

# Road Safety Discussion

Southwest TTAP 2024 Summit  
3-12-2024

Adam Larsen  
FHWA Tribal Transportation  
360-619-2601  
[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)





# Topics

- Update on Tribal safety research projects
- Safety Funding
- State Transportation Safety Resources

# Tribal Safety Research Projects



PEDESTRIAN SAFETY  
IN TRIBAL AREAS



RISK-BASED SAFETY PLANNING  
& ROADWAY DEPARTURE SAFETY  
IMPLEMENTATION PLANS



TRIBAL CRASH REPORTING TOOLKIT

# PEDESTRIAN SAFETY IN TRIBAL AREAS RESEARCH PROJECT

Brent Crowther, PE, PTOE, RSP  
Kimley-Horn and Associates  
385-420-0941  
[Brent.Crowther@kimley-horn.com](mailto:Brent.Crowther@kimley-horn.com)



# PROJECT OVERVIEW



## GOAL

- Understand safety risks faced by pedestrians in Tribal areas and practical approaches to reduce them



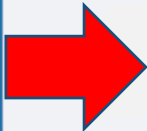
## STUDY ELEMENTS

- Assemble advisory committee
- Review fatal crashes involving pedestrians in Tribal areas
- Document method of identifying risk to pedestrians
- Learn from successful projects and programs
- Identify a range of pedestrian safety countermeasures
- Develop report, trainings, and toolkit



# PROJECT TASKS

-  Task 1: Project Management
-  Task 2: Data Analysis Schema
-  Task 3: Data Gathering
-  Task 4: Data Analysis
-  Task 5: Literature Review and Stakeholder Engagement
-  Task 6: Reports
-  Task 7: Training/Presentation



# Tribal Pedestrian Safety Advisory Committee



Next Meeting:

Monday, March 18, 2024

10:00am Pacific

Contact [Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)



# Tribal Crash Reporting Toolkit



- Crash Facts and Fictions Tool
- Data Analysis Tool
- Crash Reporting Tool
- Officer's Instruction Tool
- Quality Control Tool
- Database Tool
- Tribal Self-Assessment Tool

<https://www.tribalsafety.org/tribal-crash-reporting-toolkit>



# Why is Crash Data Important?

“without more accurate reporting of crashes ... it is difficult or impossible to fully understand the nature of the problem and develop appropriate countermeasures”

*-US Congress, FAST Act Section 1117*

# How can developing a crash data system benefit Tribes?

- Pinpoint problem locations in your transportation system
- Find patterns attributing to increased crashes
- Increase funding availability to improve safety







Connect to Local Database

Connect to Network Database

Close Program



# Tribal Crash Data Reporting Tool

Version 2023.0X

## Data Entry



Crash Data Elements



Roadway Data

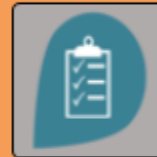


Vehicle Data



Person Data

## Self Assessment Tool



Self Assessment Data Entry



Self Assessment Report

DOI Tribal ID Filter

## Reporting & Analysis

BIA Region

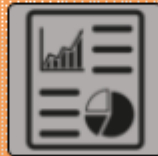
DOI Tribal ID



Crash Report



Redacted Crash Report



Analysis Reports

Crash Identifier Report Filter

Clear Crash Report Filters

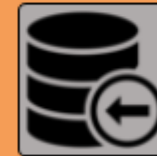
## Data Import Export



Export GIS Data



Bulk Export Crash Data



Bulk Import Crash Data



Export Sanitized Data to FHWA





# Tribal Crash Reporting Toolkit 2.0 Pilot Project

<https://www.tribalsafety.org/tribal-crash-reporting-toolkit>

- Advisory committees
- Add data analysis tools
- Improving crash data interface & database
- Pilot Implementations
- Identify best practices



