

| NAME                              | TRIBE/AGENCY            | EMAIL                                  | PHONE NUMBER          |
|-----------------------------------|-------------------------|--|-----------------------|
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| Paul Knofczynski                  | KLS                     | paul.knofczynski@kleng.com             | 605 444 1862          |
| Mark Hoines                       | FHWA                    | mark.hoines@dot.gov                    | 605-776-1010          |
| Brian Cheney                      | MN State Patrol         | brian.cheney@state.mn.us               | 218-556-6257          |
| MICHAEL WEJIN                     | MN STATE PATROL         | MICHAEL.WEJIN@STATE.MN.US              | 218-683-8411          |
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| Chuck Fromelt                     | SDLTAP                  | charles.fromelt@sdsdstate.edu          | 605-419-1172          |
| Roxann Hunger                     | Rosebud Sioux Tribe LES | roxy.hunger@rstjustice.org             | 605-3194868           |
| Tiffany Hodge                     | KLS Eng                 | tiffany.hodge@kleng.com                | 2014260741            |
| James Cross                       | OST                     | jamescross0810@hotmail.com             | 605-454-4693          |
| Nicole Omen-White Eagle           | SRSST                   | nicole.omenwhiteeagle@standingrock.org | 605-230-9924          |
| PERU SOKS                         | LBST                    | duane_peru@state.sd.us                 | 610 730 397           |
| Craig Smith                       | DOT                     | craig.smith@state.sd.us                | 605 201 5535          |
| Mark Peterson                     | DOT                     | mark.peterson@state.sd.us              | 605-380-8983          |
| Jamie Wark                        | SRF Consulting          | jwark@srfconsulting.com                | 701-893-7435          |
| Leon Wright                       | Rosebud Sioux Tribe     | leonwright1516@gmail.com               | 605-747-5807          |

| NAME               | TRIBE/AGENCY | EMAIL                                | PHONE NUMBER  |
|--------------------|--------------|--------------------------------------|---------------|
| Shawn Boyd         | Rosebud      | RSTRoads@hotmail.com                 | 605-828-3662  |
| Andrew Peterson    | TTAP         | andrew.peterson@sdstate.edu          | 661-7882      |
| Mike Behm          | SDDOT        | michael.behm@state.sd.us             | 773-5105      |
| Nicky White Eyes   | CRST         | nickyw@braszengruevering.com         | 365.702/      |
| Korey Fischer      | CRST         | korey.crstdot@gmail.com              | 964-6960      |
| Kara Mueller       | NHTSA        | Kara.mueller@dot.gov                 | 614-256-1529  |
| Jerome Earl Bengt  | RST          | jeagle.srjr@gmail.com                | 605-319-0094  |
| Shauna Provancial  | RST          | shaunaprovancial_ws@yahoo            | (605)319-0181 |
| Louis Golus III    | YST          | lgolusiii@gmail.com                  | 605 469-6868  |
| Bernadette Zephier | YST          | bernietz@yanktonsiouxtribe.net       | 605-469-6055  |
| Bonnie Zephier     | YST          | bonnie.zephier@yanktonsiouxtribe.net | 605 384-5003  |
| Louis L Golus Jr   | YST          | '                                    | '             |
| Caleb Walter       | SDHP         | Caleb.Walter@shk.sd.us               | 605-380-8962  |
| Lynda Douville     | RST          | lynda.douville@RST-NSN.gov           | 605-828-1178  |
| Darin Falcon       | KLJ          | darin.falcon@kljeng.com              | 605-593-6979  |
| Becky Bey          | KLJ          | becky.bey@kljeng.com                 |               |

| NAME                    | TRIBE/AGENCY | EMAIL                                | PHONE NUMBER      |
|-------------------------|--------------|--------------------------------------|-------------------|
| Ginny O'Connor          | Toxcel       | Virginia.Oconnor@toxcel.com          | 443-301-7272      |
| Georgiana Ando          | Yankton      | georgianaabd0209@gmail.com           | 409-6198          |
| Larissa Young           | SRST         | larissa.young@standingrock.org       | 701-851-8022      |
| Kirk Friedrich          | PHWA         | kirk.friedrich@dot.gov               | 605-776-1001      |
| GILLO ESPILLOSA-SALCEDO | NHTSA        | GILLO.ESPILLOSA-SALCEDO@dot.gov      | 720-954-5124      |
| Rahya Geisler           | MN DOT       | rahya.geisler@state.mn.us            | 612-390-1248      |
| Michael Moran           | BIA          | Michael.Moran@bia.gov                | 605-228-8383      |
| John Willbrandt         | SDDOT        | john.willbrandt@state.sd.us          | 605-845-3844      |
| Rob Weinmeister         | DPS-OHS      | robert.weinmeister@state.sd.us       | 605-222-2260      |
| Jon Wiegand             | HRK          | janabman.wiegand@hdriinc.com         | 605-400-8749      |
| Ives Crow Eagle         | RSTLES       | ives.croweagle@rstjustice.org        | 605-319-0873      |
| Amanda Kurth            | DPS-OHS      | amanda.kurth@state.sd.us             | 605-773-6426      |
| Harold Frazier          | SRST         | Harold.Frazier@standingrock.org      | 605-500-4124      |
| Cliff Storchardt        | SWO          | cliffordE@swu-usa.gov                | 605-268-1775      |
| Douglas Archambault     | SRST         | Douglas.archambault@standingrock.org | 605-701-4555-1812 |
| Dena Johnson            | KLTJ         | @KLTJENG.com                         | 701-471-5140      |

| NAME                | TRIBE/AGENCY       | EMAIL                         | PHONE NUMBER |
|---------------------|--------------------|-------------------------------|--------------|
| Bryann Becker/Inart | HDR                | bryann.becker@hdrinc.com      |              |
| Kenda Lantell       | SRST               | lantell@standingrock.org      |              |
| Aimee Hoyle         | Rep. Dusty Johnson |                               |              |
| Beka Zerbst         | Sen. Thune         |                               |              |
| Jen Hiub            | Sen. Rounds        |                               |              |
| Blake Wilcox        | KLS                | Blake.wilcox@KISEng.com       |              |
| Ron Hall            | NTTAP              | ronald.hall@ndsu.edu          |              |
| Chris Kurlinski     | FWA - OTT          |                               |              |
| Gill Hedman         | TTAP/SDTTAP        |                               |              |
| Cliff Reue          | TTAP/SDTTAP        |                               |              |
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| KYLE KURTIT         | BROSZ ENG.         | KYLEK@BROSZENG.COM            |              |
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| June Hansen         | SDDOT              | june.hansen@state.sd.us       | 605-773-3516 |
|                     |                    |                               |              |
|                     |                    |                               |              |

| NAME                 | TRIBE/AGENCY | EMAIL   | PHONE NUMBER |
|----------------------|--------------|---|--------------|
| Percy Estes          | LBST         | <del>percye.estes@gmail.com</del><br>percye.estes@gmail.com | 605-730-3970 |
| Louis Golus III      | YST          | lgolusjr@yukon-sioux-tribe.net                              | 605-469-6862 |
| Louis L. Golus Jr    | YST          |   | 605-384-5003 |
| Leon Wright          | RST          | leonwright151@gmail.com                                     | 605-747-2251 |
| Shawn Boyd           | RST          | rstroads@hotmail.com  | 605-747-2251 |
| Jerome Eagle Bear jr | RST          | jerome.eaglebearjr@rst-nsn.gov                              | 605-319-8633 |
| Douglas Ahubon       | SRS T        |   | 701-455-1812 |
|                      |              |   |              |
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|                      |              |   |              |

# BIA – Great Plains Region Update

Safety Summit  
Mobridge, SD

October 18, 2023

# Regional Staff

- Administration
  - Program Analyst – Vacant
  - Administrative Assistant – Vacant
  
- Program and Project Oversight Teams
  - Engineer – Vacant
  
  - Mike Hauge – Designated Tribes – Turtle MT, Spirit Lake, Standing Rock, Sisseton and Cheyenne River
  - Jeff Garreau
  
  - Engineer – Vacant
  - Mike Moran – Designated Tribes – Lower Brule, Crow Creek, Flandreau
  
  - Engineer – Vacant
  - Shane Nedved – Designated Tribes – Winnebago, Santee, Omaha, Ponca, Oglala and Rosebud
  
- Road Maintenance
  - Engineer – Vacant

# Funding

- ▶ Congrats on your Safety Awards
  - Once Funding is transferred to BIA from FHWA, we will contact Tribe to start process.
  - Funds anticipated to be received this fall.
  - Contact your designated regional staff to ensure projects is on an approved Tribal TIP. This make be completed prior to any safety awards and somethings speeds up the funding transfer process.

# SAFETY FUND GRANT AWARDS

## ▶ South Dakota:

|              |      |                            |   |                 |
|--------------|------|----------------------------|---|-----------------|
| South Dakota | 2022 | Cheyenne River Sioux Tribe | Cheyenne River-Ziebach County Route 55 Realignment Safety Project       | \$ 1,287,876.27 |
| South Dakota | 2023 | Cheyenne River Sioux Tribe | Cheyenne River Sioux Tribe Traffic and Criminal Software (TraCS) System | \$ 125,000.00   |
| South Dakota | 2023 | Cheyenne River Sioux Tribe | Cheyenne River Mile Markers Installation Project                        | \$ 93,183.00    |
| South Dakota | 2023 | Cheyenne River Sioux Tribe | Cheyenne River Sioux Tribe Road Safety Audit                            | \$ 75,000.00    |

|              |      |                        |   |               |
|--------------|------|------------------------|---|---------------|
| South Dakota | 2022 | Crow Creek Sioux Tribe | Update an Existing Transportation Safety Plan                                   | \$ 7,500.00   |
| South Dakota | 2022 | Crow Creek Sioux Tribe | Design of Improvements to Address Roadway Departure on BIA Routes 2, 4, and 23  | \$ 62,609.00  |
| South Dakota | 2022 | Crow Creek Sioux Tribe | Construction of Improvements to Address Roadway Departure on BIA Routes 23      | \$ 458,618.63 |
| South Dakota | 2023 | Crow Creek Sioux Tribe | Construction of Improvements to Address Roadway Departure on BIA Routes 2 and 4 | \$ 893,740.37 |
| South Dakota | 2023 | Crow Creek Sioux Tribe | Crow Creek Mile Markers Installation Project                                    | \$ 38,366.00  |

|              |      |                              |                                       |              |
|--------------|------|------------------------------|---------------------------------------|--------------|
| South Dakota | 2023 | Flandreau Santee Sioux Tribe | Update the Transportation Safety Plan | \$ 10,000.00 |
|--------------|------|------------------------------|---------------------------------------|--------------|

|              |      |                         |   |             |
|--------------|------|-------------------------|---|-------------|
| South Dakota | 2022 | Lower Brule Sioux Tribe | Update an Existing Transportation Safety Plan | \$ 7,500.00 |
|--------------|------|-------------------------|---|-------------|

# SAFETY FUND GRANT AWARDS

## ▶ South Dakota:

|              |      |   |   |                 |
|--------------|------|---|---|-----------------|
| South Dakota | 2022 | Oglala Sioux Tribe of the Pine Ridge Indian Reservation | Oglala Sioux Road Safety Audits of High Risk BIA Routes (RSA) | \$ 50,000.00    |
| South Dakota | 2022 | Oglala Sioux Tribe of the Pine Ridge Indian Reservation | BIA 4 Road and Guardrail Improvement Project - Phase 1        | \$ 1,166,800.00 |
| South Dakota | 2023 | Oglala Sioux Tribe of the Pine Ridge Indian Reservation | BIA 4 Road and Guardrail Improvement Project - Phase 2        | \$ 1,397,600.00 |

|              |      |                     |   |               |
|--------------|------|---------------------|---|---------------|
| South Dakota | 2022 | Rosebud Sioux Tribe | Speed Radar Trailers  | \$ 45,000.00  |
| South Dakota | 2022 | Rosebud Sioux Tribe | Antelope and White Horse Communities Pedestrian Connectivity Project, Phase I | \$ 697,963.00 |
| South Dakota | 2022 | Rosebud Sioux Tribe | Turtle Creek Pathway, Phase I - Design  | \$ 54,581.00  |
| South Dakota | 2023 | Rosebud Sioux Tribe | Turtle Creek Pathway, Phase I - Construction                                  | \$ 832,278.42 |
| South Dakota | 2023 | Rosebud Sioux Tribe | BIA 1 and BIA 9 Intersection Improvement Study                                | \$ 30,000.00  |

|              |      |  |   |               |
|--------------|------|--|---|---------------|
| South Dakota | 2022 | Sisseton-Wahpeton Oyate of the Lake Traverse Reservation; South Dakota | BIA 5 Shoulder Widening Preliminary Engineering | \$ 104,383.77 |
| South Dakota | 2023 | Sisseton-Wahpeton Oyate of the Lake Traverse Reservation; South Dakota | Sisseton North Pathway Project                  | \$ 895,455.40 |
| South Dakota | 2023 | Sisseton-Wahpeton Oyate of the Lake Traverse Reservation; South Dakota | Update the Transportation Safety Plan           | \$ 10,000.00  |

# SAFETY FUND GRANT AWARDS

## ▶ South Dakota:

|              |      |                     |   |               |
|--------------|------|---------------------|---|---------------|
| South Dakota | 2022 | Yankton Sioux Tribe | Wagner Pathway Project  | \$ 508,376.45 |
| South Dakota | 2022 | Yankton Sioux Tribe | Speed Radar Trailer   | \$ 45,000.00  |
| South Dakota | 2023 | Yankton Sioux Tribe | Wagner Pathway - Phase I Engineering and Design of a separated use regional pathway project | \$ 246,560.40 |
| South Dakota | 2023 | Yankton Sioux Tribe | Marty Pathway Phase II – Engineering and Design   | \$ 118,694.08 |

## ▶ North Dakota:

|              |      |                           |   |               |
|--------------|------|---------------------------|---|---------------|
| North Dakota | 2023 | Standing Rock Sioux Tribe | Fort Yates Shared Use Path Extension                                  | \$ 577,166.47 |
| North Dakota | 2023 | Spirit Lake Tribe         | Four Winds Walkway - Crow Hill Connection Project                     | \$ 497,523.00 |
| North Dakota | 2023 | Spirit Lake Tribe         | BIA Route 21 Shoulder Widening, Sliver Grading and Inslope Flattening | \$ 112,644.68 |

## ▶ Nebraska:

|          |      |                     |   |               |
|----------|------|---------------------|---|---------------|
| Nebraska | 2022 | Santee Sioux Nation | Veterans Memorial Drive Pedestrian Safety and Drainage Improvements | \$ 200,000.00 |
|----------|------|---------------------|---|---------------|

# Tribal Transportation Program Online Reporting Tool (PORT)

- ▶ REMINDER
- ▶ Annual Reporting Requirement
  - Tribes are required to report
    - Reports are due December 31st

# Partnering For Success

## Questions??





# Successfully Planning, Funding & Implementing Tribal Safety Projects

October 2023

# Safety Planning Documents

## NORTHERN CHEYENNE TRIBE 2016 LONG RANGE TRANSPORTATION PLAN



Developed through the  
Northern Cheyenne  
Transportation Department

Prepared by KLJ

November 2016



## Northern Cheyenne Tribe 2022 Tribal Transportation Safety Plan

FEBRUARY 2022



Prepared by:



ENGINEERING, REIMAGINED

## NORTHERN CHEYENNE TRIBE 2017 ROAD SAFETY AUDIT



Developed through the  
Northern Cheyenne  
Transportation Department

Prepared by KLJ

December 2017



# Traditional Planning

Land Use and Business Development Plan

Comprehensive Economic Development Strategy

Tribal Transportation Safety Plan

Hazard Mitigation Plan

Tribal Transportation Improvement Plan

Growth Policy

Feasibility Studies/Market Analysis

Capital Improvement Plan

Long Range Transportation Plan



# And Now...

Vulnerability Assessment  
**(PROTECT)**

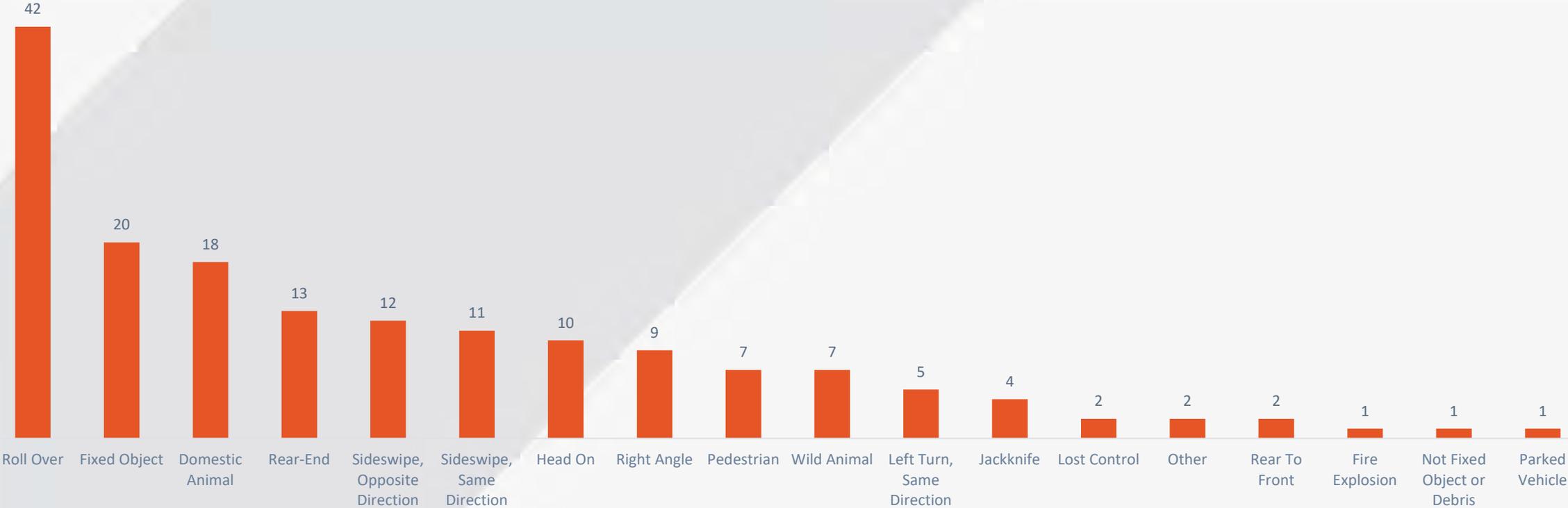
Tourism Strategic Plan

Comprehensive Transportation  
Safety Action Plan **(SS4A)**

Economic Diversification  
and Resilience Plan **(EDA)**

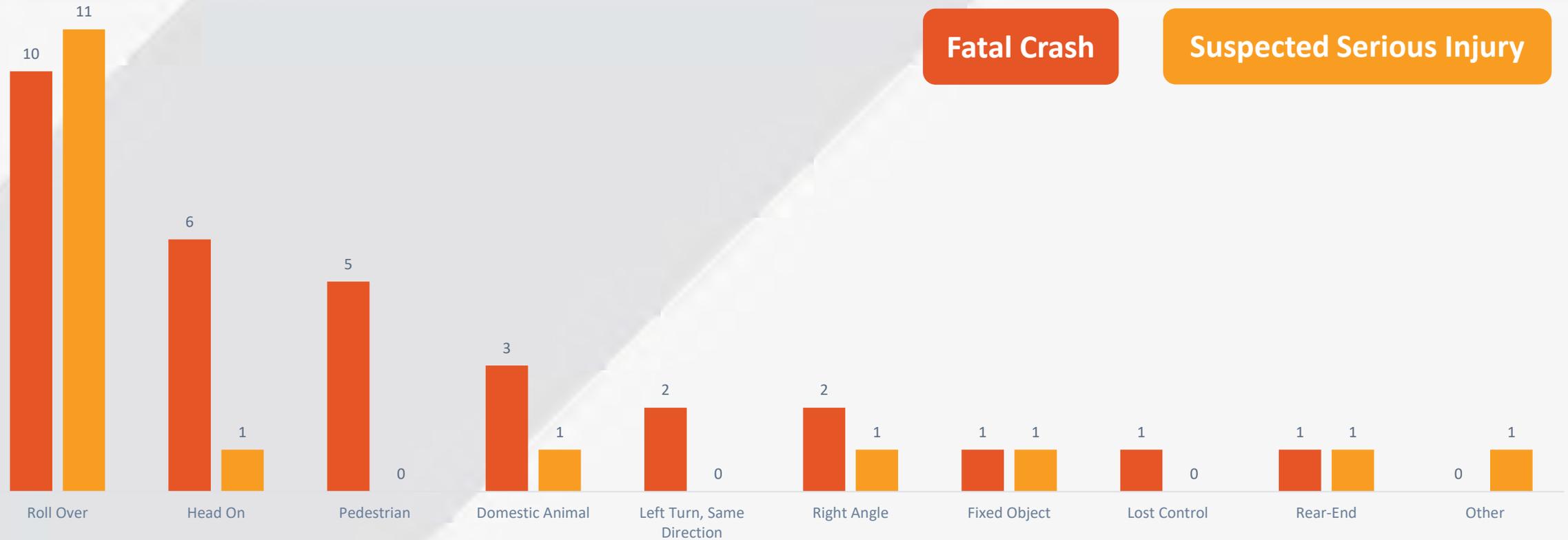
Sustainable and Renewable  
Energy Planning

# Crash Type 2010-2020



Data Driven

# Fatal and Serious Injury Crash Type 2010-2020



Use Most S

# Utilize Specific Information

## Rosebud Cut-Across Planning



FIGURE EX-2 - Short Range Projects and Funding

| Project Number | Short Range Project                                 | Estimated Construction Year | Estimated Construction Cost |
|----------------|---|-----------------------------|-----------------------------|
| 1              | Rosebud Cut Across Intersection                     | 2016                        | \$235,000                   |
| 2              | Walking Horse Creek Subdivision                     | 2016                        | \$490,000                   |
| 3              | White Bull Subdivision                              | 2016                        | \$330,000                   |
| 4              | Busby Multi-Use Path - Phase I                      | 2016                        | \$433,000                   |
| 5              | Lame Deer Pathway Lighting                          | 2016                        | \$342,000                   |
| 6              | Soldier Gulch #1                                    | 2017                        | \$550,000                   |
| 7              | Two Moons Road                                      | 2017                        | \$550,000                   |
| 8              | Pavement Preservation                               | 2017                        | \$1,000,000                 |
| 9              | Green Beret Bridge #712                             | 2017                        | \$220,000                   |
| 10             | Green Beret Bridge #714                             | 2017                        | \$360,000                   |
| 11             | Tribal Parking Lot Improvements                     | 2018                        | \$350,000                   |
| 12             | Pavement Preservation                               | 2018                        | \$2,000,000                 |
| 13             | Rosebud Cut Across Phase 1 – Hwy 39 to Lynch Coulee | 2018                        | \$550,000                   |
| 14             | Pavement Preservation                               | 2020                        | \$1,000,000                 |

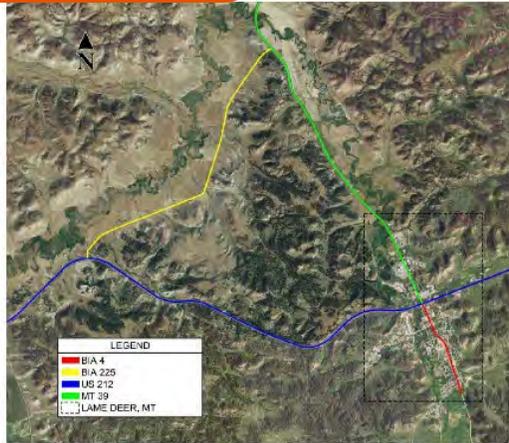


Figure 2.2: BIA 2 and BIA 11 Study Area

Northern Cheyenne Tribe  
2017 Road Safety  
Audit  
4

### Rosebud Cut Across (BIA 225)

The Rosebud Cut Across is an existing roadway "connecting" MT 39 and US 212 just east of Lame Deer. It is approximately 3.1 miles long and is a designated school bus and public transit route that is heavily utilized by residents. During inclement weather and heavy snowfall, when US 212 is closed near Lame Deer, this road is also the primary access point for westbound traffic (including significant large freight trucks, approximately 20%) on US 212 to enter Lame Deer or access MT 39 towards Colstrip, and for traffic on MT 39 to access US 212. Additionally, it also serves as a primary detour route for traffic in the event when US 212 must be closed due to an accident or other emergencies with closures lasting for a few hours to over a day. Most recently a closure occurred with a truck carrying hazardous materials crashed and US 212 was closed for an extended period of time.

Figure 3.1: Rosebud Cut Across (BIA 225)



The current condition of the roadway is insufficient to meet the traffic needs and presents safety, access, and environmental risks. It is a gravel/dirt road with steep grades and no passing opportunities, no lane designations, shoulders, or pedestrian/bicycle facilities. It is too narrow to meet traffic needs (especially large freight trucks), and in the summer/fall months creates significant dust issues.

The Northern Cheyenne Tribe is proposing reconstruction of the Rosebud Cut Across to provide an improved 2-lane paved route with E' shoulders, geometric improvements and safety enhancements to include rumble strips, durable markings, safety slopes and appropriate signage. The project also includes the addition of left turn bays from MT 39 and US 212.

Completion of the project will eliminate the primary safety and environmental issues as identified. It will provide improved connection to US 212 and MT 39 as well as improved access to adjoining cultural lands. Perhaps most importantly, on the frequent occasions when US 212 is closed due to heavy snowfall and/or icy road conditions, it will allow for transportation route redundancy, and a safe, accessible route for emergency response, employment, and commerce to continue in and out of Lame Deer as well as throughout the reservation and neighboring communities.

The project has been fully designed and the anticipated construction cost is estimated at \$17.6 million.

# Example Projects



- Lame Deer Regional Pathway (Northern Cheyenne)
- Wagner Regional Pathway (Yankton Sioux)
- Rosebud BIA Route 1 Improvements (Rosebud Sioux)

# NCT Regional Pathway

Multiple  
Pedestrian  
Crashes in the  
community



Need to develop  
regional  
pedestrian/  
non-motorized  
connectivity



NCT has pursued  
and constructed  
numerous stand  
along pathways

Busby  
Lame Deer  
to High School  
Ashland  
(under design)



Pathway Added  
to Rosebud  
Cut-Across





# Lame Deer Regional Pathway

on the available funding. The estimated project construction cost for the multi-use pathway and pedestrian lighting are shown below:

- Phase I Multi-Use Pathway: \$1,350,000.00
- Phase I Pedestrian Lighting: \$320,000.00
- Phase I Construction Total: \$1,670,000.00

Figure 17: Lame Deer Regional Multi-Use Pathway



Phase II of the proposed multi-use pathway would begin where Phase I terminated at the top of Lame Deer Hill near the Transfer Station and head west along US 212 where it would terminate at Muddy Cluster at the intersection of US 212 and Muddy Cluster Road. The approximate length of Phase II of the project would be 3.25-miles and could include pedestrian lighting depending on the available funding. The estimated project construction cost for the multi-use pathway and pedestrian lighting are shown below:

- Phase II Multi-Use Pathway: \$4,200,000.00
- Phase II Pedestrian Lighting: \$1,000,000.00
- Phase II Construction Total: \$5,200,000.00

Phase III of the proposed multi-use pathway would begin at the intersection of US 212 and Rosebud Creek Road and head north along Rosebud Creek Road where it would terminate at the intersection of MT 39 and Rosebud Creek Road. The approximate length of Phase III of the project would be 3.3-miles and has an estimated project construction cost of \$4,500,000.00.

