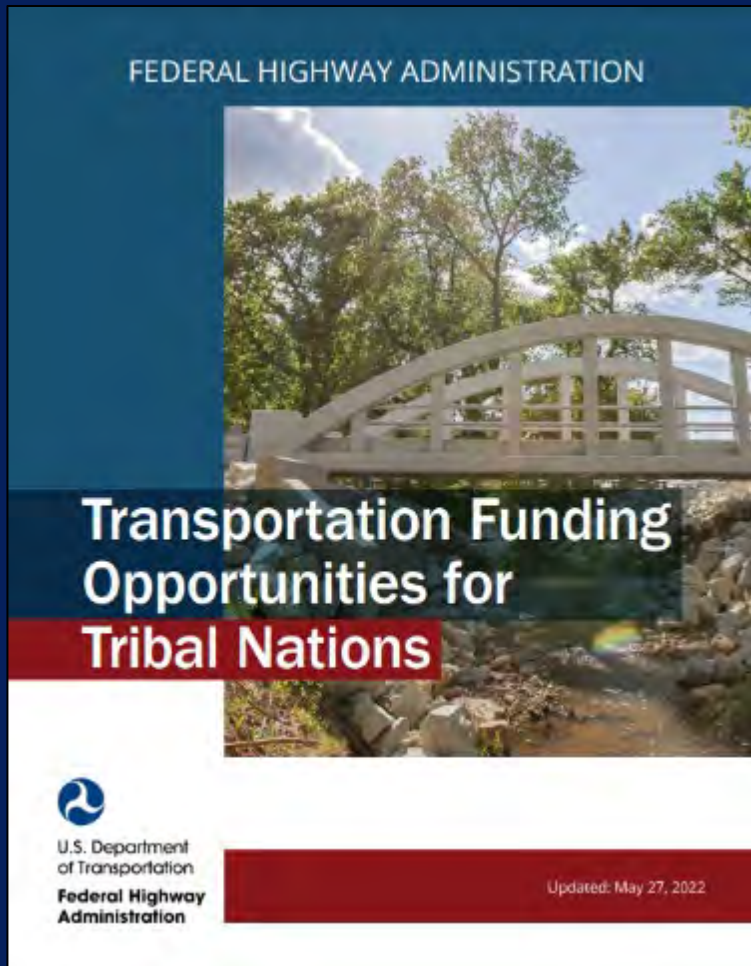
360-619-2601

Overview



- Review Safety Funding Opportunities
- Tribal Transportation Program Safety Fund Overview
- Observations from the FY22 Applications
- Application Process & Grant Writing Tips
- Selection Criteria Sample Responses

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

NHTSA/BIA Grant Funding



- USC Title 23, Section 402 grant program for federally recognized tribes
- *Annual expenditures of \$6.2 million for 30-45 tribal projects*
- *Approximately \$17 million available for new projects*

<https://www.bia.gov/bia/ojs/dhs>

Sam Sinclair
NHTSA Program Manager
682-265-7196
Samuel.Sinclair@dot.gov

Lawrence Robertson
IHSP Program Director
505-563-3814
lawrence.robertson@bia.gov

NHTSA/BIA Grant Funding

- Traffic Safety Enforcement Activity Hours
- Highway Safety Specialist & Administrative Support
- Vehicles and Equipment for Traffic Safety Law Enforcement Training
- Lifesavers Conference Attendance
- Child Safety Seat Distribution Programs
- Other activities eligible for 23 USC 402



Road to Zero Community Traffic Safety Grants

Application Now Open
Deadline 1/6/23!
WWW.NSC.ORG



Safe Streets and Roads for All (SS4A)

- \$1-billion per year
- 20% match required
- Tribes, local governments
- Comprehensive Safety Action Plans
- Implementation Grants
- Next Round: Spring 2023

U.S. Department of Transportation
Federal Highway Administration

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.	
Deadlines	Spring 2023	January 15 (each year 2023-2026)
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>

Tribal Transportation Program Safety Fund Purpose



- Transportation fatalities and injuries severely impact the quality of life in Indian country.
- Reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes.
- Allocated based on an identification and analysis of highway safety issues and opportunities to correct or improve a hazardous road location or feature or address a highway safety problem. - 23 USC 202(e), 23 USC 148(a)(4)

Tribal Transportation Program Safety Fund Overview

- ~\$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



TTPSF Important Dates

2022 Application Period	CLOSED: September 15, 2022
2023 Application Period	Open Now until deadline of January 15, 2023
2024-2026 Application Period	October 1 - Jan 15, each year

Award selection announced about 5 months after deadline.



Re-apply?

- FY22 applications will automatically be reconsidered in FY23. There is no need to apply again for FY23.
- Applicants may choose to update their previous application to add additional information.
- FHWA may not be able to make formal notification of FY22 awards before the FY23 deadline.
- Contact FHWA for reviewer comments if you intend to update an application. TTPSF@dot.gov

2023 TRIBAL TRANSPORTATION PROGRAM SAFETY FUND (TTPSF)

APPLICATION FORM

This is an interactive form in the Adobe Acrobat (.pdf) format. To ensure full functionality, download a free copy of Acrobat Reader if you do not already have it installed on your computer.

Viewing in a web browser or other PDF viewers may result in an inability to use interactive features and may not allow the user to save content entered into the form.

If you have questions about the TTPSF please send an email to TTPSF@dot.gov or call Adam Larsen at 360-619-2601.

STEP 0. SELECT APPLICATION TYPE

The FY2023 grant cycle started accepting applications shortly after the deadline for FY2022. Applications from FY2022 that are not selected for funding will be considered for FY2023 funding also.

IT IS NOT NECESSARY TO RESUBMIT AN FY2022 APPLICATION UNLESS YOU HAVE UPDATED THE APPLICATION MATERIALS.

To update an application, resubmit the entire application and indicate that it is an update.

- New Application. This project was not submitted in FY2022.
- Update of FY2022 application. Please replace the previous application.

If this is an update of your FY2022 application, please enter the Application ID number:

TTPSF Categories

Safety Plans

Data
Assessment,
Improvement,
and Analysis

Infrastructure
Improvement

Systemic
Roadway
Departure
Countermeasures

FY22 Funding Cycle

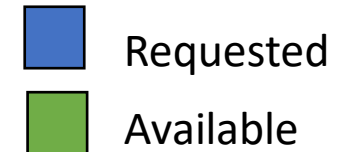
↳ \$96-million requested

- 146 applications
- 121 Tribes

↳ \$21-million available

↳ FY22 award announcements expected in February 2023

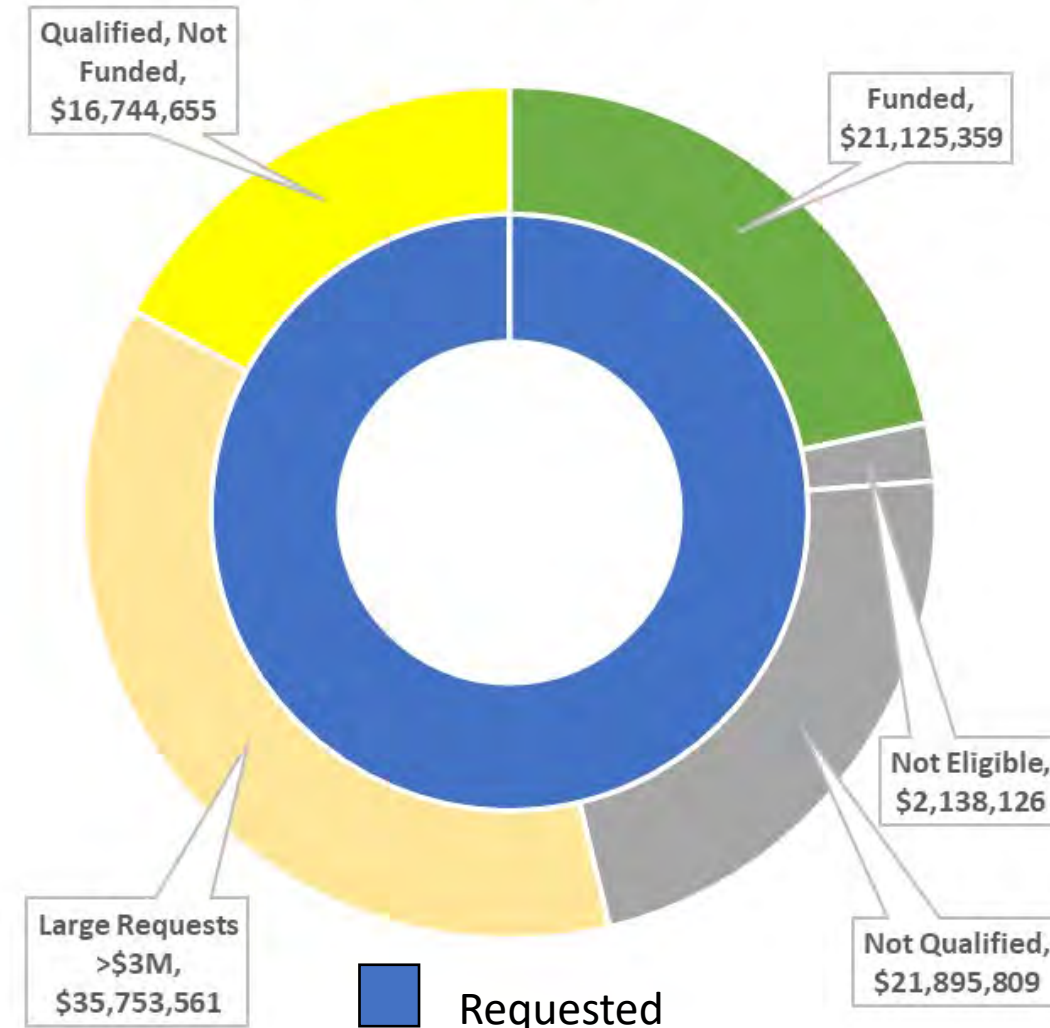
FY22 TTP Safety Fund



FY22 Funding Cycle

- ✦ \$16-million in qualified applications were not recommended for funding in FY22 will be reconsidered in FY23
- ✦ \$35-million in qualified applications are for funding amounts that greatly exceed typical award amounts for this program.
- ✦ Some Tribes submitted large requests or multiple applications that total to a large request