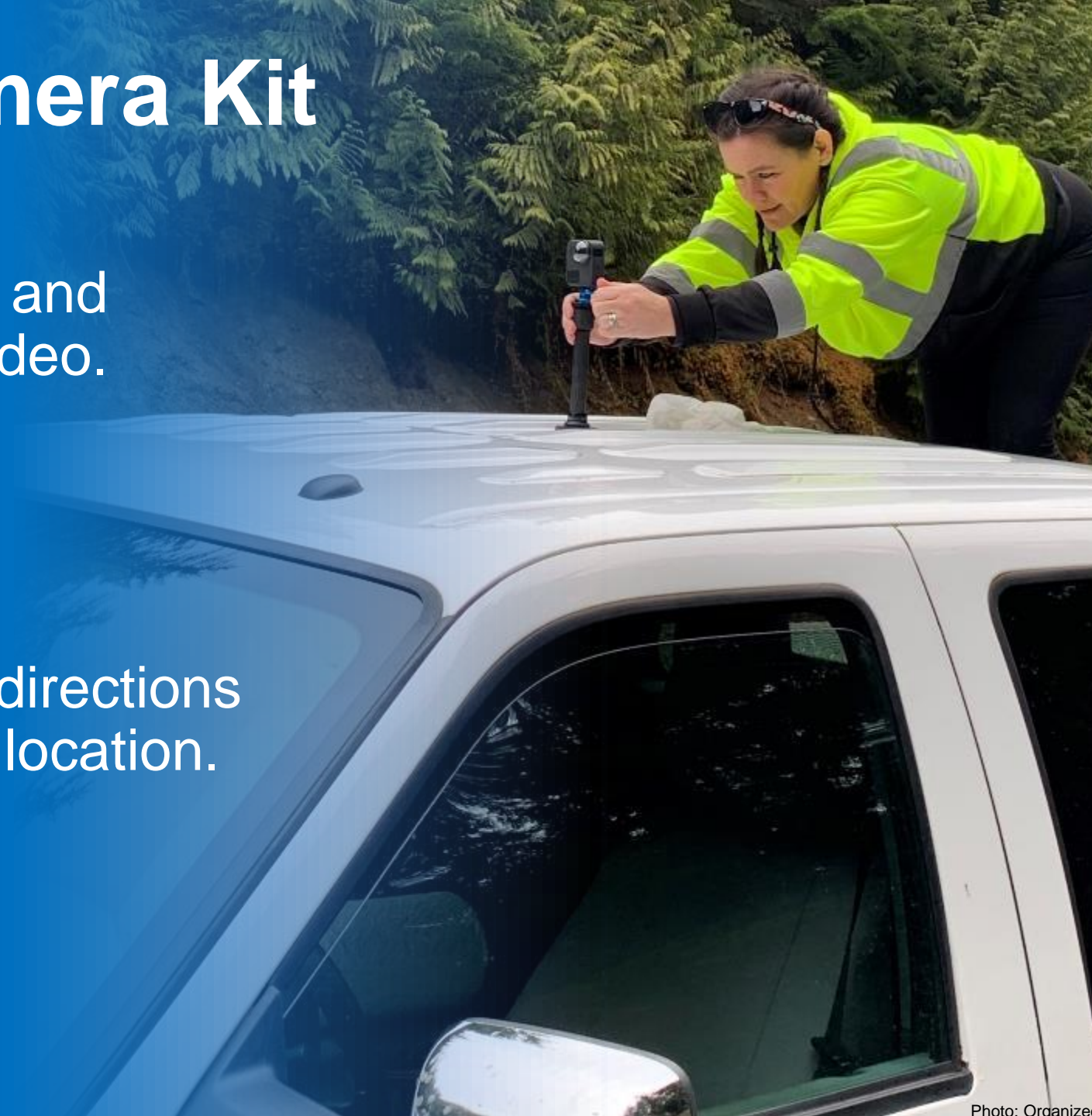
Request a One-on-One Meeting

# Risk-Based Safety Planning Pilot Project



# Virtual Tours Camera Kit

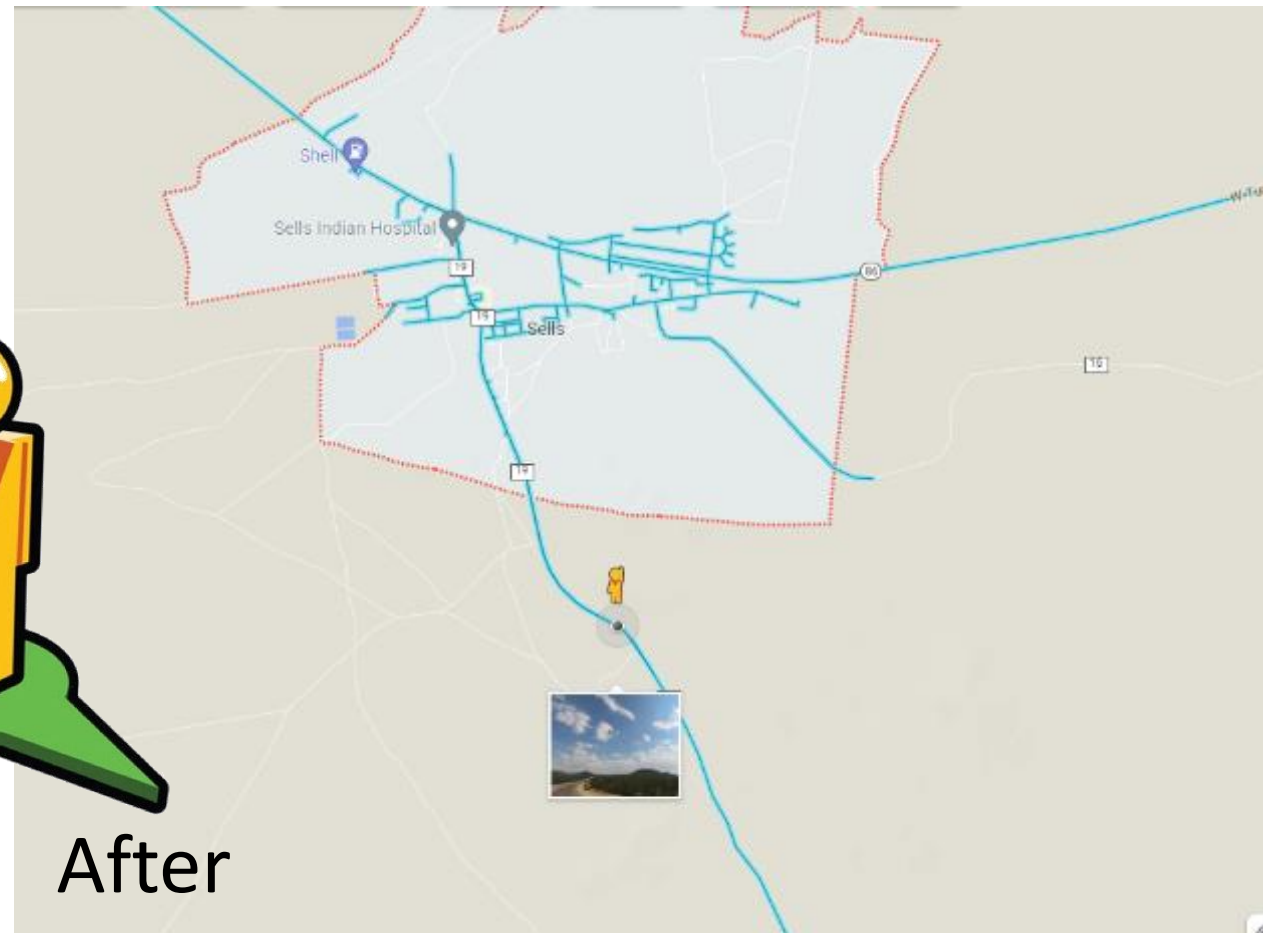
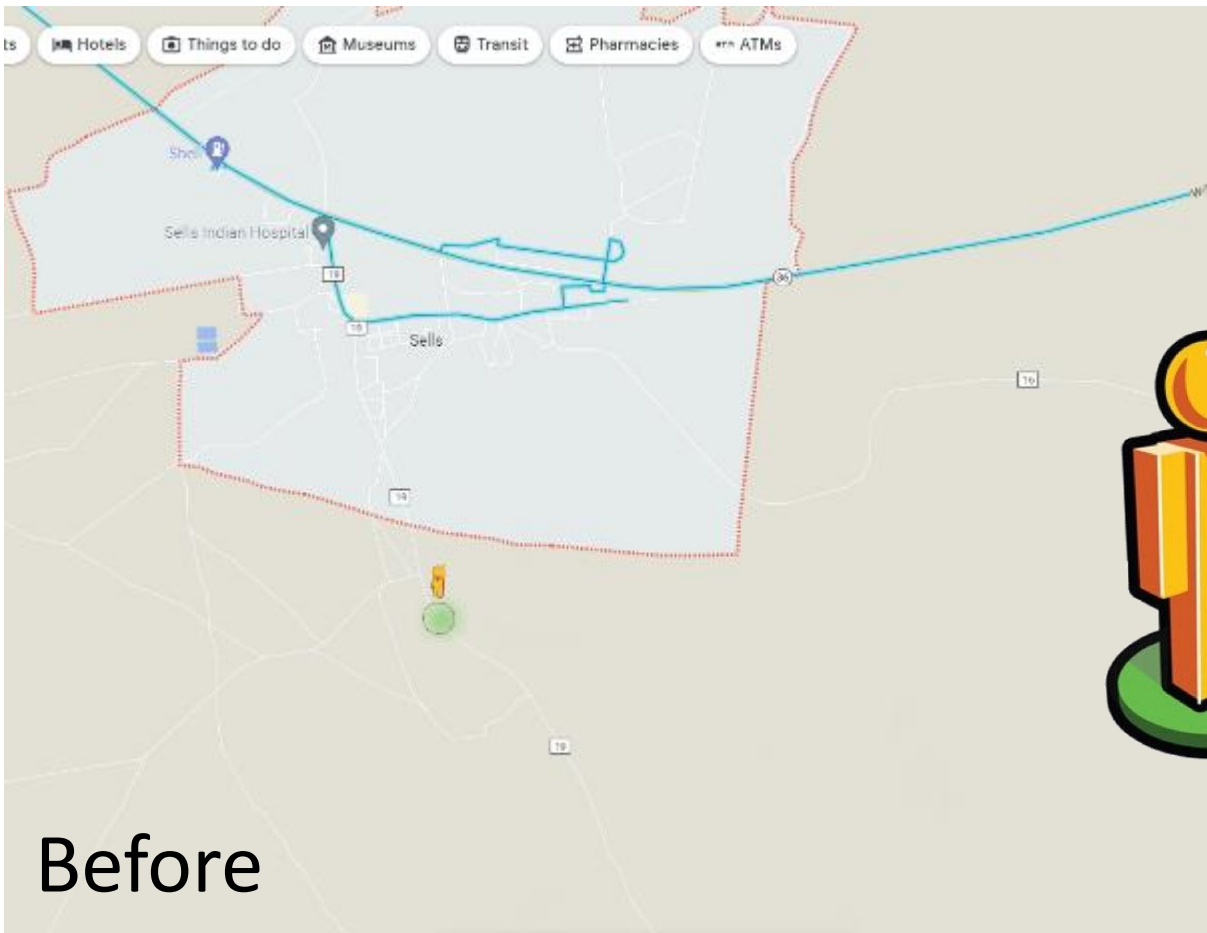
- 360 Camera has two lenses and captures spherical photos/video.
- Mounts on top of vehicle.
- View the photos/video in all directions as if standing at the camera location.