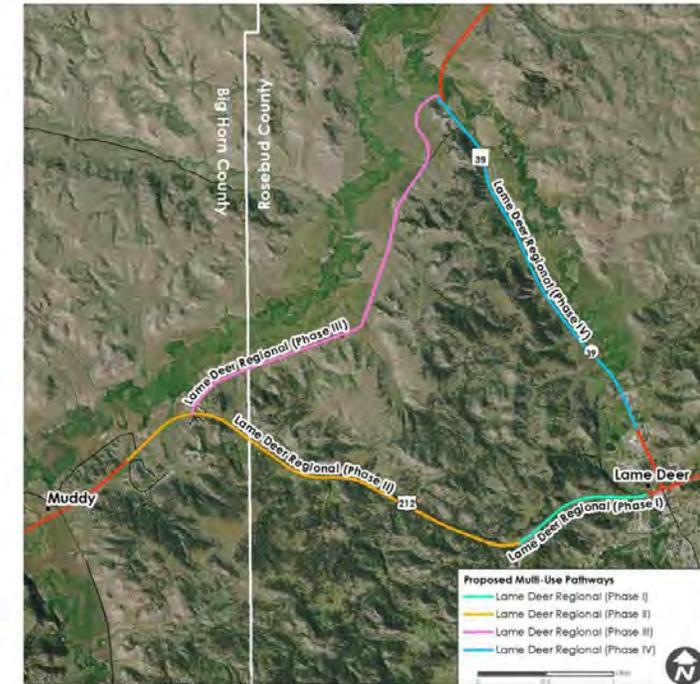
Phase IV of the proposed multi-use pathway would begin where Phase III terminated at intersection of Rosebud Creek Road and MT 39 and head south towards Lame Deer, where it would terminate connecting to existing pedestrian facilities. The approximate length of Phase IV of the project would be 2.89-miles and could include pedestrian lighting depending on the available funding. The estimated project construction cost for the multi-use pathway and pedestrian lighting are shown below:



length of Phase IV of the project would be 2.89-miles and could include pedestrian lighting depending on the available funding. The estimated project construction cost for the multi-use pathway and pedestrian lighting are shown below:

- Phase IV Multi-Use Pathway: \$3,900,000.00
- Phase IV Pedestrian Lighting: \$880,000.00
- Phase IV Construction Total: \$4,780,000.00

FIGURE 5-41 - REGIONAL MULTI-USE PATHWAY – LAME DEER



**Strategy Champion:** Northern Cheyenne Department of Transportation Program  
**Funding Opportunity:** TIP Safety Funding, TIP Funding or MDT Transportation Alternatives Funding



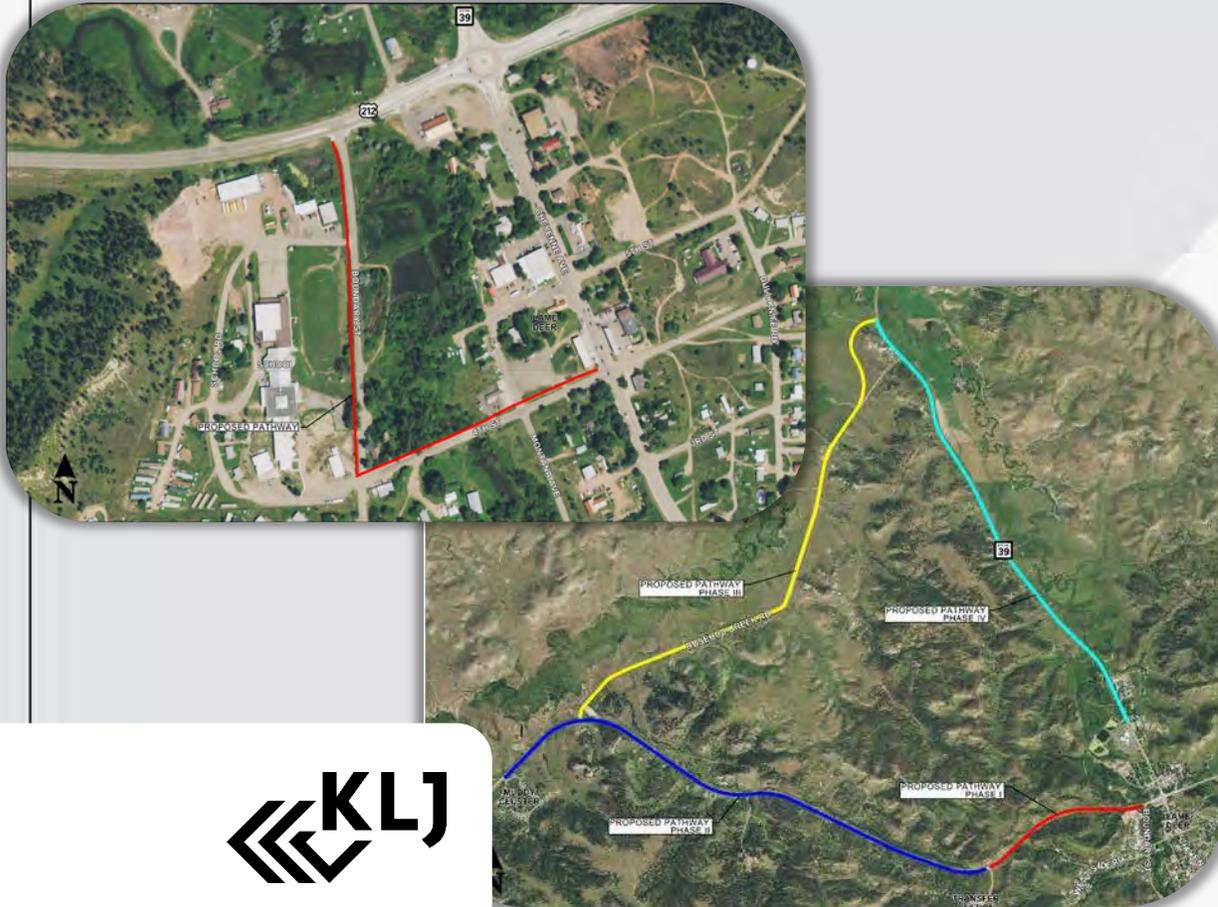
# NCT Regional Pathway

## Estimated Costs:

|                   |            |                     |
|-------------------|------------|---------------------|
| Phase I           | 1.05 Miles | \$1,900,000         |
| Phase II          | 3.25 Miles | \$5,200,000         |
| Phase III         | 3.3 Miles  | \$4,500,000         |
| Phase IV          | 2.9 Miles  | \$4,000,000         |
| <b>Total Cost</b> |            | <b>\$15,600,000</b> |



# NCT Regional Pathway



## Phased Funding/Construction

### Phase I

|                         |             |
|-------------------------|-------------|
| 2022 TTPSF Design       | \$86,000    |
| 2023 TTPSF Construction | \$1,330,386 |

### Phase II

Going to pursue TTPSF or TAP

### Phase III

|                         |              |
|-------------------------|--------------|
| 2022 RAISE Construction | \$15,867,000 |
|-------------------------|--------------|

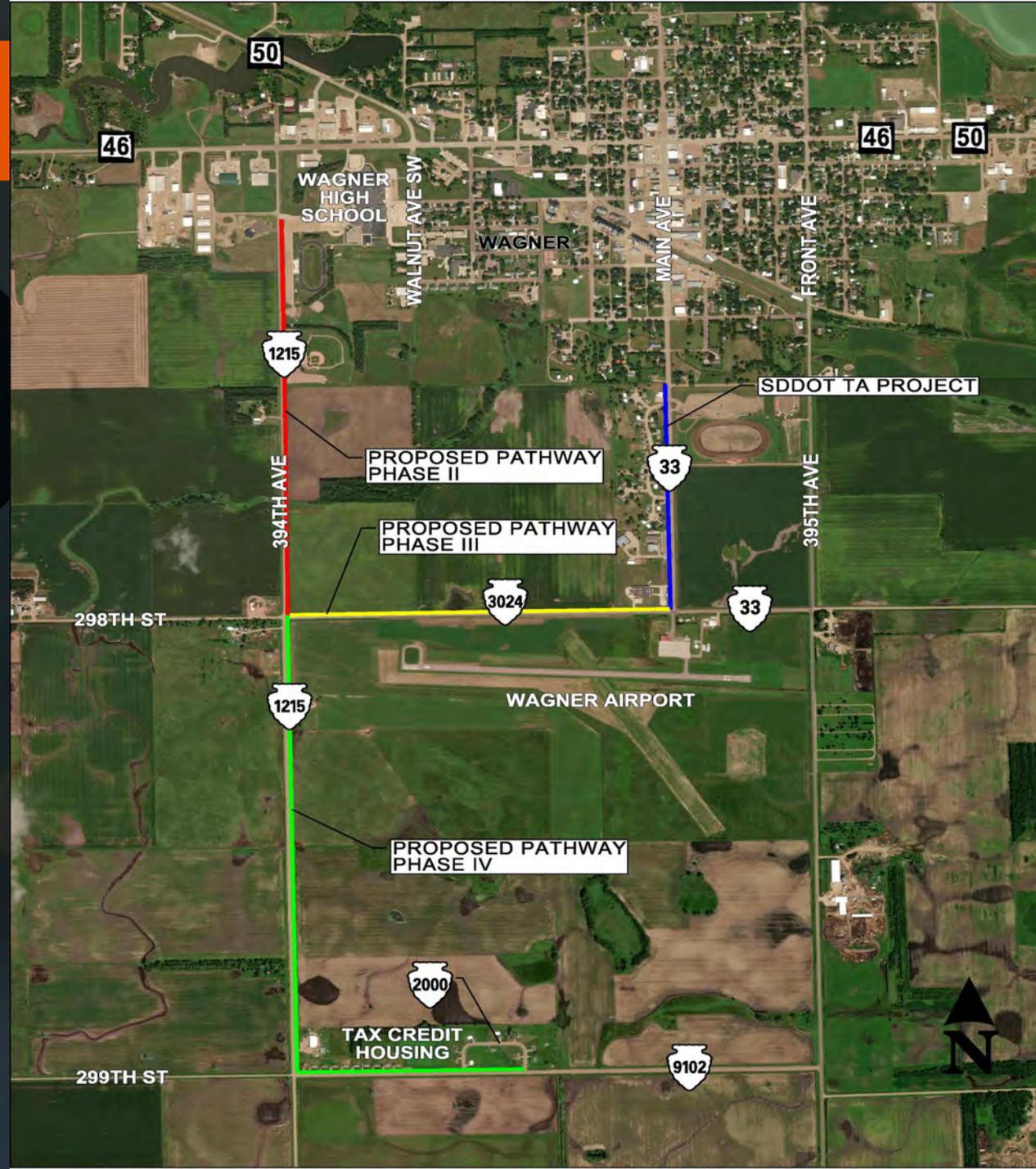
### Phase IV

Going to work with MDT on funding strategy

### Additional Boundary Ave Connection

|                             |           |
|-----------------------------|-----------|
| 2022 TTPSF Design and Const | \$706,512 |
|-----------------------------|-----------|

# r Regional Pathway



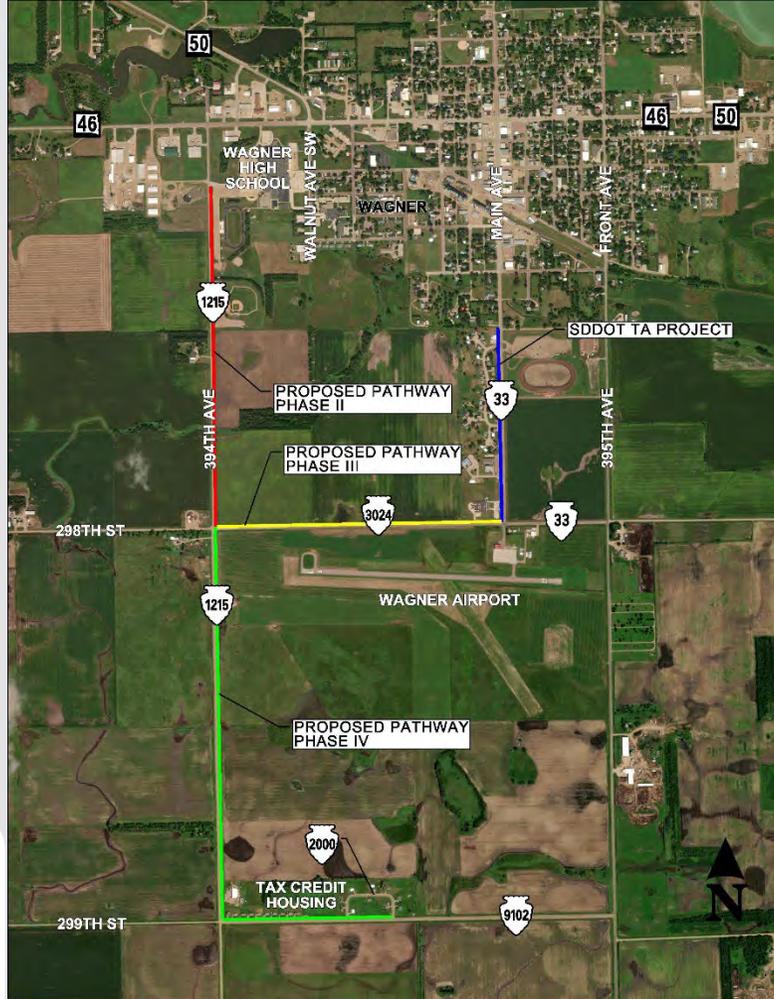
# Wagner Regional Pathway

## Estimated Costs:

|            |            |             |
|------------|------------|-------------|
| Phase I    | 1.05 Miles | \$730,000   |
| Phase II   | 3.25 Miles | \$1,100,000 |
| Phase III  | 3.3 Miles  | \$1,200,000 |
| Phase IV   | 2.9 Miles  | \$1,700,000 |
| Phase V    | Lighting   | \$1,040,000 |
| Total Cost |            | \$5,770,000 |



# Wagner Regional Pathway



## Phased Funding/Construction

### Phase I

|                         |           |
|-------------------------|-----------|
| 2019 SD TA              | \$228,785 |
| 2022 TTPSF Construction | \$508,376 |

### Phase II

|                   |           |
|-------------------|-----------|
| 2023 TTPSF Design | \$246,560 |
|-------------------|-----------|

### Phase III

Future TTPSF or TA

### Phase IV

Future TTPSF or TA

### Phase V

SS4A?



# and BIA 1 Shoulder Paving



# Rosebud BIA 1

Figure 3.1: Northern Section of BIA 1 Looking North



## Phased Funding/Construction

### Phase I

|                           |           |
|---------------------------|-----------|
| 2020 TTPSF Design & Const | \$568,891 |
|---------------------------|-----------|

### Phase II

|                           |           |
|---------------------------|-----------|
| 2021 TTPSF Design & Const | \$959,600 |
|---------------------------|-----------|

### Phase III

|                            |          |
|----------------------------|----------|
| 2023 TTPSF BIA 9 Int Study | \$30,000 |
|----------------------------|----------|



Completed Pathways

# Additional Points

Maximize TTPSF by using to Match SS4A, Reconnecting Communities and other programs

»» Don't Give Up

Most larger projects will require multiple funding sources over several years

»» TTPSF Award maximum has increased

Get feedback on projects that are not awarded grant funds



# Lessons Learned

## Plan, Plan, Plan

Build long-term  
partnerships/  
relationships



Be flexible and  
create plans as a  
“living” document

Care beyond the project  
(overall community needs, not just  
transportation)

**Think BIG**  
(bigger than that)



## Listen, Listen, Listen

Patience and Priorities  
(nothing happens as quickly as you'd  
hope...keep your eye on the prize)



# Public Engagement

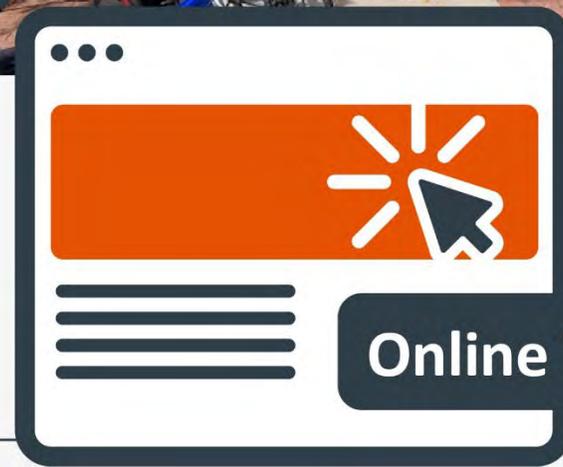
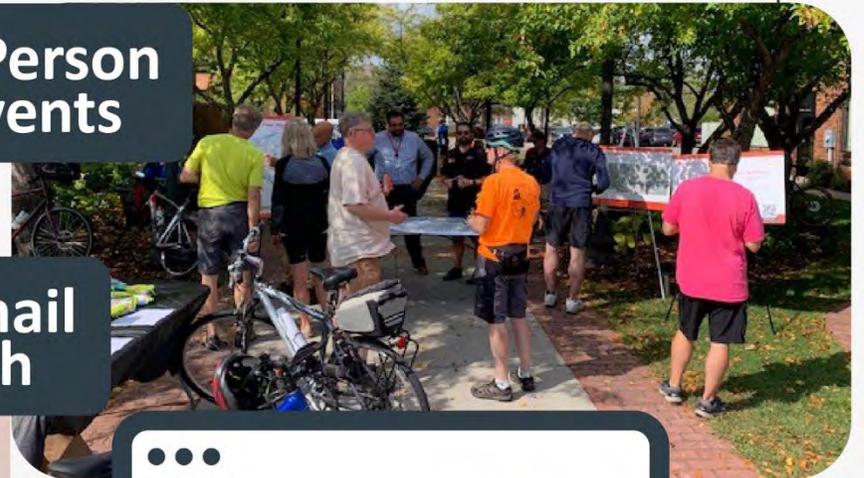


Meeting  
in a Box



Text & Email  
Outreach

In Person  
Events



Online Tools

# Show Me the Money!

National Scenic Byways

RAISE

PROTECT

ERFO

RCP & NAE

NSFTLP

United States Department of Transportation (USDOT)

Federal Highways Administration (FHWA)

MEGA/INFRA/RURAL

Economic Development Administration (EDA)  
Community Facilities Program

United States Department of Agriculture (USDA)

Federal Emergency Management Administration (FEMA)

Department of Energy (DOE)

WaterSmart

Bureau of Indian Affairs (BIA)

National Telecommunications and Information Administration (NTIA)

Bureau of Reclamation (BOR)

Housing and Urban Development (HUD)



# Contact



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# Thank You!

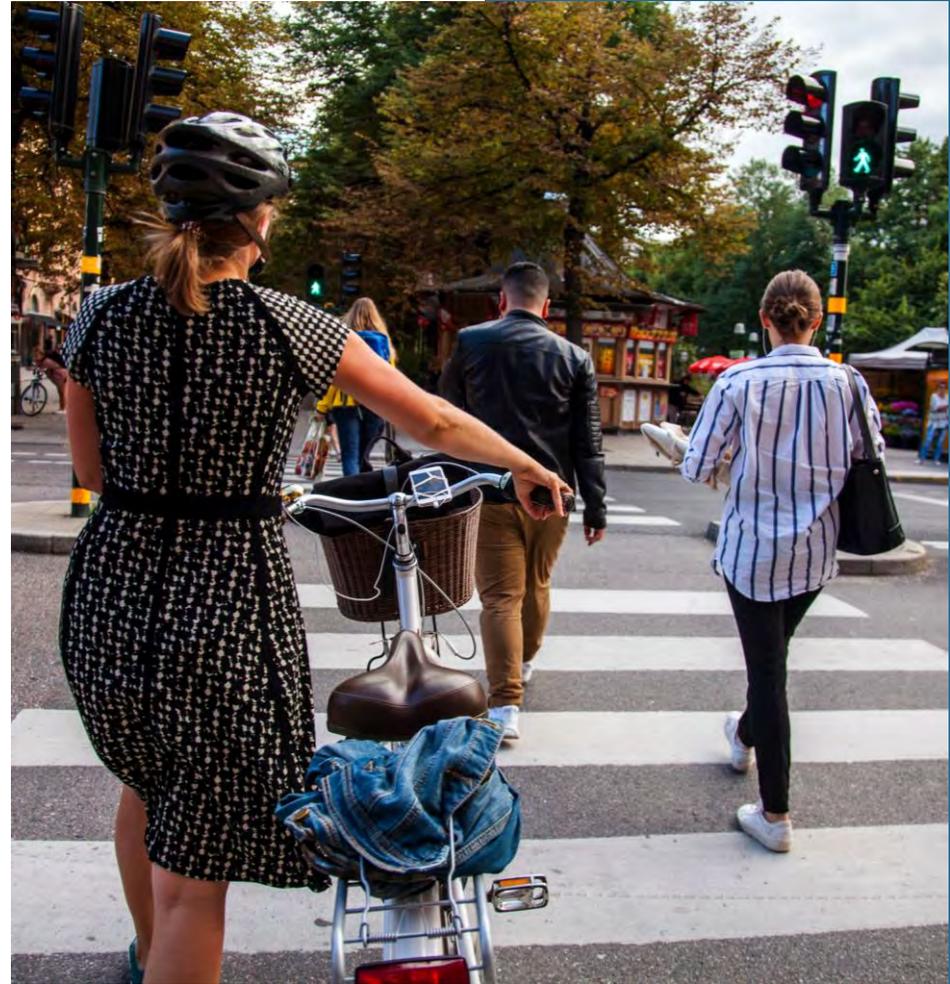
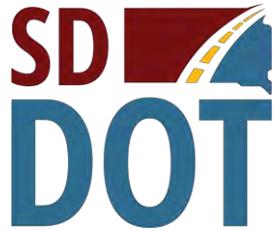
QUESTIONS?



Engineering, Reimagined

# Vulnerable Road User (VRU) Safety Assessment

October 18, 2023



# Welcome and Introductions

BryAnn Becker Knecht



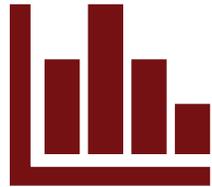
Jon Wiegand



# Agenda



**Background on  
VRU Safety  
Assessment**



**Description of Data  
Analysis and Findings**



**Strategies**



**Discussion**



# Background on VRU Safety Assessment

Vulnerable Road User (VRU) Safety Assessment

# Strategic Highway Safety Plan (SHSP) Schedule



# VRU Safety Assessment (VRUSA) Primer

## What is a Vulnerable Road User (VRU)?

- Non-Motorist *'Walking, Bicycling, and Rolling'*
  - Pedestrian
  - Cyclist
  - Personal conveyance device
  - *Includes a highway worker on foot in a work zone*
  - *Includes E-bikes and E-scooters, but not motorcycles*

# VRU Safety Assessment (VRUSA) Primer

## What

Assessment of the safety performance of a State with respect to VRUs and the plan to improve the safety of VRUs

VRUSA to be attached to South Dakota Strategic Highway Safety Plan (SHSP)

VRUSA outcomes to be incorporated in next SHSP

**Deadline of November 15, 2023;** subsequent updates concurrent with the SHSP

## Why

Requirement of the IIJA (BIL)  
**Zero Deaths is the Safety Goal**

**Supports SDDOT's vision:**

**2019 South Dakota Strategic Highway Safety Plan (SHSP) Vision:** Eliminate ALL deaths and life-changing injuries on South Dakota roads so everyone arrives home safely.

**2019 South Dakota SHSP Goals**

- Reduce traffic fatalities to 100 or fewer deaths by 2024
- Reduce serious traffic-related injuries to 400 or fewer by 2024

# VRU Safety Assessment (VRUSA) Primer

## How

Through data analysis and consultation, develop programs of projects or strategies.

Address Federal Priorities in the Approach

## Required Process



## Federal Priorities



Safe System Approach



Equity



Climate Change  
and Sustainability



## ***Roadway design that emphasizes minimizing the risk of injury or fatality of road users***

- *Anticipating human mistakes*
- *Designing and managing infrastructure to keep the risk of mistake low*
- *When a crash occurs, the impact does not result in fatality or serious injury*

Source: USDOT



# Data Analysis and Findings

Vulnerable Road User (VRU) Safety Assessment

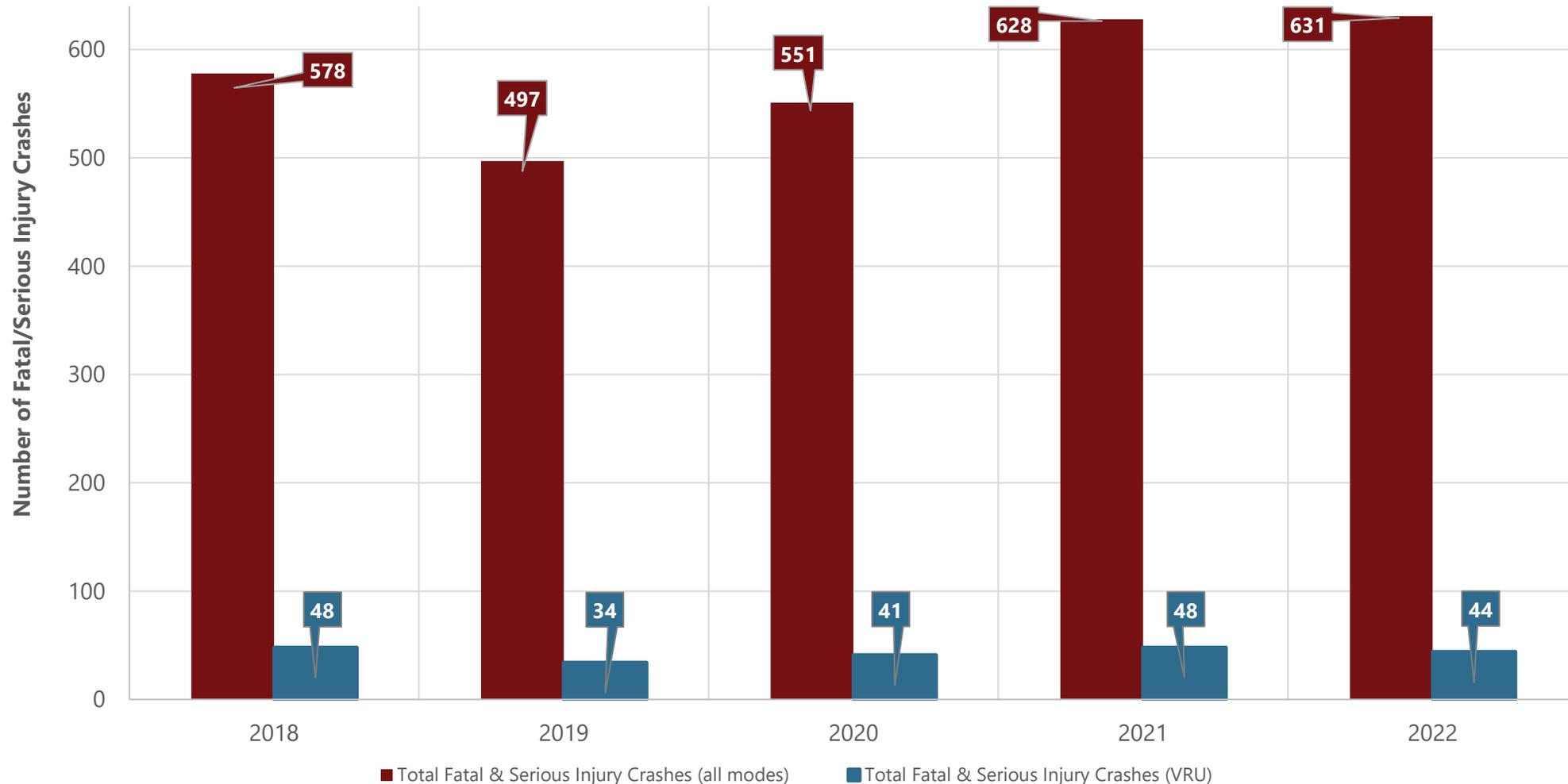
# Description of Data Analysis and Findings

## VRU Safety Assessment Overview (2018-2022)

- **Compare VRU Safety Performance to Overall Safety Performance**
- **Review Safety Performance Targets for Fatal and Serious Injury Crashes**
- **Investigate High-Level Non-Motorist-Involved Crash Trends**
  - Focused on crashes where pedestrian or bicyclist sustained a fatal or serious injury

# Comparison of VRU to Overall Safety Performance (2018-2022)

Fatal and Serious Injury Crash Frequencies (2018-2022)



# Safety Performance Targets

## 2019 South Dakota Strategic Highway Safety Plan (SHSP) Goals:

- Reduce traffic fatalities to **100 or fewer deaths** by 2024
- Reduce serious traffic-related injuries to **400 or fewer** by 2024

## 2022 Fatalities and Serious Injuries

- **137 Fatalities** (all modes)
- **619 Serious Injuries** (all modes)

## 2013 – 2017 Pedestrian & Bicyclist Crashes (2019 SHSP)

- **178 fatal & serious injury pedestrian crashes** (5% reduction from 2014 SHSP)
- **46 fatal & serious injury bicyclist crashes** (24% reduction from 2014 SHSP)

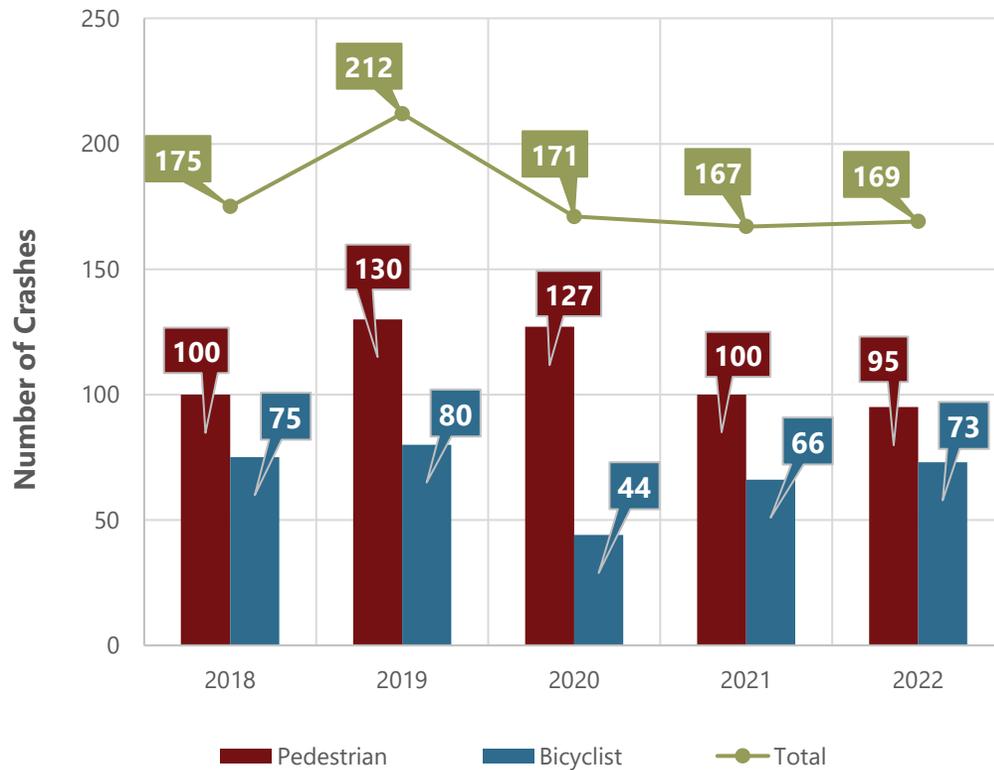
## 2018 – 2022 Pedestrian & Bicyclist Crashes

- **179 fatal & serious injury pedestrian crashes** (<1 change from 2019 SHSP)
- **36 fatal & serious injury bicyclist crashes** (28% reduction from 2019 SHSP)

