U.S. Department of Transportation
Federal Highway Administration

Transportation Safety Grant Opportunities for Tribes

The Safe Streets and Roads for All (**SS4A**), Tribal Transportation Program (**TTP**), and Tribal Transportation Program Safety Fund (**TTPSF**) are three complementary USDOT programs that are available to Tribes for projects that reduce fatalities and injuries on roadway facilities. The information below compares these programs and addresses frequently asked questions. Additional detail can be found in the applicable Notices of Funding Opportunities (NOFO).

Information on 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

1. **Can a Federally recognized Tribal government use Tribal Transportation Program funds as non-Federal match for SS4A grants?**

- Yes. TTP funds, including grant awards from the TTPSF, can be used as a non-Federal match for the SS4A grant program because these funds are made available in accordance with the Indian Self-Determination and Education Assistance Act.
- TTP and TTPSF can also be used as the non-federal match for many other funding sources including the state-managed Highway Safety Improvement Program and Transportation Alternatives Program. For information on other funding sources visit www.TribalSafety.org/Funding

2. **How can I apply for a TTPSF grant to cover the 20% match requirement for an SS4A grant project?**

- Receiving a TTPSF grant does not guarantee that a Tribe will be awarded an SS4A grant.
- Receiving an SS4A grant does not guarantee that a Tribe will be awarded a TTPSF grant.
- TTPSF applicants that wish to use TTPSF award funds as match for an SS4A grant should specifically state this intent in their project narrative.
- The TTPSF project narrative should communicate whether an SS4A grant has already been awarded or when the Tribe will apply to SS4A the future.
- If an SS4A grant has not yet been awarded, the TTPSF application should present at least two funding package options:
    - **Scenario #1:** If SS4A is NOT awarded: How the TTPSF-funded component of the project will proceed independently without the SS4A funds.
    - **Scenario #2:** If SS4A is awarded: How the TTPSF-funded component will contribute toward the larger SS4A project.

3. **If I use TTP funds or am awarded TTPSF grant funds to cover match for an SS4A project, how can I ensure that the TTP or TTPSF funds are properly counted toward the SS4A match?**

- For SS4A, the period of performance begins on the day the grant agreement is fully executed (signed by the Recipient and FHWA) and ends no later than five years after the date of execution.
- Only costs incurred within the period of performance are eligible for payment with SS4A funds.
- Only costs incurred within the period of performance may count as match or cost share for the SS4A Program.
- Therefore, no expenditure of TTP or TTPSF that occurs outside of the period of the performance may count as match for SS4A.

4. **Where can I find more applicable information about leveraging TTP or TTPSF with an SS4A grant?**

- For general parameters, examples of eligible/ineligible costs, and calculation tips regarding match and cost share as they relate to the SS4A program, please visit: https://www.transportation.gov/sites/dot.gov/files/2023-10/SS4A_Match-Cost-Share_FY23.pdf
- While some program details may change in each version of the SS4A NOFO, potential applicants are strongly encouraged to explore the resources on the SS4A website (especially the FAQs and SS4A Safety Action Plan Components): https://www.transportation.gov/grants/SS4A

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	Approximately $1 billion per year	Approximately $22 million per year
Award Size	There is no statutory minimum or maximum. The 2023 NOFO provides _expected_ minimum and maximum ranges: _Planning and Demonstration Grants_ • $100,000 expected minimum. Smaller grant awards may be considered; $10,000,000 expected maximum _Implementation Grants_ • $2,500,000 expected minimum. Smaller grant awards may be considered; $25,000,000 expected maximum	• $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	• Federally recognized Tribal Governments (including Tribal Consortiums) • Cities, counties, and similar political subdivisions of a State. • MPOs and multijurisdictional group comprised of eligible applicants.	Federally recognized Tribal Governments (including Tribal Consortiums) must be the primary applicant.
Matching Resources	20% non-Federal match or cost share, which can be cash or in-kind. Tribal Transportation Program (TTP) funds, including TTP Safety Fund awards, may be used as the non-Federal match. Link: SS4A Match and Cost Share Example Resource	No match requirement. Priority consideration may be given to projects that show a commitment of other resources.
Eligible projects	• Developing a comprehensive safety action plan (Action Plan) which includes eligible supplemental planning and demonstration activities. • Conducting planning, design, and development activities for projects and strategies identified in an Action Plan. • Carrying out infrastructure, behavioral, and/or operational safety projects and strategies identified in an action plan.	• Transportation safety plans. • Data assessment/improvement/ analysis. • Systemic roadway departure countermeasures • Other infrastructure projects.
Safety Planning Requirement	_Planning and Demonstration Grants_ - No, but applicant must pursue the development of a comprehensive safety action plan (Action Plan) to receive funding. _Implementation Grants_ - Yes. 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.	A Tribe's 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 requires fatal and serious injury crash totals and crash rate per 100k population. SS4A also considers the percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract. As defined in the NOFO, any Tribal land is considered underserved.	Formal safety data is limited in many Tribal areas. Support applications with a summary of the best available data that demonstrates a history or risk of incidents that are expected to be reduced by the proposed activity.
Effective Strategies	Prioritizes projects that include evidence-based projects or strategies that improve safety.	
Deadlines	TBD 2024	January 15 (each year 2023-2026)
More Information	SS4A@DOT.GOV	TTPSF@DOT.GOV