Tribal Transportation Program
Safety Fund
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

Year | Not reported | NAAN off Reservations | NAAN on Reservations
--- | --- | --- | ---
2009 | 207 | 324 | 192
2010 | 128 | 310 | 236
2011 | 207 | 362 | 181
2012 | 212 | 341 | 155
2013 | 180 | 331 | 136

Established by MAP-21

2% set-aside of TIP (~$9M annually)

Projects in Engineering, EMS, Enforcement, Education, and Safety Planning
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
<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funds Available</strong></td>
<td>$8.6M</td>
<td>$8.5M</td>
<td>$8.5M</td>
</tr>
<tr>
<td><strong>Funds Requested</strong></td>
<td>$27.2M</td>
<td>$27.1M</td>
<td>$37M</td>
</tr>
<tr>
<td><strong>No. of Applications</strong></td>
<td>239</td>
<td>127</td>
<td>167</td>
</tr>
</tbody>
</table>
TIP Safety Fund

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

Ranking Criteria
Other Eligible Activities 23 USC 148(a)(4)
2016 TTPSF Estimated Timeline

- Application Deadline – Sept. 16, 2016
- Announcement of awards – Jan 2017
- FY17 NOFO expected June 2017
## FY16 TIPSF Applications

<table>
<thead>
<tr>
<th>Category</th>
<th># of apps</th>
<th>Sum of TIPSF requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing a New Transportation Safety Plan</td>
<td>59</td>
<td>$893,400.00</td>
</tr>
<tr>
<td>Other activities, primarily infrastructure improvements, as listed in 23 U.S.C. 148(a)(4)</td>
<td>86</td>
<td>$37,279,876.90</td>
</tr>
<tr>
<td>Road Safety Audit or Crash Data Improvement</td>
<td>26</td>
<td>$1,950,998.00</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>171</strong></td>
<td><strong>$40,124,274.90</strong></td>
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</tbody>
</table>
Congress finds that...

- 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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