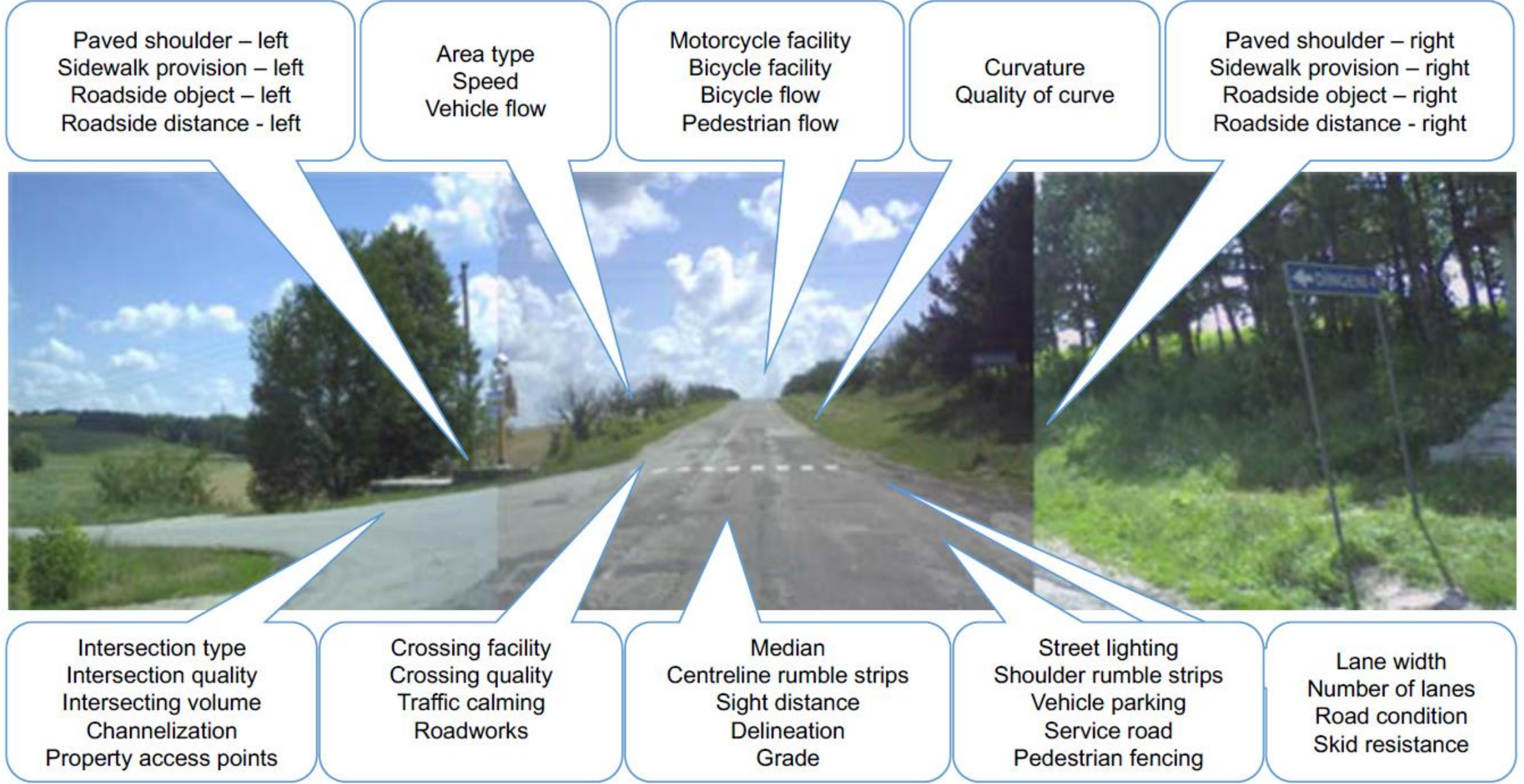


# Update Google StreetView Imagery

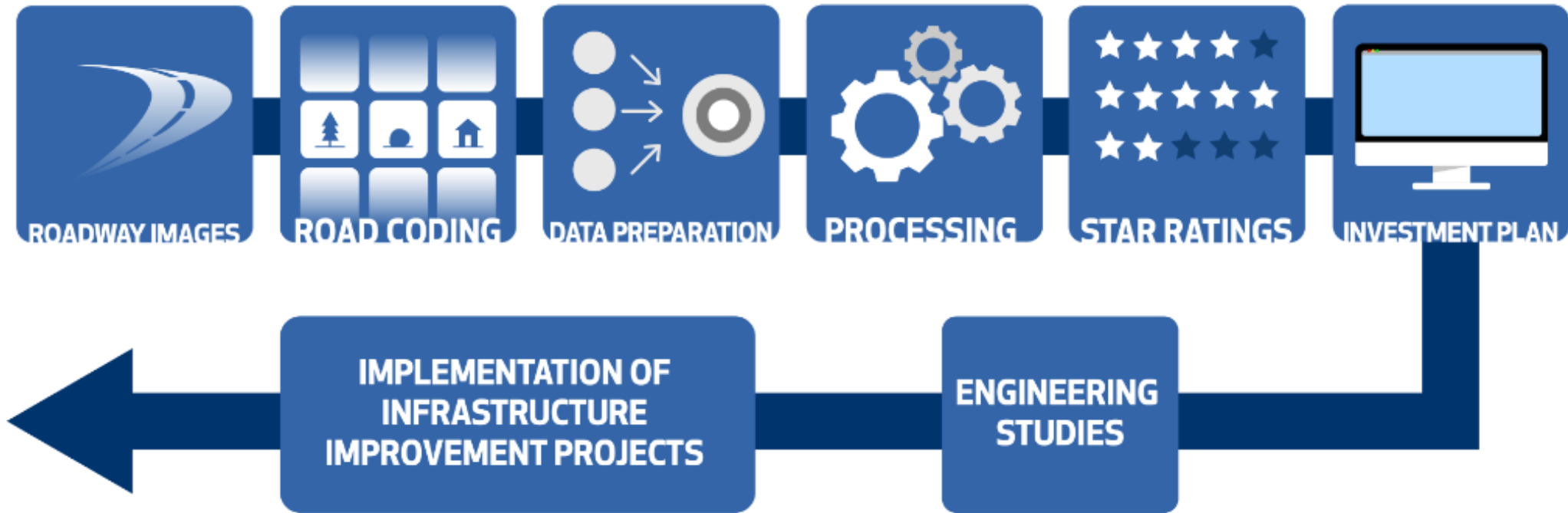
## Sells, Az Example



# usRAP Data Elements



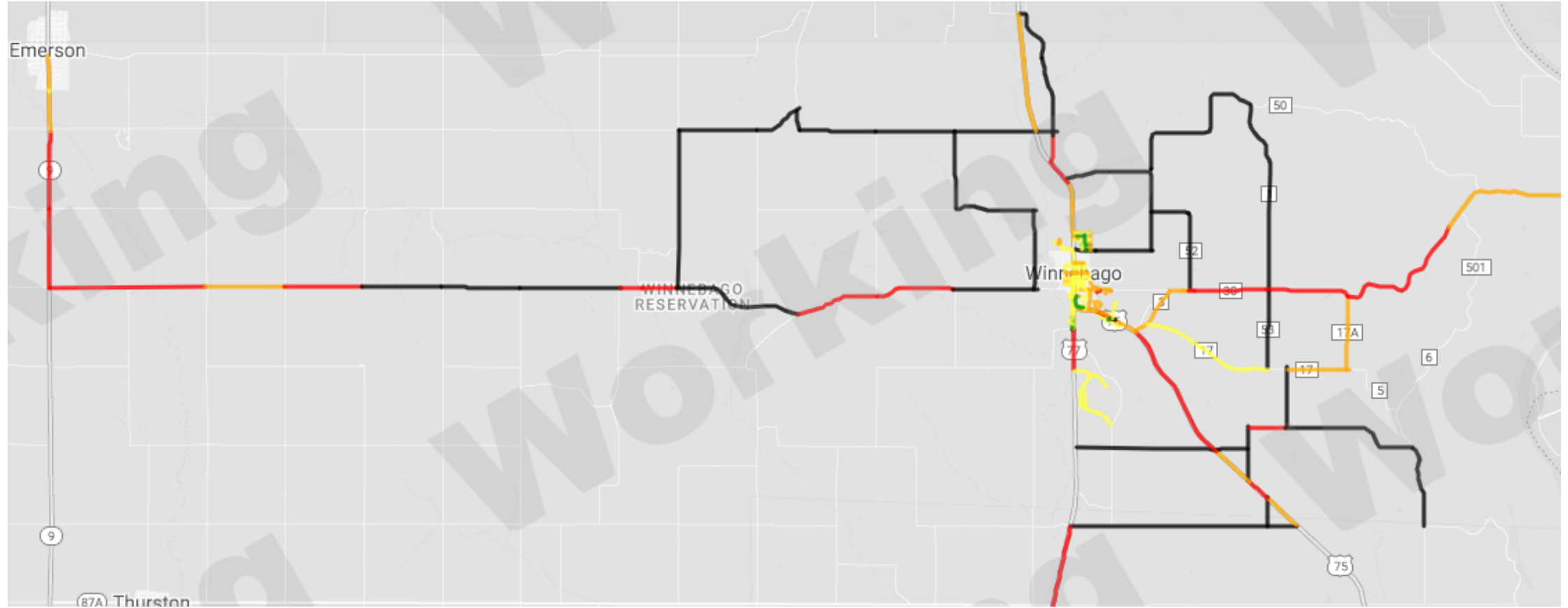
# Road Assessment Program (usRAP)