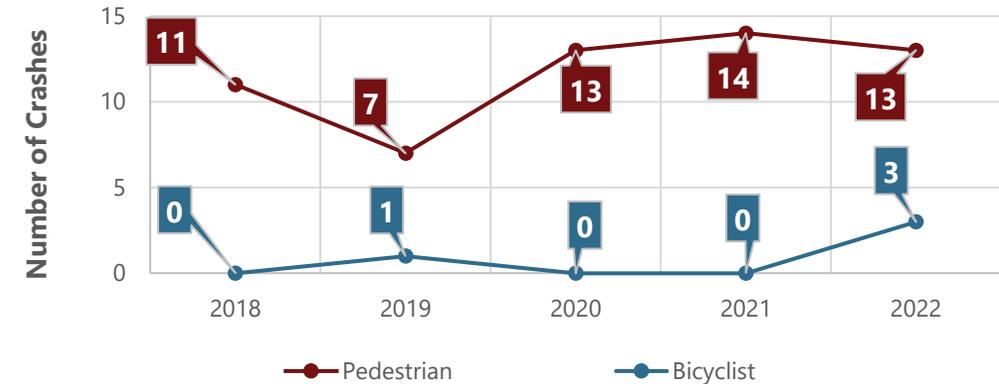
# Non-Motorist-Involved Crash Trends

(2018-2022)

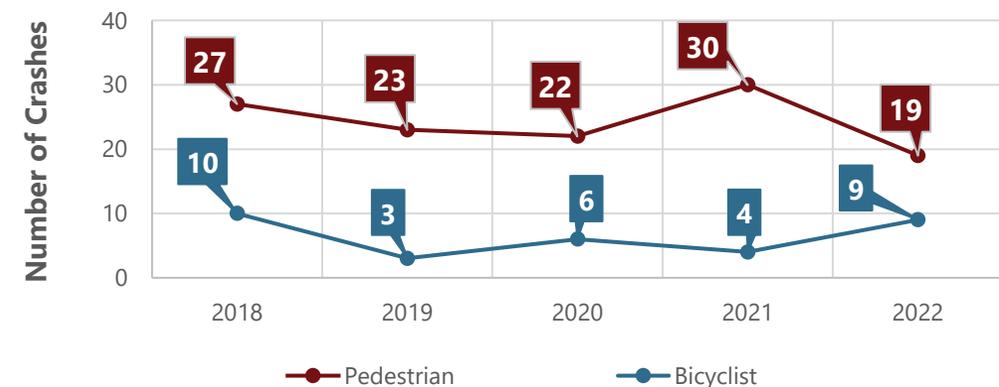
### Non-Motorist Crashes (All Severities)



### Non-Motorist Fatal Crashes



### Non-Motorist Serious Injury Crashes



# Non-Motorist Fatal & Serious Injury Crash Trends

(2018-2022)



## Roadway / Location Type

**71%** of fatal and serious injury VRU crashes occurred on urban roadways

Higher fatal and serious injury VRU Crashes at non-junction locations **(57%)**

Fatal and serious injury VRU crashes were highest on city roads **(53%)**, followed by state roads **(36%)**, and county roads **(11%)**

**42%** of fatal and serious injury VRU crashes occurred on urban principal **(20%)** and minor arterials **(22%)**



## Time of Day / Month

Higher fatal and serious injury VRU crashes during 6 pm - 9 pm **(23%)**

More fatal and serious injury VRU crashes occurred in summer **(30%)** and fall **(28%)** months



## Lighting & Road Surface Conditions

**46%** of fatal and serious injury VRU crashes occur in dark conditions - **55%** of these occur in locations with roadway lighting

**15%** of fatal and serious injury VRU crashes occurred on wet, frosty, icy, snowy, or slushy road surface conditions



## VRU Characteristics

**62%** of fatal and serious injuries were male VRUs, compared **37%** that were female

Fatalities and serious VRU injuries are balanced among users aged 16 and under **(14%)**, 26 to 35 **(15%)**, 36 to 45 **(15%)**, and older than 65 **(16%)**

# Summary of Quantitative Analysis & Findings

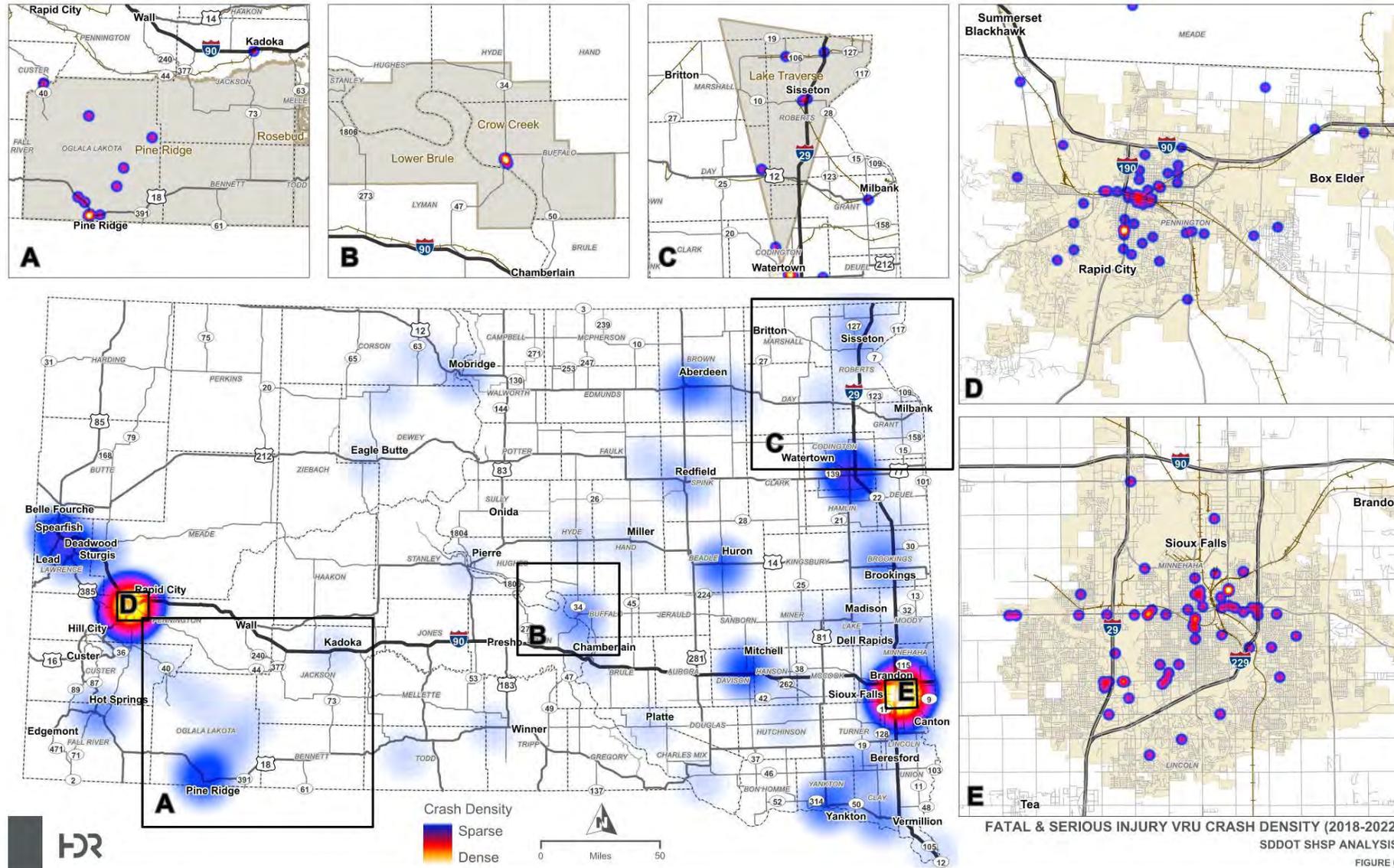
## Methodology

- Review 2018-2022 crash data and filter selection to ***'severe VRU crashes'***
  - 'Severe VRU crashes' were identified as crashes in which a pedestrian or bicyclist sustained a fatality or serious injury

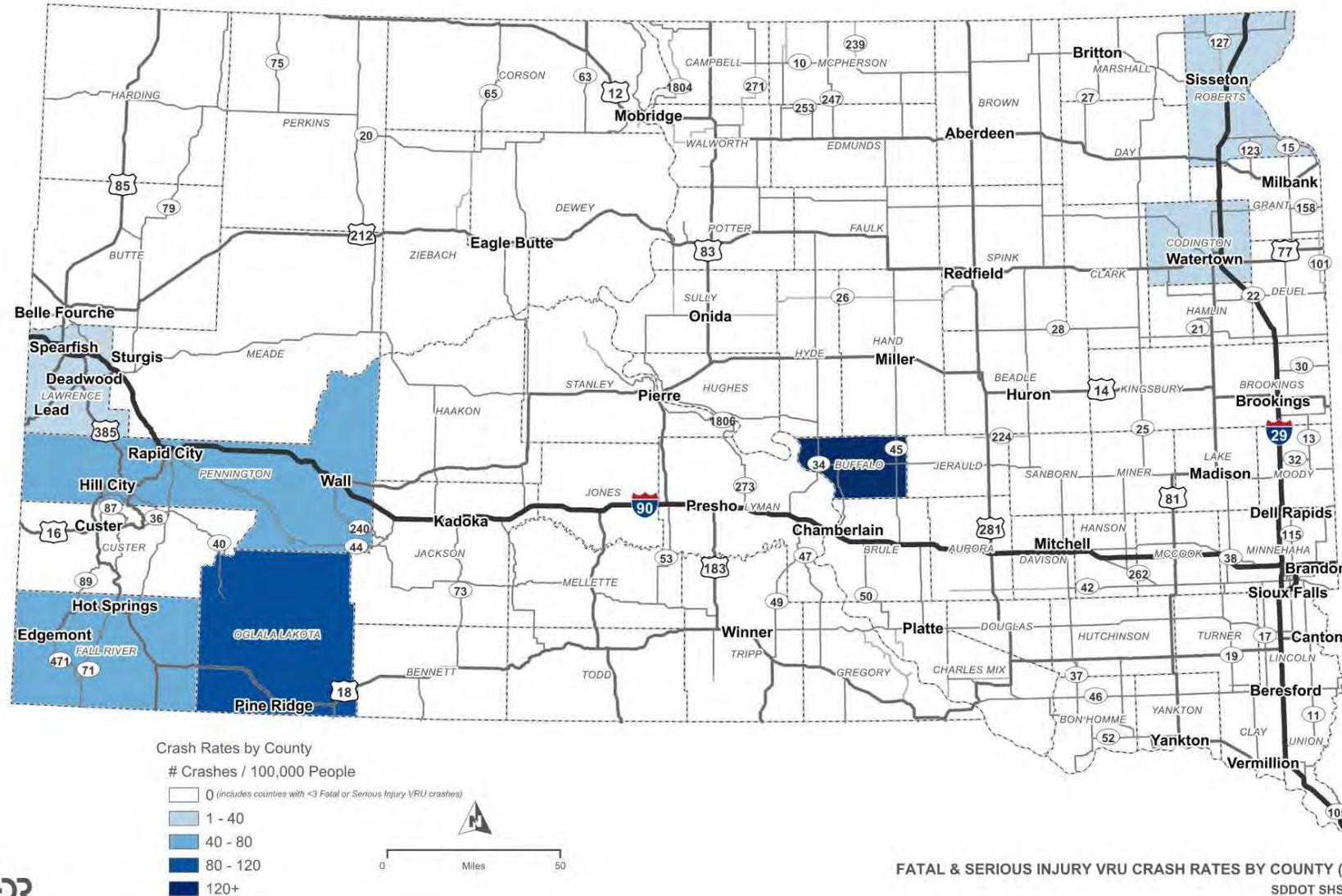
## High-Risk Determination

- Crash frequencies and crash rate (per 100,000 people) were calculated for each county, city, and tribal area in South Dakota
- **High-risk area:** Cities with the highest number of crashes
- **High-risk area:** Counties and tribal areas with the highest crash rates (*minimum of three severe VRU crashes*)

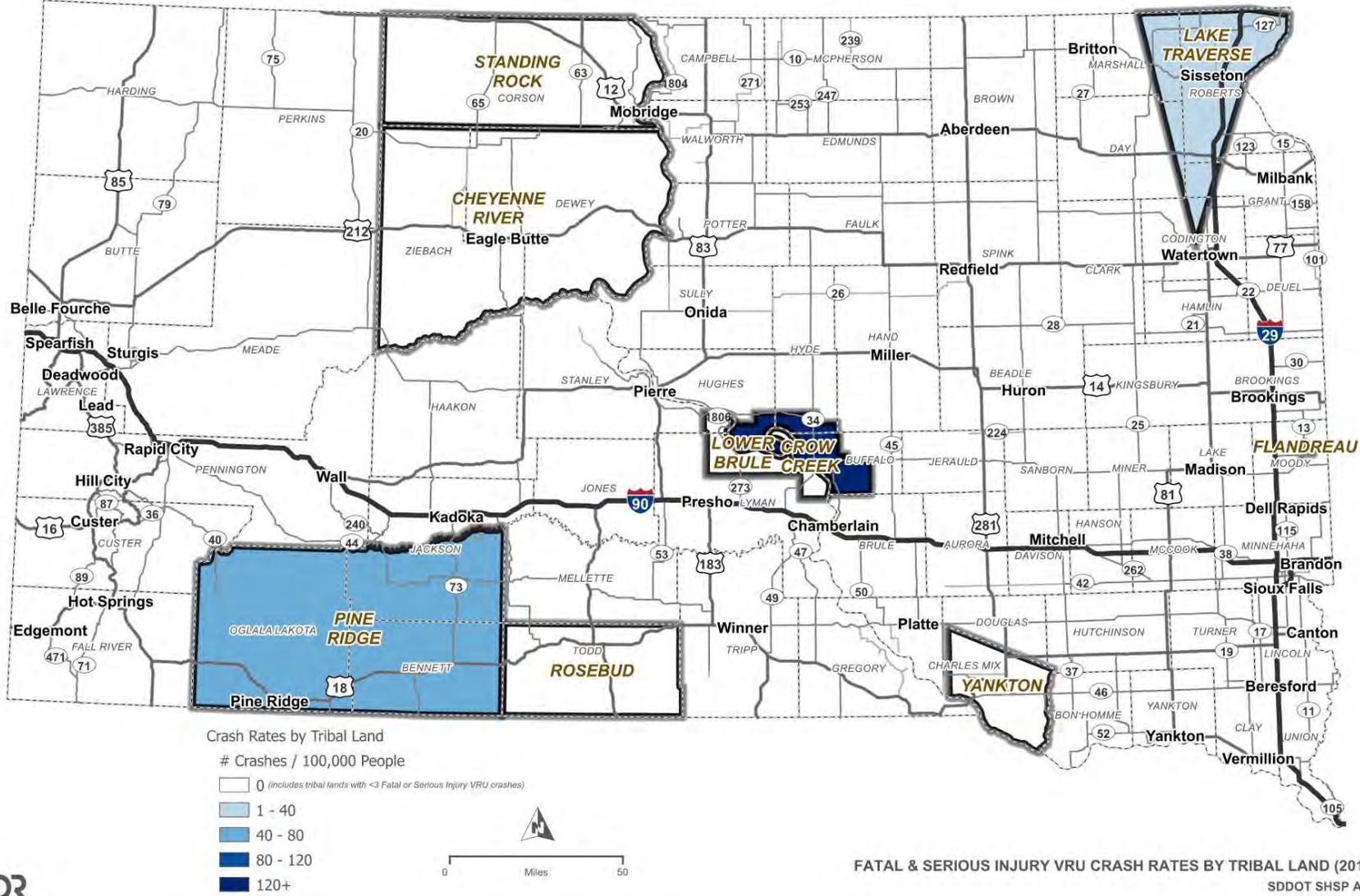
# Fatal & Serious Injury VRU Crash Density



# Fatal & Serious Injury VRU Crash Rates by County



# Fatal & Serious Injury VRU Crash Rates by Tribal Land



FATAL & SERIOUS INJURY VRU CRASH RATES BY TRIBAL LAND (2018-2022)  
 SDDOT SHSP ANALYSIS

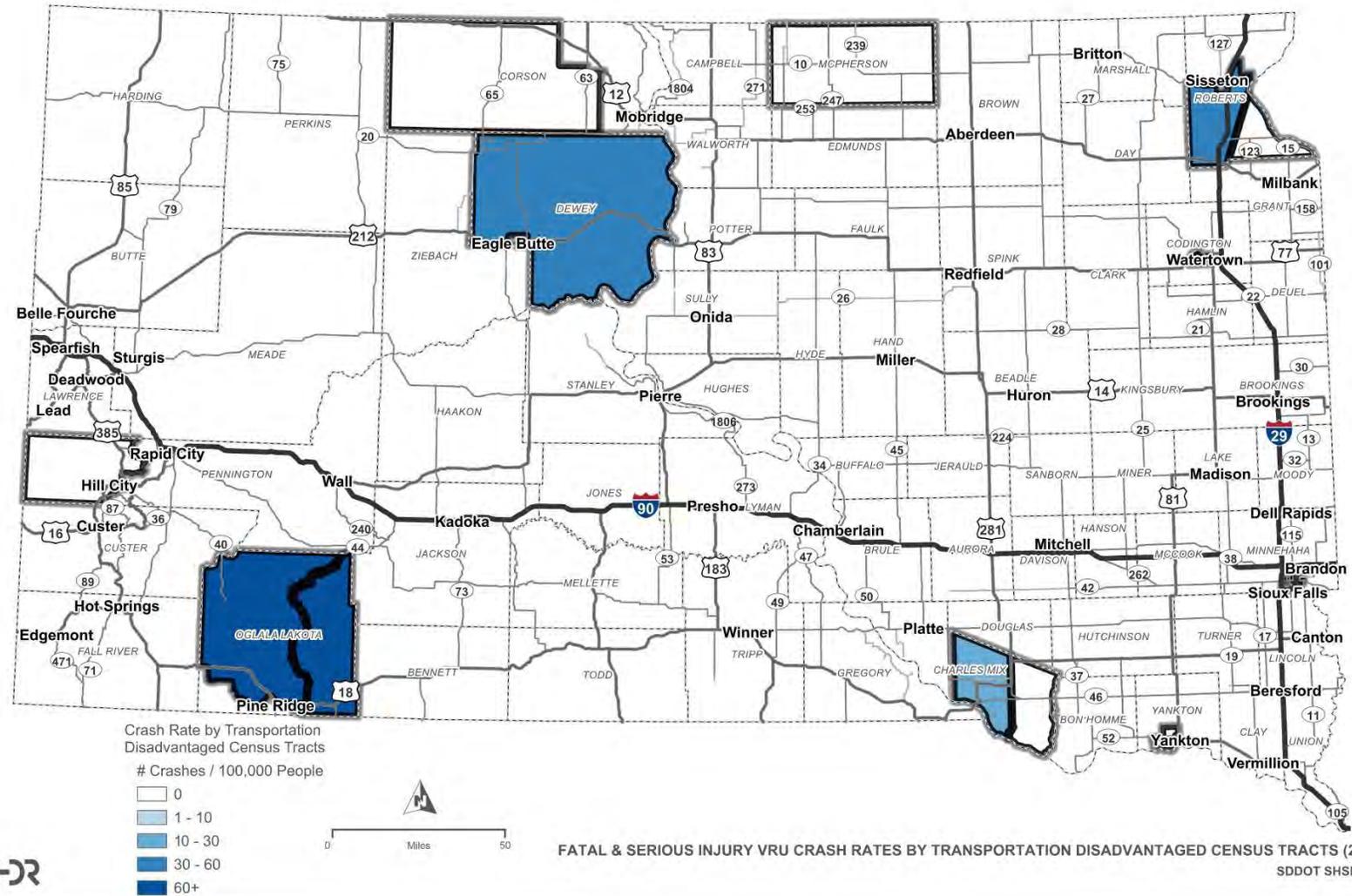
FIGURE 9



# Demographic Consideration

- High risk areas were compared with USDOT Transportation Disadvantaged Communities census tracts
- 11 of 19 tracts within South Dakota had at least one fatal or serious VRU crash
- 9 tracts were already included within an already identified high-risk VRU area

# Fatal & Serious Injury VRU Crash Rates by Transportation Disadvantaged Census Tracts





# Strategies

Vulnerable Road User (VRU) Safety Assessment

# Existing Statewide Plans & Programs

## **SDDOT Long Range Transportation Plan (LRTP)**

Supports SDDOT's mission, vision, and goals by providing a planning framework that guides decision-making and highlights beneficial multi-modal relationships and opportunities.

## **Statewide Transportation Improvement Program (STIP)**

Identifies highway and intermodal improvements to preserve, renovate, and enhance South Dakota's transportation system.

## **South Dakota Triennial Highway Safety Plan**

Used data from the 2021 Fatality Analysis Reporting System (FARS) and 2022 state data to set triennial safety targets for South Dakota.

# Existing Statewide Programs

## Safe Travel for Every Pedestrian (STEP)

Promotes cost-effective countermeasures with known safety benefits to address potential safety concerns at uncontrolled crossing locations and intersections with no traffic signals.

## Transportation Alternatives (TA)

Uses federal transportation funds for specific activities that enhance the inter-modal transportation system and provide safe alternative transportation options.

# Existing State Law

## Safe Passing Law

Requires motor vehicle drivers to leave at least 3' of clearance when traveling at 35 mph or less or 6' when traveling over 35 mph of between the vehicle and the cyclist when overtaking the cyclist.

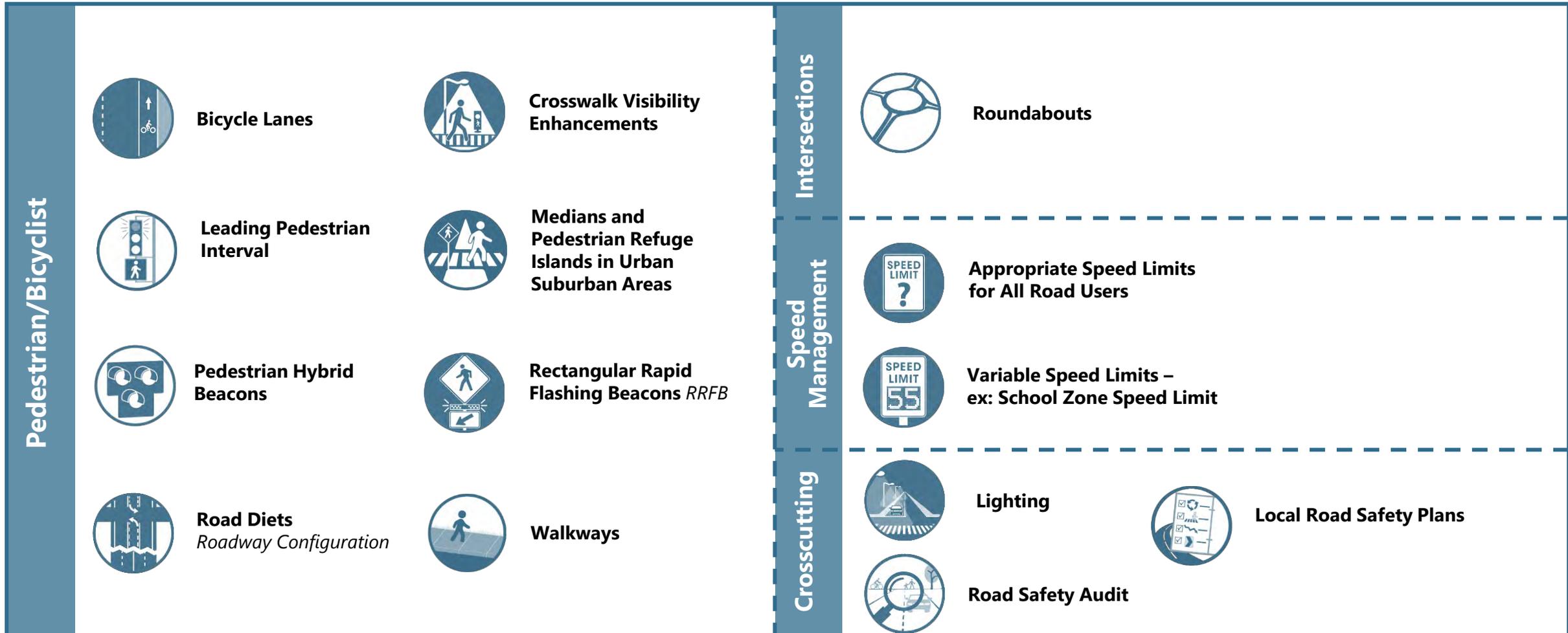
# Existing Educational Campaign

## Don't Thump Your Melon

Promotes bicycle helmet usage through giveaways, t-shirts, and brochures.

# Infrastructure Strategies

## FHWA Proven Infrastructure Safety Countermeasures





# Education & Outreach

- Elementary-Age Child Pedestrian Training
- Bike Safety Rodeo/Safety Town
- Bicycle Safety Education for Adults
- Media Campaigns
- Driver Education
- Bicycle helmet promotions



# Policy & Programs

- Complete Streets
- Pedestrian Safety Zones
- Safe Routes to School



# Discussion

Vulnerable Road User (VRU) Safety Assessment

# Discussion

1. **What** state plans or programs have you made use of (such as Safe Travel for Every Pedestrian, Transportation Alternatives Program)?
2. **What** local or regional plans, programs, or policies do you have in place?
3. **What** infrastructure strategies have you made use of?
4. **What** do you see as the key challenges for tribal communities concerning pedestrian and bicycle safety?
5. **What** new plan, program, policy, or infrastructure strategy would be helpful in the future?

# THANK YOU!



**Dustin Witt, SDDOT**

Dustin.Witt@state.sd.us



**BryAnn Becker Knecht,**

*HDR*

bryann.beckerknecht@hdrinc.com





# NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## NHTSA Updates and Resources

*Gina Espinosa-Salcedo and Kara Mueller*

*NHTSA Region 8*

*10/18/2023*

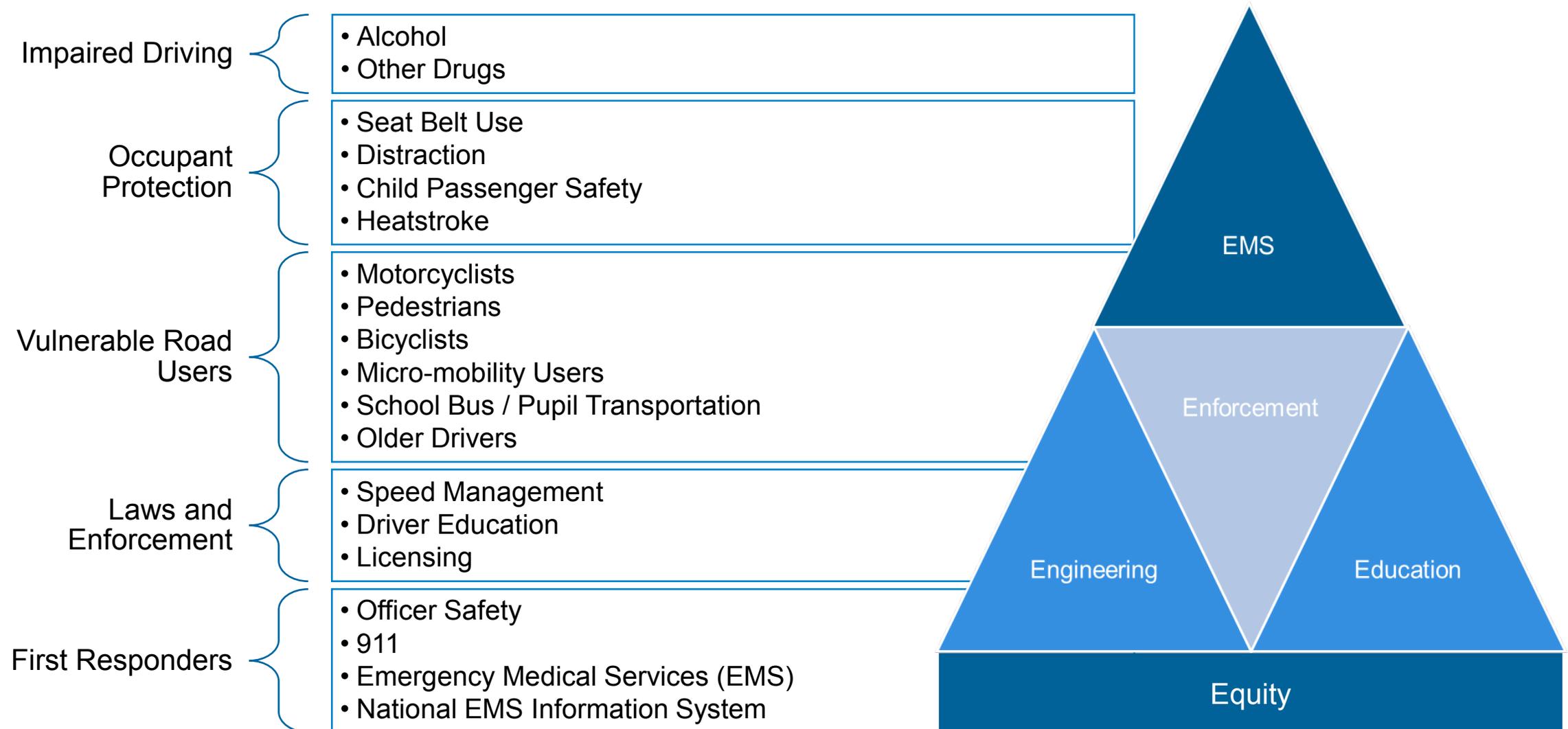


Save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards and enforcement activity.

