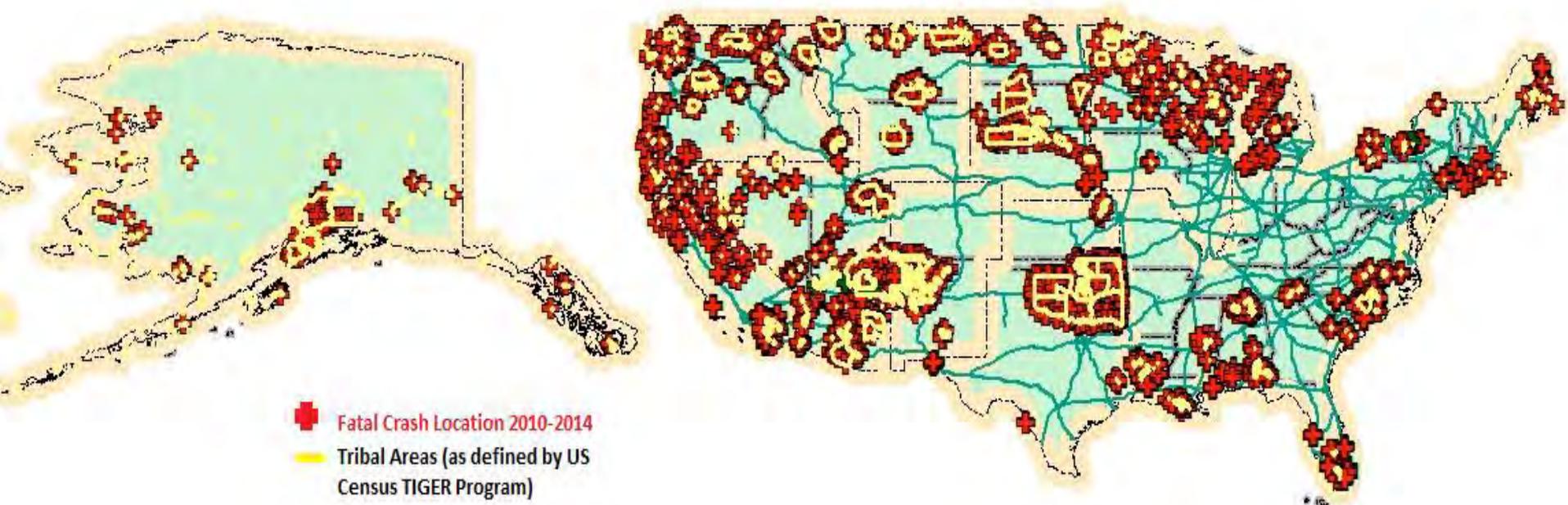


Tribal Transportation Program Safety Fund



U.S. Department of Transportation
Federal Highway Administration

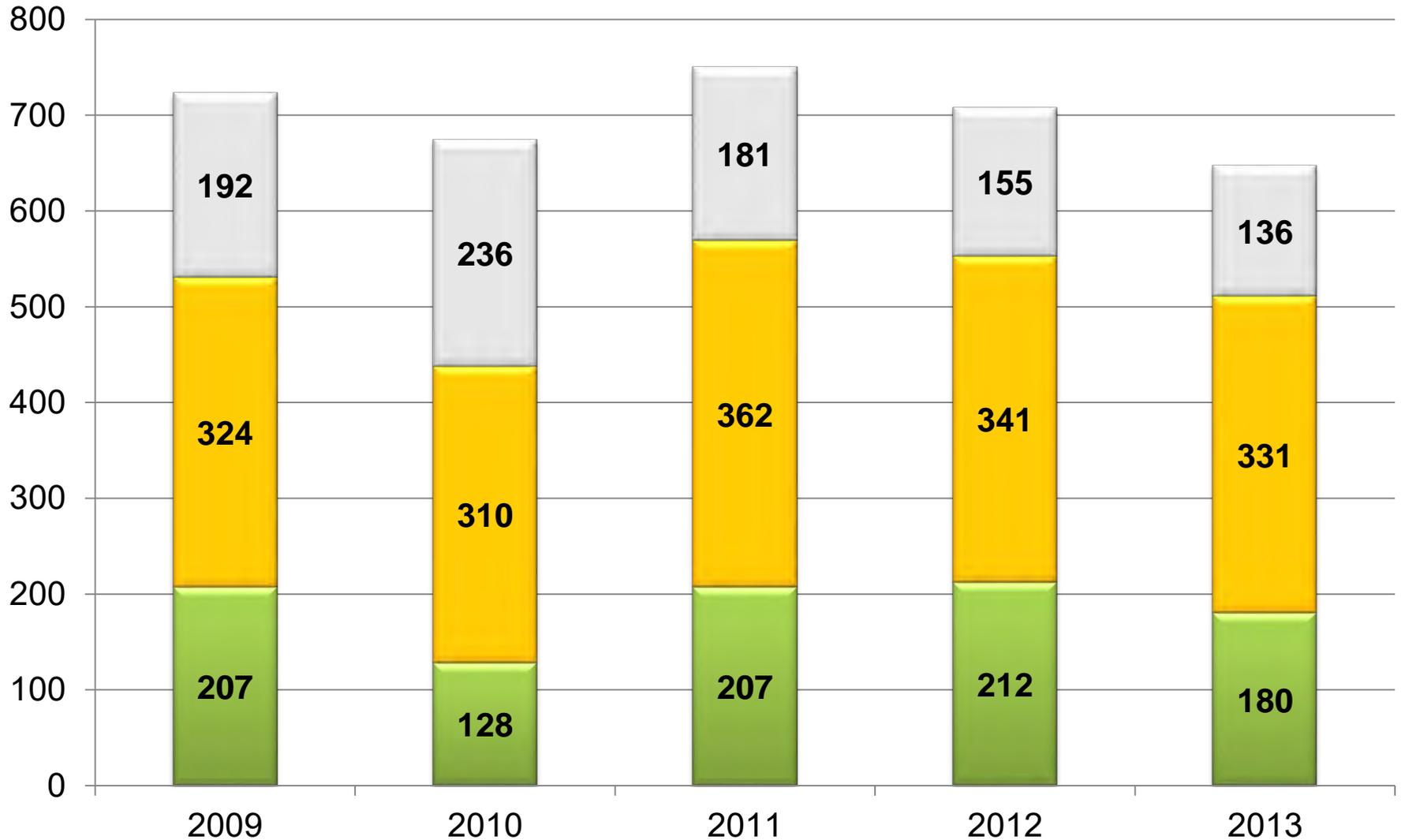
Fatal Motor Vehicle Crashes & Tribal Areas 2010-2014