Route 14  
Whistling Water Loop



Total FSIs Saved	Total PV of Safety Benefits	Estimated Cost	Cost per FSI saved	Program BCR		
23	\$ 51,781,136.00	\$ 14,037,589.00	\$ 603,487.00	4		
Countermeasure	Length / Sites	FSIs saved	PV of safety benefit	Estimated Cost	Cost per FSI saved	BCR
<a href="#">Shoulder rumble strips</a>	23.30 km	2	\$ 5,461,121.00	\$ 105,523.00	\$ 43,014.00	52
<a href="#">Clear roadside hazards - passenger side</a>	2.70 km	0.3	\$ 595,326.00	\$ 45,510.00	\$ 170,176.00	13
<a href="#">Clear roadside hazards - driver side</a>	4.20 km	0.3	\$ 720,671.00	\$ 67,260.00	\$ 207,762.00	11
<a href="#">Improve curve delineation</a>	4.50 km	0.3	\$ 629,992.00	\$ 69,835.00	\$ 246,767.00	9
<a href="#">Overtaking lane</a>	4.50 km	6	\$ 12,658,368.00	\$ 1,989,000.00	\$ 349,787.00	6
<a href="#">Roadside barriers - passenger side</a>	6.90 km	3	\$ 6,790,832.00	\$ 1,398,600.00	\$ 458,477.00	5
<a href="#">Sight distance (obstruction removal)</a>	0.20 km	0	\$ 84,214.00	\$ 18,396.00	\$ 486,275.00	5
<a href="#">Roadside barriers - driver side</a>	6.80 km	3	\$ 6,094,357.00	\$ 1,365,150.00	\$ 498,654.00	4
<a href="#">Improve Delineation</a>	61.00 km	2	\$ 3,577,844.00	\$ 1,166,789.00	\$ 725,969.00	3
<a href="#">Street lighting (mid-block)</a>	0.10 km	0.1	\$ 249,954.00	\$ 74,269.00	\$ 661,448.00	3
<a href="#">Footpath provision driver side (adjacent to road)</a>	3.00 km	0.1	\$ 276,767.00	\$ 165,322.00	\$1,329,728.00	2
<a href="#">Footpath provision passenger side (adjacent to road)</a>	1.70 km	0.1	\$ 229,733.00	\$ 132,170.00	\$1,280,726.00	2
<a href="#">Pave road surface</a>	27.40 km	4	\$ 8,583,004.00	\$ 4,117,944.00	\$1,068,042.00	2
<a href="#">Protected turn lane (unsignalised 4 leg)</a>	1 sites	0.6	\$ 1,367,621.00	\$ 593,389.00	\$ 965,875.00	2
<a href="#">Shoulder sealing driver side (&gt;1m)</a>	7.40 km	0.6	\$ 1,269,903.00	\$ 791,781.00	\$1,387,975.00	2
<a href="#">Shoulder sealing passenger side (&gt;1m)</a>	4.80 km	0.5	\$ 1,141,279.00	\$ 500,410.00	\$ 976,070.00	2
<a href="#">Sideslope improvement - passenger side</a>	0.10 km	0	\$ 13,280.00	\$ 5,850.00	\$ 980,641.00	2
<a href="#">Street lighting (intersection)</a>	2 sites	0.4	\$ 986,844.00	\$ 491,346.00	\$1,108,373.00	2
<a href="#">Protected turn lane (unsignalised 3 leg)</a>	1 sites	0.3	\$ 677,495.00	\$ 593,389.00	\$1,949,758.00	1
<a href="#">Shoulder sealing driver side (&lt;1m)</a>	1.20 km	0	\$ 66,820.00	\$ 74,581.00	\$2,484,665.00	1



Total FSIs Saved	Total PV of Safety Benefits	Estimated Cost	Cost per FSI saved	Program BCR
23	\$ 51,781,136.00	\$ 14,037,589.00	\$ 603,487.00	4

Countermeasure	Length / Sites	FSIs saved	PV of safety benefit	Estimated Cost	Cost per FSI saved	BCR
<a href="#">Shoulder rumble strips</a>	23.30 km	2	\$ 5,461,121.00	\$ 105,523.00	\$ 43,014.00	52
<a href="#">Clear roadside hazards - passenger side</a>	2.70 km	0.3	\$ 595,326.00	\$ 45,510.00	\$ 170,176.00	13

Map

Satellite

11

9

6

5

5

4

3

3

2

2

2

2

2

2

2

2

1

1

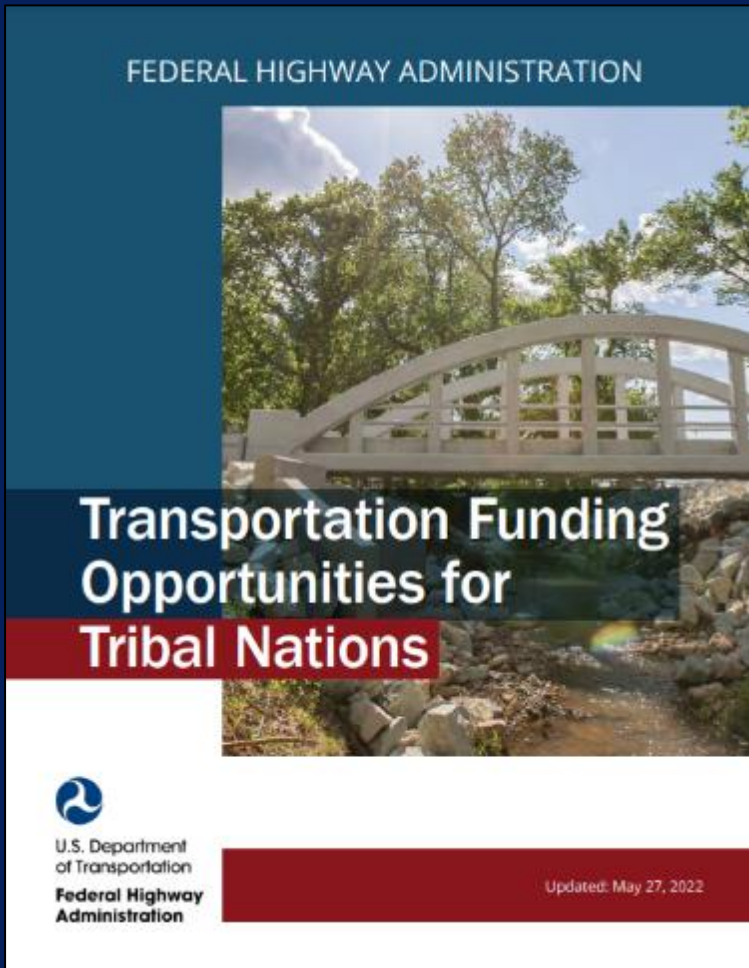
Total FSIs Saved	Total PV of Safety Benefits	Estimated Cost	Cost per FSI saved	Program BCR
23	\$ 51,781,136.00	\$ 14,037,589.00	\$ 613,487.00	4

- Countermeasure**
- [Shoulder rumble strips](#)
  - [Clear roadside hazards - passenger side](#)
  - [Clear](#)
  - [Impr](#)
  - [Over](#)
  - [Road](#)
  - [Sight](#)
  - [Road](#)
  - [Impr](#)
  - [Stree](#)
  - [Footp](#)
  - [Footp](#)
  - [Pave](#)
  - [Prote](#)
  - [Shou](#)
  - [Shou](#)
  - [Sides](#)
  - [Stree](#)
  - [Prote](#)
  - [Shou](#)