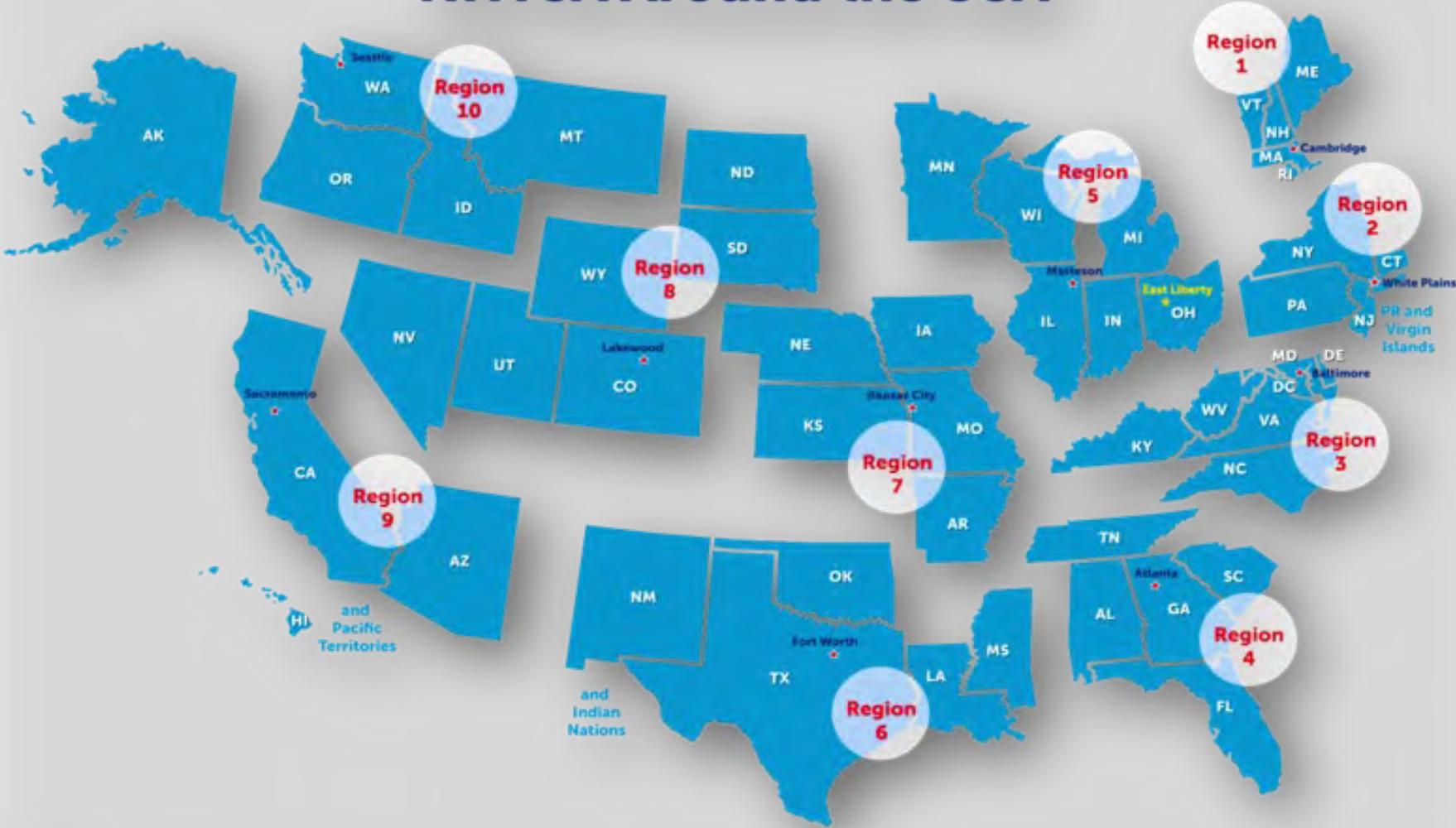
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*NHTSA's Mission*

# Behavioral Safety Priorities



# NHTSA Around the USA



U.S. Department of Transportation  
National Highway Traffic Safety Administration

★ Vehicle Research and Test Center  
★ Regional Headquarters



# Upcoming Projects/Events

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## **How to Guide for Increasing Seat Belt Use in Indian Country – Completed by 2024**

- Research the differences in seat belt usage among tribes and the contributing factors that influence seat belt use in Indian Country. Community Based Participatory Research to involve community members, researchers and other stakeholders.

## **TIPRC/NHTSA Recall Webinar - November 1, 1:00pm Central**

- The Tribal Injury Prevention Resource Center and NHTSA will host a webinar, speaking to the critical issue of vehicle safety recalls.

## **4 Corners Tribal Conference – March 27-28, 2024**

- Oljato-Monument Valley, UT
- CPS, Injury Prevention and Traffic Safety

## **Lifesavers Conference – April 7-9, 2024**

- Denver, CO

# Data Resources & Publications

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## NCSA Tools, Publications, and Data

<https://cdan.nhtsa.gov/>

- State Traffic Safety Information (STSI)
- Native American Traffic Safety Facts
- Crash Data Publications (CrashStats)
- FARS Data Tables
- Fatality and Injury Reporting System Tool (FIRST)
- Data Visualization Tools

*.....and more*



*Use the camera on your phone to take a picture of the QR code to access a link to the website*

# Data Resources & Publications

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Crash data publications: <https://crashstats.nhtsa.dot.gov/#/>

**Tip:** Many full-length reports have an accompanying

Traffic Techs that summarize the information:

<https://www.nhtsa.gov/traffic-tech>

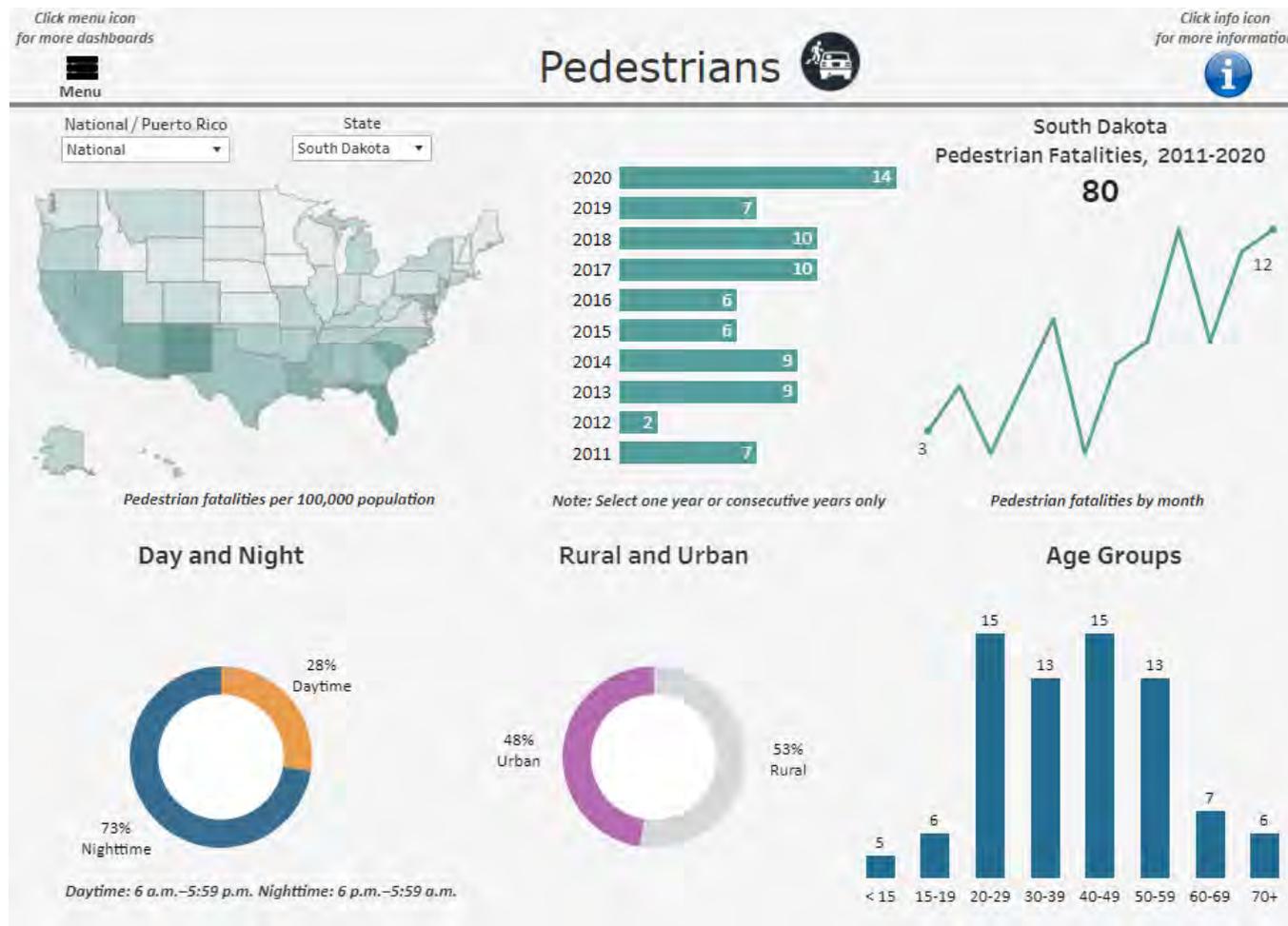
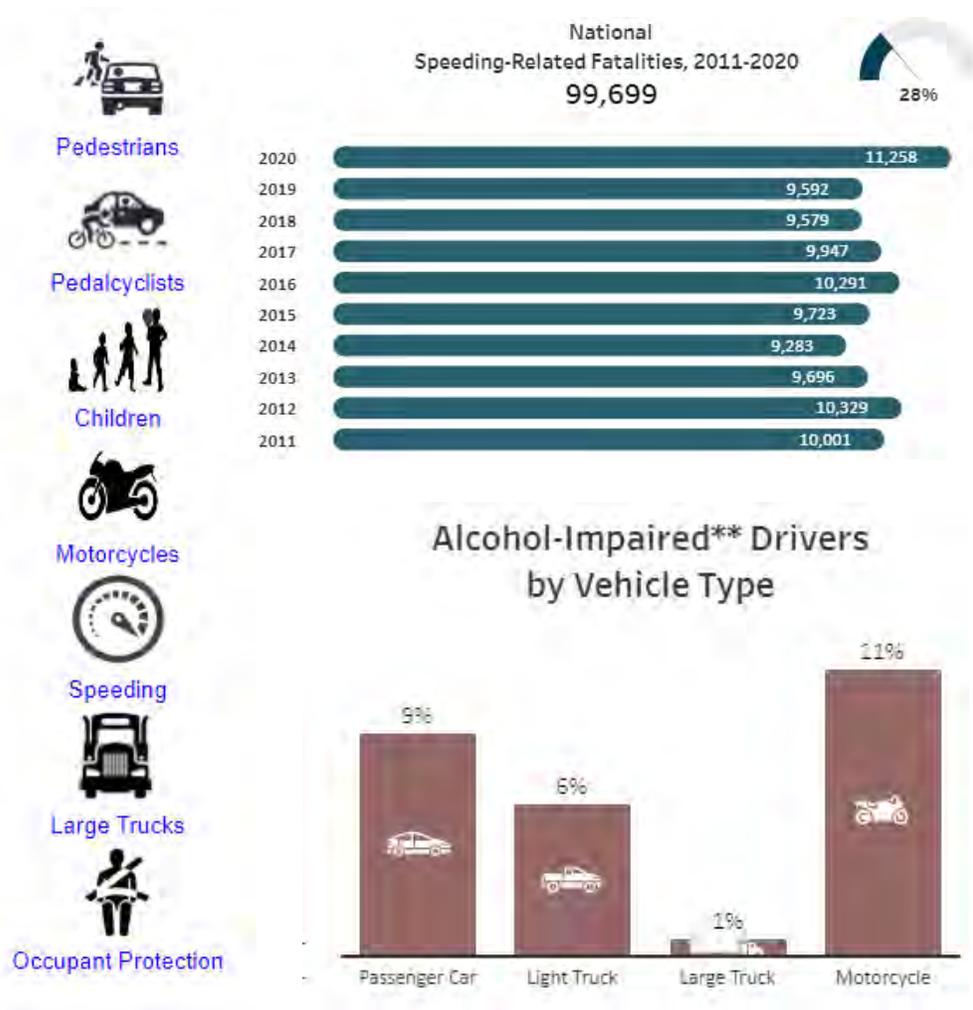
SaferCar app: <https://www.nhtsa.gov/campaign/safercar-app>

- Scan your VIN to check for recalls
- Ability to add equipment like car seats and tires to receive additional recall alerts

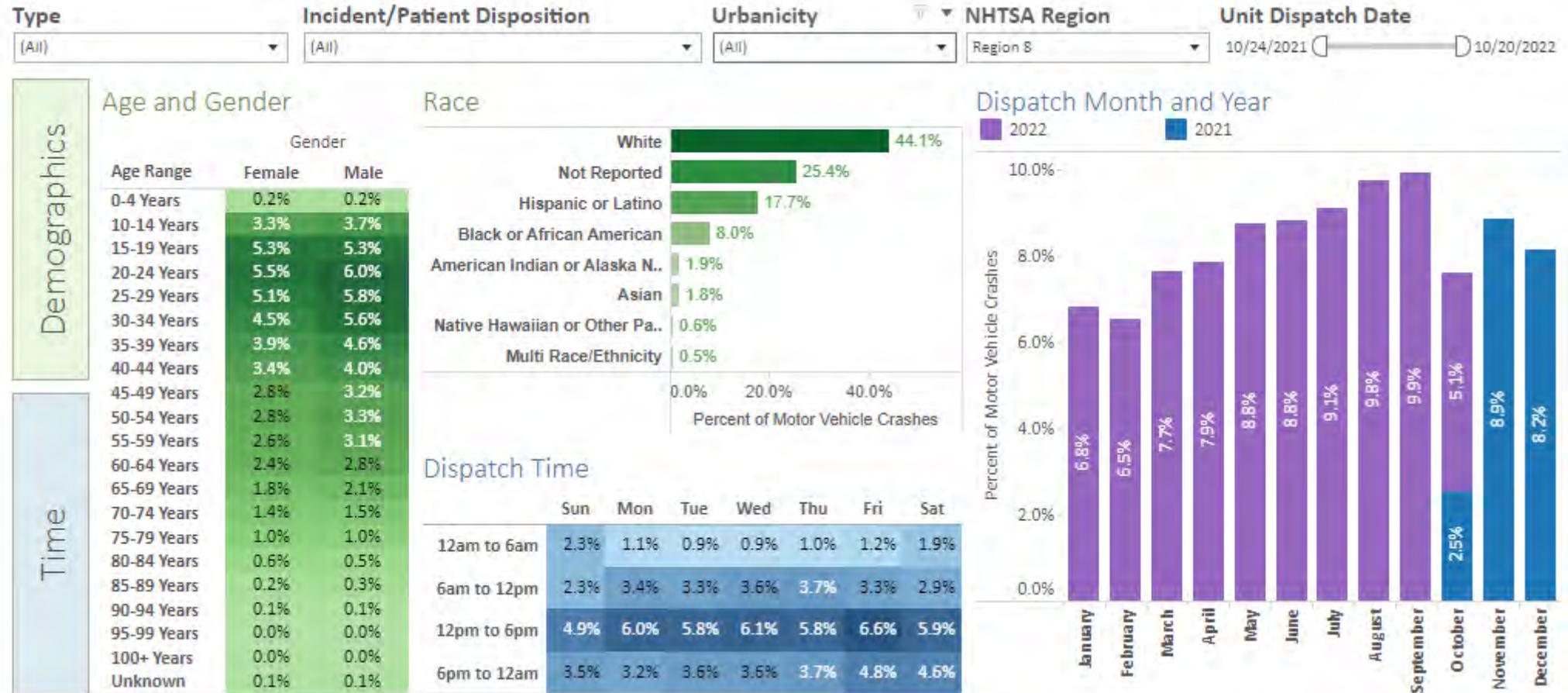
Child Safety Seat Inspection Sites: [Car Seat & Booster Seat Safety, Ratings, Guidelines | NHTSA](#)

- Type in state, city and state, or zip code and locate a CPS Safety Technician, Inspection Site, or upcoming event

# Data Visualization Tools



# National Emergency Medical Services Information System (NEMSIS) – Public Dashboard



# Traffic Safety Marketing

**TSM** Traffic Safety Marketing

## Campaigns

- Bicycle Safety
- Child Safety
- Distracted Driving
- Drowsy Driving
- Drunk Driving
- Drug-Impaired Driving
- First Responder Safety
- Motorcycle Safety
- Older Drivers
- Pedestrian Safety
- Rail Grade Crossing
- Seat Belts
- School Bus Safety
- Speed Prevention
- Teen Safety
- Vehicle Safety
- Others



Stay Connected to the Land  
& People You Love

Travel  
Safely



# NHTSA Region 8 Materials for Tribal Communities



## PROTECTING OUR FUTURE



# NHTSA Tribal Technical Assistance

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**Tribal Crash Reporting Toolkit** - <https://www.tribalsafety.org/tribal-crash-reporting-toolkit>

Designed to help Tribal governments collect, manage, and analyze crash data.

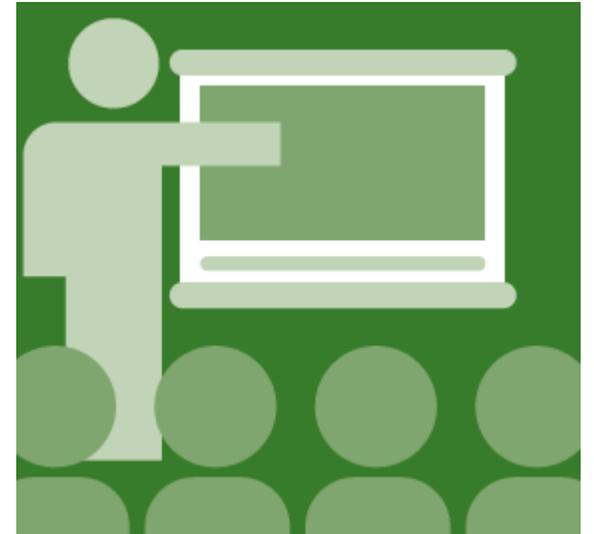
**Go Teams** - NHTSA offers customized Training and Technical Assistance via Go Teams. The Teams are meant to address a smaller scale, short-to-medium term need and are provided at **no cost**.

(Training, Process review and recommendations)

**GO Team application:**

[http://www.nhtsa.gov/DOT/NHTSA/NVS/TrafficRecords/Training\\_Technical\\_Assistance\\_Application.docx](http://www.nhtsa.gov/DOT/NHTSA/NVS/TrafficRecords/Training_Technical_Assistance_Application.docx)

**Recent Event:** The Traffic Records Forum was in Nashville, TN this year and had a session on Tribal data and updates, a plenary session on Tribal Issues in Traffic Safety data and Tribal Data Integration as part of a roundtable. <https://www.atsip.org/traffic-records-forum/>



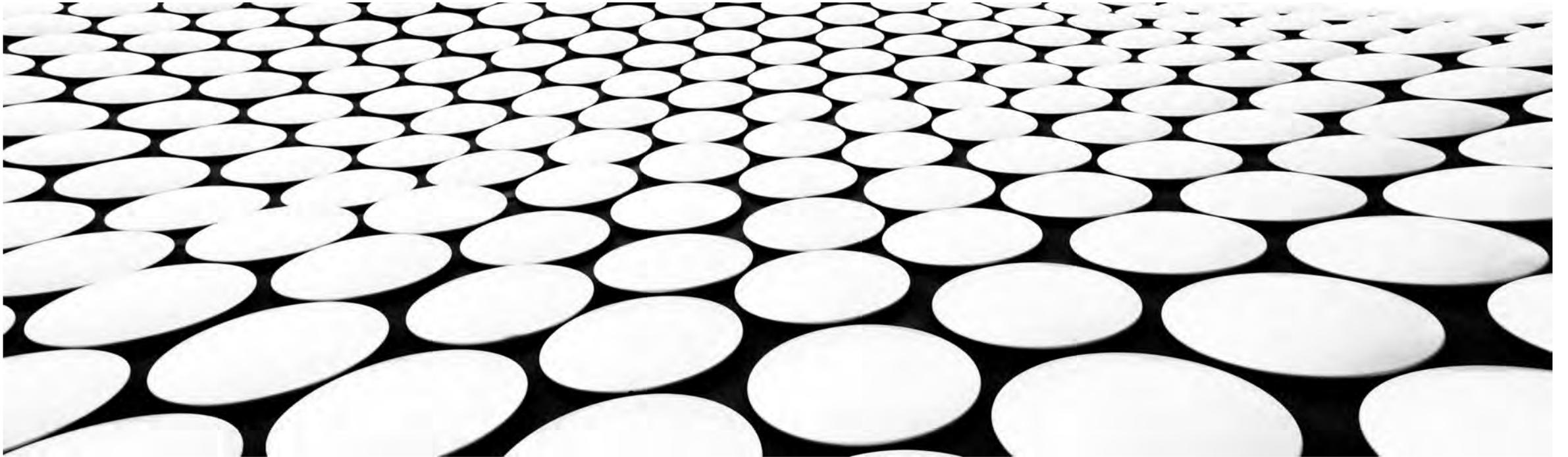
# SD Multi-modal Meeting for Highway Safety

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- The South Dakota Multi-Modal Safety Roundtable was held the morning of August 30 in Pierre, SD.
- Hosted by state and regional representatives from FHWA, NHTSA, and FMCSA.
- Primary focus was listening to all transportation entities, learning what their safety concerns & challenges are, and determining how the modal agencies can help.
- Hope to hold future listening sessions to continue focusing on issues specific to South Dakota.

# Indian Highway Safety Program FY23 Highlights

Greg Knox  
Acting Program Director



# South Dakota Tribal Visit - Summer 2023

- **Oglala Sioux Tribe**
- **Rosebud Sioux Tribe**
- **Cheyenne River Sioux Tribe**
- Tribal Employees/Offices present:
  - Tribal Leaders, Tribal Council Members, Police Department, Department of Transportation, Courts (Impaired Driving)
- National Highway Traffic Safety Administration (NHTSA)
  - Regional Administrator Gina Espinosa-Salcedo, Regional Program Managers Kara Mueller & Tabatha Austin Harris
- Federal Highway Administration (FHWA) – Office of Tribal Transportation
  - Safety Programs Specialist Chris Kwilinski
- South Dakota Office of Highway Safety (OHS)
  - Governor's Representative and OHS Director Amanda Kurth, Statistical Analyst Megan Ellis



# South Dakota Tribal Visit – BIA & NHTSA Take-Aways

- Importance of relationship-building: in-person meetings to listen to and support the tribes' traffic concerns and needs importance of government-to-government relationship, invitations, communication
- Difficulty hiring and retaining:
  - Officers
  - Qualified court judges and staff
- Need for emergency motor vehicle extraction equipment, criticality of post-crash care
- Distance and staffing shortages impact response times for EMS and Law Enforcement
- Semi/Commercial Vehicle Traffic
  - Need for commercial motor vehicle traffic stop and inspection training
    - Heavy Semi Traffic when state roads are closed, traffic diverted
    - Semi operators traveling at excessive speeds with little regard for communities on the reservation and other road users (bikes, peds, autos)
    - NHTSA Region 8 has created PI&E assets for CMV safety on tribal lands
    - NHTSA working with FMCSA to help Rosebud with CMV MOU for commercial training for tribal officers (next step: govt-to-govt tribal request to State)
- Some interest in tribal DUI/wellness courts, need court capacity, staff first

# Federal Highway Safety Administration

- Tribal DOT are concerned with roadway signage, road conditions, and engineering
- FHWA shared grant opportunities with tribes
- Provided some technical assistance opportunities on how to gather data and address infrastructure issues with roadways
  - Chris talked about 360-degree cameras; useful to capture road safety issues to justify funding requests when crash data is lacking
  - Tribal Transportation Programs to make loaner cameras available for tribes to use

# BIA - Indian Highway Safety Program

- Shared Grant Opportunities that could assist with some of the issues
- Touched on Safe System Approach
  - Post Crash Care
- BIA IHSP is revising its grant agreement problem identification requirements to include funds availability for the needs expressed by the tribe (post crash care, equipment, DUI courts)
- BIA reminders for this grant application cycle:
  - Importance of linking needs to traffic problems and targets
  - Budget Modifications available for additional funding
  - Modifications allow tribes to request additional funding and allow movement of funds between line items

# South Dakota Office of Highway Safety (OHS)

- Data – LEOs demo on crash data to show the tribes how the system could be used and how names of tribal members are kept confidential
- Going to share Memo of Understanding that would cover the tribe's concerns in reporting traffic data to the state
- Coordinate Advanced Crash Reconstruction Training for the tribes with SD HP

# Other Highlights with IHSP Grant funding in FY23

- 28 Law Enforcement Grantees (9 did not respond)
- 30 Child Passenger Safety Seat Technicians
  - 25 – Tribal Law Enforcement with 1 Proxy
    - A proxy can sign off on a car seat installation
  - 5 – Administrative Staff
- 2 Drug Recognition Experts (DRE)
- Drug Testing Units: 1 Sotoxa & 1 Drager
- Law Enforcement Instructors
  - 1 DUI Instructor
  - 2 Radar & Lidar
  - 2 SFST

# FY24 Indian highway safety program Grantees

- Law Enforcement Grantees
  - 25 Straight Time
  - 3 Overtime
- 12 Occupant Protection
- 2 Highway Safety Specialist positions
- Triennial Highway Safety Plan Grantees
  - 5 Law Enforcement
  - 4 Occupant Protection
  - 2 Highway Safety Specialists

# Bureau of Indian Affairs Indian Highway Safety Program

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- IHSP Grants include:
  - CPS
  - LEA OT and Straight Time
  - Highway Safety Specialist
- Application Deadline is May 1
- Program questions can be sent to: [ojs\\_indian\\_highway\\_safety@bia.gov](mailto:ojs_indian_highway_safety@bia.gov)



# South Dakota Office of Highway Safety Contacts

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Jon Pike - LEL

[Jon.pike@state.sd.us](mailto:Jon.pike@state.sd.us)

<https://drivesafesd.com/>

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# Thank you!

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Regional Administrator

NHTSA Region 8

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Kara Mueller

Regional Program Manager (SD, ND)

[kara.mueller@dot.gov](mailto:kara.mueller@dot.gov)

A light-colored map of South Dakota serves as the background. It shows major highways, cities, and geographical features like the Black Hills and Badlands National Park. The text is overlaid on this map.

# **SDDOT Winter Maintenance Coordination**

## **Safety Summit**

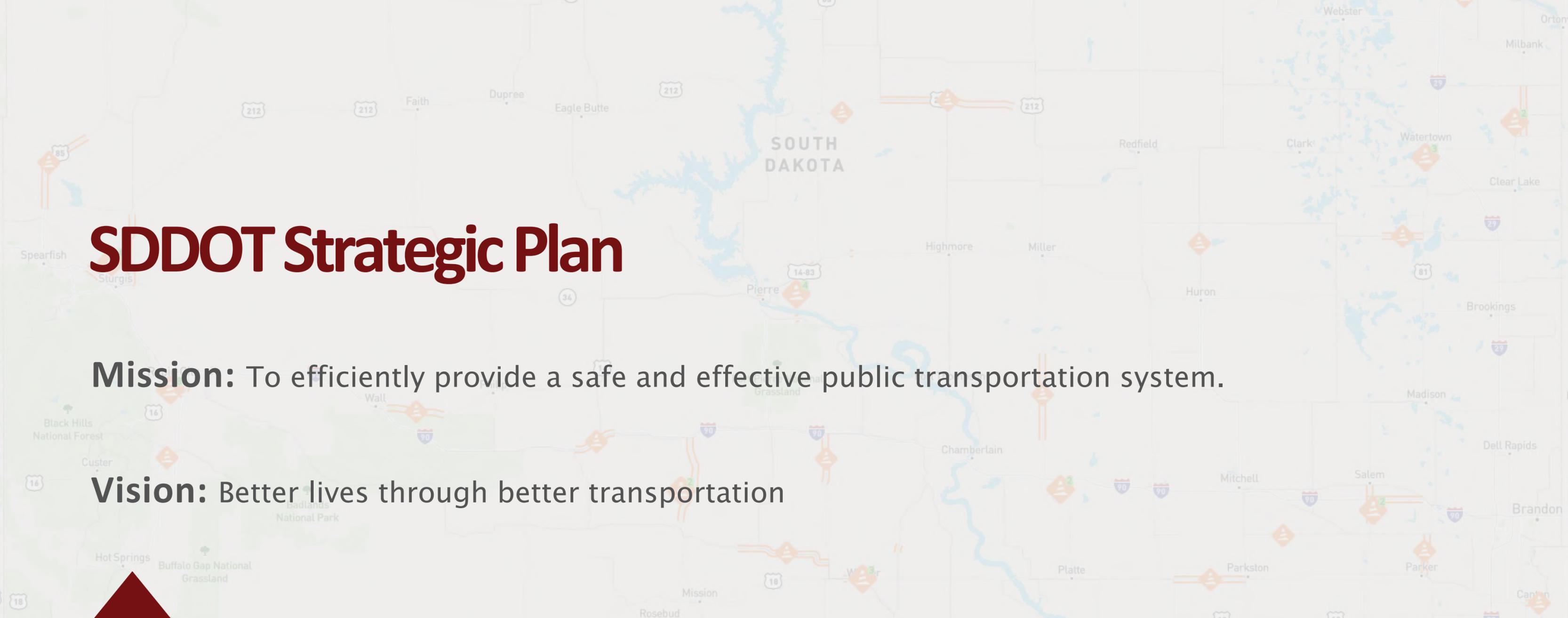
**Craig Smith, PE Director of Operations**

**October 18, 2023**

# Topics

- Resiliency of Transportation System
- 2022-2023 Winter Review
- SDDOT Annual Winter Highway Maintenance Plan
- Winter Mitigation Strategies
- Traveler Information
- Highway Closure Procedure
- Stranded Motorists / Rescue Missions
- Coordination Before/During/After
- Requesting DOT Assistance

“We are dedicated to continually provide a safe and effective public transportation system to connect the great State of South Dakota with the nation.” Secretary Joel Jundt



# SDDOT Strategic Plan

**Mission:** To efficiently provide a safe and effective public transportation system.

**Vision:** Better lives through better transportation

“We are dedicated to continually provide a safe and effective public transportation system to connect the great State of South Dakota with the nation.” Secretary Joel Jundt

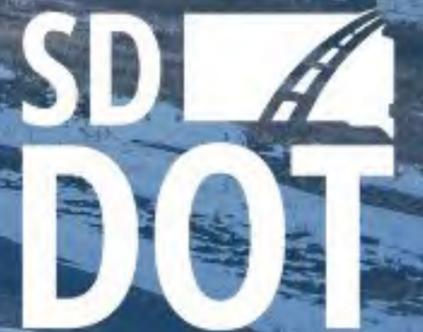
# SAFETY IN ALL WE DO

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The SDDOT strives to get everyone home safely, everyday. Whether you are a part of the traveling public, an SDDOT contractor or state employee, our number one priority is your safety.

