FY 2024 Tribal Transportation Program Safety Fund

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – Funds made available under the 2022-2026 Tribal Transportation Program Safety Fund (TTPSF) are for projects to reduce deaths or serious injuries in transportation-related crashes in Tribal areas. The TTPSF emphasizes the development of strategic transportation safety plans using a data-driven process for Tribes to determine how safety needs will be addressed. Strategies, activities, and projects on a public road consistent with a transportation safety plan and that correct or improve a hazardous road location or feature or address a highway safety problem.

<table>
<tr><td>Opportunity Numbers – FHWA-TTPSF-2022-2026</td><td colspan="2">Agency – USDOT, FHWA, Submitted electronically though: https://highways.dot.gov/federal-lands/programs-tribal/safety/funds</td></tr>
<tr><td>Obligation Deadline: None; Any project not under contract within three fiscal years after the award announcement will forfeit unexpended funding.</td><td>Closing – January 15, 2024, 11:59 PM EST</td><td>BCA Required? No, but cost estimates/breakdowns and budgets are required</td></tr>
<tr><td>Available Funding: Up to $24.1M for FY 2024</td><td colspan="2">NOFO & Related – https://www.grants.gov/web/grants/view-opportunity.html?oppId=345313</td></tr>
<tr><td>Minimum Award: None</td><td colspan="2">Eligible Project Cost Restrictions: Pre-award costs will not be reimbursed, except when developing or revising a safety plan. Upon completion, funds not expended are recovered and returned for next cycle</td></tr>
<tr><td rowspan="2">Eligibility:
1. A tribe may submit more than one application
2. Only one project may be included in each application
3. Applicants should clearly demonstrate independent components of each project
4. May be construction or non-construction projects; eligible projects are listed below.</td><td colspan="2">Required Cost Share: None; although FHWA will give priority consideration to those projects showing a commitment of other allowable fundings sources (leveraging other funds is encouraged)</td></tr>
<tr><td colspan="2">Statutorily Required Available Funding:
25% of funding to systemic roadway departure countermeasures (III); An indirect cost of not more than 3% is allowed to be applied to pass through funds.</td></tr>
</table>

I Safety Plan	**Meets Eligibility Requirements**		**Existing Plan > 3 yrs. old, or Currently Does Not have a Plan**		
II Data Assessment, Improvement and Analysis	**Strategic Safety Planning**	**Supporting Safety Data**	**Facility Ownership**		
III Systemic Roadway Departure Countermeasures	**Strategic Safety Planning**	**Supporting Safety Data**	**Systemic Prioritization**		**Facility Ownership**
IV Infrastructure Improvement	**Strategic Safety Planning**	**Supporting Safety Data**	**Expected Crash Reduction**	**Facility Ownership**	**Time Elapsed since Previous TTPSF Construct. Award**

Eligible Applicants – (1) A federally recognized Indian Tribe; (2) Other entities may partner with a Tribal government, but the Tribe submits the grant.

Eligible Projects – Construction projects must be consistent with a safety plan (see (I) below) and correct or identify a hazardous road location/feature or address a highway safety problem. The TTPSF is focused on improving transportation safety, but many projects also address community health, livability, sustainability, transportation alternatives, and climate change.

1. Safety Plans (I) -- max $15K to develop a new plan, max $10K to update a plan at least three years old;
2. Data assessment, improvement, and analysis activities (II) – primarily tribal crash data systems
3. Systemic roadway departure countermeasures (III) – first priority to improve higher risk horizontal curves before tangent sections
    a. Horizontal alignment warning signs required to recommended by Table 2C-5 of the Manual on Uniform Traffic Control Devices (MUTCD);
    b. Horizontal alignment warning signs identified as optional in Table 2C-5 of the MUTCD when additional risk factors exist;
    c. Delineators in curves as described in Chapter 3F of the MUTCD;
    d. First installation, including design, of center line and edge line markings up to 30 ft approaching and through a horizontal curve;
    e. Edge line rumble stripes, including narrow longitudinal rumble strips, up to 300 ft approaching and through horizontal curves;
    f. Center line rumble stripes up to 300 ft approaching and through horizontal curves;
    g. Delineators in tangent sections as described in Chapter 3F of the MUTCD;
    h. First installation, including design of center line and edge line markings on tangent sections of roadway;
    i. Edge line rumble strips or rumble stripes on tangent sections with at least 3 ft of paved shoulder;
    j. Narrow longitudinal rumple stripes on tangent sections with less than 3 ft of paved shoulder;
    k. Center line rumble strips on tangent sections with at least 22 ft of pavement width;
    l. Mitigation of roadside hazards to establish or widen clear zones in horizontal curves including clearing and grubbing, removal of fixed objects, and replacement with crashworthy devices; and
    m. Mitigation of roadside hazards to establish or widen clear zones along tangent sections of roadway including clearing and grubbing, removal of fixed objects, and replacement with crashworthy devices but excluding roadside slope flattening;
4. Infrastructure improvements (IV) (as listed in 23 USC 148(a)(4)) includes, but is not limited to:
    a. An intersection safety improvement that provides for the safety of all road users including a multimodal roundabout
    b. Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
    c. Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities.
    d. Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes.
    e. An improvement for pedestrian or bicyclist safety or safety of persons with disabilities.
    f. Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project.
    g. The conduct of a model traffic enforcement activity at a railway-highway crossing.
    h. Construction or installation of features, measures, and road designs to calm traffic and reduce vehicles speeds.
    i. Elimination of a roadside hazard.
    j. Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with a State Strategic Highway Safety Plan (SHSP).
    k. Installation of a priority control system for emergency vehicles at signalized intersections.

l. Installation of a traffic control or other warning device at a location with high crash potential.
m. Transportation safety planning.
n. Collection, analysis, and improvement of safety data.
o. Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety.
p. Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.
q. The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
r. Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.
s. Construction and operational improvements on high-risk rural roads.
t. Geometric improvements to a road for safety purposes that improve safety.
u. A road safety audit.
v. Roadway safety infrastructure improvements consistent with the recommendations included in the publication of the Federal Highway Administration entitled 'Highway Design Handbook for Older Drivers and Pedestrians' (FHWA-RD-01-103), dated May 2001 or as subsequently revised and updated.
w. Truck parking facilities eligible for funding under section 1401 of the MAP-21.
x. Systemic safety improvements
y. Installation of vehicle-to infrastructure communication equipment.
z. Installation or upgrades of traffic control devices to peds and bicyclists, including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals.
aa. Roadways improvements that provide separation between pedestrians or bicyclists and motor vehicles including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features.
bb. A pedestrian security feature designed to slow or stop a motor vehicle
cc. A physical infrastructure safety project not described in the items listed above.

Application & Narrative Requirements –

Required components include: **SF-424, Application Form, Inventory and Owner's Letter of Support, Cost Breakdown (or SF-424A or SF-424C), Project Abstract and Project Narrative (except for Safety Plans – I).** Project Abstract should be a maximum of five sentences in length. Project Narrative should address each question or statement in their application. No page limit is listed for the narrative. Narrative should adhere to the basic outline and include a ToC, maps, and graphics. Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins.

Administration Priorities: Safety, Complete Streets, ADA Act, Equity, Climate Change and Sustainability