FY22 TTP Safety Fund



Application Process

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.
 1. For the Safety Plans category, a completed application form may be your project narrative.
4. Upload a completed application form, project narrative, and supporting documentation.



Application Process – 1. Notice of Funding Opportunity

◀ NOFO Contains:

- Eligibility Info
- Deadlines
- **Selection Criteria**
- Application Requirements
- Contact Information

◀ Step 1 of application process:

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

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B. Federal Award Information.....	6
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Application Process – 2. 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 – 3. 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

Grant Writing Tips

- Read the Notice of Funding Opportunity (NOFO)
- Coordinate with funding agency, ask questions
- Write a project narrative that thoroughly describes needs
- Use visual aids to help describe needs/challenges



Grant Writing Tips

- ▶ Clearly identify how you expect your project will be rated and why
- ▶ Use page numbers
- ▶ Use a legible font
- ▶ Don't assume the reviewers will "see attachments"
- ▶ Follow up after awards are announced to get advice for the next opportunity.



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.
- Rating Guide in the project narrative template will help you determine how each selection criteria is evaluated.

SELECTION CRITERIA GUIDE

Applicants should carefully review the official selection criteria in Section 2 of the Notice of Funding Opportunity. The project narrative should thoroughly address the selection criteria and their information should be summarized when responding to questions in the application form. A project must meet highly qualified (HQ) standards for all criteria to be ranked as highly qualified. A project must meet either qualified (Q) or HQ standards for all criteria to be ranked as qualified. If a project meets the standards for non-qualified (NQ) for any of the selection criteria, the project will be ranked not qualified. Below is a guide describing how the selection criteria will be evaluated.

Category: SAFETY CRITERIA	
Selection Criteria Description	Rating Guide
What is the age (in years) of existing transportation safety plans? (Or, in this application for funding to develop the Tribe's first transportation safety plan.)	<p>HQ: Requires (up to 50% HQ) to develop a new transportation safety plan or requests (up to 50%) to update existing Tribal Transportation safety plans that are at least 2 years old.</p> <p>Q: N/A</p> <p>NQ: Projects that do not meet the eligibility requirements, request to update a transportation safety plan that is less than 2 years old.</p>
Description Funding will be used in the development of a Tribal Transportation Safety Plan.	

Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES	
Selection Criteria Description	Rating Guide
What strategic safety planning document(s) identify this project?	<p>HQ: Requires that an in a current State SHRP or Tribal Transportation safety plan that is developed using the best possible data (with a comprehensive approach, coordinating with multiple safety stakeholders to address transportation safety needs, and that is not more than 5 years old.</p> <p>Q: Requires that an in the most recent update of a Tribal Transportation safety plan that is developed using the best available data and a comprehensive approach (the supporting document is more than 5 years old).</p> <p>NQ: The supporting did not provide documented information demonstrating that the requested Data Assessment, Improvement, and Analysis Activity is supported by a State SHRP or Tribal safety plan that uses the best available data and a comprehensive approach.</p>
Please provide a page number or describe where this project is identified in the supporting strategic document(s).	
Provide the category, the supporting strategic safety planning document, must be a transportation safety plan developed by a Tribal or State Strategic Highway Safety Plan.	
Describe how the safety planning document(s) from the planning question was developed using the best available data and a comprehensive approach (with participation from all safety stakeholders including those representing emergency medical services, enforcement, education, and engineering)?	
Summarize any data that clearly demonstrates the need for the project.	<p>HQ: Provided data clearly demonstrates the need for this activity.</p> <p>Q: Some data that demonstrates the need for the activity.</p> <p>NQ: No data that demonstrates the need for the activity.</p>

Category: INFRASTRUCTURE IMPROVEMENT AND OTHER FUNDING ACTIVITIES AS DESCRIBED IN SECTION 2 OF THE NOF	
Selection Criteria Description	Rating Guide
Summarize any data that clearly demonstrates the need for the project.	<p>HQ: Data included in the application that directly supports the project. The data should be site-specific data that describe the safety hazard and directly demonstrated the safety need.</p> <p>Q: Some data included in the application that demonstrates the need for the project. The data could be an area-wide roadway safety study (such as the results of a systems safety study) or an assessment over an incident history or a comparable study with some supporting data from an area-wide safety data.</p> <p>NQ: No data provided in the application to demonstrate the need for the project.</p>
What strategic safety planning document(s) identify this project?	<p>HQ: Project is identified in a current State SHRP or Tribal Transportation safety plan that uses the best available data and a comprehensive approach, coordinating with multiple safety stakeholders to address transportation safety needs, and that is not more than 5 years old or road safety audit, or road assessment, or other safety engineering study.</p> <p>Q: Project is identified in a current State SHRP or Tribal Transportation safety plan that is developed using the best available data and a comprehensive approach (the supporting document is more than 5 years old).</p> <p>NQ: The application did not provide documented information demonstrating that the requested Data Assessment, Improvement, and Analysis Activity is supported by a State SHRP or Tribal safety plan that uses the best available data and a comprehensive approach.</p>
Please provide a page number or describe where this project is identified in the supporting strategic document(s).	
Provide the category, the supporting strategic safety planning document, must be a transportation safety plan developed by a Tribal or State Strategic Highway Safety Plan.	
Describe how the safety planning document(s) from the planning question was developed using the best available data and a comprehensive approach (with participation from all safety stakeholders including those representing emergency medical services, enforcement, education, and engineering)?	
Summarize any data that clearly demonstrates the need for the project.	<p>HQ: Provided data clearly demonstrates the need for this activity.</p> <p>Q: Some data that demonstrates the need for the activity.</p> <p>NQ: No data that demonstrates the need for the activity.</p>
What activity does the facility(s)?	<p>HQ: Project located on a I-80 or Tribal facility. The intersection of a Tribal or State road with a facility of another jurisdiction will be considered as a Tribal facility.</p> <p>Q: Facility is located by a Tribal or SHRP.</p> <p>NQ: N/A</p>
Route number(s) from the National Tribal Transportation Facility Inventory (NTFI)	<p>Required for Infrastructure Improvement projects. Routes must be both official and existing (no proposed routes) to be eligible.</p> <p>NTFI: N/A</p>
How many years?	<p>Within the last 5 years (including up to 3 years) or more recently constructed project in more than 5 years.</p> <p>Q: Three has received funding from a Tribal Transportation safety plan combination project within the past 5 years.</p> <p>NQ: N/A</p>

Departmental Objectives



Focus on the primary selection criteria first. (Section E of NOFO)

“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.