Please take safety precautions seriously and take the steps to get home to the people who are counting on you.



# Winter Weather Impacts Flooding / Drainage Impacts



## Resiliency of the State Highway Network



# Winter Weather Impacts

- Safety
- Highway Closures
- Blocked Secondary Highways
- Disruptions to Travel

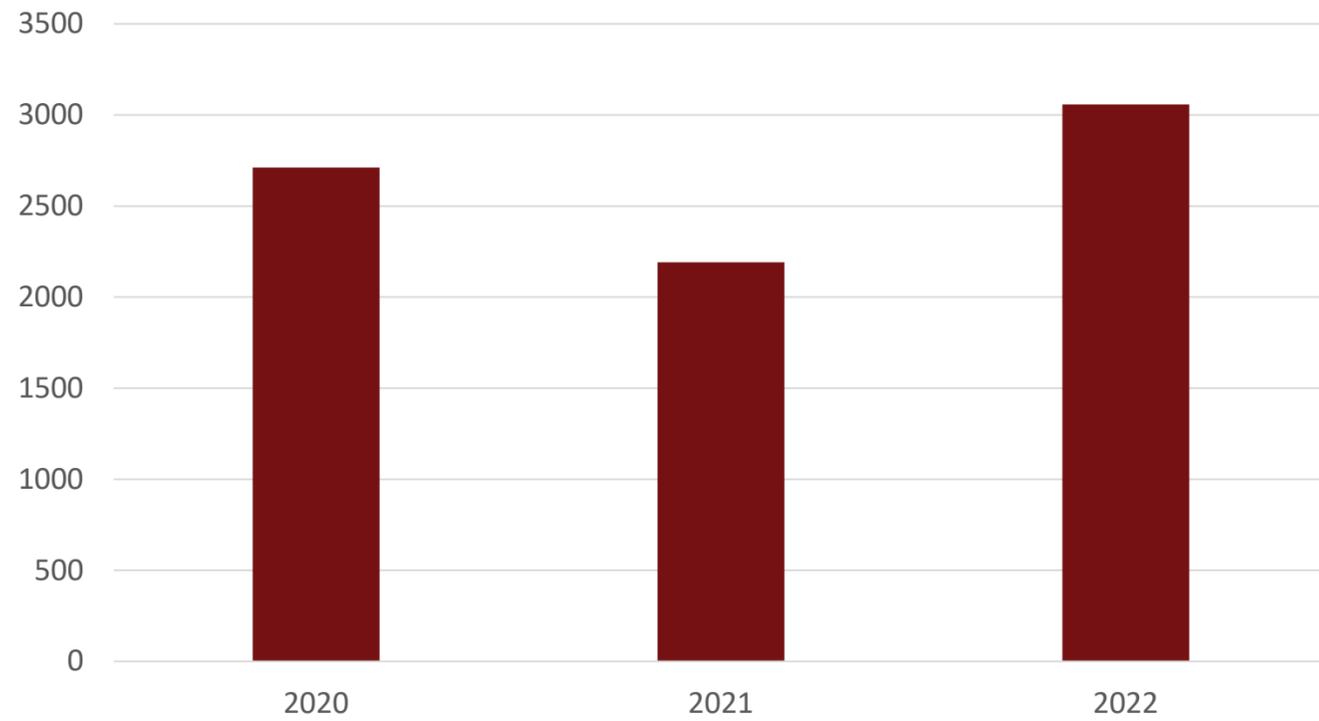


“We are dedicated to continually provide a safe and effective public transportation system to connect the great State of South Dakota with the nation.” Secretary Joel Jundt

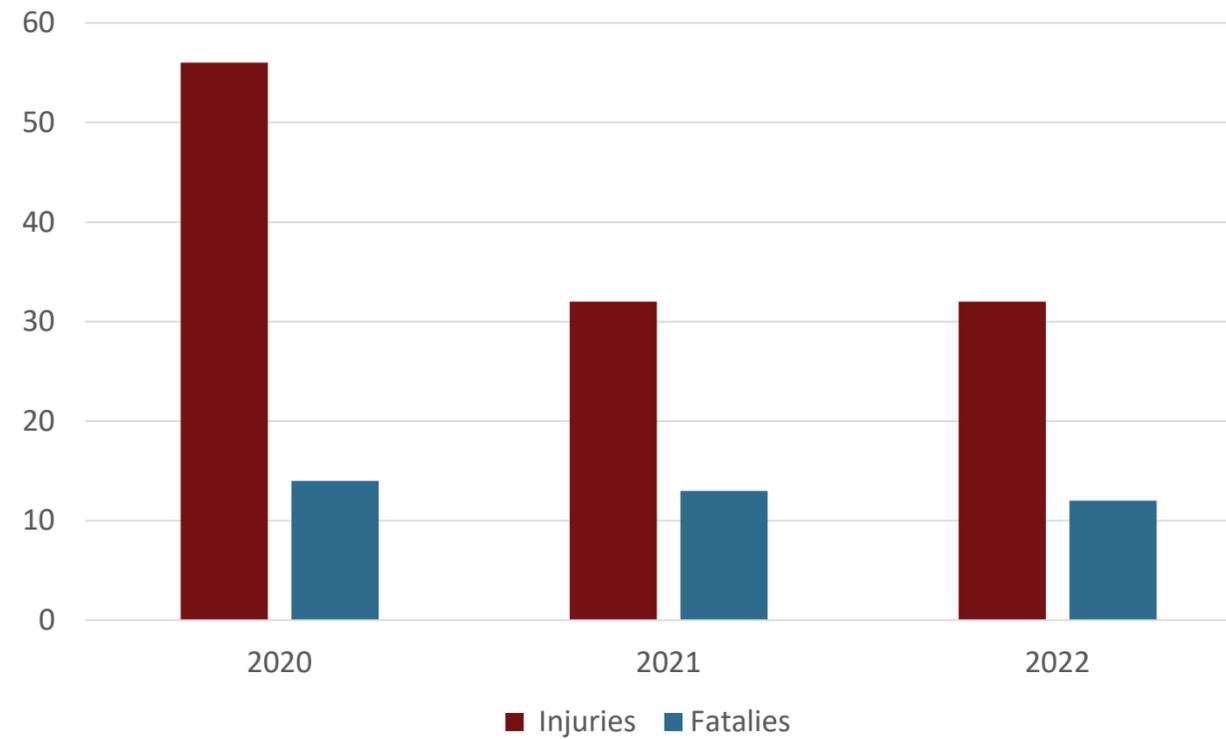
# Winter Related Crashes



### Winter Related Crashes



### Winter Related Fatal and Injury



# Winter of 2022-2023



VIVIAN | Dec. 15, 2022



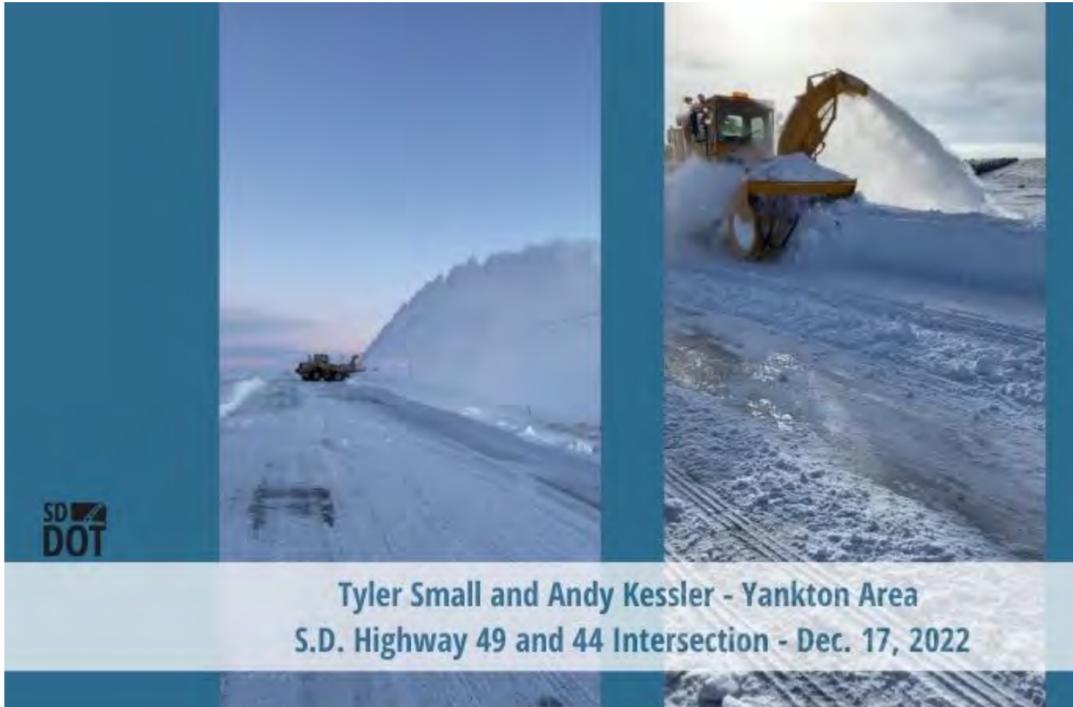
MURDO - Dec. 17, 2022



12/22/22 07:12:58 AM MST



HAYES - Dec. 22, 2022



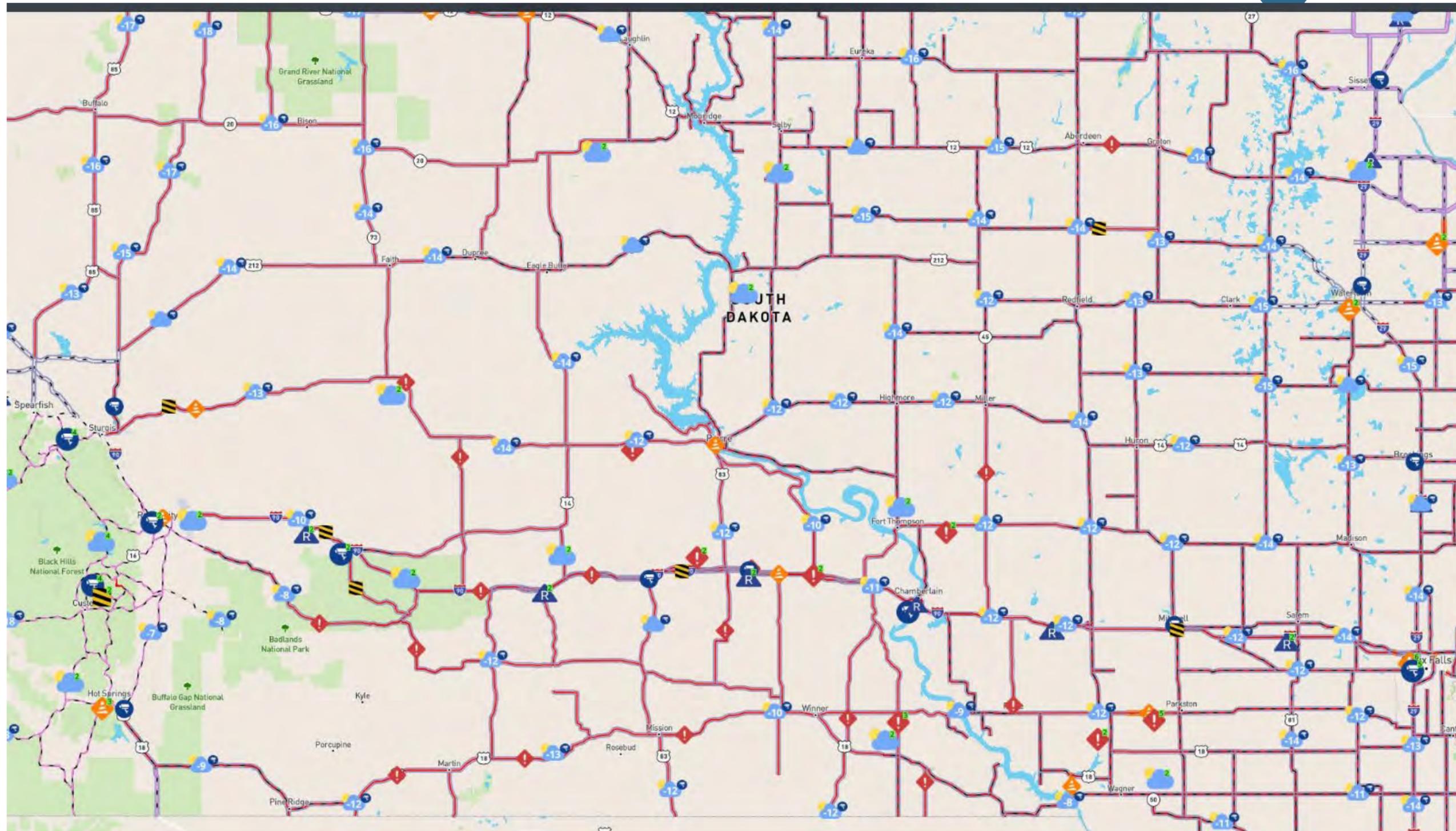
Tyler Small and Andy Kessler - Yankton Area  
S.D. Highway 49 and 44 Intersection - Dec. 17, 2022



IDEAL - Dec. 23, 2022



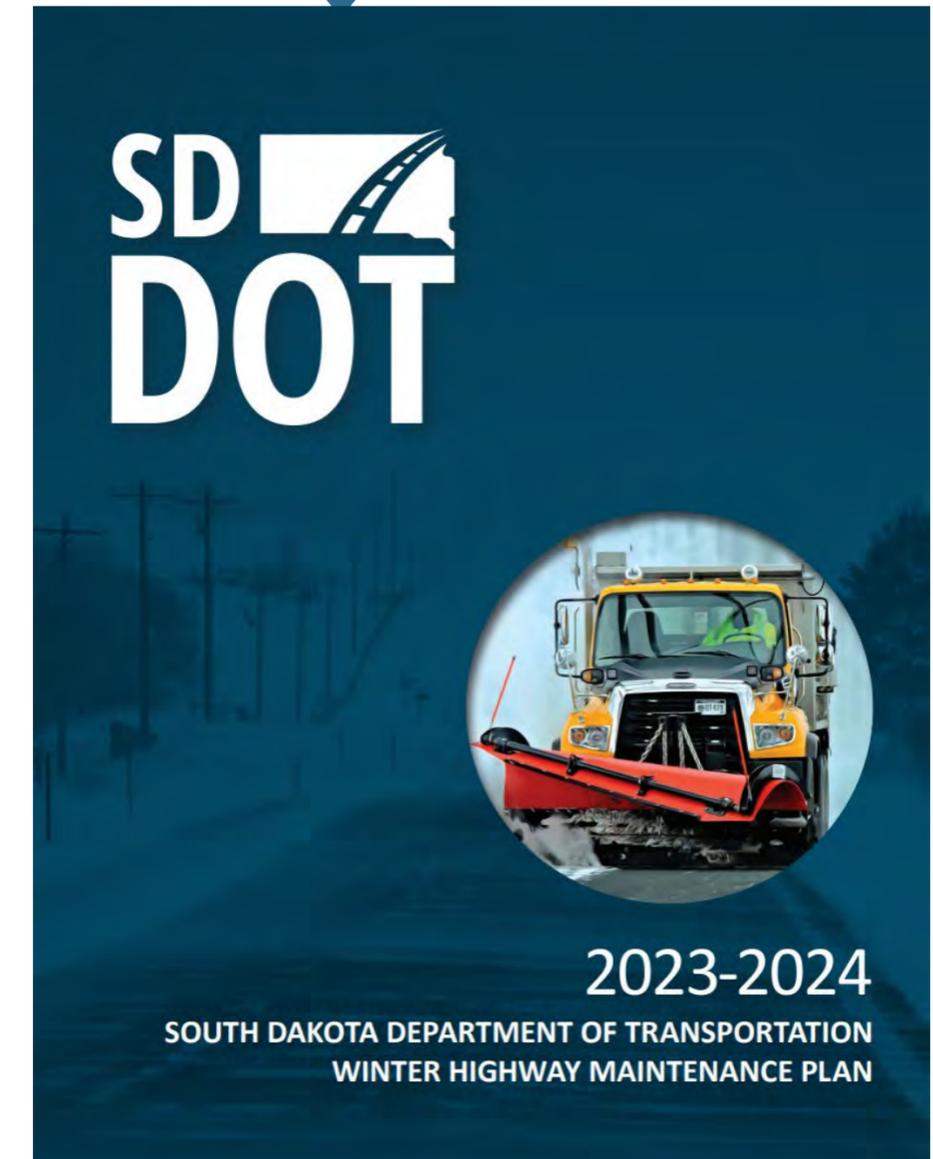
# Winter of 2022-2023



# Annual Winter Highway Maintenance Plan

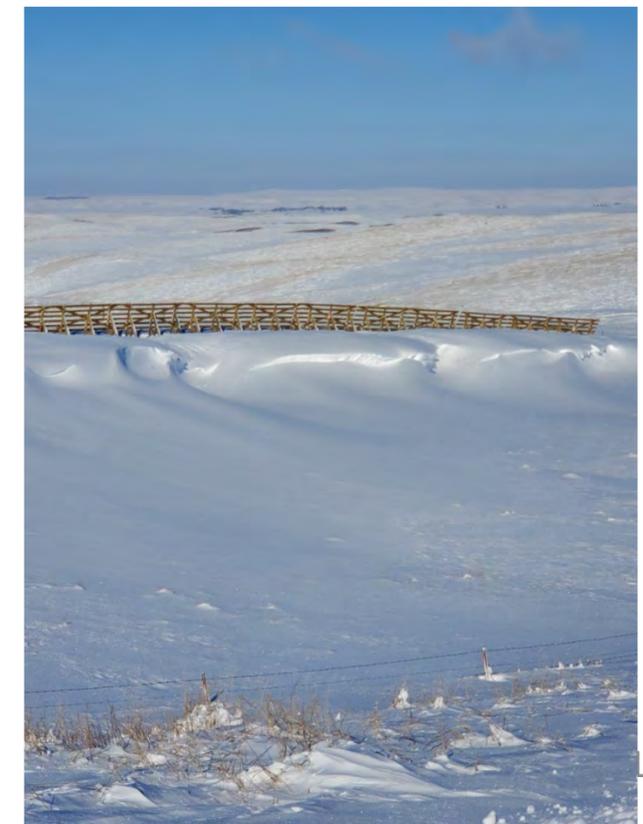
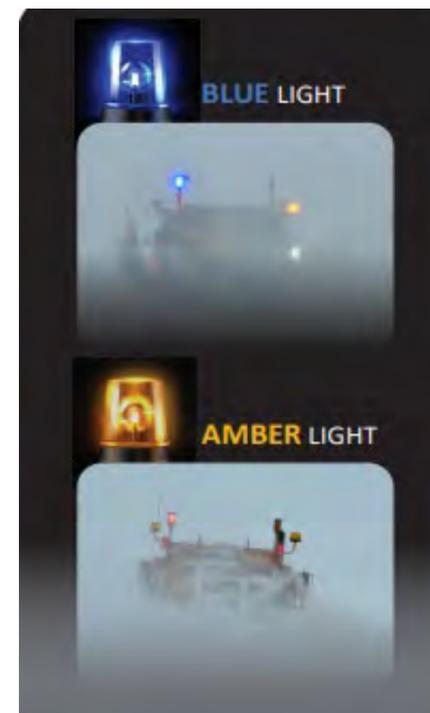
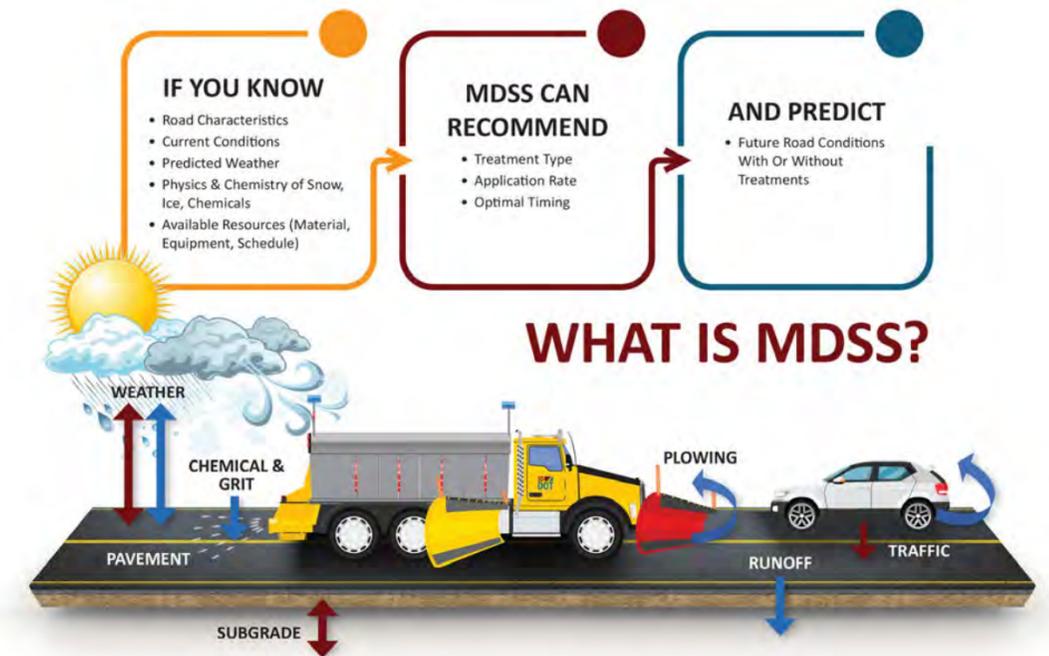


- Annual Plan Approved by Transportation Commission
- Provides Detailed Information on Winter Operations
  - Personnel, Equipment, Technology, and Policy
  - Communications
  - Prior to Winter Events
  - During Winter Events
  - After Winter Events



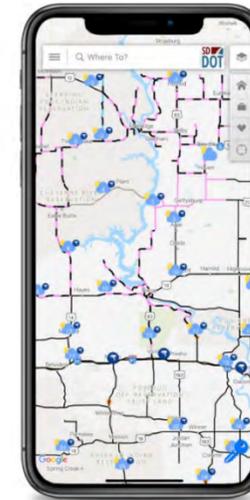
# Winter Weather Mitigation Strategies

- Snow Fence
- MDSS (Maintenance Decision Support System)
- Traveler Information SD511 (web, app or phone)
- ESS (Environmental Sensor Stations)
- VSL (Variable Speed Limits)
- High Friction Surface
- Blue Lights on Snow Plows



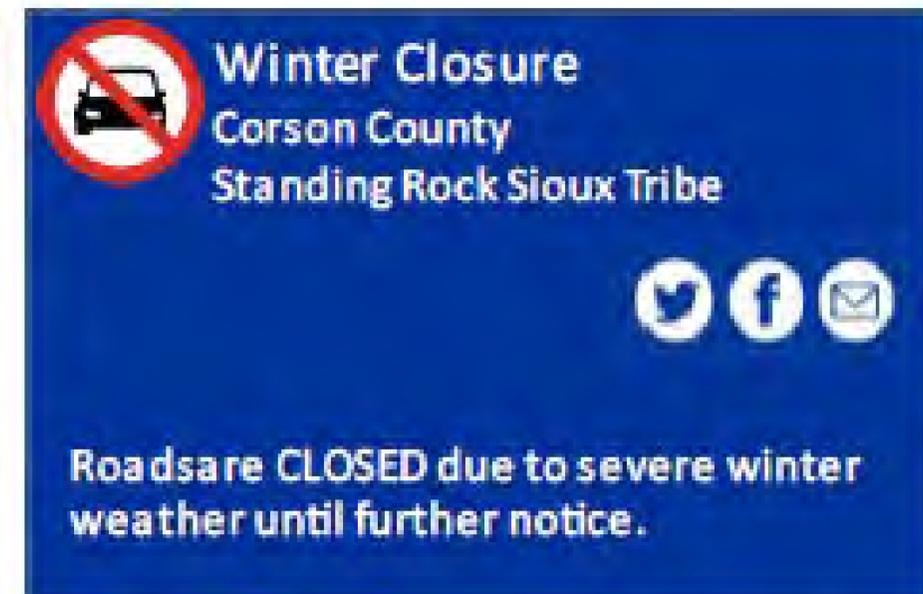
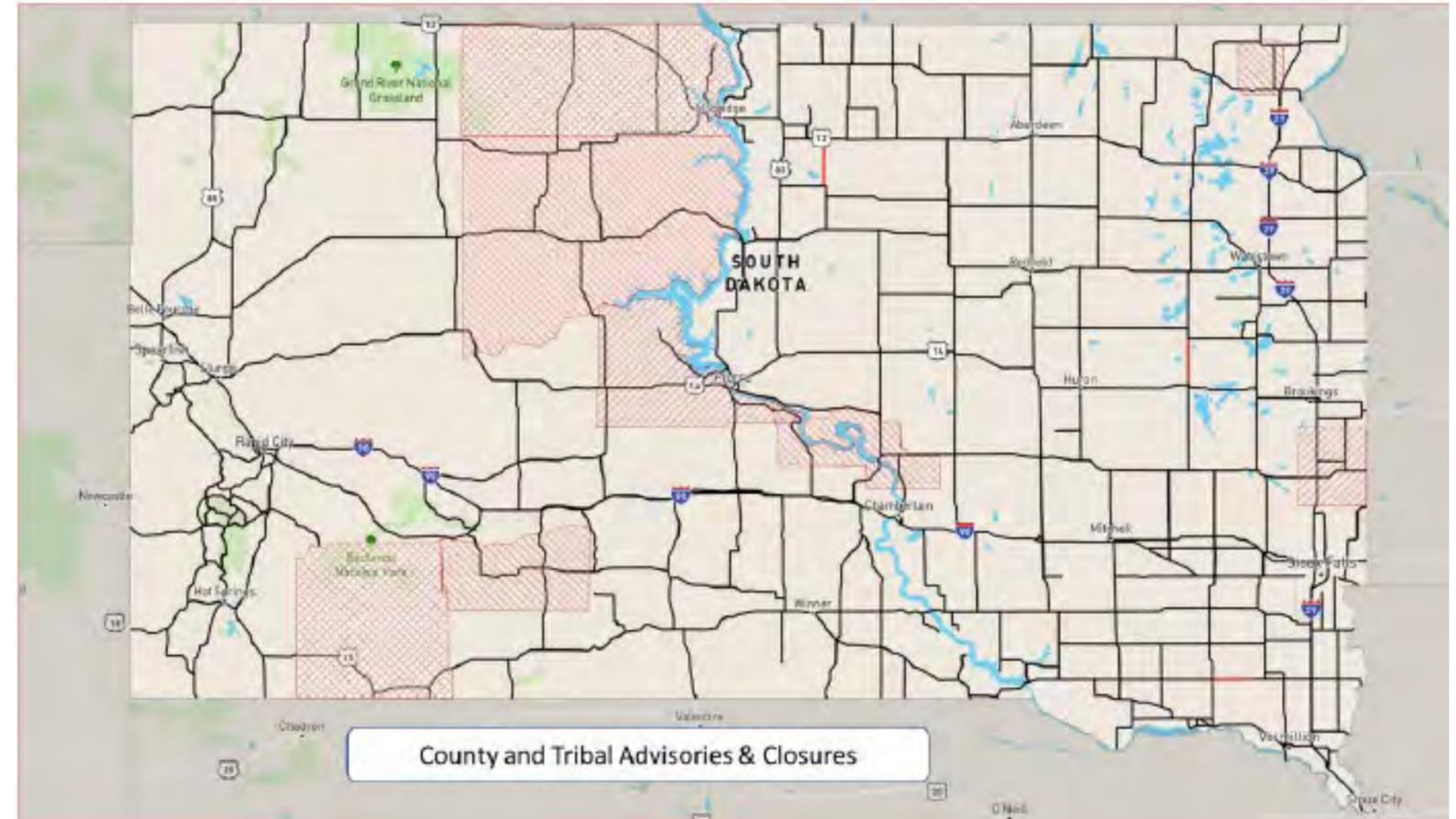
# Traveler Information

- Road Condition Information
- SD511 – App/Website/Phone
- MY SD511
- Floodgate Messages
- Social Media



# County & Tribal Traveler Information

- DOT189 Application
- Post Closure & Advisory to SD511
- Point of Contact
- Enter / Remove Information
- Next Steps
  - Finalize List
  - Develop SD511 Capabilities
  - Provide Training
  - Start Entering Restrictions and Closures



# Highway Closures



- SDCL 31-4-14.1 Closing Highways for Inclement Weather
- Interstate Closures
- Non-Interstate Closures
- Impacts to Local Roads
- Navigation Apps



# Stranded Motorists



SDDOT @SouthDakotaDOT · Jan 7

It's a bird, it's a plane, no it's actually an SDDOT plow operator coming to the rescue!