Map Satellite



BCR
52
13
11
9
6
5
5
4
3
3
2
2
2
2
2
2
2
1
1



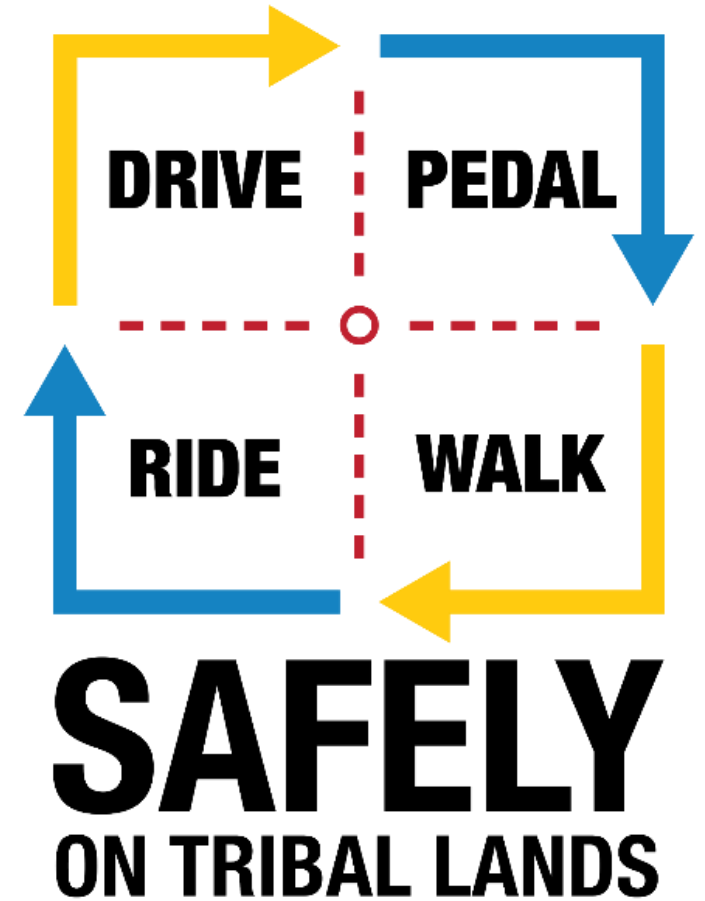
# Transportation Funding Opportunities for Tribal Nations

[www.TribalSafety.org/Funding](http://www.TribalSafety.org/Funding)



# Indian Highway Safety Program NHTSA/BIA Grant Funding

- Annual expenditures of \$6.2 million for 30-45 tribal projects
- Approximately \$17 million available for new projects
- Traffic Safety Enforcement Activity Hours
- *Highway Safety Specialist & Administrative Support*
- Vehicles and Equipment for Traffic Safety Law
- Enforcement Training
- Child Safety Seat Distribution Programs
- Other activities eligible for 23 USC 402
- Lifesavers Conference Attendance



- Currently closed but can amend existing grant agreements.
- Search “IHSP” on Grants.gov

# Safe Streets and Roads for All (SS4A)

Key program that supports the National Roadway Safety Strategy



FHWA

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26

Eligible applicants are Tribal Governments, Local Agencies, and Metropolitan Planning Organizations

20% non-federal match required

# SS4A NOFO Is Now Open!



**Submit** technical questions by April 17, 2024 to [ss4a@dot.gov](mailto:ss4a@dot.gov)

**Apply** by April 4, May 16, and August 29, at 5:00 p.m. EDT for Planning and Demonstration

May 16, at 5:00 p.m. EDT for Implementation



Additional resources about SS4A and the NOFO can be found at

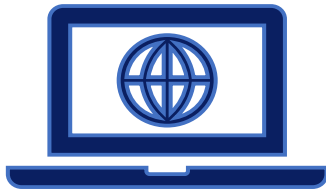
<https://www.transportation.gov/grants/SS4A>



# Overview of FY 2023 SS4A

## Applications from Tribes

- 20 applications for action plans
- 3 implementation grant applications



Latest resources about SS4A can be found at

<https://www.transportation.gov/grants/SS4A>

2024 SS4A NOFO published

# What's New: General

- Three anticipated award announcements:
  - April 2024: Initial Planning and Demonstration Grant Awards
  - August 2024: Implementation Grant Awards and Planning and Demonstration Grant Awards
  - November 2024: Planning and Demonstration Grant Awards
- The NOFO clarifies that Tribal Transportation Program and Tribal Transportation Program Safety Funds may be used as non-Federal match
- **Pre-application review of a Self Certification Eligibility Worksheet and Action Plan is now allowed though not required; due April 17.**



### Self-Certification Eligibility Worksheet for safety plans

<https://www.transportation.gov/grants/ss4a/self-certification-worksheet>

- **\*NEW\*** Pre-application Review to determine if existing safety plan can support an implementation project application. Due April 17.

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

**Instructions:** This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not* met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:  UEI:

**1** Are both of the following true?  YES  NO

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

If yes, provide documentation:

**2** To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?  YES  NO

If yes, provide documentation:

**3** Does the Action Plan include all of the following?  YES  NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,



# Planning and Demonstration Activities

## Action Plan

- Develop, update, or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

## Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

## Demonstration Activities

- Feasibility studies using quick-build strategies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies



# Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Infrastructure, behavioral, and operational safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.



Source: FHWA





# SS4A Webinars for Potential Applicants

The Safe Streets and Roads for All Program will convene three stakeholder webinars to help potential applicants learn about the program and what they need to know to prepare an application.

- **Thursday, March 7: Action Plans**
- **Friday, March 8: Supplemental Planning and Demonstration Activities**
- **Wednesday, March 13: Implementation Grants**

**Recordings:**

**[www.transportation.gov/grants/SS4A/webinars](http://www.transportation.gov/grants/SS4A/webinars)**



# SS4A Website

[www.transportation.gov/grants/SS4A](http://www.transportation.gov/grants/SS4A)



# SS4A / TTPSF



- ✦ An award from TTPSF or SS4A does not guarantee selection by the other program.
- ✦ TTPSF applications must be for independent components of a larger project.
- ✦ Match requirements:
  - SS4A – 20% non-federal or TTP match requirement
  - TTPSF – no match required

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

# Tribal Transportation Program Safety Fund

- ↳ Established in 2013
- ↳ 4% set-aside from TTP
- ↳ About \$21-million per year
- ↳ Planning & Infrastructure
- ↳ Largest awards \$1.6-million



Mohave Rd



# Tribal Transportation Program Safety Fund

◀FAST

◀~\$9 million/year

◀Max award \$1-million

◀IIJA/BIL

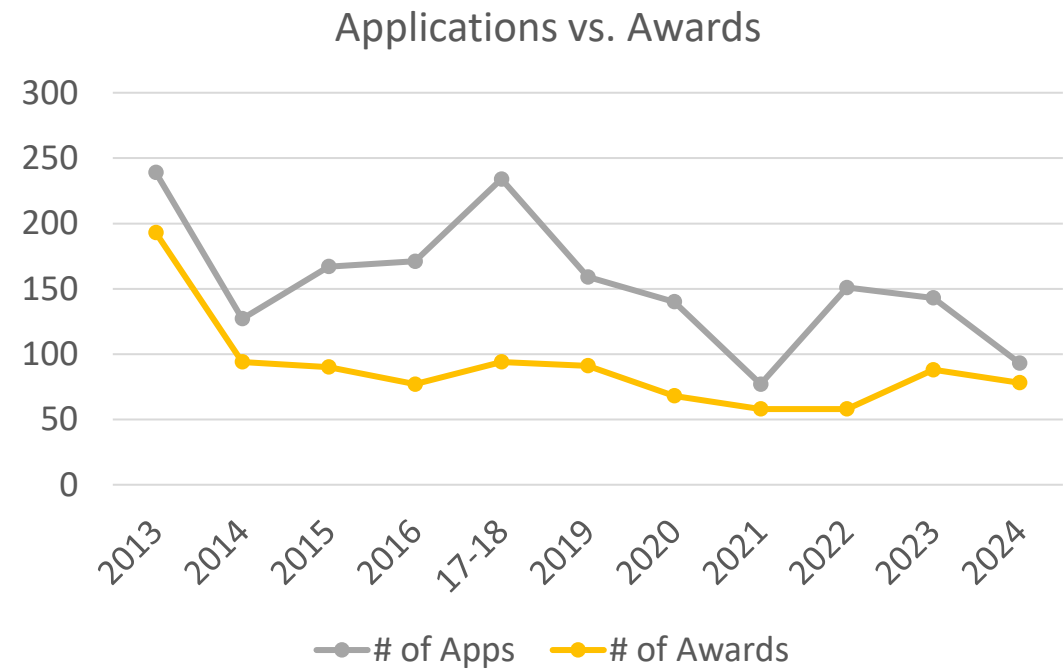
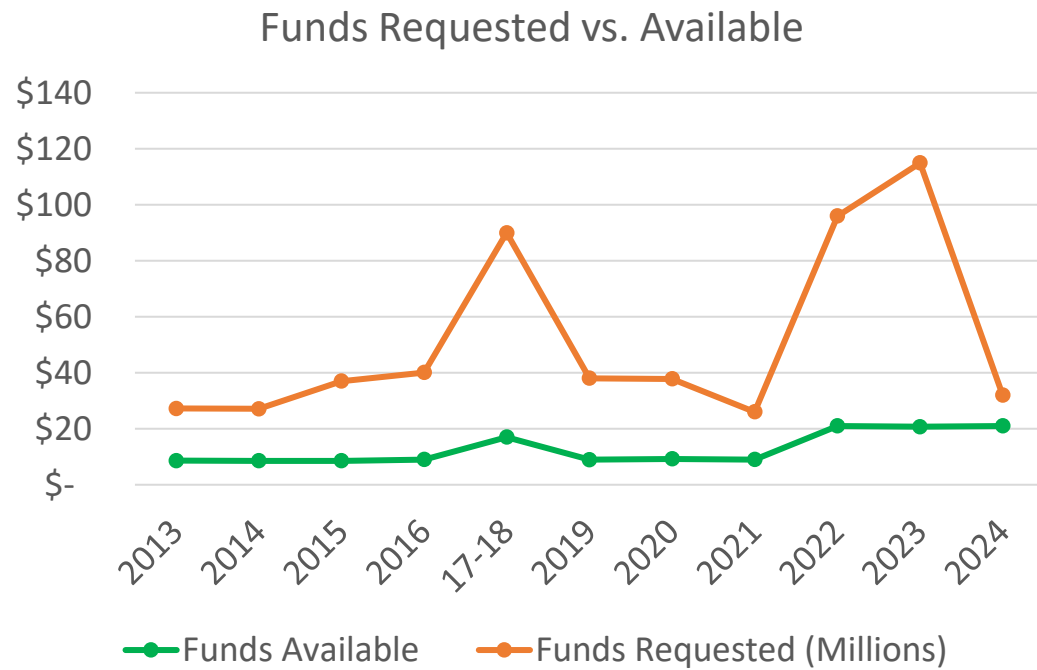
◀~\$21-million/year