Matching Resources



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

TTP Safety Fund Categories

2021-2022 Funding Distribution by Category

87.5%

Infrastructure Safety Improvements



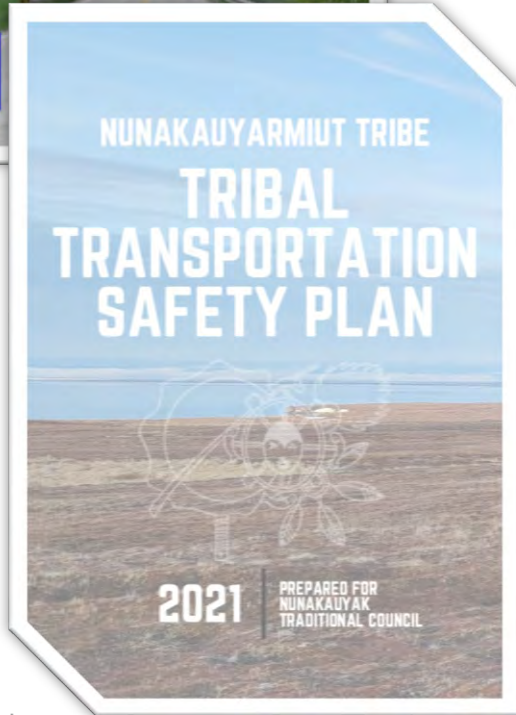
3% Safety Plans

3.5% Data Improvement, Analysis

6%
Systemic Roadway Departure
Countermeasures



Safety Plans



- Highest priority category
- Development of new transportation safety plans (\$15,000)
- Update transportation safety plans that are more than 3 years old (\$10,000)

Safety 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 establishes criteria for “safety action plans”
 - See “Resources” at www.Transportation.gov/SS4A

Strategic Transportation Safety Plan Template for Tribes

TITLE OF PLAN

AGENCY

DATE

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

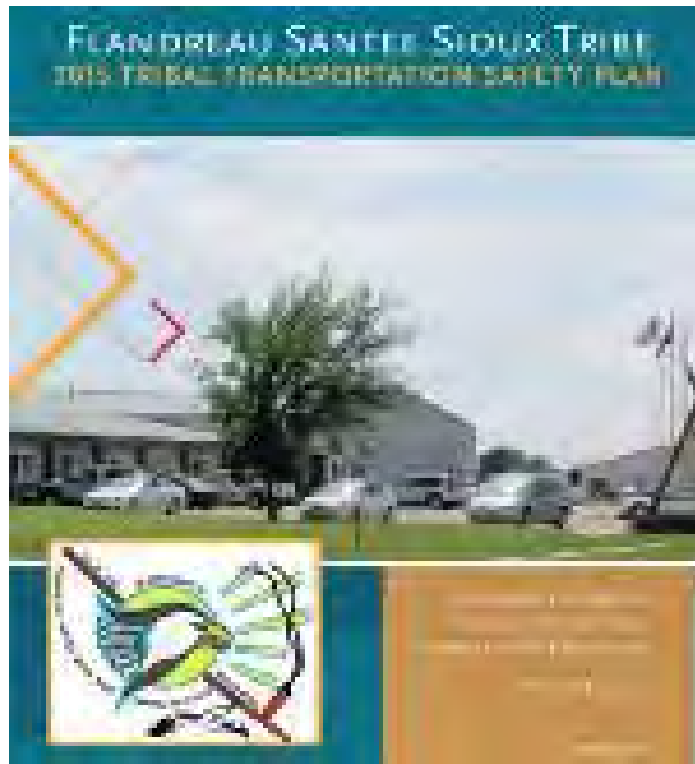


Safety Plans



- 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

Safety Plans



38 / 39 requests funded

Reasons for not funded or partially funded

- Request exceeded cap (\$15,000 for new plans; \$10,000 for safety plan updates)
- Existing plan is not yet 3 years old
- New transportation staff at Tribe were unaware of existing safety plan.

Safety Plan Communicates Needs



Data Assessment, Improvement, and 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
- Examples: <https://www.tribalsafety.org/data-analysis>



Data Assessment, Improvement, and Analysis Category

Assessment

- Determine safety data needs and plan improvements

Improvement

- Electronic crash data collection equipment, software
- Traffic count equipment for safety purposes




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

- Selection Criteria
 - **Strategic safety planning**
 - **Supporting safety data**
 - Facility ownership (when applicable)
 - 13 of 21 applications proposed for funding
 - Reasons for disqualification:
 - Unclear what routes were being studied, inventory status
 - Route not owned by BIA/Tribe and no letter from owner
 - Data did not support the project
- 
- A decorative graphic in the bottom-left corner consisting of a black arrow pointing downwards and to the right, set against a yellow and orange background.

Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES

For this category, all criteria will be evaluated but greater consideration will be given to criteria 1 and 2.

Selection Criteria Description

Rating Guide

What strategic safety planning document(s) identify this project?

HQ: Requests that are in a current State SHSP or a Tribe’s transportation safety plan that is five years old or newer.

Please provide a page number or describe where this project is identified in the supporting strategic document(s).

Q: Requests that are in the most recent State SHSP or a Tribe’s transportation safety plan (the supporting plan is more than five years old).

For this category, the supporting strategic safety planning document must be a transportation safety plan developed by a Tribe or a state’s strategic highway safety plan.

NQ: The application did not provide documentation that would demonstrate that the project is supported by a safety plan.



Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES

For this category, all criteria will be evaluated but greater consideration will be given to criteria 1 and 2.

Selection Criteria Description	Rating Guide
<p>Summarize data that demonstrates the need for the project.</p> <ul style="list-style-type: none">• For traffic records assessments and improvements: an estimate of the data to be collected (such as approximate number of crashes per year) and a description of any process currently used to collect that data. Also describe how the data will be used.• <i>For Road Safety Audits (RSA):</i> Site specific data should be submitted which demonstrates an incident history or propensity on the specific roadway to be analyzed.• <i>For Systemic Safety Studies:</i> Data should be provided which demonstrates an incident history associated with the risk factor to be studied.	<p>HQ: Submission of data, as specified for the specific project type, that clearly demonstrate the need for the activities.</p> <p>Q: Submission of some data, as specified for the specific project type, that demonstrate the need for the activity.</p> <p>NQ: No applicable supporting data was provided to demonstrate the need for the activity.</p>

For traffic data collection, do this:

Speeding has been identified as a major cause of crashes on the reservation. The Speed Radar Trailers will provide additional information on the incidents of speeding and the potential impact of speeding on crashes. This data will be useful both to transportation program and law enforcement for safety planning.

For crash data collection, do this:

Plan, purchase & implement an electronic records system for law enforcement to produce timely, accurate, integrated and accessible data for targeting resources and implementing countermeasures to decrease traffic fatalities and serious injuries. The project's goal is to establish collection procedures, process, and storage to be used in project decision-making. **This data is not currently collected.**

Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES

For this category, all criteria will be evaluated but greater consideration will be given to criteria 1 and 2.

Selection Criteria Description	Rating Guide
<p>Summarize data that demonstrates the need for the project.</p> <ul style="list-style-type: none">• <i>For traffic records assessments and improvements:</i> an estimate of the data to be collected (such as approximate number of crashes per year) and a description of any process currently used to collect that data. Also describe how the data will be used.• <i>For Road Safety Audits (RSA):</i> Site specific data should be submitted which demonstrates an incident history or propensity on the specific roadway to be analyzed.• <i>For Systemic Safety Studies:</i> Data should be provided which demonstrates an incident history associated with the risk factor to be studied.	<p>HQ: Submission of data, as specified for the specific project type, that clearly demonstrate the need for the activities.</p> <p>Q: Submission of some data, as specified for the specific project type, that demonstrate the need for the activity.</p> <p>NQ: No applicable supporting data was provided to demonstrate the need for the activity.</p>

For a Road Safety Audit, do this:

With several injury crashes at this intersection, there is a need to add safety countermeasures at this intersection. The crash data and roadway geometry features at this intersection show the need for study and improvement. The intersection of state route 7 & Tribal Road has been identified in the Tribe's 2021 strategic transportations safety plan. A Road Safety Audit is needed to identify the best countermeasures for this location.

The crash data comes from data shared by the state DOT to the Tribe and its safety project team. According to the collision data, 109 crashes occurred at intersections within the reservation. 41% of these collisions resulted in incapacitating injuries or fatalities reservation wide. 10 injury crashes were at the intersection to be studied.

Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES

For this category, all criteria will be evaluated but greater consideration will be given to criteria 1 and 2.

Selection Criteria Description	Rating Guide
<p>Summarize data that demonstrates the need for the project.</p> <ul style="list-style-type: none">• <i>For traffic records assessments and improvements:</i> an estimate of the data to be collected (such as approximate number of crashes per year) and a description of any process currently used to collect that data. Also describe how the data will be used.• <i>For Road Safety Audits (RSA):</i> Site specific data should be submitted which demonstrates an incident history or propensity on the specific roadway to be analyzed.• For Systemic Safety Studies: Data should be provided which demonstrates an incident history associated with the risk factor to be studied.	<p>HQ: Submission of data, as specified for the specific project type, that clearly demonstrate the need for the activities.</p> <p>Q: Submission of some data, as specified for the specific project type, that demonstrate the need for the activity.</p> <p>NQ: No applicable supporting data was provided to demonstrate the need for the activity.</p>

For a Systemic Safety Study, do this:

61.2% of crashes over the most recent 5 years (2017-2021) occurred at or near an intersection and accounted for 12.3% of the total severe crashes. These crashes resulted in 18 fatalities. The prevalence and number of severe collisions associated with intersections indicate that safety countermeasures are needed to reduce intersection-related collisions. The crash data clearly shows that intersection collisions are a major roadway safety concern. The purpose of the systemic intersection study is to prioritize need and apply the most appropriate safety countermeasures for the highest risk intersections.

Category: DATA ASSESSMENT, IMPROVEMENT, AND ANALYSIS ACTIVITIES

For this category, all criteria will be evaluated but greater consideration will be given to criteria 1 and 2.