Click the link below to watch SDDOT employees Jim Lolley and Jason Humphrey, highlight the heroic work of our crews.

#SDDOT #SD511 #DontCrowdThePlow



dakotaneWSnow.com

South Dakota plow drivers rescue 50 people in mid-December snowst...  
"It really does put them in the hero status, and I couldn't be more proud of our team," said Humphrey.

2,721

1

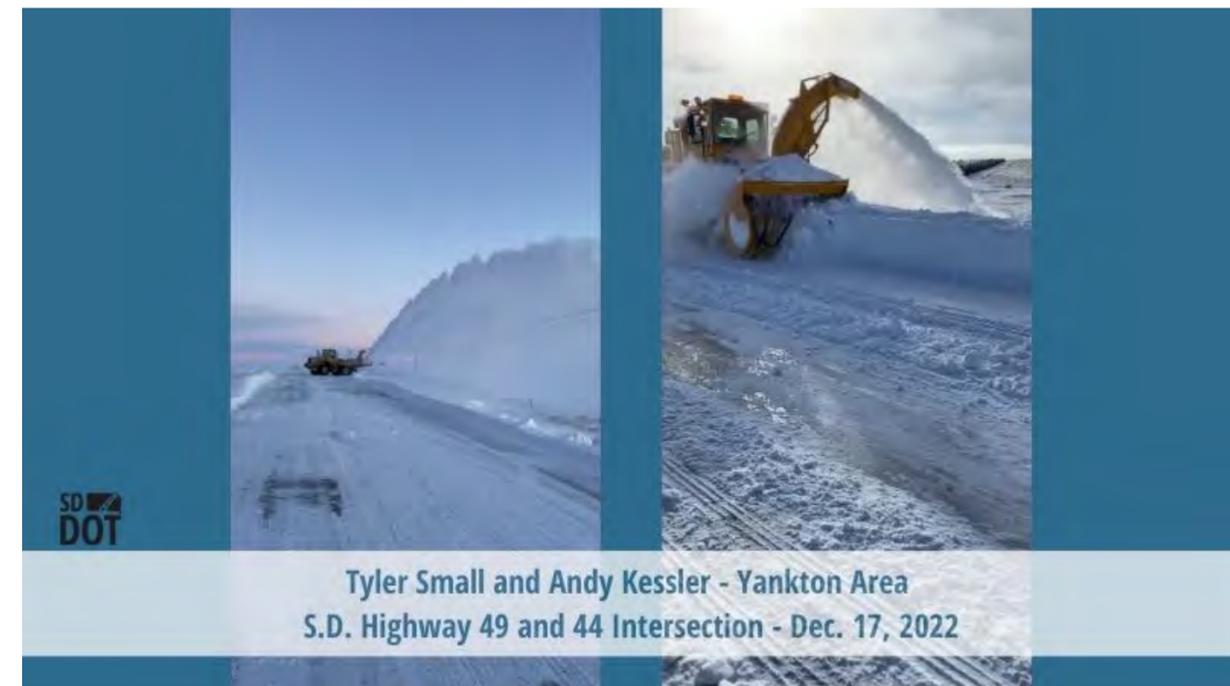
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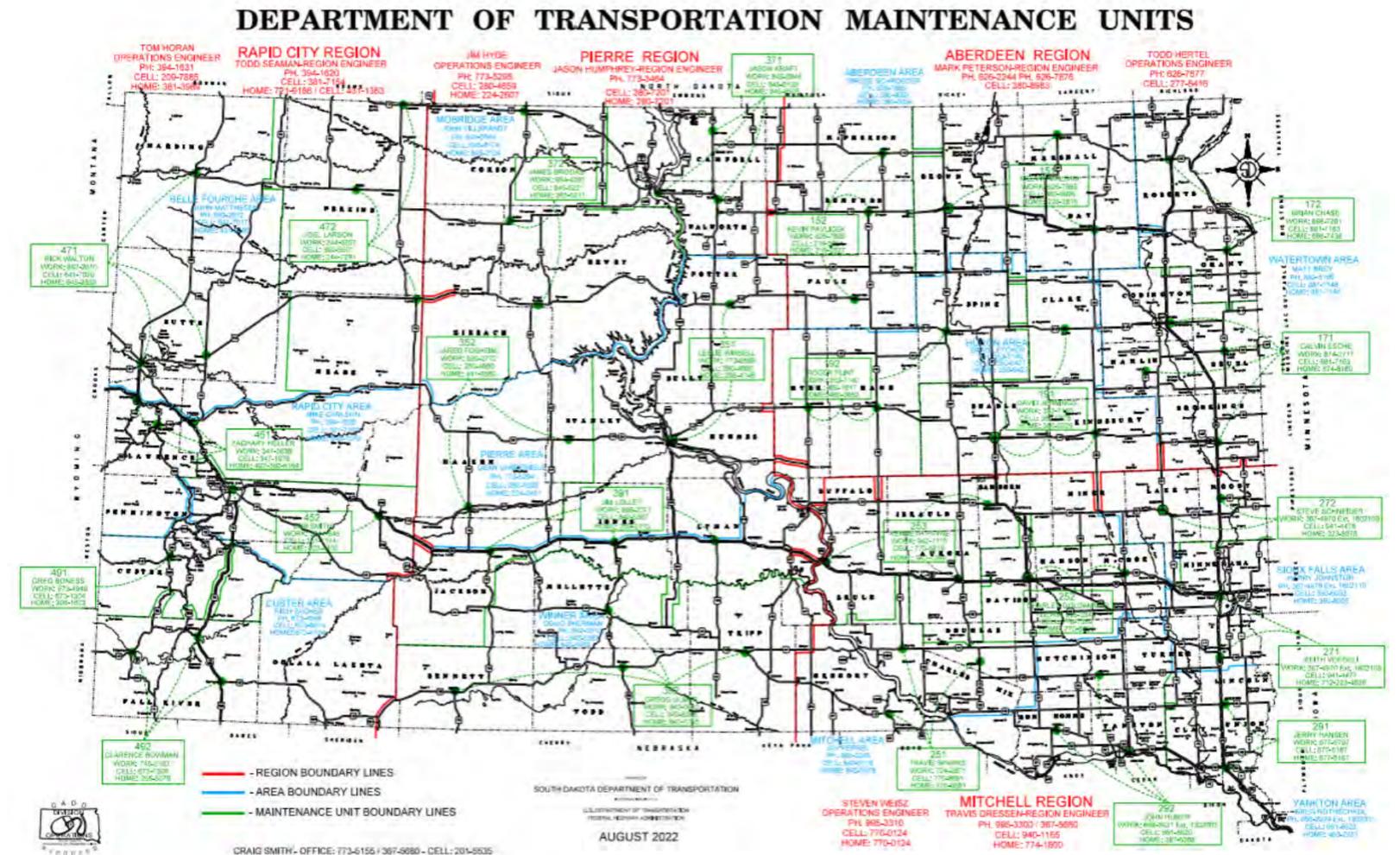
# Requesting DOT Assistance

- Initial Request to State OEM (Office of Emergency Management)
- Provide as much information as possible – Equipment needed, conditions, when, where, for how long
- OEM Contacts DOT for Availability
- DOT Determines Resources
- Billing Based on Standard Labor, Equipment Rates



# Coordination Before/During/After Event

- Pre-Winter Coordination Meetings
- Know Your Local DOT Area Engineers
- State Office Emergency Management
- Concerns/Ideas Reach Out



# Winter Weather Driving Tips

- Extra Time to Travel
- Remove Ice/Snow From Car
- Reduce Speed
- Avoid Decelerating / Accelerating
- Don't Use Cruise
- Conditions Change Quickly
- Always Wear Seatbelt

# Put in Car for Winter

- Flashlight / Batteries
- Ice Scraper
- Shovel
- Jumper Cables
- Flag or Ribbon
- Survival Kit – Blankets, hats & gloves, water, food, & cell phone charger.

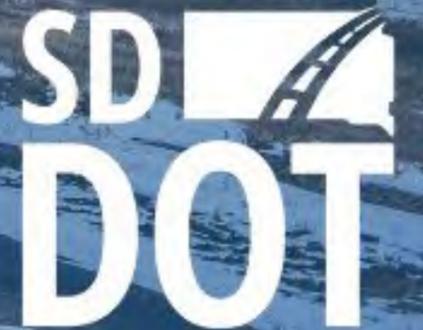
“We are dedicated to continually provide a safe and effective public transportation system to connect the great State of South Dakota with the nation.” Secretary Joel Jundt

# SAFETY IN ALL WE DO



The SDDOT strives to get everyone home safely, everyday. Whether you are a part of the traveling public, an SDDOT contractor or state employee, our number one priority is your safety.

Please take safety precautions seriously and take the steps to get home to the people who are counting on you.



# Questions???

## Mailing Address

Department of Transportation  
Becker-Hansen Building  
700 E Broadway Ave  
Pierre, SD 57501

## Email Address

[craig.smith@state.sd.us](mailto:craig.smith@state.sd.us)

## Phone Numbers

605-773-5155



# Rosebud Sioux Tribe

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RST Transportation Program  
Tribal Transportation Safety Summit  
October 18-19, 2023

# Staff

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- Lynda Douville, Director
- Anna One Star, Book Keeper
- Robert Boyd, Sr. Road Inspector
- Donald Boyd, Jr. Road Inspector
- LaJuanda Stands and Looks Back, Transportation Planner



# What's been going on?!

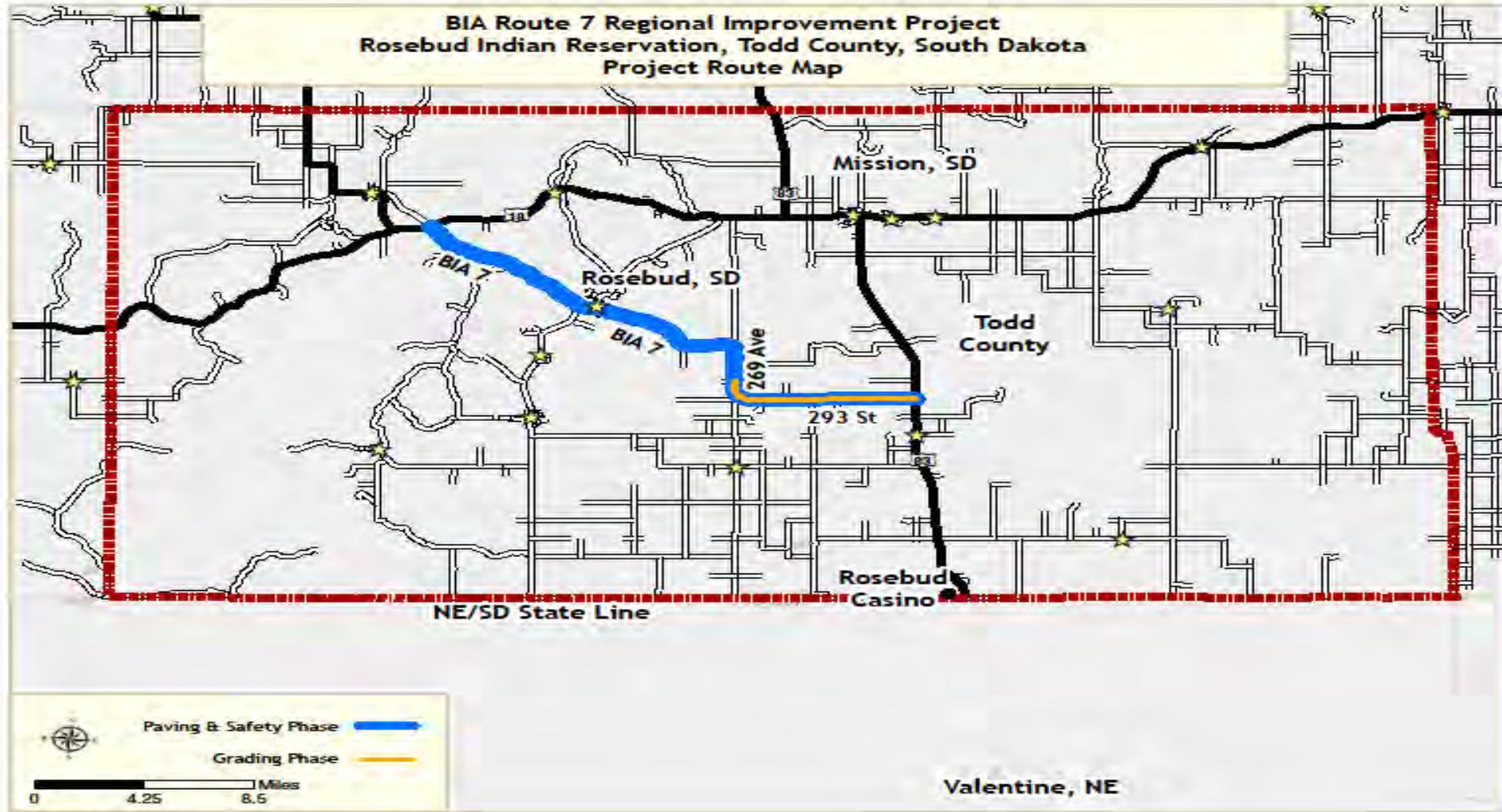
- Rural Surface Transportation Grant Awarded
- TIGER VIII – Phase I complete
- Bridges
- Shared use Pathways
- Program Administration
- Research projects & collaborated projects
- Tribal Transportation Program Safety Fund Grant
- Driver Behavior
- Tribal Transportation Safety Steering Committee

# Rural Surface Transportation Grant Award!

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- BIA Route 7 Regional Improvement Project awarded \$26,200,400.00.
- Phase II of the BIA Route 7 Improvement Project.
- Reconstruct, resurface, safety enhancements and 2 shared use pathways throughout the 16 mile arterial transportation corridor which connects from the West side US Hwy 83 to US Hwy 18 East side.

**BIA Route 7 Regional Improvement Project  
Rosebud Indian Reservation, Todd County, South Dakota  
Project Route Map**



# TIGER Grant Award!

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TIGER Grant, Phase I – BIA Route 7 Improvement Project to US HWY 83: **COMPLETE**

- Acquiring Right-Of-Way (ROW) from the local agency Bureau of Indian Affairs not completed in a timely manner.
- **\$312,713.76 was spent on ROW....Overlooked Trust Responsibility....Reimbursement from the BIA?**

- 16 miles of road rehabilitation and a shared use path. 100% safer travel route for the region! EMS response, School Bus Route, Goods and Services, Private Business, employees have an alternate route with shorter time to get to work, easier access to family members, shopping, entertainment and medical care. Expanded services for the RST Transit and the CHR program. Economic and quality of life enhancement for the Region!



**BIA Route 7 to US Highway 83 Improvement Project  
Rosebud Indian Reservation, Todd County, South Dakota  
Project Route Map**

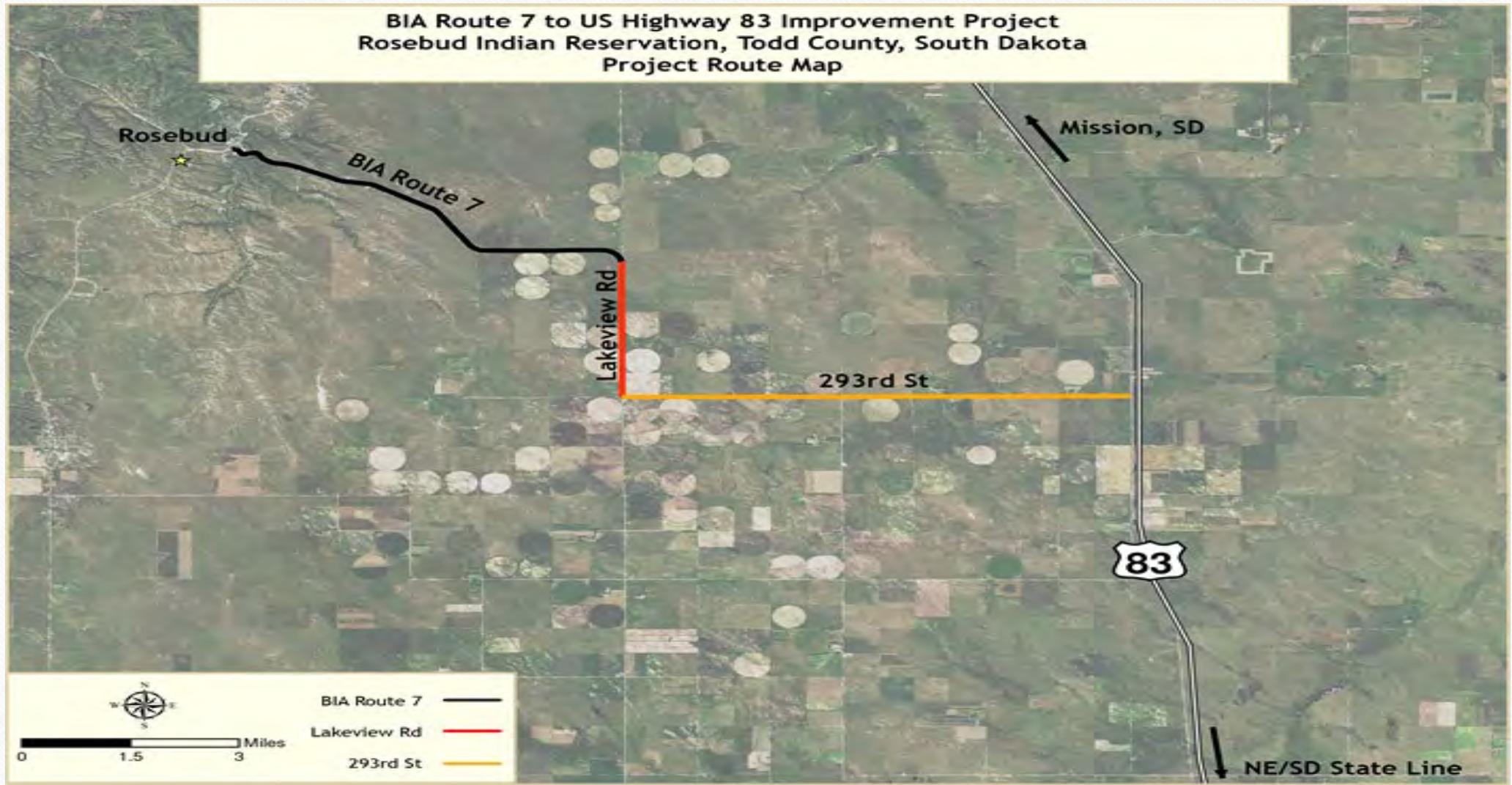


Photo: Rosebud Reservation, SD, 2008

# East BIA Route 7 Rehabilitated

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# Bridge business

- 11 Bridges
- Old Hollow Wood Bridge active rehabilitation
- Valandra Bridge Crow Dog, Hollow Horn & Beads Creek bridges pending replacement
- Lambert bridge pending PS&E



Old Hollow Wood Bridge



Awaiting bridge parts from  
supplier!

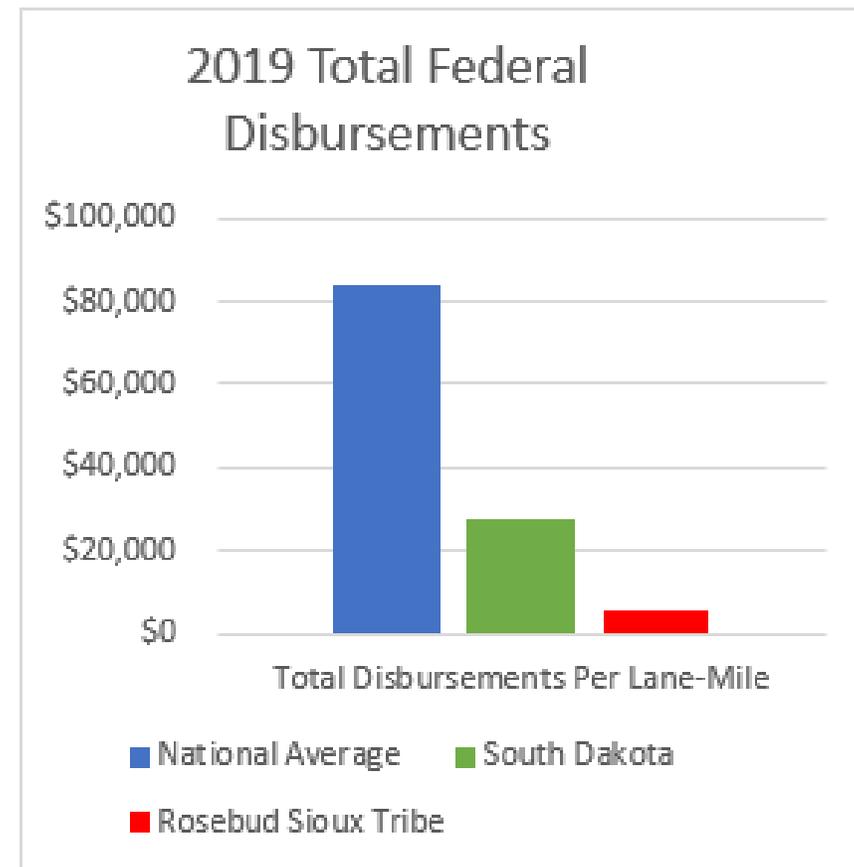


## Program Administration

- Long Range Transportation Plan: pending start up
- Complete: TTSP & RSA
- Living document: TTIP 2024 update
- Funding disparity

### TRANSPORTATION CHALLENGE 3 - LACK OF FUNDING AND INFLATION

Tribes have historically received far less federal funding per lane mile compared to states and national averages yet are expected to maintain and reconstruct the transportation system within the Reservations to the same standard. The Tribe must be innovative and efficient in their financial management of annual transportation program funding and often leverage those funds as match funding when applying for grants. The Tribe is responsible for nearly 313 miles of BIA and Tribal roads within the Reservation and receives approximately \$5,940 per lane-mile in federal disbursements for administration, planning, construction, and maintenance activities. By comparison, an average of \$83,714 per lane-mile of federal funds are disbursed to state transportation departments<sup>3</sup>.



# Research Projects

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- **Rosebud Sioux Tribe Vulnerability Assessment**: The Project Purpose is to provide the six selected Tribes with climate change vulnerability assessments that help them identify physical impacts to their transportation system. This information will help the Tribes identify facilities on their transportation systems which need additional analysis or adaptation responses. Ideally, the results of this assessment will **also feed directly into grant application funding for transportation improvements**, such as the Federal Emergency Management Agency's (FEMA) Building Resilient Infrastructure and Communities (BRIC) program.

**Transportation Planning in Tribal Communities Research Study:** The Federal Highway Administration (FHWA) Office of Federal Lands Highway (FLH), with support from the U.S. Department of Transportation (USDOT) Volpe Center, is conducting the research. The study **aims to align planning tools to specific Tribal planning needs, ensure long-range transportation plans are implementable by Tribal staff, and link the planning phase to project development, construction, and maintenance.**

Questions asked: Tribal/transportation context, Tribal transportation priorities, long-range transportation plan and Tribal transportation improvement program development, planning processes and tools, funding for transportation, partnerships and engagement, and resources. Any program process hindrance.

**The intent is to strengthen relationships between Tribes and their transportation partners and stakeholders for mutual benefit from planning to maintenance by providing information to improve understanding of diverse Tribal practices.**

Contact [hoamy.tran@dot.gov](mailto:hoamy.tran@dot.gov)

**SD DOT Zero-Fatality Initiative**: Develop an implementation plan to **reduce fatal and serious injury crashes on all South Dakota public transportation systems.**

The implementation plan will serve as a tool for government agencies to align goals and objectives aimed at the safety of South Dakota residents and guests.

**Research Objectives:**

Evaluate all zero-fatality transportation safety initiatives adopted by federal, state, and local agencies to reduce fatal and serious injury crashes.

Develop a zero-fatality transportation safety initiative for South Dakota.

Develop a plan that identifies enhancements for South Dakota state and local agencies to implement the zero-fatality transportation safety initiative.

Andy Vandel, SD DOT, 605-773-3199, [Andy.Vandal@state.sd.us](mailto:Andy.Vandal@state.sd.us)

## SD Strategic Highway Safety Plan

- Technical Panel

### Background Information

**Strategic Highway Safety Plans (SHSPs) were first required under SAFETEA-LU, which established the HSIP as a core federal program.** The Fixing America's Surface Transportation (FAST) Act continues the HSIP as a core Federal-aid program and the requirement for States to develop, implement, evaluate and update an SHSP that identifies and analyzes highway safety problems and opportunities on all public roads. **For states to be eligible for HSIP funding, a state must have a Highway Safety Improvement Program that includes a statewide SHSP.**

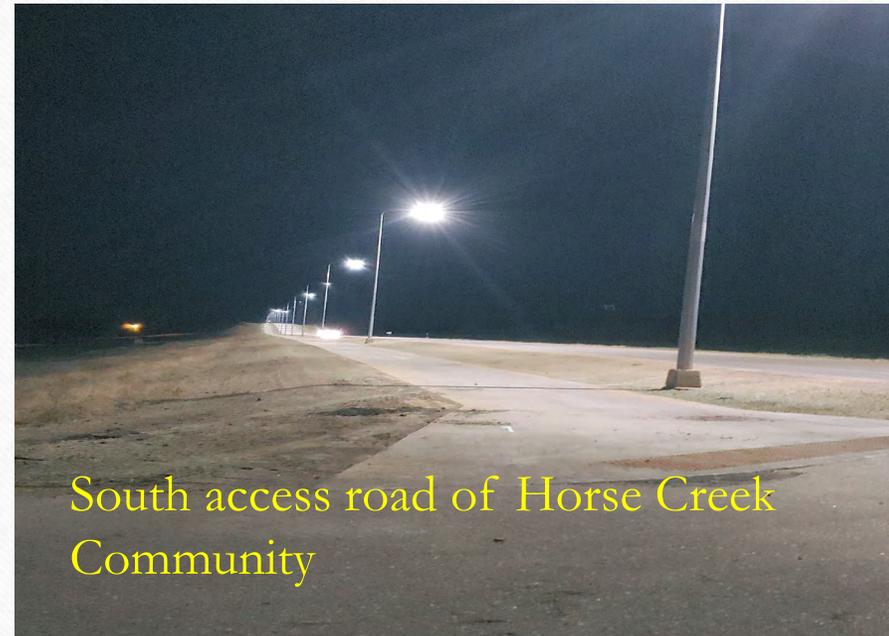
The SHSP must include provisions for performance-based goals and be coordinated with other highway safety programs. Federal regulation designates the state Department of Transportation (DOT) as the lead agency and identified stakeholder groups that must be included in the process. Also, the SHSP must be approved by the Governor or a responsible state agency.

## Shared Use Pathway

Our working relationship with SD DOT is important! Completed 2 miles of shared use pathway; state funded project; the Horse Creek Community will maintain the lights and pathway. According to Robert Rattling Leaf, former Horse Creek Council Representative, 13 tribal member's lives were lost on US HWY 18 between White River and the Horse Creek Community.



South of White River



South access road of Horse Creek Community



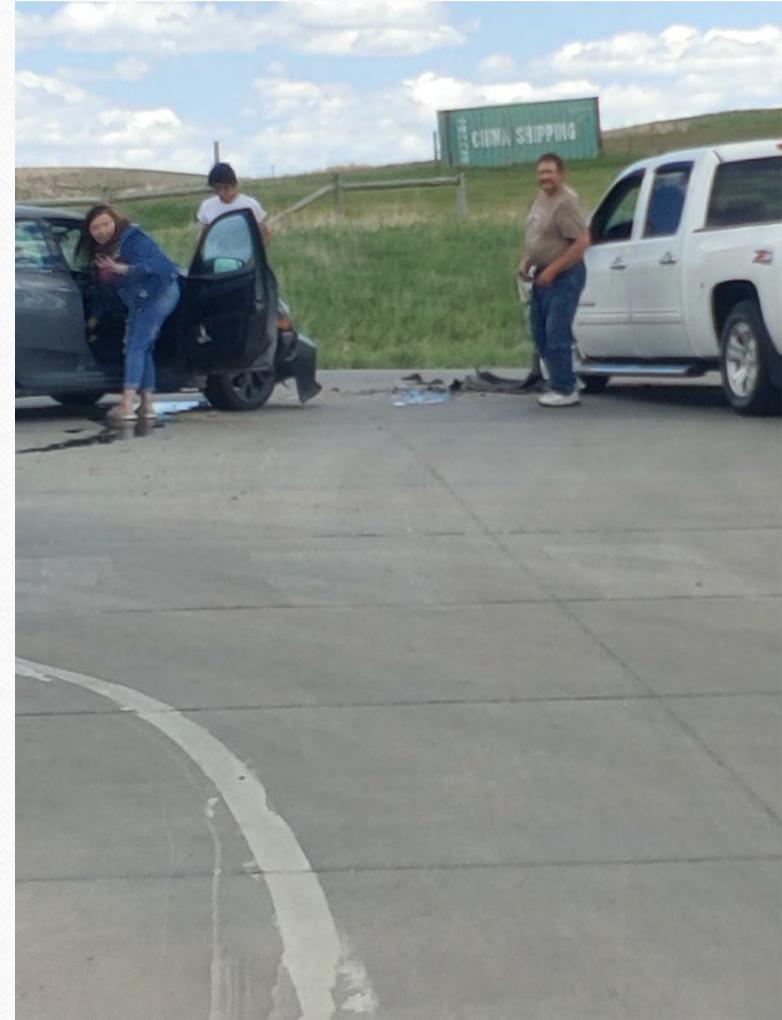
## **Tribal Transportation Program Safety Fund Grants**

- Safety Shoulder Improvement North BIA Route 1
- Speed Radar Trailers
- Turtle Creek Pathway – accepted grant without pathway lighting funds.
- Antelope to White Horse Community Connectivity Pathway – accepted grant without pathway lighting funds.