◀Max award \$1.6M



# Tribal Transportation Program Safety Fund

## 2024 Drop in Participation





# TTPSF Award History

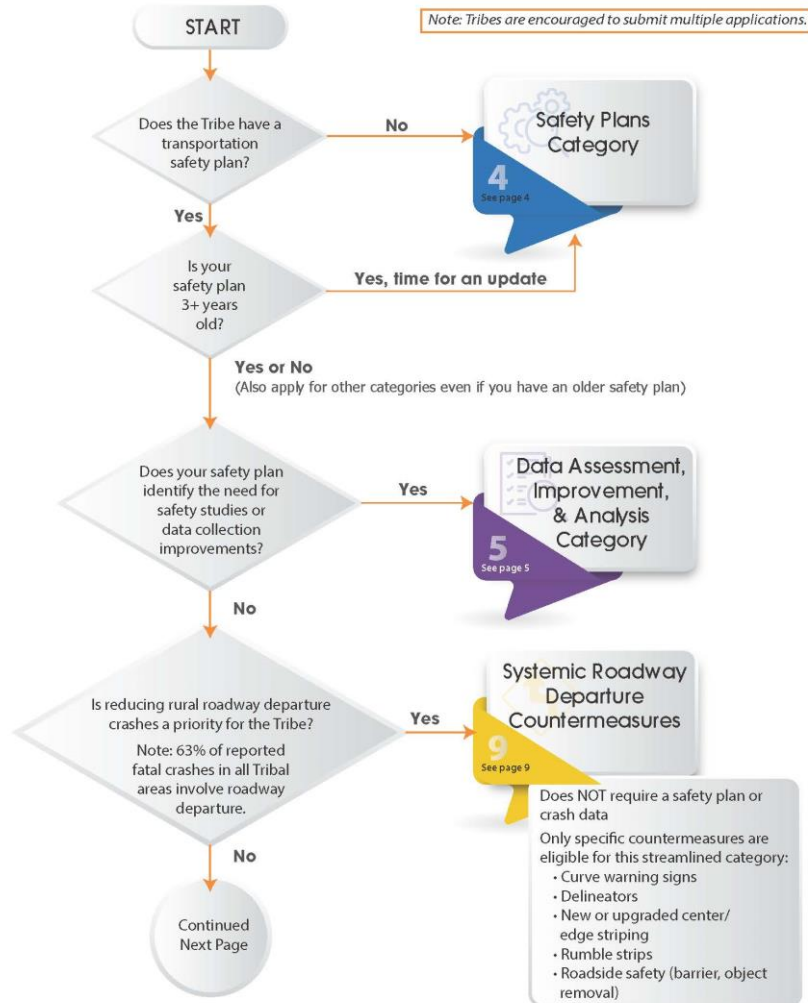
BIA Region	2013-2023 Awards	2013-2023 Percentage
H - Western	\$ 11,257,778.49	9%
M - Southwest	\$ 4,056,725.86	3%
N - Navajo	\$ 3,324,441.31	3%



# Application Guide - Decision Chart

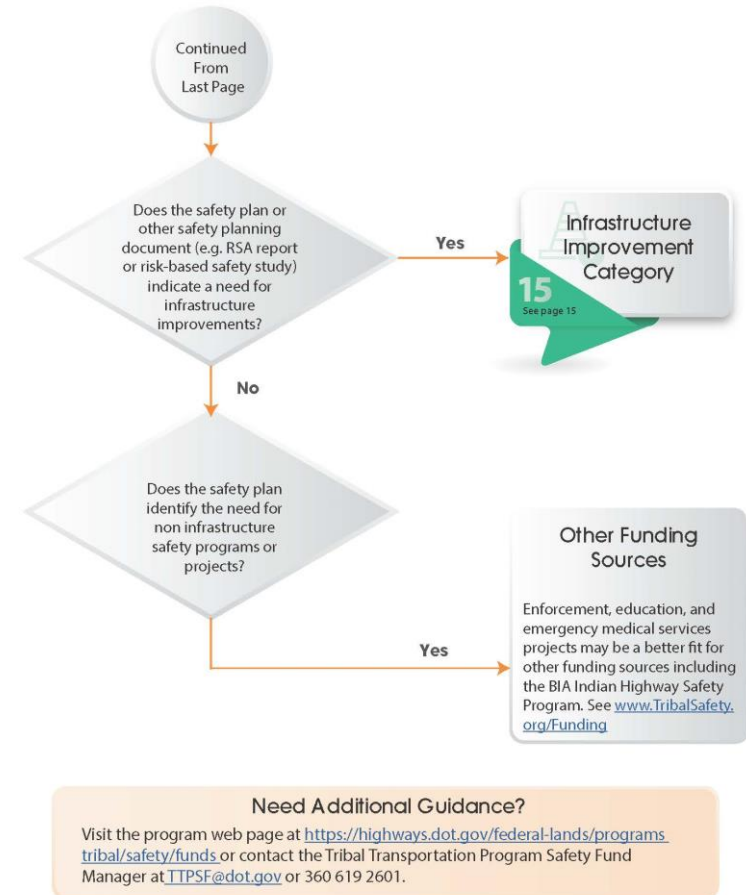
## TTPSF Decision Chart for Grant Applicants

Use this chart to select the appropriate TTPSF Category for your application.



## TTPSF Decision Chart for Grant Applicants

Use this chart to select the appropriate TTPSF Category for your application.