Selection Criteria Description	Rating Guide
<p>What entity owns the facility(s)?</p> <p>When applicable to the project (such as a Road Safety Audit or other study), the road owner must provide a letter acknowledging the project unless the road is owned by the BIA or a Tribe.</p>	<p>HQ: Project addresses safety needs on a facility owned by a Tribe or BIA, including where a route owned by a Tribe or BIA intersects with a facility not owned by BIA or a Tribe and the road owner has provided a letter acknowledging the project.</p> <p>Q: Project addresses safety needs on a facility not owned by a Tribe or BIA and the road owner has provided a letter acknowledging the project.</p> <p>NQ: Project is located on a route that is not owned by BIA or a Tribe and the road owner did not provide documentation acknowledging the project.</p>

Routes must be official and existing on the National Tribal Transportation Facility Inventory.

Projects that study or impact routes not owned by BIA or a Tribe must have a letter acknowledging the project.

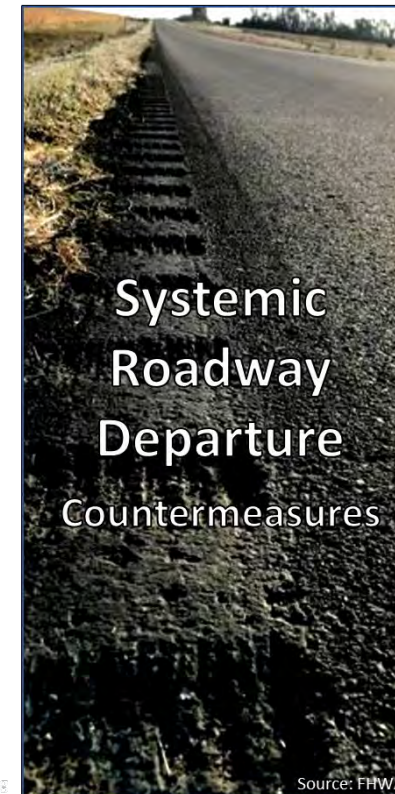
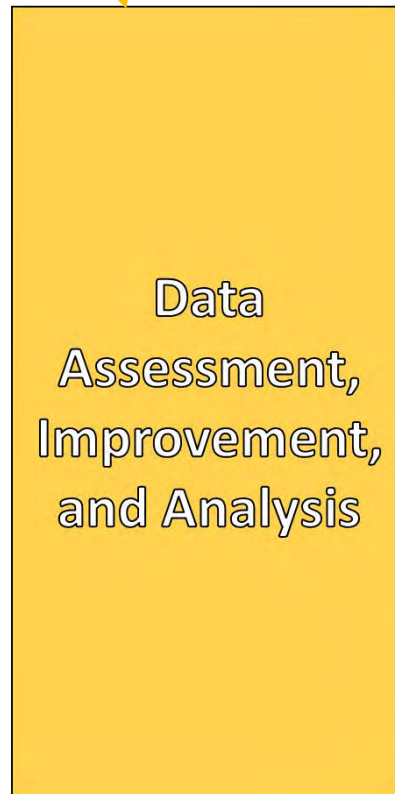


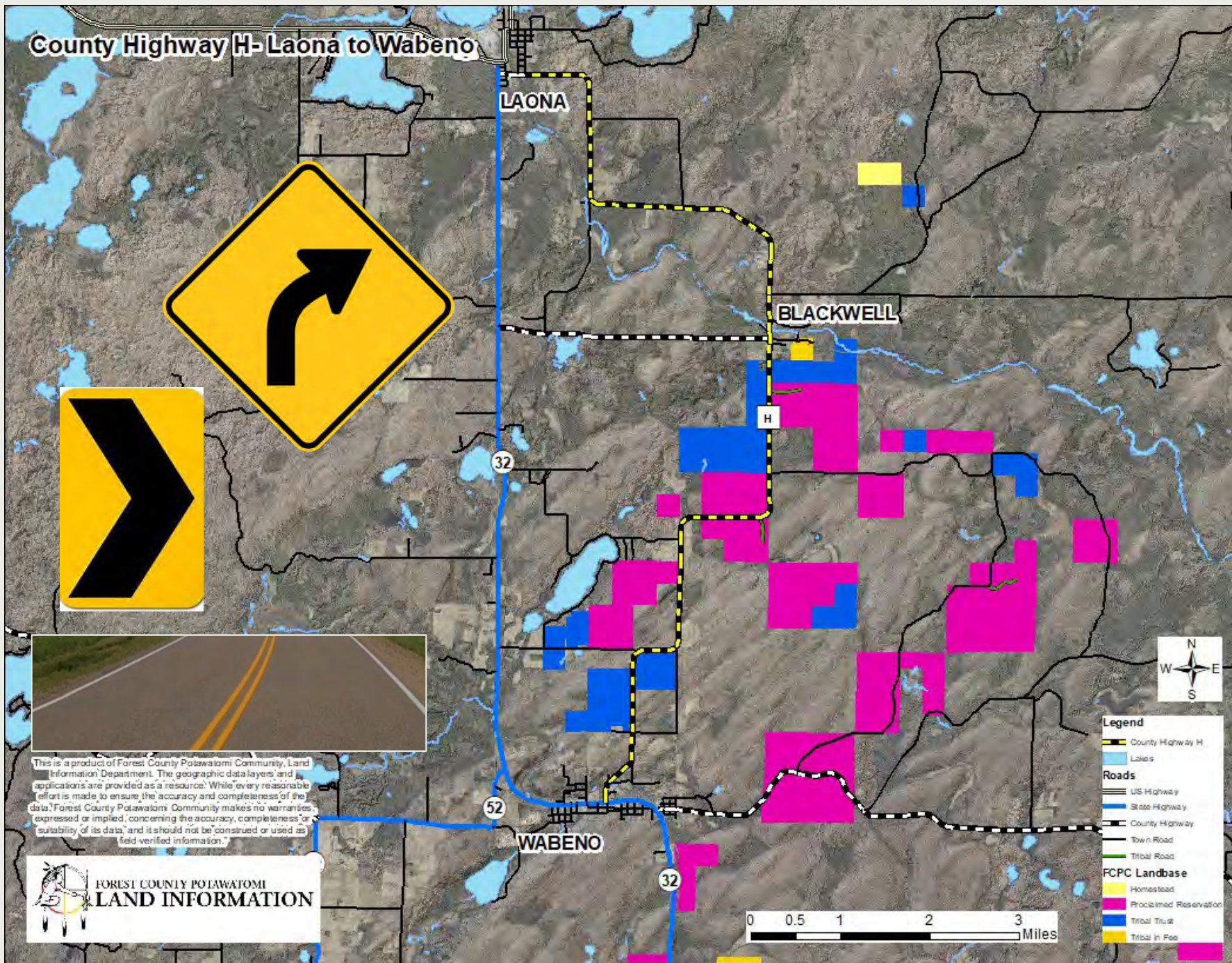
Systemic Roadway Departure Countermeasures Category

- 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 submit multiple applications

Tribal Transportation Program Safety Fund Addressing Roadway Departure

1. Install low-cost countermeasures on highest risk routes
2. Develop Systemic Roadway Departure Implementation Plan





County H

- Road info
 - 12.2 miles
 - 2 – 11' Asphalt Lanes
 - Gravel Shoulders
 - 45 mph
 - Horizontal Curves at 45mph minimum radius
 - Centerline and Edgeline Paint
- Countermeasures Implemented
 - Chevron Signs
 - Advanced Curve Signs
 - 4" Centerline Epoxy
 - 4" Edgeline Epoxy
- Other Countermeasures Considered
 - Paved Shoulders
 - Shoulder rumble strips
 - Centerline rumble strips
 - Safety Edge
- Project Completed in 2021
 - Tribal Transportation Program Safety Fund (FY19)
 - Forest County provided labor and equipment for sign installation
 - Pavement Marking was competitively bid



County H

BEFORE->



<-AFTER



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.

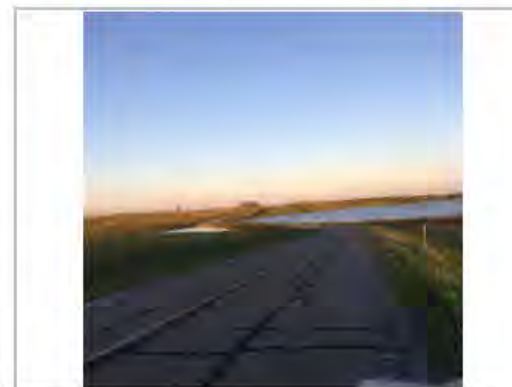
6 Speed Limit	55 mph	7 Curve Advisory Speed	n/a mph
		8 Advisory Method	Design Calculation

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.

Add
New
Curve

Risk Assessment Form

CURVE - SYSTEMIC ROADWAY DEPARTURE COUNTERMEASURE REQUEST

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

1| Curve Name 2| Road Owner
 3| NITFI Route 4| NITFI Section 5| AADT

Risk Data - The following data elements will be evaluated to determine the risk level at candidate locations. You are not required to complete all risk fields.