# Driver Behavior

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- Unlicensed drivers = dangerous!
- Driver's education = safe driving environment!



# Driver Behavior

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- Instructional driver's education not available locally
  - Put back in schools!
  - Summer Driver's Education Program for adults?
- SD DOT online:

[dps.sd.gov/driver-licensing/south-Dakota-licensing-information/teen-drivers](https://dps.sd.gov/driver-licensing/south-Dakota-licensing-information/teen-drivers)

Resource library = download Driver License Manual

# Tribal Transportation Safety Management Steering Committee

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- [www.Tribalsafety.org](http://www.Tribalsafety.org)
- Many safety resources afforded, for example, the **F**atality **A**nalysis **R**eporting **S**ystem.
- The numbers depicted are low; not all tribal law enforcement units utilize FARS.



Duct tape really does fix everything!



Questions? Comments?



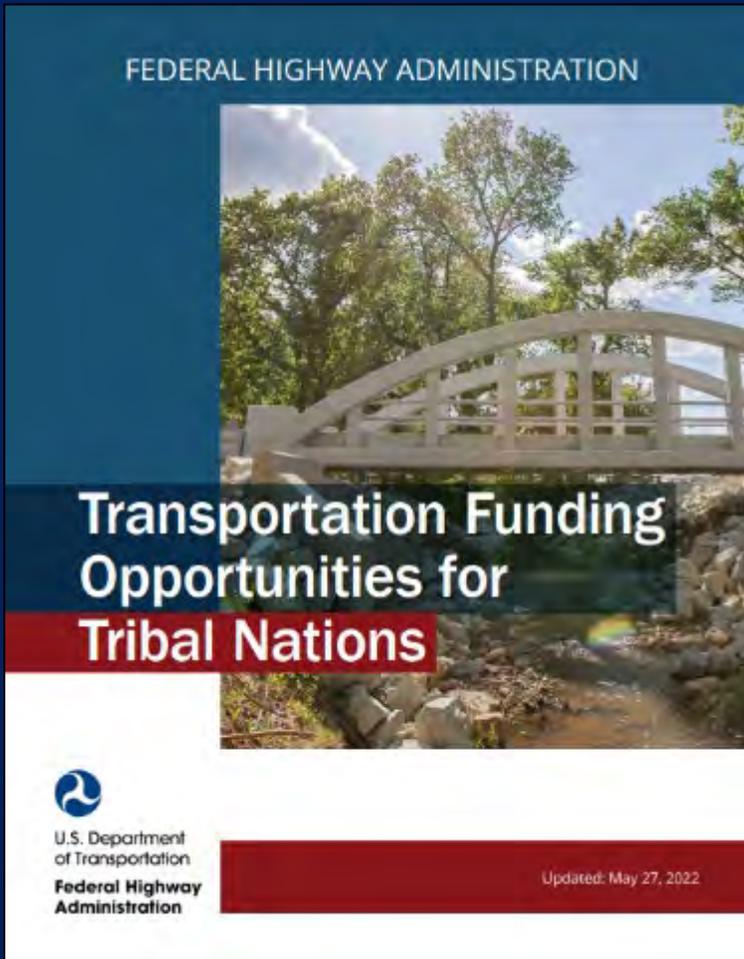
U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ZERO** IS OUR  
GOAL  
A SAFE SYSTEM IS HOW WE GET THERE

# South Dakota Tribal Safety Summit

Mobridge, South Dakota





# Transportation Safety Funding Opportunities

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

# Tribal Transportation Program Safety Fund Overview

- ~\$21-million per year (2022-2026)
- Competitive grant
- Tribes are the only eligible applicants
- Strategic safety plans encouraged
- Planning, Safety Data, Infrastructure
- Prior year awards listed at <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
- Join the Mailing List at TribalSafety.org



# TTPSF Important Dates

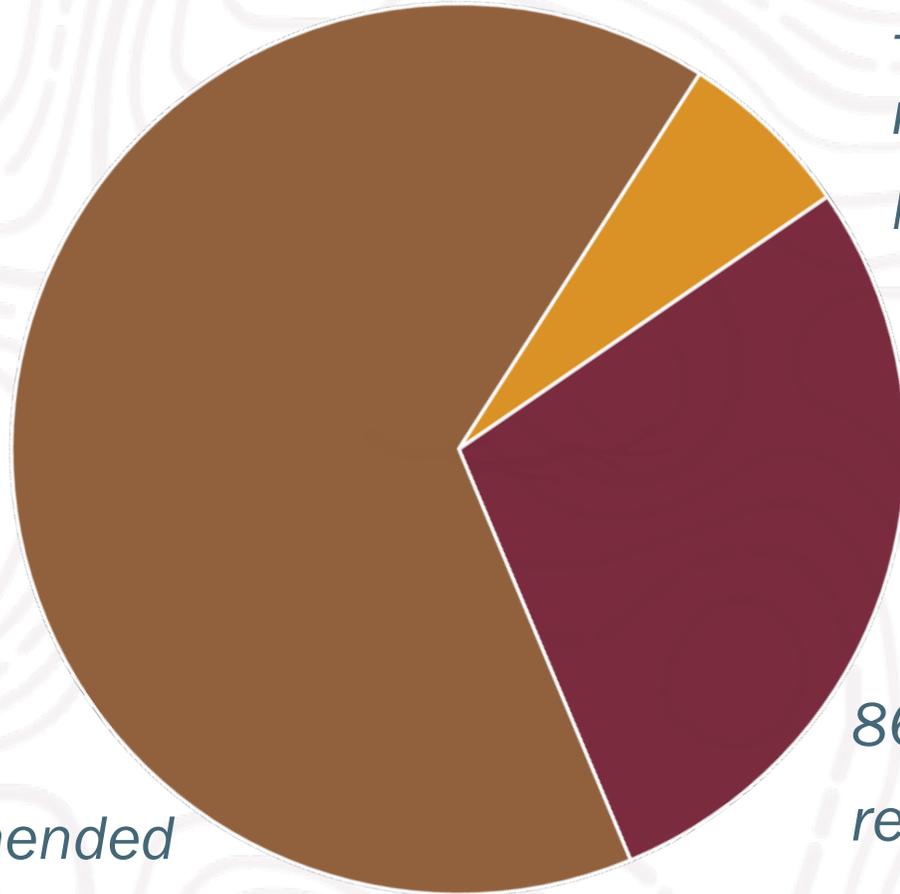
|                              |                                     |
|------------------------------|-------------------------------------|
| NoFo Announced               | October 1, 2023                     |
| 2024-2026 Application Period | Apply October 1 - Jan 15, each year |

Award selection announced about 5 months after deadline.



# 2023 TTPSF – PRELIMINARY DATA

## APPLICATIONS TOTAL \$113-MILLION

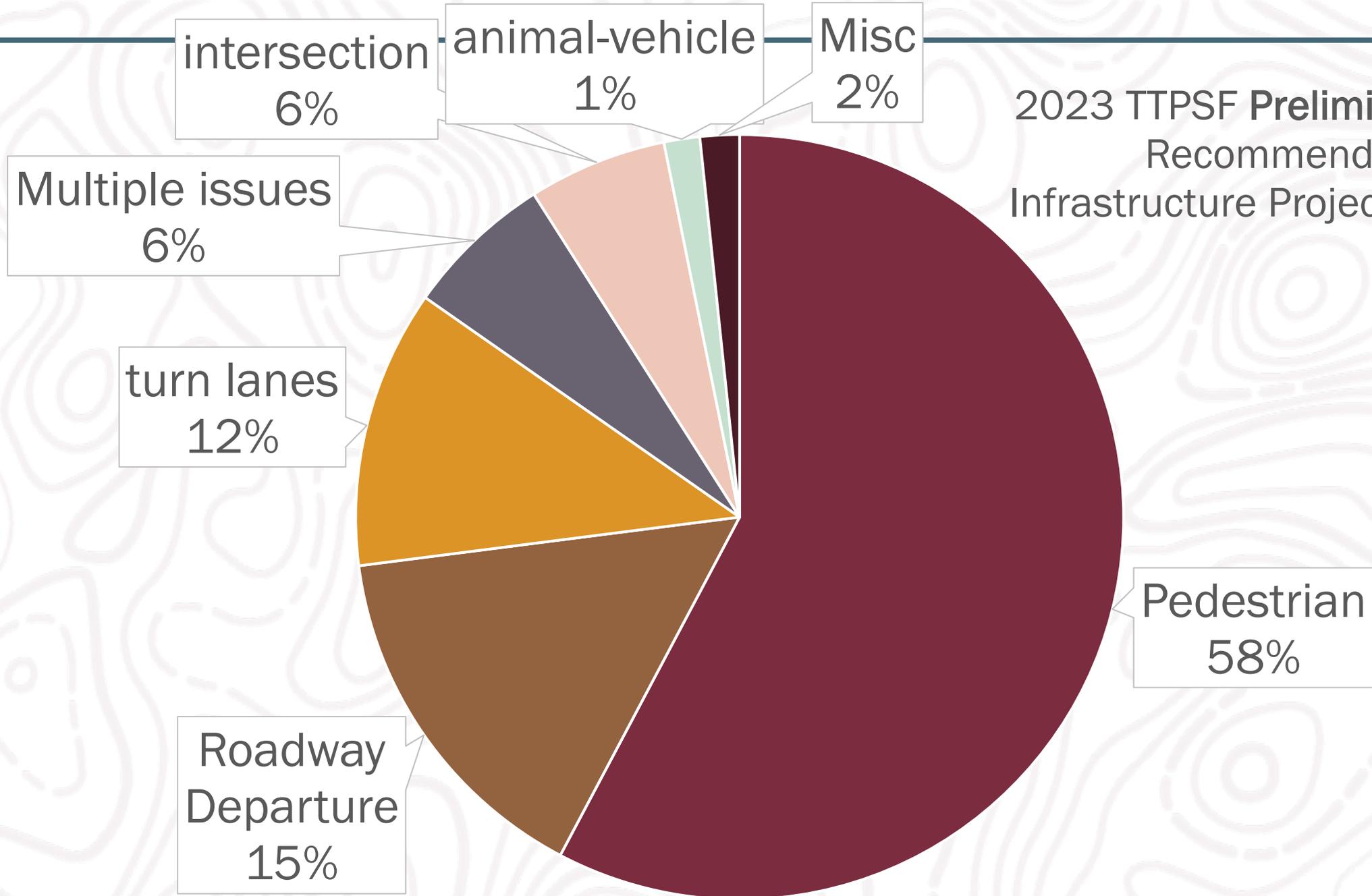


*9 Tribes  
requested \$74-million  
with \$4-million recommended*

*15 applications  
requested \$7-million  
Not Qualified*

*86 Tribes  
requested \$32-million  
with \$17-million recommended*

2023 TTPSF Preliminary Data  
Recommended  
Infrastructure Projects by Type



# TTPSF Categories

Safety Plans

Data  
Assessment,  
Improvement,  
and Analysis

Infrastructure  
Improvement

Systemic  
Roadway  
Departure  
Countermeasures

Source:  
Cross Timbers Consulti

# Safety Plans

- Highest priority category; All eligible FY22 safety plan applications funded
- Development of new transportation safety plans (\$15,000)
- Update transportation safety plans that are more than 3 years old (\$10,000)



# Data Assessment, Improvement, and 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
- Examples: <https://www.tribalsafety.org/data-analysis>

## Assessment

- Determine safety data needs and plan improvements

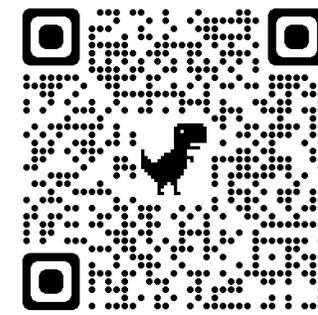
## Improvement

- Electronic crash data collection equipment, software
- Traffic count equipment for safety purposes

# Infrastructure Improvement Category



(xxviii) A physical infrastructure safety project...



# FHWA Proven Safety Countermeasures

## SPEED MANAGEMENT

-  Speed Safety Cameras
-  Variable Speed Limits
-  Appropriate Speed Limits for All Road Users

## 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

-  Yellow Change Intervals

## 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

# Systemic Roadway Departure Countermeasures Category

## Eligible Improvements

Curve Warning Signs

Delineators

First/Upgraded  
Center/Edge Striping

Edge Rumbles

Center Rumbles

Clear Zones





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)



# State-Managed Federal Funding Safety Programs

- ↳ Highway Safety Improvement Program
- ↳ Transportation Alternatives
- ↳ Safe Routes to School
- ↳ Highway-Rail Grade Crossing Program



# Safe Streets and Roads for All

- **Purpose:** Support local initiatives to prevent transportation-related deaths and serious injuries.

- **Funding:**

| Fiscal Year (FY) | 2022        | 2023        | 2024        | 2025        | 2026        |
|------------------|-------------|-------------|-------------|-------------|-------------|
| Amount           | \$1 billion |

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP and TTPSF funds CAN be used for the federal match.
- **Eligible projects/activities:** Grant funding may be used for planning grants to develop comprehensive safety action plans. Funding may also be used for planning, design, and development activities for infrastructure projects and other strategies identified in such action plans.

- **Additional Information and Assistance**

- ◊ Program website: <https://www.transportation.gov/SS4A>

Highway Funding Opportunities for Tribal Nations



Traffic Calming Ahead sign. Salt River Pima-Maricopa Indian Community. Scottsdale, Arizona.

# Safe Streets and Roads for All (SS4A)

Key program that supports the National Roadway Safety Strategy



Gorodenkoff - stock.adobe.com

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

# Overview of FY 2022 SS4A Grants to Tribes

- 12 Tribal Governments were lead applicants on awarded projects in FY 2022
- 3 projects awarded funds to Tribal Governments through multijurisdictional partnerships

| Lead Applicant   | State | Grant Type     | Award Amount         |
|--|-------|----------------|----------------------|
| Colusa Indian Community Council  | CA    | Action Plan    | \$ 128,148           |
| Lac Courte Oreilles Band of Lake Superior Chippewa Indians                               | WI    | Action Plan    | \$ 132,500           |
| Cher-Ae Heights Indian Community of the Trinidad Rancheria                               | CA    | Action Plan    | \$ 168,000           |
| Robinson Rancheria - Pomo Indians of California  | CA    | Action Plan    | \$ 200,000           |
| Bois Forte Band of Chippewa  | MN    | Action Plan    | \$ 221,822           |
| Prairie Band Potawatomi Nation   | KS    | Action Plan    | \$ 225,600           |
| Keweenaw Bay Indian Community  | MI    | Action Plan    | \$ 259,384           |
| Alabama-Coushatta Tribe of Texas   | TX    | Action Plan    | \$ 279,652           |
| Confederated Salish and Kootenai Tribes  | MT    | Action Plan    | \$ 368,000           |
| Caddo Nation of Oklahoma   | OK    | Action Plan    | \$ 389,649           |
| Blackfeet Tribe of the Blackfeet Indian Reservation                                      | MT    | Action Plan    | \$ 797,105           |
| San Diego Association of Governments (partnering with La Jolla Band of Luiseno Indians)  | CA    | Action Plan    | \$ 2,548,000         |
| Saint Regis Mohawk Tribe   | NY    | Implementation | \$ 10,235,200        |
| Modoc County (partnering with Fort Bidwell Tribal Reservation)                           | CA    | Implementation | \$ 12,954,400        |
| Indian Nations Council of Governments (serves the Cherokee, Muscogee, and Osage Nations) | OK    | Implementation | \$ 21,200,000        |
| <b>Total</b>   |       |                | <b>\$ 50,107,460</b> |

# Planning and Demonstration Activities



## Action Plan

- Develop 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



Source: FHWA

# 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 an qualifying Action Plan in place to apply for Implementation Grants.
- ✦ Implementation applications may also include supplemental planning and demonstration activities.

### Self-Certification Eligibility Worksheet

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

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,

# Cost Sharing and Matching



- ▶ Recipients are required to contribute a local matching share of **no less than 20 percent** of eligible activity costs.
- ▶ Subject to Federal statute, all matching funds must be from non-Federal sources unless specifically authorized by Congress, which could include in-kind contributions, funding from the applicant, or other SS4A-eligible non-Federal sources partnering with the applicant. TTP and TTPSF funds **ARE** eligible to be used for the match.
- ▶ Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the SS4A grant and another Federal grant program.
- ▶ Learn more about cost sharing or matching in the Code of Federal Regulations' uniform guidance on match requirements (2 CFR § 200.306) and on the SS4A website's Match and Cost Share Examples:  
<https://www.transportation.gov/grants/ss4a/match-and-cost-share-examples>.

# Cost Sharing and Matching

**Table A: SS4A Planning and Demonstration Grant Eligible Expense Match and Cost Share Illustrative Examples**

| <b>Category</b>  | <b>Eligible Match and Cost Share Examples for SS4A Action Plan Grants</b>   |
|------------------|---|
| <b>Cash</b>      | <ul style="list-style-type: none"><li>• Cash provided by the local entity (e.g., City, County, Tribe, MPO) that received or is a partner to the recipient of the award.</li><li>• Cash provided by a State organization, as long as the original source was not Federal funding.</li><li>• Cash from private sector, non-profit, or other partner organizations.</li></ul>  |
| <b>Personnel</b> | <ul style="list-style-type: none"><li>• Staff member hired to execute the grant full-time.</li><li>• Staff hours spent in the direct execution of the grant agreement, including completing the required Action Plan components such as performing safety analysis; facilitating engagement and collaboration; addressing equity considerations; and assessing policy and process changes.</li><li>• Staff time managing contractors and partners who are developing the Action Plan and directly working on one or more of the required Action Plan components.</li><li>• Staff hours associated with the financial and administrative management of the grant that are not being directly billed to the grant but are supporting the project with portions of their time and not included as part of an indirect rate.</li><li>• The total staff and volunteer time spent as part of the committee or task force that is directly engaged in the oversight of the Action Plan development, implementation, and monitoring. The rate billed as match for volunteer time may be associated with those volunteers' typical hourly wage or a local approved volunteer rate.</li></ul> |
| <b>Goods</b>     | <ul style="list-style-type: none"><li>• Purchased or donated goods such as office supplies, IT equipment, flyers, and banners (if office supplies and IT equipment are not included in the indirect cost calculations). Examples:<ul style="list-style-type: none"><li>○ Materials for engagement activities with relevant stakeholders; and</li><li>○ Goods used as part of outreach efforts for underserved communities.</li></ul></li></ul>  |



## Transportation Safety Grant Opportunities Available to Tribes at a Glance

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                  | Up to \$1 billion per year  | Approximately \$22 million per year  |
| Award Size                         | <p>The NOFO provides <u>expected</u> minimum and maximum ranges, but there is no statutory minimum or maximum. In general, those <u>expected</u> ranges are:</p> <p>Action Plan Grants</p> <ul style="list-style-type: none"> <li>\$200,000 expected minimum for all applicants. Smaller grant awards may be considered.</li> <li>\$1,000,000 expected maximum for individual applicants; \$5,000,000 expected maximum if a Metropolitan Planning Organization (MPO) or a regional joint application.</li> </ul> <p>Implementation Grants</p> <ul style="list-style-type: none"> <li>\$3,000,000 expected minimum and \$30,000,000 expected maximum for Federally recognized Tribal Governments. Smaller grant awards may be considered.</li> <li>\$50,000,000 expected maximum if an MPO or regional joint application.</li> </ul> | <ul style="list-style-type: none"> <li>\$10,000-\$15,000 for transportation safety plans.</li> <li>No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.</li> </ul> |
| Eligible applicants                | <ul style="list-style-type: none"> <li>Federally recognized Tribal Governments.</li> <li>Cities, counties, and similar political subdivisions of a State.</li> <li>MPOs and multijurisdictional group comprised of eligible applicants.</li> </ul>  | Federally recognized Tribal Governments must be the primary applicant.   |
| Matching Resources                 | 20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.   | No match requirement. Priority consideration may be given to projects that show a commitment of other resources.   |
| Eligible projects                  | <ul style="list-style-type: none"> <li>Comprehensive safety action plans and supplemental action plan activities.</li> <li>Planning, design, and development activities for projects and strategies identified in an action plan.</li> <li>Infrastructure, behavioral, and operational safety projects and strategies identified in an action plan.</li> </ul>  | <ul style="list-style-type: none"> <li>Transportation safety plans.</li> <li>Data assessment/improvement/analysis.</li> <li>Infrastructure projects.</li> </ul>  |
| Safety Planning Requirement        | Grant 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) or to develop a comprehensive safety action plan.  | A Tribes' 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.<br>SS4A Action Plan Grant applications require fatal crash count and population count information.  |  |
| Effective Strategies               | Prioritizes projects that include evidence-based projects or strategies that improve safety.  |  |
| 2022 Deadline                      | September 15, 2022  |  |
| More Information                   | <a href="http://www.Transportation.gov/SS4A">www.Transportation.gov/SS4A</a><br><br><a href="mailto:SS4A@DOT.GOV">SS4A@DOT.GOV</a>  | <a href="https://highways.dot.gov/federal-lands/programs-tribal/safety/funds">https://highways.dot.gov/federal-lands/programs-tribal/safety/funds</a><br><br><a href="mailto:TTPSF@DOT.GOV">TTPSF@DOT.GOV</a>                            |

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>

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| Matching Resources  | 20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.   | No match requirement. Priority consideration may be given to projects that show a commitment of other resources.   |

|                                    |  |   |
|------------------------------------|--|---|
|                                    | <ul style="list-style-type: none"> <li>• \$50,000,000 expected maximum if an MPO or regional joint application.</li> </ul>   |   |
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# Tribal High Priority Projects (HPP)



What is the Tribal HPP Program?

Key Messages

1. Modeled after IRRHPP, which was developed through negotiated rulemaking (25 CFR 170, July 2004)
2. Only for Tribes when:
  - a. annual TTP funds (not including 2% set-aside) received by the Tribe is less than \$1M, which is considered insufficient to complete the highest priority project; or
  - b. any Indian Tribe that has an emergency or disaster occur on a tribal transportation facility
3. \$9M annual set-aside (FY 2022-2023 combined = \$16,119,000)
4. \$1M limit per project
5. Project Scoring Matrix identified in 25 CFR 170, July 2004

# Tribal High Priority Projects (HPP)



## Next Steps

- FHWA Policy Workshops #1 and #2 (*completed*)
- Q&A approved
- Program Kickoff (*after Q&A's approved*)
  - Dear Tribal Leader Letter will be sent by FHWA on April 11
  - External webinar to kickoff program on April 18
  - Direct outreach from FHWA and BIA staff, as needed
  - June 14, 2023 cutoff date for FY 2022-2023 funding cycle
- Tribes are encouraged to review LRTP to ensure highest priority project is identified so project can be placed on TTIP

# Tribal High Priority Projects (HPP)



## Tribal HPP Program Administration Team:

- ✦ Blane Kunihisa, Tribal HPP Program Manager, FHWA OTT  
(Blane.Kunihisa@dot.gov)
- ✦ Miles Brookes, FHWA OTT, Alaska Region
- ✦ Jeff Harman, BIA Alaska Region
- ✦ Robert Frazier, BIADOT
- ✦ Demery Bill, BIA Pacific Region

# Rural Surface Transportation Grants



**\$400,000,000 per year**

**Safety is among the criteria  
and**

**Rural roadway lane departures set-aside of about  
\$6-million per year**

NOFO is combined for MEGA, INFRA, and RURAL  
FY2023 NOFO not yet published.

<https://www.transportation.gov/grants/rural-surface-transportation-grant>

# Wildlife Crossing Pilot Program

- ↳ <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>
- ↳ \$70-million per year



# Reconnecting Communities Pilot



<https://www.transportation.gov/grants/reconnecting-communities>

# Resources



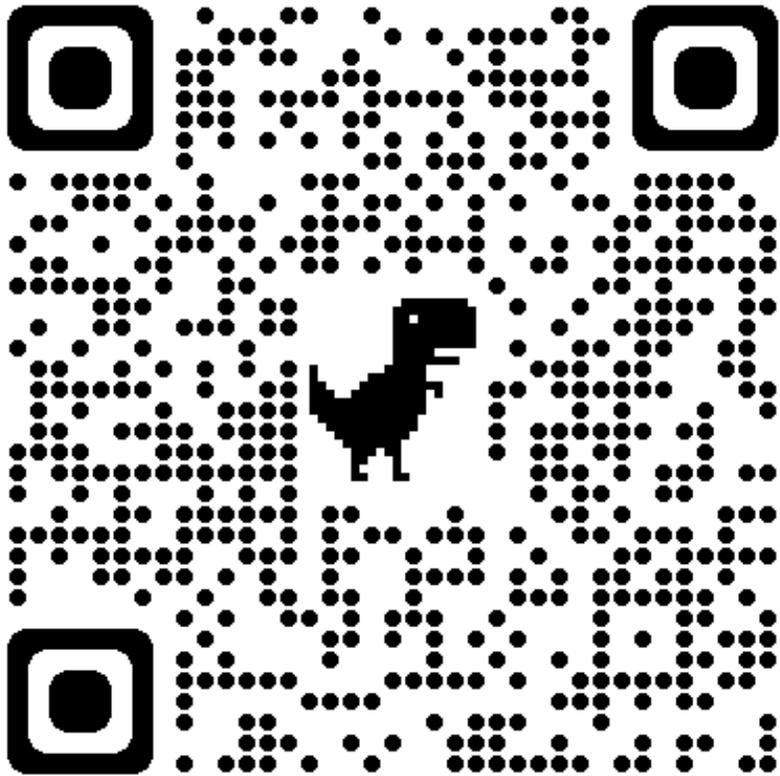
↳ DOT Grants Navigator:

<https://www.transportation.gov/dot-navigator>

↳ Safety Funding for Tribes Guidance

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

# Tribal Safety.org



A screenshot of the Tribal Safety.org website homepage. The page has a yellow header with navigation links: COMMUNITY, RESOURCES, NEWS/EVENTS, and FATALITY DATA. The main heading is "Transportation Safety for Tribal Governments". Below this, there are four main navigation buttons: "Join the Mailing List" (circled in red), "Funding", "Training &amp; Events", and "Contacts". A central content area features eight categories of safety topics, each with an icon and text: "Pedestrians", "Roadway Departure", "Impaired Driving", "Seat Belts &amp; Child Safety Seats", "Availability of Public Safety Services", "Safety Plans", "Safety Data Collection &amp; Analysis", and "More...". The background of the central area shows a road with white guardrails.