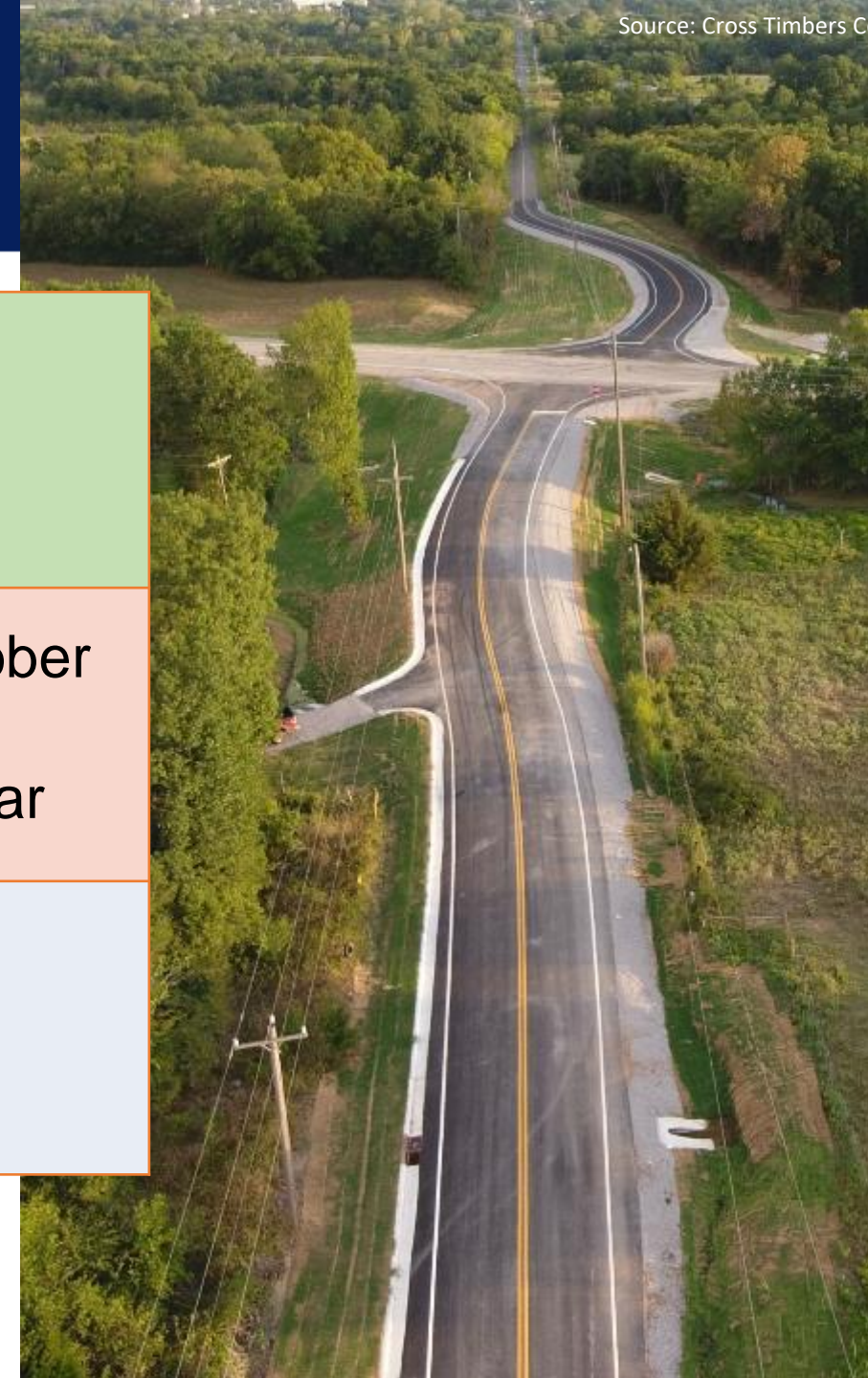




# TTPSF Important Dates

2023 Application Period	Awards Announced July 20, 2023
2024-2026 Application Period	Apply between October 1 and January 15 each year
2024 Expected Award Announcement	June 2024

Award selection announced about 5 months after deadline.



# TTPSF Categories



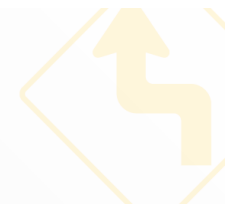
Safety Plans Category



Data Assessment, Improvement,  
& Analysis Category



Systemic Roadway Departure  
Countermeasures



Infrastructure Improvement  
Category





# Safety Plans Category

## Safety Plan Funding

\$15,000 TTPSF for new plans

\$10,000 TTPSF to update an existing plan

No cap on SS4A safety action 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 criteria for “safety action plans”
  - See “Resources” at [www.Transportation.gov/SS4A](http://www.Transportation.gov/SS4A)

## Strategic Transportation Safety Plan Template for Tribes

TITLE OF PLAN

AGENCY

DATE

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







# Data Assessment, Improvement, & Analysis Category

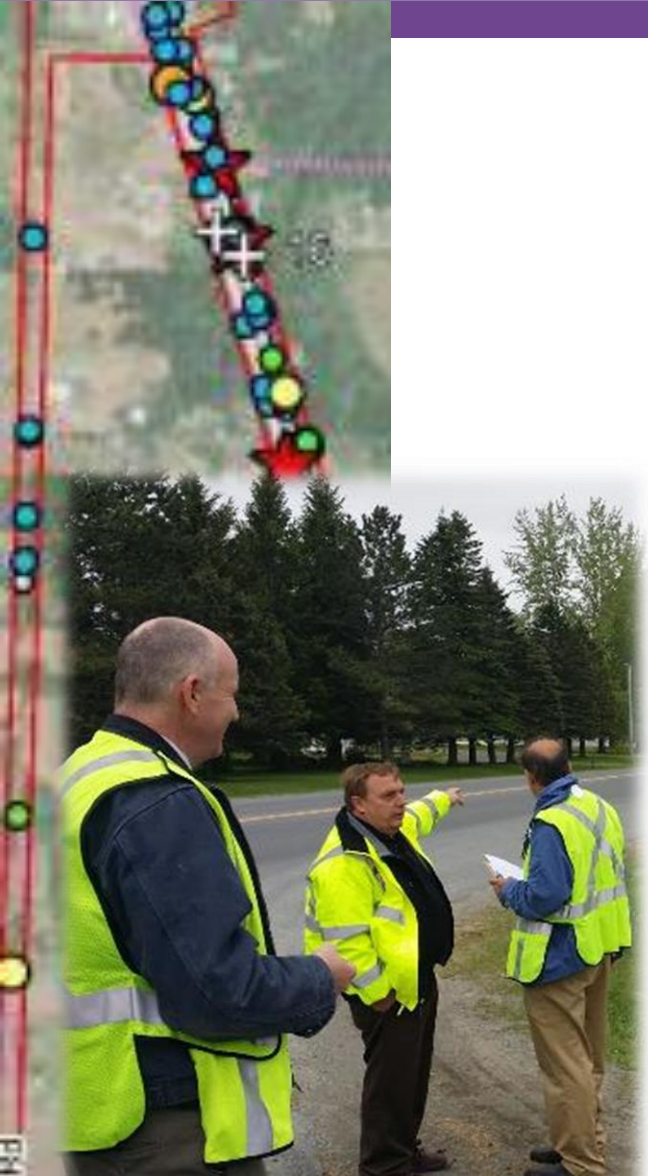


## Analysis

- 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
- <https://www.tribalsafety.org/data-analysis>

## Data Assessment & Improvement

- Study or improve safety data





# Systemic Roadway Departure Countermeasures

- Roadway Departure 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
  - Curve warning signs
  - Delineators
  - Rumble strips
  - Striping
  - Roadside safety (guardrail, object markers, clearing fixed objects)





# County H

BEFORE->



<-AFTER







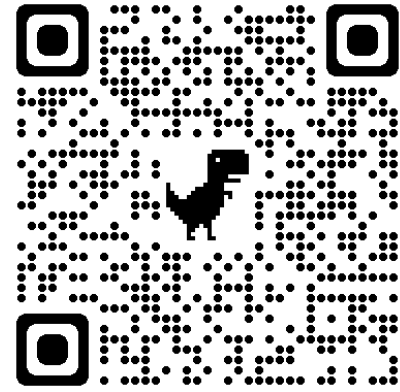
# Infrastructure Improvement Category



(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



SafetyEdge<sup>SM</sup>



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



# Topics

- Update on Tribal safety research projects
  - Risk-based safety planning
  - Tribal Pedestrian Safety
  - Crash Reporting Toolkit
- Safety Funding
  - IHSP
  - TTPSF / SS4A
  - TTPSF funding levels vs. requests



Adam Larsen

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

[Adam.Larsen@dot.gov](mailto:Adam.Larsen@dot.gov)

cell: 360-619-2601

fax: 360-619-7846

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



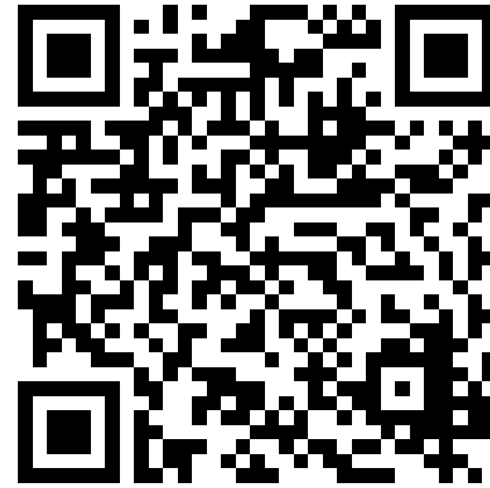


# Traffic Safety Slogans in Native Languages

Info on home page of  
[www.TribalSafety.org](http://www.TribalSafety.org)