6| Speed Limit 7| Curve Advisory Speed 8| Advisory Method
 9| Site specific crash data

10| Curve deflection angle 18| Site Photos - Insert pictures as documentation of risk considerations.
 11| Curve radius
 12| Lane width
 13| Surface type
 14| Shoulder paved width
 15| Shoulder aggregate width
 16| Roadside Rating

Click Here to Add Photo 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.

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	Request	Requested Funding
a. Required or Recommended horizontal alignment warning signs per MUTCD Section 2C.06.			
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			
d. First installation of center line and edge line markings up to 300 feet approaching and through curve			
e. Center and/or Edgeline rumble stripes up to 300 feet approaching and through curve			
f. Mitigation of roadside hazards to establish or widen clear zone in curve			

20| Comments



Required Data

Where?

Risk Data

Why is this location high risk for roadway departure?

Countermeasures

Which eligible countermeasures do you want to apply at this location?

Systemic Roadway Departure Countermeasures Category

Eligible Improvements

Curve Warning Signs

Delineators

First/Upgraded
Center/Edge Striping

Edge Rumbles

Center Rumbles

Clear Zones




Systemic Roadway Departure Countermeasures Category

- 3 of the 7 applications to the Systemic Roadway Departure category contained ineligible items for the category
- Evaluated these application in the infrastructure improvement category or for partial funding under the systemic roadway departures category.
- Make sure to write for the correct category because selection criteria are different

Systemic Roadway Departure Countermeasures

This application form is for the systemic application of specific lower-cost roadway departure countermeasures. If your application contains any items not on the list below, you must submit an application that addresses the selection criteria of the infrastructure improvements category for those items. The items eligible for the Systemic Roadway Departure Countermeasures Category are:

Horizontal alignment warning signs from Table 2C-5 of the Manual on Uniform Traffic Control Devices (MUTCD);	
Delineators (MUTCD Chapter 3F);	
center line and edge line markings (no maintenance, first installation or upgraded material / line width);	
Edge line rumble strips or rumble stripes; Center line rumble strips or rumble stripes;	
Mitigation of roadside hazards to establish or widen clear zones including clearing and grubbing, removal of fixed objects, and replacement with crashworthy devices but excluding roadside slope flattening.	

SYSTEMIC ROADWAY DEPARTURE COUNTERMEASURES CATEGORY

An application in this category may propose to improve multiple locations. Each location will be evaluated individually which may result in partial funding of an application. For this category all criteria will be evaluated with equal importance.

Criteria Description	Rating Guide
What strategic safety planning document(s) identify this project?	HQ: The need to address roadway departure is identified in a Tribe's current transportation safety plan that is five years old or newer. Q: The need to address roadway departure is identified in the 2017 Tribal Transportation Strategic Safety Plan (www.TribalSafety.org/reports), a current State SHSP, or a Tribe's transportation safety plan that is more than five years old.
Supporting Safety Data For this category both crash experience and other risk factors will be evaluated for each horizontal curve or tangent segment submitted. Document crash experience or other risk considerations for each horizontal curve or tangent location. This may be done using the risk assessment form for the systemic roadway departure countermeasures category	HQ: Submission of data that directly demonstrate high risk at the location to be improved by the project. Q: Submission of some data that demonstrate risk at the location to be improved by the project. NQ: Insufficient supporting data were provided to demonstrate the need for the activity.
Systemic Prioritization	Improvements to horizontal curves will generally be prioritized over improvements in tangent sections.
What entity owns the facility(s)?	HQ: Improvements to a facility owned by a Tribe or BIA that is an official and existing route in the NTTFI. Q: Facility not owned by a Tribe or BIA but road owner provides a letter acknowledging the proposed project.

Systemic Roadway Departure Countermeasures Category

- Eligible items from 4 of 5 applications fully funded.
- 1 of 5 was not funded due to concerns about multiple inactive TTPSF awards
- 25% set aside is underutilized



Questions so far?



Adam Larsen
Safety Engineer
FHWA
TTPSF@dot.gov
360-619-2601

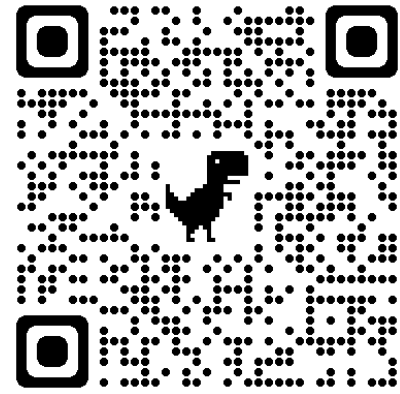


Infrastructure Improvement Category



(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



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

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

Infrastructure Improvement Category

91 Infrastructure Applications

- \$93.4-million requested

27 projects recommended for full funding

- \$13.5-million

15 Recommended for partial funding

- \$4.9-million funded; \$16.4-million requested

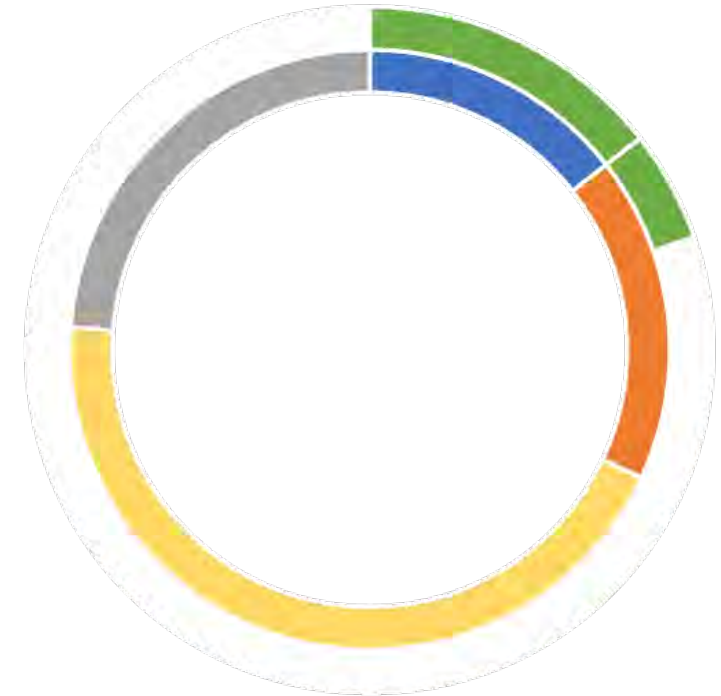
17 Qualified, not recommended

- \$41.2-million not recommended

32 Not qualified, not recommended

- \$22.2-million
- 3 not eligible

FY22 TTPSF
Infrastructure Improvement Applications



- Recommended for Full funding
- Recommended for Partial Funding
- Qualified, not recommended
- Not Qualified/Not Eligible, Not recommended

Infrastructure Improvement Category

27 projects recommended for full funding

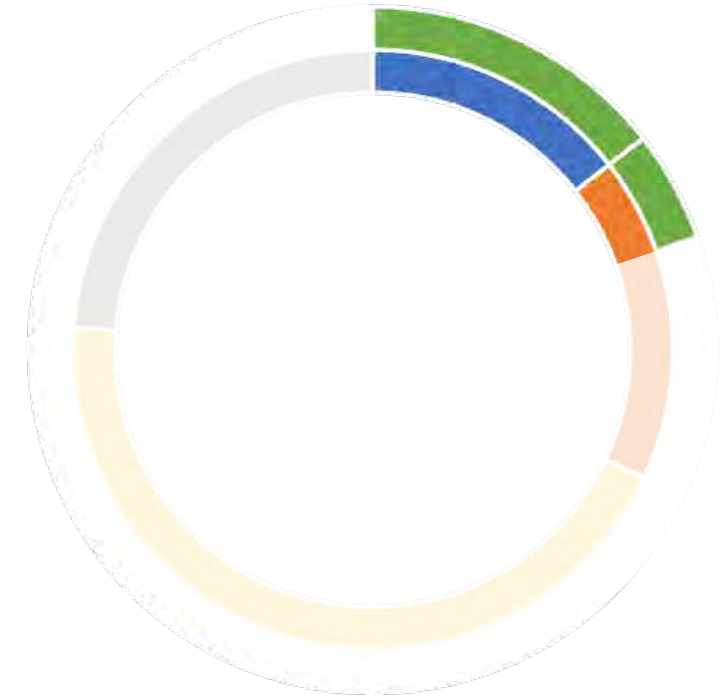
15 recommended for partial funding

Recommended Projects

- 13 Pedestrian Infrastructure
- 12 Roadway departure countermeasures
- 6 Intersection Safety
- 2 Weather-related Hazards
- 3 Visibility
- 1 Traffic Calming

FY22 TTPSF

Infrastructure Improvement Applications



- Recommended for Full funding
- Recommended for Partial Funding
- Qualified, not recommended
- Not Qualified/Not Eligible, Not recommended