Sources: Fatality Analysis and Reporting System (FARS), NHTSA 2016
Topologically Integrated Geographic Encoding and Referencing (TIGER), US Census 2016

Lives Lost in Traffic Crashes

- Not reported as NAAN fatalities on Reservations
- NAAN Fatalities off Reservation
- NAAN Fatalities on Reservations



TTP Safety Fund MAP-21

- ▶ Established by MAP-21
- ▶ 2% set-aside of TTP (~\$9M annually)
- ▶ Projects in Engineering, EMS, Enforcement, Education, and Safety Planning

TTP Safety Fund MAP-21

- ▶ FY13-FY15 funded 377 projects \$25.6M total
- ▶ FY13-FY15 Around \$91M in requests (3x available)
- ▶ 60% of tribes have been funded for developing a safety plan

TTPSF Applications

	2013	2014	2015
Funds Available	\$8.6M	\$8.5M	\$8.5M
Funds Requested	\$27.2 M	\$27.1 M	\$37M
No. of Applications	239	127	167



TTP Safety Fund

FAST
ACT

- ▶ Continues 2% set aside
- ▶ Limits to two categories:
 - ▶ Safety Plans & Safety Planning Activities
 - ▶ Other Eligible Activities as listed in 23 USC 148(a)(4)

Non-infrastructure eligibility

- ▶ Only planning, data improvement, and infrastructure projects are eligible for TTPSF grants.
- ▶ However, non-infrastructure projects which improve transportation safety are still eligible activities for regular Tribal Transportation Program (TTP) Tribal Shares which are distributed to tribal governments under a formula.

Safety Plans & Safety Planning Activities

- ▶ Developing Safety Plans
- ▶ Update Safety Plans

- ▶ Road Safety Audits
- ▶ Crash Data Improvement



Road Safety Audit

A formal and independent safety performance review of a **road** project by an independent, multidisciplinary, experienced team of safety professionals, addressing the safety of all road users.



Transportation Safety Plan

A data-driven plan developed by a multi-disciplinary team to improve safety on the **entire road network** by prioritizing the activities implemented by a government and communicating these priorities with safety partners.

Other Eligible Activities as listed in 23 USC 148(a)(4)

Proven Countermeasures Safety.FHWA.DOT.GOV



[Roundabouts](#)



[Corridor Access Management](#)



[Backplates with Retroreflective Borders](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Enhanced Delineation and Friction for Horizontal Curves](#)



[Safety EdgesSM](#)



[Medians and Pedestrian Crossing Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacon](#)



[Road Diet](#)

(xxviii) A physical infrastructure safety project not described in clauses (i) through (xxvii).