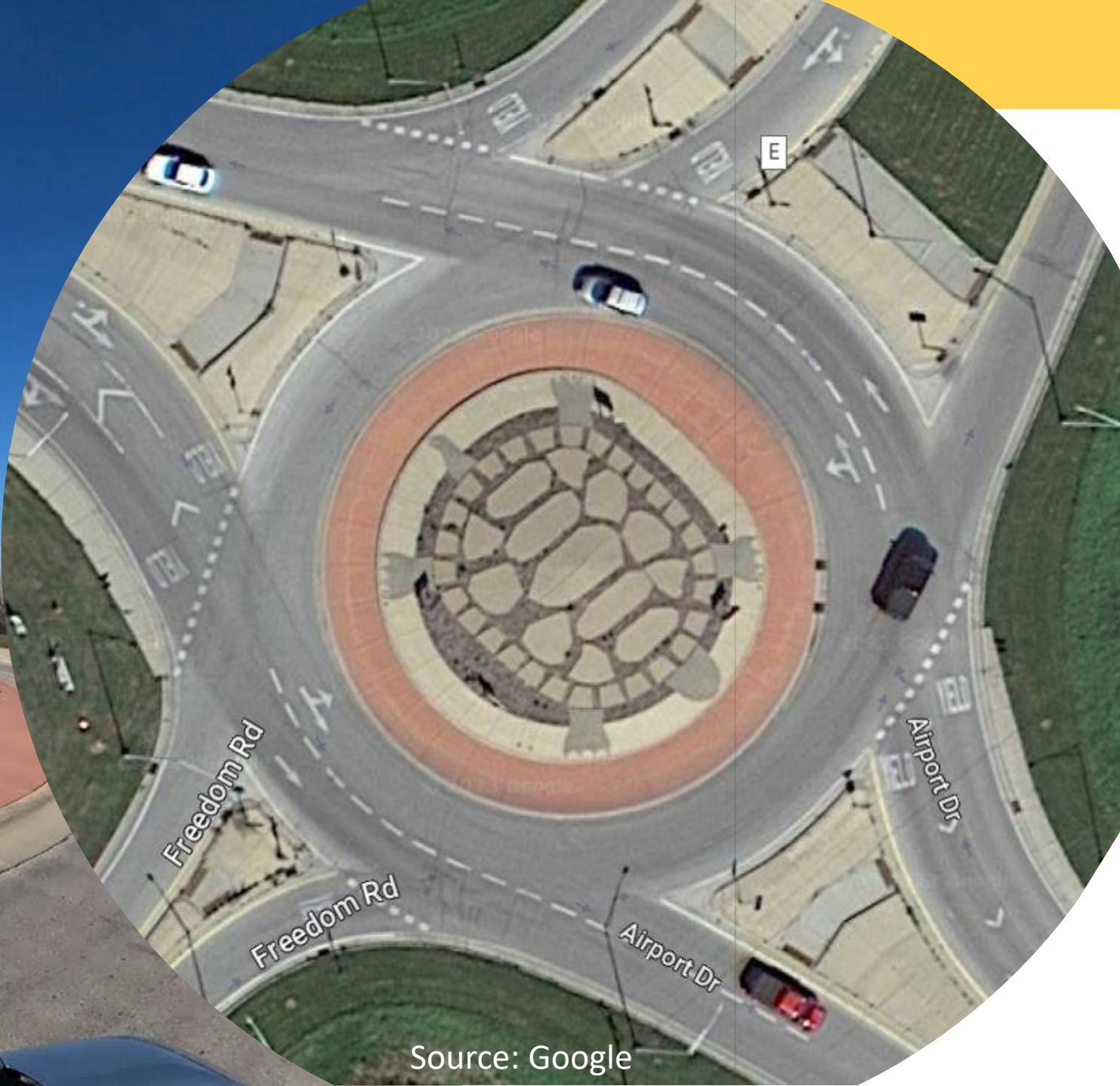
## Contacts:

- Milo Booth, Office of Secretary of Transportation, Tribal Affairs
- Rita Hill, NHTSA



**It's the Rez! You  
better buckle up!**

Roundabouts  
Oneida Indian Nation (WI)



Source: Google



# State-Managed Federal Funding Safety Programs

- ▶ Highway Safety Improvement Program
- ▶ Active Transportation Alternatives
- ▶ Safe Routes to School
- ▶ Highway-Rail Grade Crossing Program
- ▶ Behavioral Highway Safety Funds (402)





# Tribes can benefit from State-Managed Federal Funds

The Secretary shall, for projects on **tribal transportation facilities**, determine that the obligation of funds for the project is **supplementary to and not in lieu of** the obligation of a fair and equitable **share of funds apportioned to the State** under section 104.

← – 23 U.S.C. 202 (f)



# Tribal Transportation Program may match other federal funds

Notwithstanding any other provision of law, the funds authorized to be appropriated to carry out the tribal transportation program under section 202 ... **may be used to pay the non-Federal share** of the cost of any project that is funded under this title (23) or chapter 53 of title 49 and that provides access to or within Federal or tribal land.

↳ 23 USC 120(k)



Tribes can construct projects on public roads owned by others

Tribal Transportation Program (TTP, including the TTP Safety Fund) can be used on Transportation Facilities included in the National Tribal Transportation Facility Inventory, including public roads within or providing access to Tribal Areas.

See 23 U.S.C. 202 (b)





# Funds Transfer Mechanism

Encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP).

*23 U.S.C. 202 (a)(9)*



New Guardrail & Realignment  
Organized Village of Kasaan (AK)





# Overview



IIJA/BIL

## Tribal Transportation Safety Highlights

- ↳ Emphasis on Equity
- ↳ Crash Reporting Requirements
- ↳ Program Changes
- ↳ New & Increased Funding Opportunities

Research / Pilot Projects

# Equity

- ✓ Equitable consideration of underserved areas in review of grant proposals
- ✓ Equity considered along with other data in programs like the Focused Approach to Safety

## 2021 Focus States



**2021 (16 total):**

Alabama, Arizona, California, **Colorado**, Florida, Louisiana, Mississippi, **Montana**, Nevada, New Mexico, North Carolina, **Oklahoma**, Puerto Rico, South Carolina, Texas, **Wyoming**

2021 Map Notes:

1. **Bold** indicates States added with 2021 Update

- Intersection
- Roadway Departure
- Pedestrian-Bicycle

# 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.





# Report to Congress: Safety Data Collection, Analysis, and Use in Tribal Areas (Section 14008)

–(b) Best Practices, Standardized Crash Report Form.--

(1) Secretary of Transportation in consultation with (States, Tribes, BIA)... shall develop--

(A) **best practices** for the compiling, analysis, and sharing of motor vehicle crash data for crashes occurring on Indian reservations and in Alaska Native communities; and

(B) **a standardized form** for use by Indian tribes and Alaska Native communities to carry out those best practices.

(2) Purpose.--The purpose of the best practices and standardized form developed under paragraph (1) shall be to **improve the quality and quantity of crash data available** to and used by the Federal Highway Administration, State departments of transportation, Indian tribes, and Alaska Native villages.

(3) Report



# Highway Safety Improvement Program

- ↙ State-administered
- ↙ All Public Roads
- ↙ Safety Planning & Data Analysis requirements
- ↙ Program requirements found in 23 USC 148
- ↙ New law added eligibility for non-infrastructure safety projects in 23 USC 148(a)(11)
- ↙ 23 USC 148(a)(4) –
  - Infrastructure Safety Improvements
  - Data Analysis
  - Safety Planning
- ↙ 23 USC 148 (a)(11) **\*IIJA added\*** –
  - Education
  - Enforcement
  - Emergency Services
  - Research
  - Safe Routes to School



# Tribal Transportation Program Safety Fund

## ◀ 23 USC 202

- TTPSF “eligible projects described in section 148(a)(4)”

## ◀ 23 USC 148(a)(4) –

- Infrastructure Safety Improvements
- Data Analysis
- Safety Planning

## ~~◀ 23 USC 148 (a)(11) \*IIJA added\* –~~

- ~~• Education~~
- ~~• Enforcement~~
- ~~• Emergency Services~~
- ~~• Research~~
- ~~• Safe Routes to School~~