Infrastructure Improvement Category

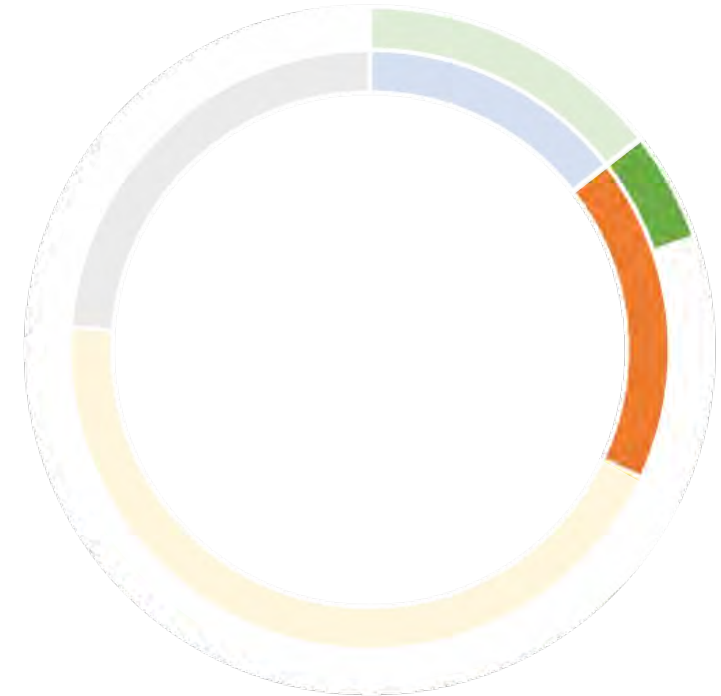
15 Recommended for partial funding

- \$4.9-million funded
- \$16.4-million requested

Reasons for Partial Funding

- Funding Design only; Will consider construction in FY23
- Funding components of project that address the problem identified in the application
- Some items were ineligible

FY22 TTPSF
Infrastructure Improvement Applications



- Recommended for Full funding
- Recommended for Partial Funding
- Qualified, not recommended
- Not Qualified/Not Eligible, Not recommended

Infrastructure Improvement Partial Funding

Pedestrian Scale Pathway Lighting

- Separated pathways eliminate pedestrian-vehicle conflicts.
- Lighting the length of the pathway is an enhancement of aesthetics, functionality, and personal security.
- Lighting crosswalks does address a crash risk.
- Lighting is eligible but focus is on establishing infrastructure that reduces crashes.



Infrastructure Improvement Category

17 Qualified, not recommended

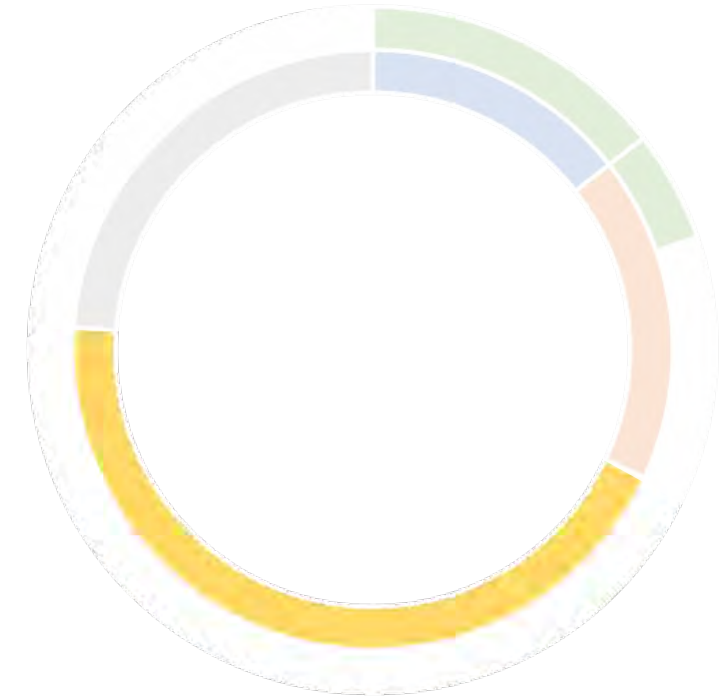
- \$41.2-million not recommended

Reasons for Not Recommended

- Large Requests
- Multiple applications from the same Tribe total to a large request
- Safety features of large projects not safety focused
- Resurfacing projects
- Minimal alignment with selection criteria
- Did not address effectiveness of proposed safety project

FY22 TTPSF

Infrastructure Improvement Applications



- Recommended for Full funding
- Recommended for Partial Funding
- Qualified, not recommended
- Not Qualified/Not Eligible, Not recommended

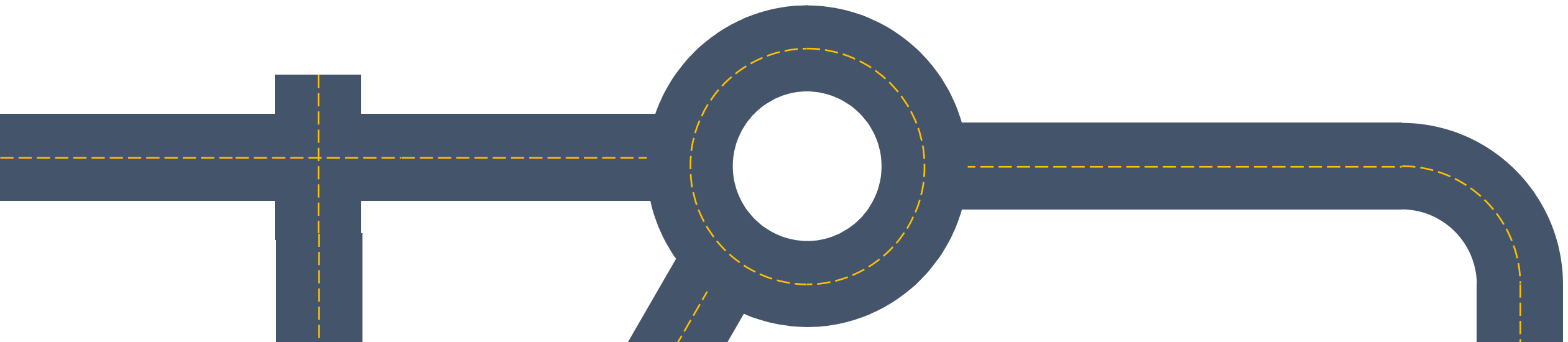
FY22 Funding Cycle – Large Requests



- ↙ Largest awards expected to be \$1.6-million.
- ↙ Some large requests may be partially funded for independent components most likely to address documented crash risks.
- ↙ Some applications that requested both design and construction funds may be funded for design in FY22. Construction funding for these projects will be reconsidered in FY23.

Large Project Example

- Application needs to identify how independent components of a large project meet the selection criteria.
- Several applicants bundled safety improvements in a large project without relating improvements to the justification. Example project:
 - Turn lanes
 - Widen shoulders
 - Clear zone improvements
 - Roundabout
 - Walking path
 - Pedestrian Crosswalks
 - Resurfacing



Large Requests



- Safety is part of everything a transportation department does.
- TTPSF Projects should be targeted to the Tribe's best opportunity to reduce the risk of fatal and serious injury crashes.
- Projects should be identified through safety analysis process. (Data analysis, problem identification, projects)
- TTPSF not intended to fund components of a project that are necessary to meet current standards.
- TTPSF could fund enhancements that would otherwise not be built.

Large Requests - Cost Estimate

- Historically awards are \$1-million or less per Tribe.
- Applicants should present funding packages showing what independent project components can be accomplished with awards of various sizes, especially for requests approaching \$1,000,000 or more. 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

Infrastructure Improvement Partial Funding



Large requests with independent components

- ◀ Applications that address the selection criteria for part of the proposed improvements.

- ◀ Example:
 - Crash data demonstrates problems with roadway departure and speed
 - Application proposes pedestrian pathways, traffic calming, horizontal curve countermeasures.
 - Award recommended to fund traffic calming and horizontal curve countermeasures.