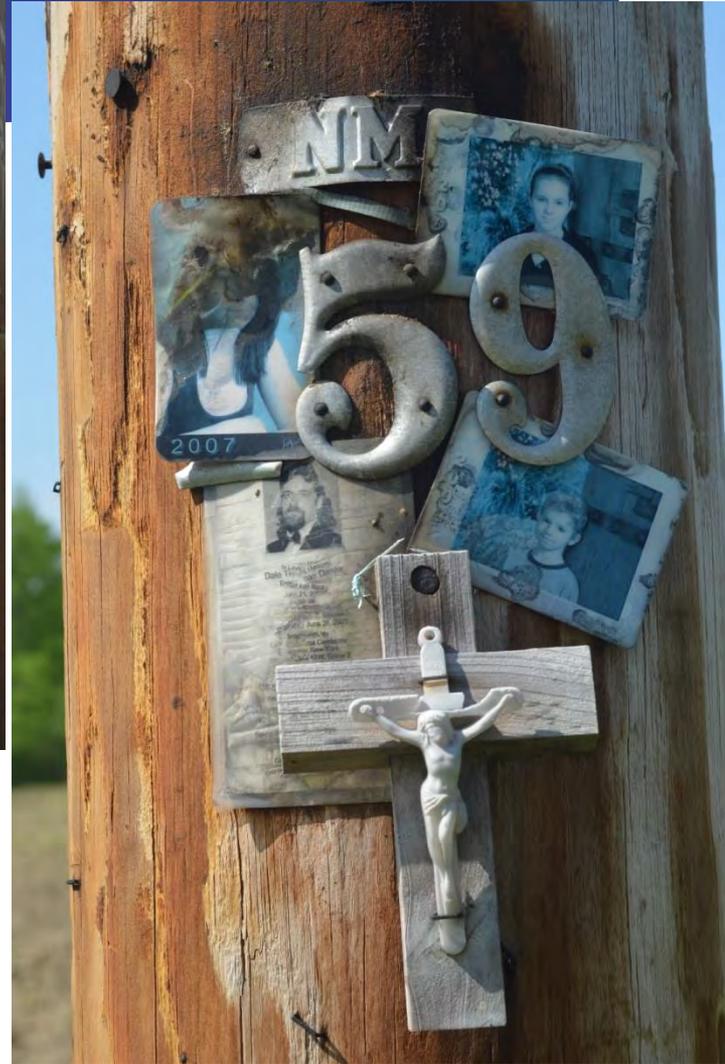
TTPSF

All Transportation Modes Eligible



- Pedestrians
 - Highway
 - Snowmobile
 - ATV
 - Maritime
 - Air
- ▶ Flexible to the needs of the individual tribe

Use the Best Available Data



Ranking Criteria

Develop or Update Safety Plans

- ❑ Request for development of new tribal safety plans (\$12,500) or to update tribal safety plans that are more than 3 years old (\$7,500)

Ranking Criteria

RSA or Crash Data Improvement

- ❑ Data Driven
- ❑ Included in Safety Plan
- ❑ Comprehensive Approach
- ❑ Matching funds (not required)

Ranking Criteria

Other Eligible Activities 23 USC 148(a)(4)

- ❑ Data Driven
- ❑ Included in a Safety Plan or RSA
- ❑ Comprehensive Approach
- ❑ Matching funds (not required)
- ❑ Road Ownership



2016 TTPSF Estimated Timeline

- ▶ Notice of Funding Opportunity (NOFO) published in the Fed. Reg. – July 18, 2016
- ▶ Application Deadline – Sept. 16, 2016
- ▶ Announcement of awards –Jan 2017
- ▶ FY17 NOFO expected June 2017

FY16 TTPSF Applications

Category	# of apps	Sum of TTPSF requested
Developing a New Transportation Safety Plan	59	\$ 893,400.00
Other activities, primarily infrastructure improvements, as listed in 23 U.S.C. 148(a)(4)	86	37,279,876.90
Road Safety Audit or Crash Data Improvement	26	1,950,998.00
Grand Total	171	\$ 40,124,274.90

Congress finds that...

FAST ACT

- in many States, the Native American population is disproportionately represented in (motor vehicle) fatalities and crash statistics;
- improved crash reporting... would facilitate safety planning and would enable Indian tribes to apply more successfully for State and Federal funds for safety improvements
- without more accurate reporting of crashes ... it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures

- FAST Act §1117(b)



Reports to Congress

FAST 1117b:

Safety Data in Indian Country

- ▶ Quality of Safety Data
- ▶ Improving the collection and sharing of crash data
- ▶ Paperless crash reporting Options/Best Practices
- ▶ Fed Transportation Funding for Data Improvement
- ▶ Final Publication: January 2017

FAST 1117c:

Options for Improving Transportation Safety

- ▶ Options for improving safety on public roads
- ▶ TribalSafety.org → SMS Committee
- ▶ 2 years: Due December 2017

Questions?

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