Infrastructure Improvement Category

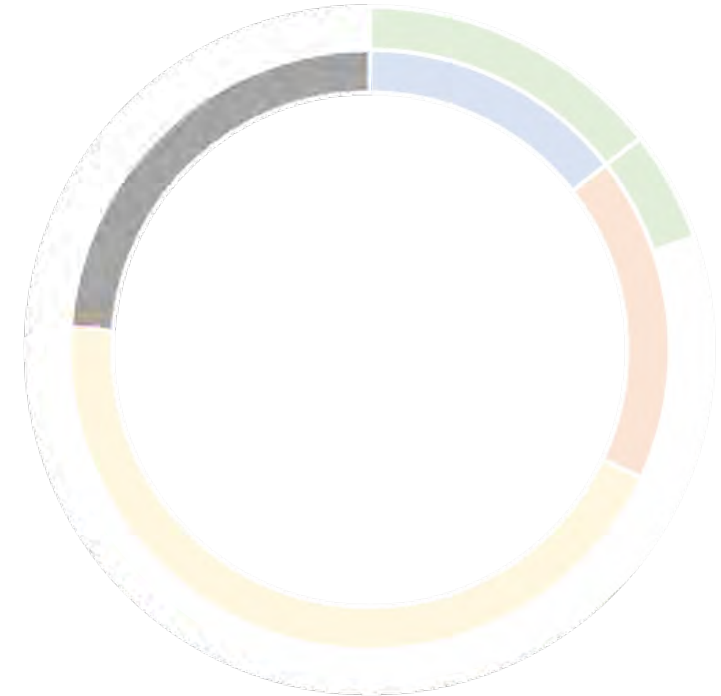
○ 29 Not Qualified, 3 Not Eligible

- \$22.2-million

Reasons for Not Qualified

- Did not clearly address selection criteria
- No safety plan
- Not clear how project would address crash history contributing factors
- No crash history at the site or similar facilities was presented
- No letter from road owner
- Inventory not official or proposed road

FY22 TTPSF
Infrastructure Improvement Applications



- Recommended for Full funding
- Recommended for Partial Funding
- Qualified, not recommended
- Not Qualified/Not Eligible, Not recommended

Infrastructure Improvement

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** – Research, publications, or other 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.)



TTPSF

Infrastructure Improvement Selection Criteria

- 1. Strategic Safety Planning**
- 2. Supporting Safety Data**
- 3. Expected Crash Reduction**
4. Facility Ownership
5. Prior TTPSF Construction Awards

Criterion 1: Strategic Safety Planning

- i. *Highly Qualified*: Project is identified in a current State SHSP, Tribe's transportation safety plan, RSA, or other safety engineering study. The supporting document is five years old or newer;
- ii. *Qualified*: Project is identified in a current SHSP, a Tribe's transportation safety plan, RSA, or other safety engineering study. The supporting document is more than five years old;
- iii. *Not Qualified*: The application did not provide documentation that demonstrates that the project is supported by a State SHSP, Tribe's transportation safety plan, RSA, or other safety engineering study.

Sample Responses:

- **Highly Qualified**: The Project is identified in a Tribal Safety Plan that is less than 5 years old; the 2022 Windy Canyon Tribe Transportation Safety Plan, page 12.
- **Qualified**: The project is identified in the Tribe's 2014 Transportation Safety Plan.
- **Qualified**: The project addresses an issue in the 2016 State Strategic Highway Safety Plan.
- **Not Qualified**: The Tribe doesn't yet have a transportation safety plan but will hopefully compile one next year.

State Strategic Highway Safety Plans

https://safety.fhwa.dot.gov/shsp/other_resources.cfm

2018 OKLAHOMA STRATEGIC HIGHWAY SAFETY PLAN

Native American Traffic Fatalities Background

Tribal governments may develop transportation safety plans for identifying and addressing traffic safety issues on lands under their jurisdiction. The following tribes or nations in Oklahoma have published safety plans available for download at www.tribalsafety.org:

- Cherokee Nation
- Kaw Nation of Oklahoma
- Miami Tribe of Oklahoma
- Muscogee Creek Nation
- Osage Nation
- Citizen Potawatomi Nation
- Pawnee Nation of Oklahoma
- Seminole Nation of Oklahoma

Criterion 2: Supporting Safety Data

- i. *Highly Qualified*: Submission of data describing the type, severity, and quantity of incidents that directly demonstrate the need for the project;
- ii. *Qualified*: Submission of some data that demonstrate the need for the project;
- iii. *Not Qualified*: No supporting data was provided to demonstrate the need for the activity.

Sample Responses:

Don't do this.

Criterion 2

The crash data analysis demonstrates the need for this project.

Instead, do this.

Criterion 2-Supporting Safety Data: Highly Qualified

The crash data analysis in Appendix B demonstrates that 75% of the crashes on River Road involve Roadway Departure. From 2017-2022, River Road experienced 20 crashes that lead to 3 injuries. The proposed project will widen shoulders to decrease the risk of roadway departure crashes.

Criterion 2: Supporting Safety Data

- i. *Highly Qualified*: Submission of data describing the type, severity, and quantity of incidents that directly demonstrate the need for the project;
- ii. *Qualified*: Submission of some data that demonstrate the need for the project;
- iii. *Not Qualified*: No supporting data was provided to demonstrate the need for the activity.

Sample Responses:

Reviewers might not find it



Don't do this.

Criterion 2-Supporting Safety Data:

The Nation has supplied collision data to support this application. See attachments.

Instead, do this.

Criterion 2-Supporting Safety Data: Highly Qualified

Over the last 5 years, this intersection has sustained 8 accidents (37.5% injury rate) along with frequent near-misses. Furthermore, Lower Road serves as the exit from the high school where the traffic backs up considerably while school is in session.

In addition, the Nation is taking a systematic approach for addressing intersection safety hazards and has made Intersections a priority in the transportation safety plan. Across our road network, intersections are involved in 38% of all crashes.



Criterion 2: Supporting Safety Data

- i. *Highly Qualified*: Submission of data describing the type, severity, and quantity of incidents that directly demonstrate the need for the project;
- ii. *Qualified*: Submission of some data that demonstrate the need for the project;
- iii. *Not Qualified*: No supporting data was provided to demonstrate the need for the activity.

Sample Responses:

Not Qualified.

Criterion 2-Supporting Safety Data:

A survey showed that 90% of the 40 participants identified this project as a top priority.

Instead, do this.

Criterion 2-Supporting Safety Data: Qualified

A survey identified 23 crashes that occurred in the village over the past 10 years. Among these crashes are two pedestrian injuries and a fatality that occurred during hours of darkness. All pedestrians were walking along the road rather than crossing. By adding streetlights pedestrians walking along the road will be more visible to drivers and reduce these crashes in the future.



Criterion 2: Supporting Safety Data

- i. *Highly Qualified*: Submission of data describing the type, severity, and quantity of incidents that directly demonstrate the need for the project;
- ii. *Qualified*: Submission of some data that demonstrate the need for the project;
- iii. *Not Qualified*: No supporting data was provided to demonstrate the need for the activity.

Sample Responses:

Formal safety data is limited in many Tribal areas; applicants should support their application with documentation summarizing the **best available data** that demonstrates a history or risk of transportation incidents that are expected to be reduced by the proposed activity.



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.

Criterion 3: Expected Crash Reduction

- i. *Highly Qualified*: The application references evidence (such as information from [FHWA's proven safety countermeasures initiative](#) or the [Crash Modification Factors Clearinghouse](#)) that demonstrates the proposed project is likely to reduce crash frequency and/or severity.
- ii. *Qualified*: Although the project is likely to reduce crash frequency and/or severity, the application does not reference evidence quantifying the expected crash reduction.
- iii. *Not Qualified*: N/A for this criterion.

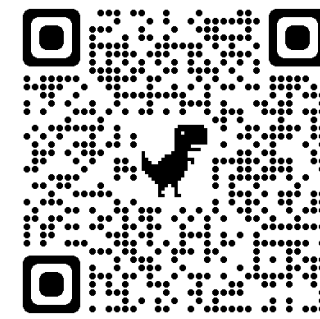
Don't leave this one blank

Sample Responses:

Don't do this. This application does not reference evidence quantifying these reductions as there is insufficient crash data to calculate a reduction.

Crash reduction factors and other research can demonstrate the effectiveness of a strategy at reducing risk of crashes, even future crashes.





FHWA 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

Criterion 3: Expected Crash Reduction

- i. *Highly Qualified*: The application references evidence (such as information from [FHWA's proven safety countermeasures initiative](#) or the [Crash Modification Factors Clearinghouse](#)) that demonstrates the proposed project is likely to reduce crash frequency and/or severity.
- ii. *Qualified*: Although the project is likely to reduce crash frequency and/or severity, the application does not reference evidence quantifying the expected crash reduction.
- iii. *Not Qualified*: N/A for this criterion.

Sample Responses:

Do this. The project will implement the following countermeasures identified in the FHWA Proven Safety Countermeasures (PSC, <https://safetyfhwa.dot.gov/provencountermeasures/>):

- Walkways – FHWA PSC indicates installing sidewalk is at least 68% effectiveness in reducing crashes involving pedestrians walking along roadways.
- Rectangular Rapid Flashing Beacons (RRFB) – FHWA PSC indicates that RRFB's can reduce crashes up to 47% for pedestrian crashes, and the devices increase motorist yielding rates up to 98%.
- Crosswalk Visibility Enhancements – FHWA PSC describes the effectiveness of such treatments at <https://safety.fhwa.dot.gov/provencountermeasures/crosswalk-visibility.cfm>

Criterion 4: Facility Ownership

i. *Highly Qualified*: Project addresses safety needs on a facility owned by a Tribe or BIA that is an official and existing route in the NTTFI, including where a route owned by a Tribe or BIA intersects with a facility not owned by BIA or a Tribe and the road owner has provided a letter acknowledging the project.

ii. *Qualified*: Project addresses safety needs on a facility not owned by a Tribe or BIA that is an official and existing route in the NTTFI and the road owner has provided a letter acknowledging the project.

iii. *Not Qualified*: Project is located on a route that is not official or existing on the NTTFI or project is located on a route not owned by BIA or a Tribe and the road owner did not provide documentation acknowledging the project.

Sample Responses:

Do this. The routes improved by this project are official in the NTTFI and are not a proposed road:

- US Highway 6: Route 3006, Section 10
- Forest Road: Route 1090, Section 30

Clearly list the routes and sections where the project will be built.

Contact BIA if you need assistance identifying a route number.

Application Process – Owner’s Letter

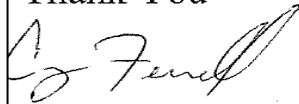
- Projects to study or improve roads not owned by the BIA or a Tribe require a letter of acknowledgement from the road owner.

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.

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/>

Criterion 5: Time Elapsed Since Previous TTPSF Construction Award

- i. *Highly Qualified*: The Tribe has not received funding for a TTPSF transportation safety construction project in more than five years.
- ii. *Qualified*: The Tribe has received funding for a TTPSF transportation safety construction project in the past five years.

Provide an update on any past awards.

Past TTPSF awards are listed at

<https://highways.dot.gov/federal-lands/programs-tribal/safety/ttspf-grant-awards-history>



Infrastructure Improvement (23 USC 148)



Safety Enhancements
and Upgrades are eligible

Cannot supplant routine maintenance

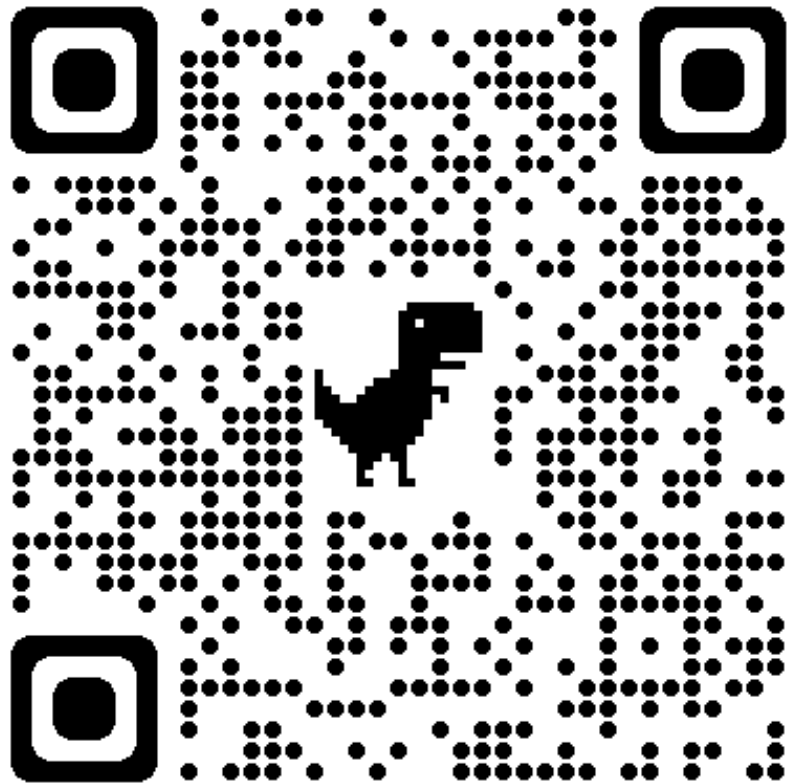
Not Eligible



TTPSF is currently **NOT** able to fund:

- Building evacuation routes
- Proposed Roads
- Routine Maintenance Activities
- Most Emergency Services and Law Enforcement Equipment
 - Crash data collection and speed trailers are possible exceptions

Tribal Safety.org



A screenshot of the Tribal Safety.org website. The top navigation bar is orange and contains the following links: COMMUNITY, RESOURCES, NEWS/EVENTS, and FATALITY DATA. The main header is yellow and features the title "Transportation Safety for Tribal Governments". Below the header, there are eight navigation options arranged in two rows. The first row includes "Join the Mailing List" (with an envelope icon and a red circle around it), "Funding" (with a dollar bill icon), "Training & Events" (with a calendar icon), and "Contacts" (with a person icon). The second row includes "Pedestrians" (with a walking person icon), "Roadway Departure" (with a car crash icon), "Impaired Driving" (with a bottle icon), and "Seat Belts & Child Safety Seats" (with a child in a car seat icon). Below these are four more options: "Availability of Public Safety Services" (with a truck icon), "Safety Plans" (with a document icon), "Safety Data Collection & Analysis" (with a location pin icon), and "More..." (with a double arrow icon). The background of the lower section shows a blurred image of a road with a guardrail.

Review / Questions



- Safety Funding Opportunities
- Grant Writing Tips
- January 15, 2023 Deadline for the Tribal Transportation Program Safety Fund
- Contact FHWA for individual feedback or questions

Adam Larsen
Safety Program Manager
Office of Tribal Transportation
Federal Highway Administration
Adam.Larsen@dot.gov
cell: 360-619-2601

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

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



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

Adam.Larsen@dot.gov

cell: 360-619-2601

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

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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:
Is there a funding cap?

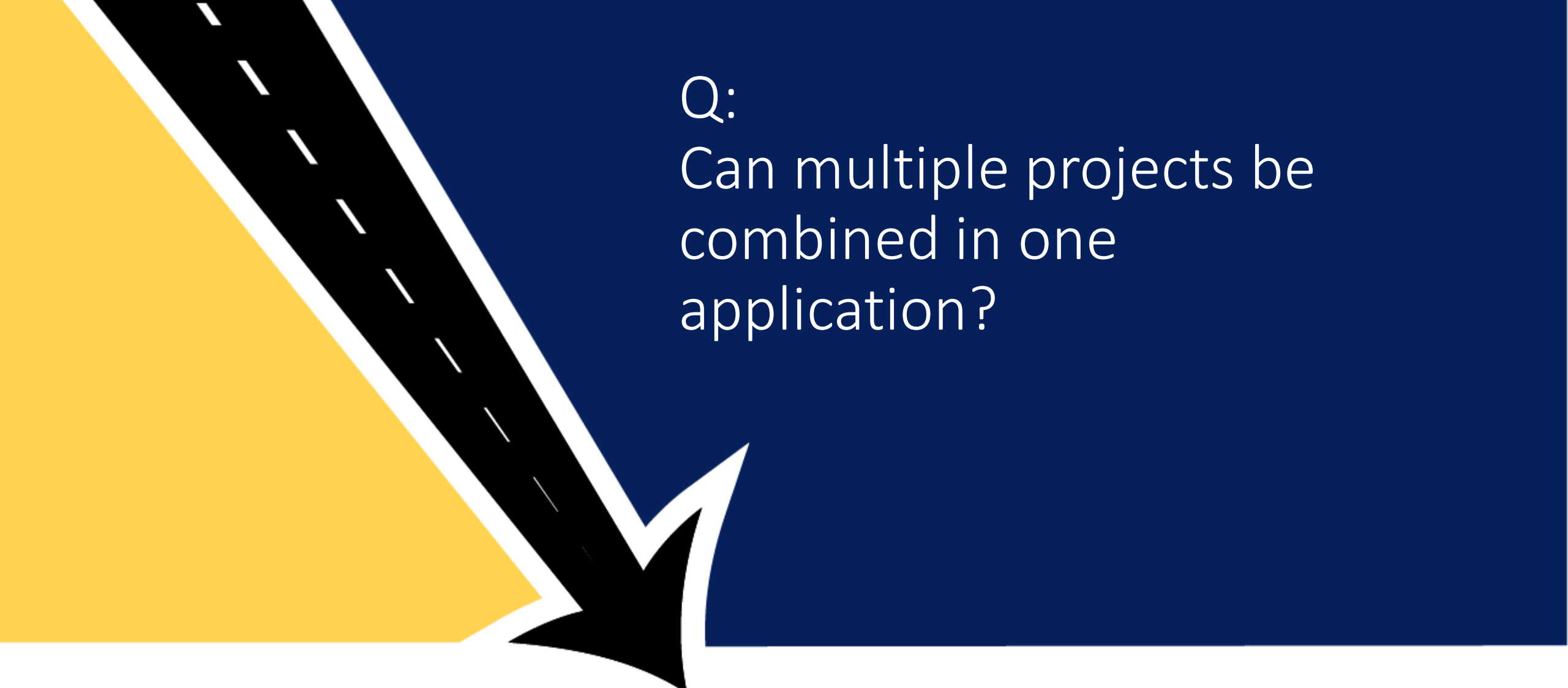
New Safety Plans are capped at \$15,000 and safety plan updates at \$10,000.

Other categories do not have a formal cap. Due to limited funding applicants should consider presenting funding packages for independent project components.



Q:
Can I apply to TTPSF for
both design and
construction of a 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 or other funding sources.



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 and type of work, they can be considered one project.



Adam Larsen

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

Adam.Larsen@dot.gov

office: 360-619-7751

cell: 360-619-2601

fax: 360-619-7846

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

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