## Spotlights



# Funding Questions?

**ZERO** IS OUR  
GOAL  
A SAFE SYSTEM IS HOW WE GET THERE



Chris Kwilinski  
Safety Specialist  
Office of Tribal Transportation, FHWA  
[Chris.Kwilinski@dot.gov](mailto:Chris.Kwilinski@dot.gov)  
605-318-1676

- <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
- <http://www.TribalSafety.org/>

# SDDOT TRIBAL SAFETY SUMMIT

## Standing Rock Sioux Tribe

### Tribal Transportation Program Summary

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# Introductions



**Jamie Wark**  
SRF Consulting Group,  
Tribal Liaison



**Harold Frazier**  
SRST, TTP Director



# SRST Tribal Transportation Program Staff



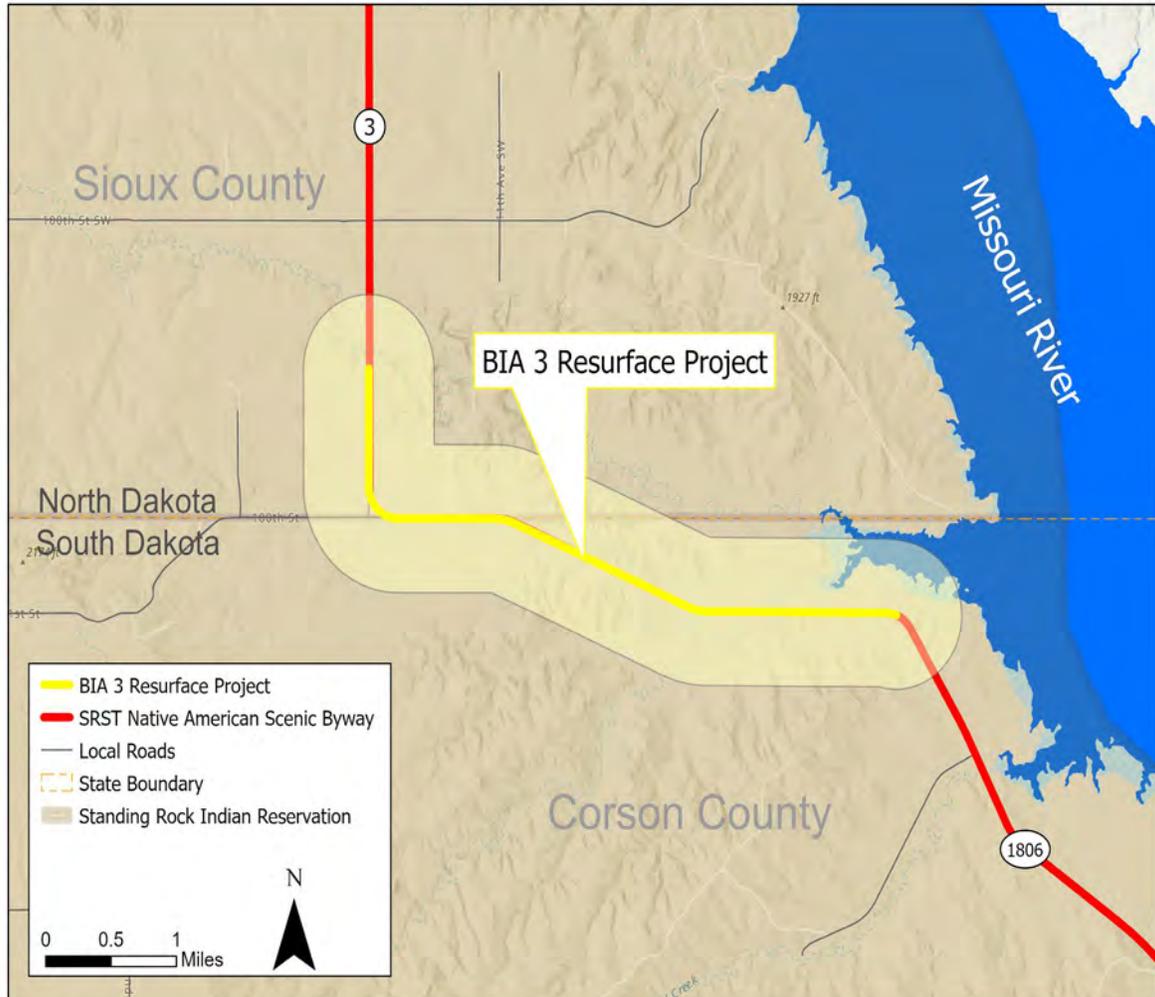
Harold Frazier – Director  
Linda Antell – Office Manager  
Larissa Young – GIS/NEPA  
Nichole White Eagle – Administration

## SRF CONSULTING GROUP

Scott Harmstead – Director  
Ryan Schuehle, PE – Design & Construction Admin  
Jamie Wark – Safety Plan/Grant Writing

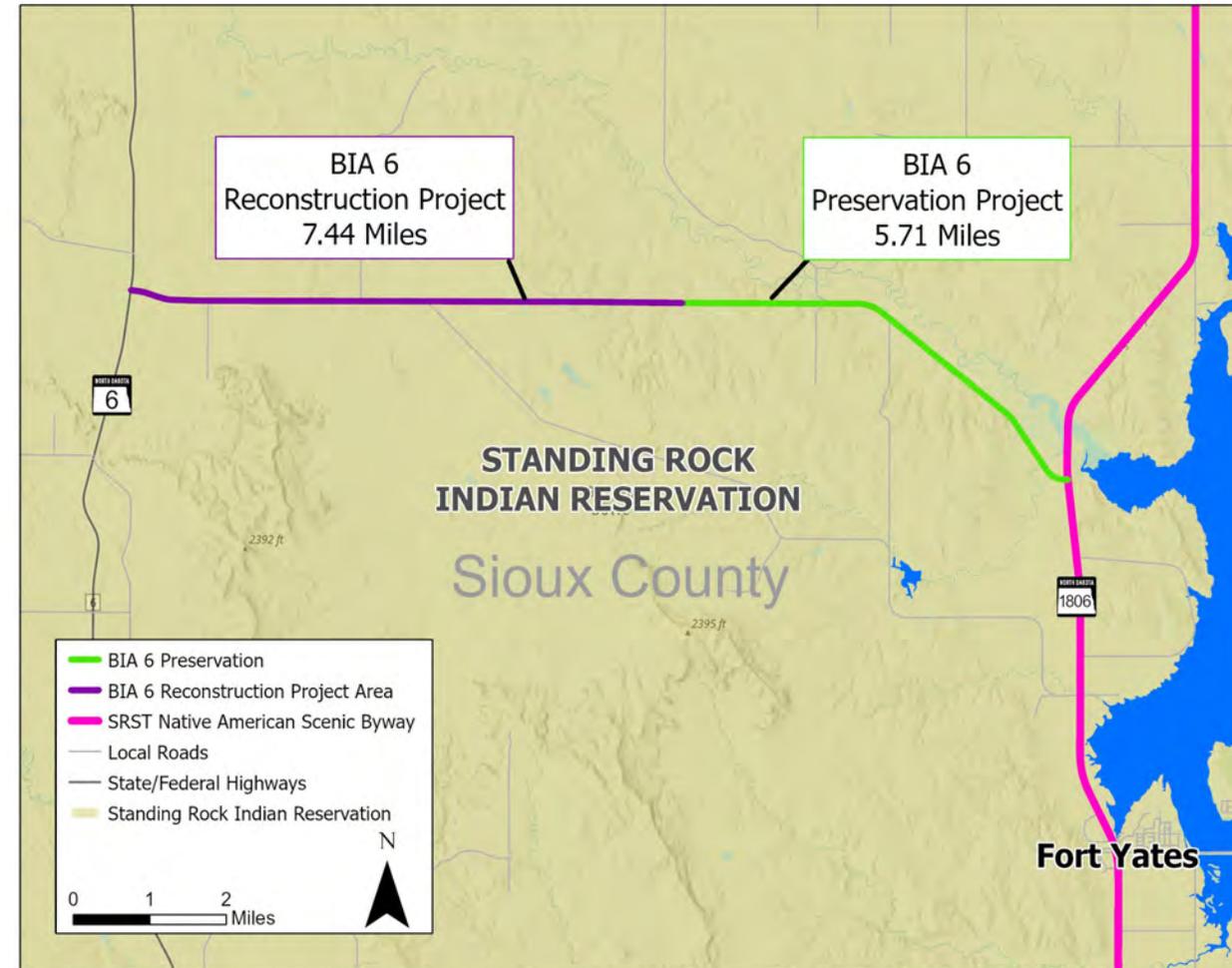
# GRANT AWARDS – RAISE

- 2022 RAISE Grant
  - BIA 3
  - Fort Yates to Kennel
  - \$2,271,885 – 100% of project cost



# GRANT AWARDS - RAISE

- 2023 RAISE GRANT
  - BIA 6
  - Reconstruction
  - Renew and Preserve Pavement
  - \$18,572,895 Award

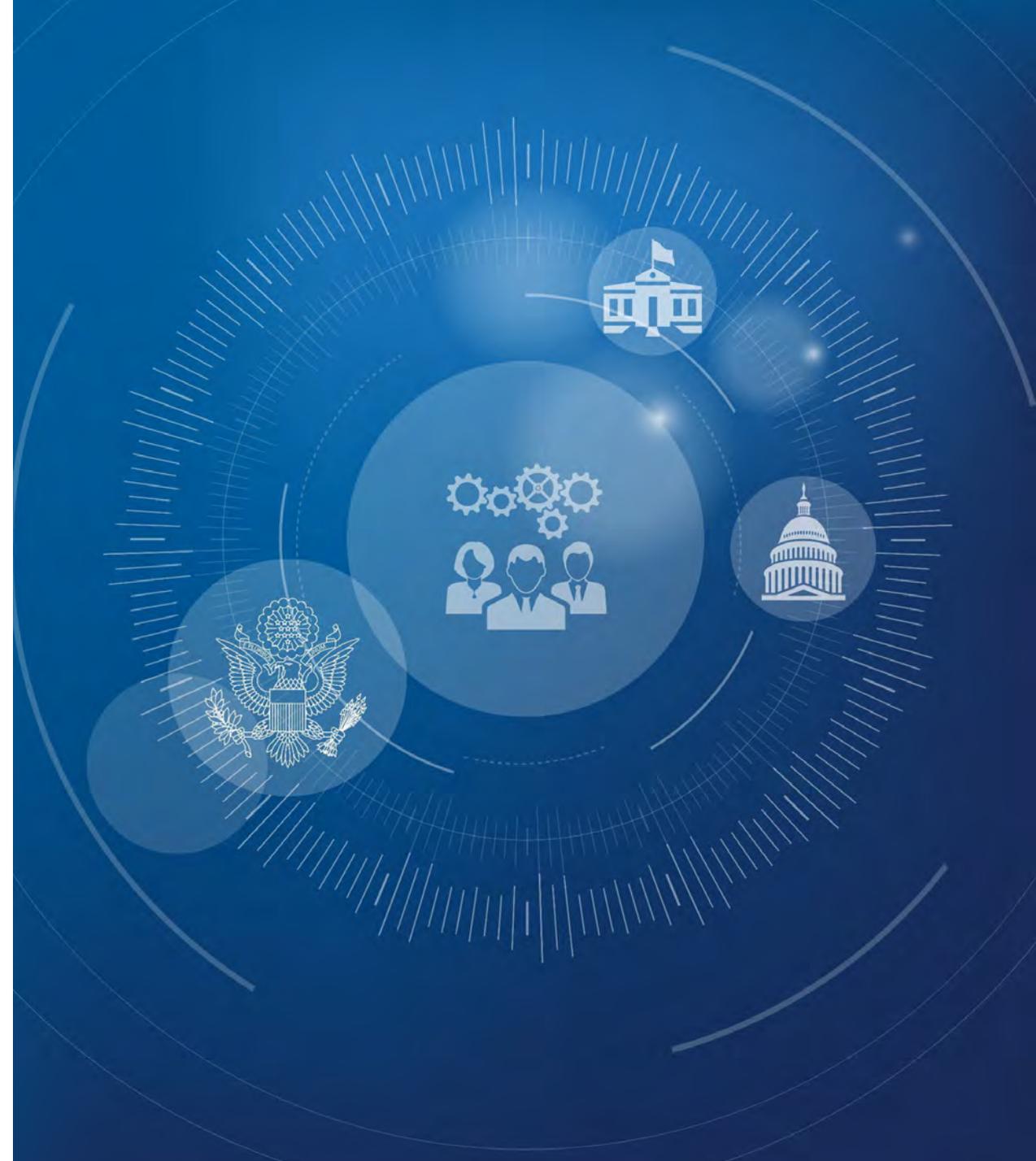


# GRANT AWARDS – NDDOT T/A

- Porcupine Pathway (2019)
  - \$383,832.49 Awarded
- Fort Yates Shared Use Path (2022)
  - \$1,465,482 Awarded

# GRANT AWARDS SDDOT TAP

- Bear Solider Pathway (2013)
  - \$249,312.39
- Bullhead/Rock Creek (2017)
  - \$192,593.15 Funded
- Wakpala Pathway– Phase II (2020)
  - \$398,527.53
- Wakpala Pathway– Phase I (2021)
  - \$400,000



# GRANT AWARDS - TTPSF

- Cannonball Pathway (2017-2018)
  - \$664,472
- Fort Yates Shared Use Path (2023)
  - \$577,166.47 (Gap Funding)

# SRST TTP PROJECTS

- Little Eagle Roadway - complete 2022
- Porcupine Pathway – near completion
- Cannonball Pathway – near completion
- BIA 3 Resurfacing – contracting
- BIA 6 Reconstruction/Resurfacing – contracting
- Fort Yates Shared Use Path – funded, design & environmental
- Post Office Road – planning stage
- Wakpala Pathway – SDDOT lead, contracting
- Tribal Transportation Safety Plan – ongoing
- LRTP Update – upcoming





# CHALLENGES

- High Construction Cost
- Crash Data
- TTP Formula Locked (based on 2011 level)

# SUMMARY

- Multiple projects ongoing & planned
- TTP funds limited – pursue grant opportunities (federal & state)
- Commitment to overcome challenges to improve transportation safety concerns



Thank You!



Questions?

# Tribal Transportation Program (TTP) and Bipartisan Infrastructure Law (BIL)\* Overview

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Todd Brockmann – Tribal Coordinator  
FHWA - Office of Tribal Transportation

October 19, 2023



U.S. Department  
of Transportation

**Federal Highway  
Administration**

\*Also known as the “Infrastructure Investment and Jobs Act”

# Today's Topics

- TTP BIL Funding
- TTF Bridge Program
- TTP Safety Program
- TTP High Priority Projects
- Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
- BIL Products

# Tribal Transportation Program - BIL

- **Funding**

|        |   |                      |                      |
|--------|---|----------------------|----------------------|
| ○ FY22 | - | \$578,460,000        | (Contract Authority) |
| ○ FY23 | - | \$589,960,000        | (Contract Authority) |
| ○ FY24 | - | \$602,460,000        | (Contract Authority) |
| ○ FY25 | - | \$612,960,000        | (Contract Authority) |
| ○ FY26 | - | <u>\$627,960,000</u> | (Contract Authority) |

Total: \$3,011,800,000

# Tribal Transportation Facility Bridge Program Fund

## • Tribal Transportation Facility Bridges

- Eliminated 3% Set-aside from TTP
  
- Bridge Formula Program Tribal Bridge Set-aside
  - \$165 M/year – FY22 thru FY26 (General Fund)
  
- Bridge Investment Program Tribal Bridge Set-aside
  - \$20 M/year – FY22 thru FY26 (General Fund)
  
- Bridge Investment Program Set-aside
  - FY22           \$16 M                   (Highway Trust Fund)
  - FY23           \$18 M                   (Highway Trust Fund)
  - FY24           \$20 M                   (Highway Trust Fund)
  - FY25           \$22 M                   (Highway Trust Fund)
  - FY26           \$24 M                   (Highway Trust Fund)
  
- Please submit your applications!



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## 23 CFR Part 661 - NPRM

- Publication in the Federal Register – 4/03/2023
- Comment deadline – 6/02/2023
- Received comments from 15 Tribes
- Tribal Consultations held at three locations
  1. April 20, 9-11am, DOI/BIA Training Center, Albuquerque, NM
  2. May 17, 9-11am, Great Northern Jerome Hill Theater, St. Paul, MN
  3. May 18, 2-4pm, Northwest Region Transportation Symposium, Northern Quest Resort and Casino, Airway Heights, WA.
- Final Rule in the Federal Register – Spring 2024

# Tribal Transportation Program Safety Fund

- **BIL**

- 4% set-aside (Approximately \$21 M available)

- **FY23**

- Applications for the FY2023 funding cycle were accepted through March 9th.
- 143 applications totaling \$115M from 94 Tribes.
- 88 project awards totaling \$20.9M for 67 Tribes
- (16 awards; 9 Tribes; \$5.9 M in Great Plains Region)

- **FY24**

- Applications to be accepted October 1, 2023 – January 15, 2024

# BIA Indian Highway Safety Program

- Three categories (May 1st deadline for applications):
  - Highway Safety Specialist
  - Law Enforcement Grants
  - Child Safety Seat Grants
- Highway Safety Specialists are a tribal staff position funded by BIA IHSP that can be tasked with developing and implementing your TTPSF funded safety plan.
- Contact:

Kimberly Belone  
BIA Office of Justice Services, Indian Highway Safety Program  
(505)563-3900  
[Kimberly.Belone@bia.gov](mailto:Kimberly.Belone@bia.gov)

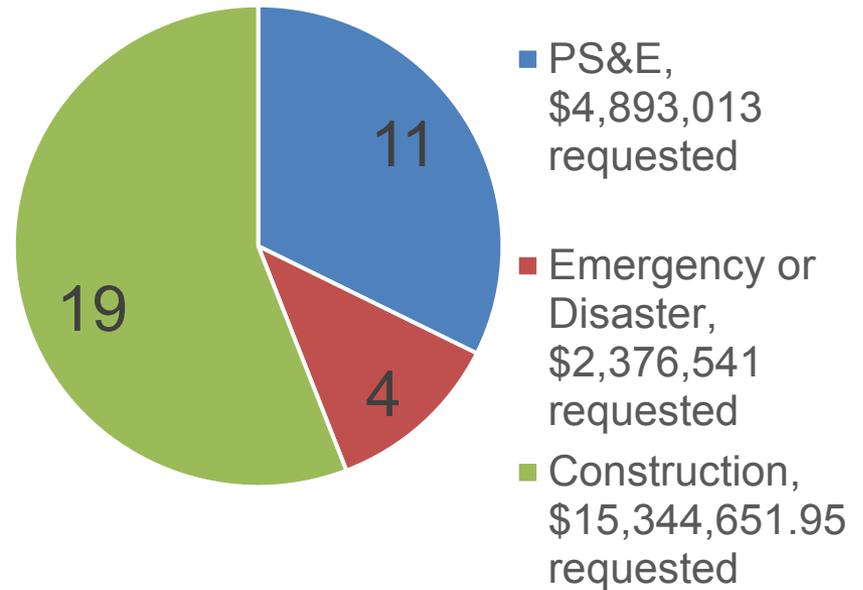
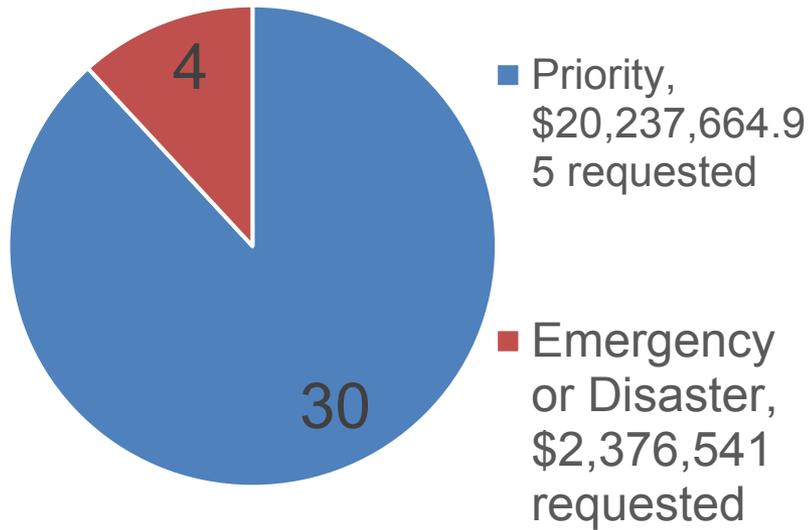
# What is the Tribal HPP Program?

## Key Messages

1. **Priority Program** only for Tribes when:
  - a. funding received under the TTP is insufficient to complete the highest priority project; or
  - b. any Indian Tribe that has an emergency or disaster occur on a tribal transportation facility
2. Modeled after IRRHPP
3. \$9M annual set-aside (\$30M authorized yet not received to date in the President's annual budget)
4. \$1M limitation on funding request
5. Up to 100% Federal Share

# Applications Received

FY 2022-2023



\$16.1M Available  
\$22.6M Requested  
**23 Priority Projects on Funding  
Priority List**

# 2022 - 2023 HPP Funding

| FY 2022-2023 Tribal HPP Program Funding Priority List |                     |  |   |              |                         |
|---|---------------------|--|---|--------------|-------------------------|
| No.   | Region              | Tribe  | Project Name  | Project Type | Funded Amount           |
| 1   | Alaska              | Arctic Village Council                                 | Old John Lake Trail   | Construction | \$ 1,000,000.00         |
| 2   | Alaska              | Native Village of White Mountain                       | White Mountain Community Streets                                  | Construction | \$ 750,000.00           |
| 3   | Midwest             | Red Cliff Band of Lake Superior Chippewa               | Blueberry Road Residential Road Safety                            | Construction | \$ 698,893.00           |
| 4   | Alaska              | Manokotak Village                                      | Manokotak First, Second, Third Street Rehabilitation Road Project | Construction | \$ 1,000,000.00         |
| 5   | Midwest             | Forest County Potawatomi Community                     | Forest County Hwy T Resurfacing                                   | Construction | \$ 500,000.00           |
| 6   | Eastern<br>Oklahoma | Eastern Shawnee Tribe of Oklahoma                      | EW 110 Road and Bridge Construction                               | Construction | \$ 500,000.00           |
| 7   | Great Plains        | Omaha Tribe  | Macy Roundabout   | PS&E         | \$ 500,000.00           |
| 8   | Alaska              | Igiugig Village  | High Ridge Road Phase 02  | Construction | \$ 998,975.00           |
| 9   | Alaska              | Sitka Tribe of Alaska                                  | Tribal Way Road Improvement                                       | Construction | \$ 722,018.00           |
| 10  | Great Plains        | Lower Brule Sioux Tribe                                | BIA 10 TIGER Project  | Construction | \$ 1,000,000.00         |
| 11  | Alaska              | Native Village of Minto                                | Minto Community Street Improvement                                | PS&E         | \$ 50,000.00            |
| 12  | Alaska              | Pedro Bay Village                                      | Pedro Bay Landfill Access Road                                    | Construction | \$ 745,000.00           |
| 13  | Northwest           | Nooksack Indian Tribe                                  | Intersection Improvement Roundabout                               | PS&E         | \$ 275,000.00           |
| 14  | Great Plains        | Winnebago Tribe of Nebraska                            | US Hwy 77 Childcare/HoChunk Village 2.0                           | PS&E         | \$ 400,000.00           |
| 15  | Alaska              | Newhalen Village                                       | Transportation Equipment Facility                                 | Construction | \$ 1,000,000.00         |
| 16  | Great Plains        | Flandreau Santee Sioux Tribe                           | Three Mile Road Pathway and Bridge                                | Construction | \$ 1,000,000.00         |
| 17  | Alaska              | Nome Eskimo Community                                  | East End Roads Design Refresh                                     | PS&E         | \$ 365,217.00           |
| 18  | Great Plains        | Santee Sioux Nation                                    | Lindy Road Paving   | Construction | \$ 1,000,000.00         |
| 19  | Eastern             | Coushatta Tribe of Louisiana                           | Camp Coushatta Road- Evacuation Route                             | PS&E         | \$ 950,000.00           |
| 20  | Alaska              | Craig Tribal Association                               | Craig Klawock Bike Path Project                                   | PS&E         | \$ 1,000,000.00         |
| 21  | Pacific             | Robinson Rancheria                                     | Foothill Oaks Drive PS&E  | PS&E         | \$ 205,000.00           |
| 22  | Midwest             | Lower Sioux Indian Community in the State of Minnesota | Improving Safety on Reservation Highway 2                         | Construction | \$ 1,000,000.00         |
| 23  | Pacific             | Barona Group-Capitan Grande Band                       | Barona Main Roads Repair  | Construction | \$ 229,578.02           |
| <b>Total</b>  |                     |  |   |              | <b>\$ 15,889,681.02</b> |

# FY 2024 Tribal HPP Program Timeline

- October 11, 2023 – kickoff webinar for FY 2024 Funding (recorded webinar and additional application information can be found at <https://highways.dot.gov/federal-lands/programs-tribal/high-priority-projects>)
- January 31, 2024 – application deadline for FY 2024 Funding
- End of April 2024 – Final Funding Priority List developed
- Mid-May 2024 – Earliest distribution of funds if project is on an FHWA-approved TTIP

↑  
Outreach  
↓

For more information, contact: Blane Kunihisa, Tribal HPP Program Manager, [Blane.Kunihisa@dot.gov](mailto:Blane.Kunihisa@dot.gov) or <https://highways.dot.gov/federal-lands/programs-tribal/high-priority-projects>

# Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

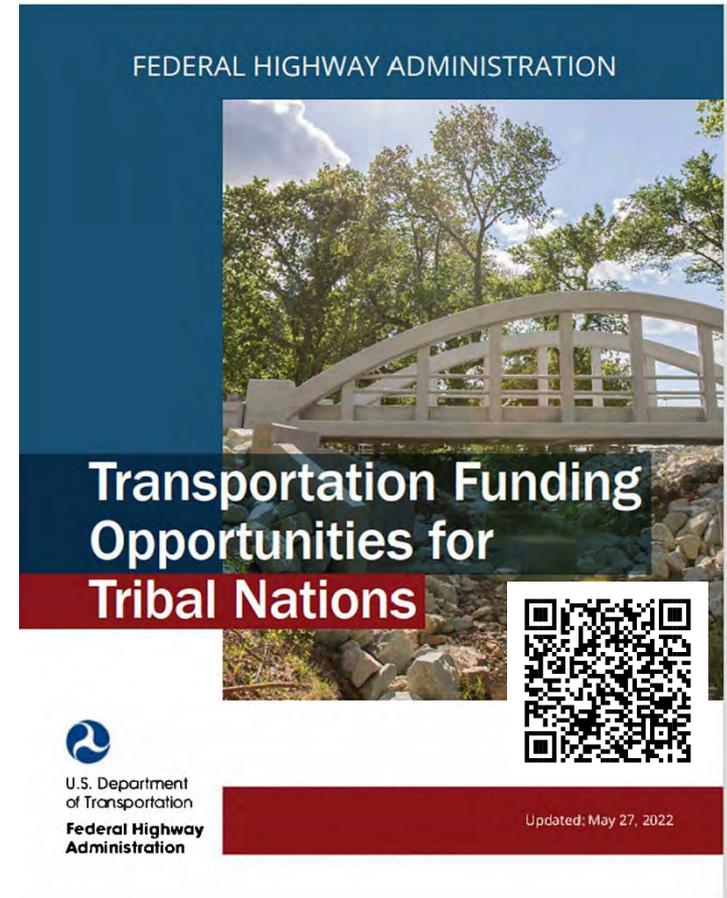
- Funding - \$55 M per year in contract authority from the Highway Trust Fund
- Funding – Up to \$300 M per year subjected to future appropriations from the General Fund
- Reduces (from \$25 M to \$12.5 M) minimum eligible project cost
- Modifies the Federal share requirements:
  - Federal share for tribal projects is 100%;
  - For other projects, it allows Title 23 and Title 49 funds to be used for the “non-Federal” share
- Requires a 50% set a side for Tribes
- Of the funds for Federal lands projects, requires that at least 1 eligible project be carried out in a unit of the National Park System with  $\geq 3$  M annual visitors

# National Significant Federal Lands and Tribal Project Program

- **FY22 – \$125 M available**
  - Included \$75 M from the General Fund (FY22 Appropriations Act)
  - Title - 2022 Nationally Significant Federal Lands and Tribal Projects Program
  - Application window closed October 24, 2022
  - Applications have been reviewed; recommendations have been made for final selection
- **FY23 – \$88.290 M available**
  - Application window closes November 6, 2023
  - Includes \$40 M from the General Fund (FY23 Appropriations Act)

# Transportation Funding Opportunities for Tribal Nations (dot.gov)

- Federal Role
- How to Access Fundings
- Dedicated Tribal Programs and Other Programs
- Outlines:
  - Purpose
  - Funding
  - Program Type
  - Federal Share
  - Eligible activities
  - BIL Changes to TTP
  - Additional Information and Assistance



# Discretionary Grant Team

- FHWA OTT Members
- Aid in the following tasks:
  - Grant Agreement Development
  - Reporting Requirements
  - Review and Approval of reimbursement requests
  - Project Stewardship and Oversight (non-FHWA PA Tribes)

# Tribal Technical Assistance Program (TTAP)

- FHWA Awarded 6 TTAP Cooperative Agreements in November 2022.
- North Dakota State University Upper Great Plains Transportation Institute awarded for Northern Region
- Agreement kick off activities occurred December 2022
- Next Steps:
  - TTAP Center Regional Steering Committee set-up; 50% Tribal Representation
  - TTAP is getting transferred under OTT in the near future.
  - Training needs assessment
  - Federal POCs for Northern TTAP:
    - BIA DOT Great Plains Region: Brenda Redwing
    - BIA DOT Rocky Mountain Region: Richard Taptto
    - FHWA OTT: Todd Brockmann

# EMAIL LIST SERVE

<https://highways.dot.gov/federal-lands/programs-tribal>

The screenshot shows the Federal Highway Administration website. The top navigation bar includes the FHWA logo, a search box, and links for 'About FHWA', 'Programs', 'Resources', and 'Newsroom'. The breadcrumb trail reads 'Home » Federal Lands » Programs » Office of Tribal Transportation'. The left sidebar contains a menu with 'Email Updates' circled in red. The main content area features the title 'Office of Tribal Transportation' and a paragraph describing the OTT's role in administering the Tribal Transportation Program (TTP) and providing support for 135 federally recognized Tribes. A quote from the OTT mission statement is displayed in a callout box. The right sidebar includes a 'What's New?' section with a link to a Notice of Funding Opportunity for the Tribal Transportation Program Safety Fund (TTPSF), a 'Contact Us' section with the office's address and phone number, and a 'Share' section.

U.S. Department of Transportation  
**Federal Highway Administration**

Search FHWA site

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TTP Webinars

Contact Information

**Email Updates**

## Office of Tribal Transportation

The Office of Tribal Transportation (OTT) administers the Tribal Transportation Program (TTP) and provides stewardship and oversight for direct funding agreements with 135 federally recognized Tribes. The OTT also provides support for all FHWA activities affecting tribal transportation. This support includes the administration of TIGER/BUILD grants awarded to Tribes, and the transfer of funds from States and other local governments to Tribes through the 202(a)(9) transfer process.

In addition, the FHWA Office of Tribal Transportation manages the Tribal Transportation Program Bridge Program and the Tribal Transportation Program Safety Fund for all federally recognized Tribes. These grant programs are set-asides from the overall Tribal Transportation Program.

The mission of the FHWA Office of Tribal Transportation is:

*Through mutual respect and understanding, enhance the quality of life in Tribal communities by supporting the Tribes' delivery of transportation programs.*

## Tribal Transportation Program

TTP is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States, the program is receiving \$465 million in FY 2016, with increases of \$10

### What's New?

- On May 7, 2020, FHWA published a Notice of Funding Opportunity for the Tribal Transportation Program Safety Fund (TTPSF). The deadline for applications is August 20, 2020. [Click Here](#) for more information.

### Contact Us

**Office of Federal Lands**  
United States Department of Transportation  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States  
[flh.webmaster@dot.gov](mailto:flh.webmaster@dot.gov)

Phone: 202-366-9494

### Share

# QUESTIONS

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- Todd Brockmann  
[todd.brockmann@dot.gov](mailto:todd.brockmann@dot.gov)
- *(763) 301-9286*

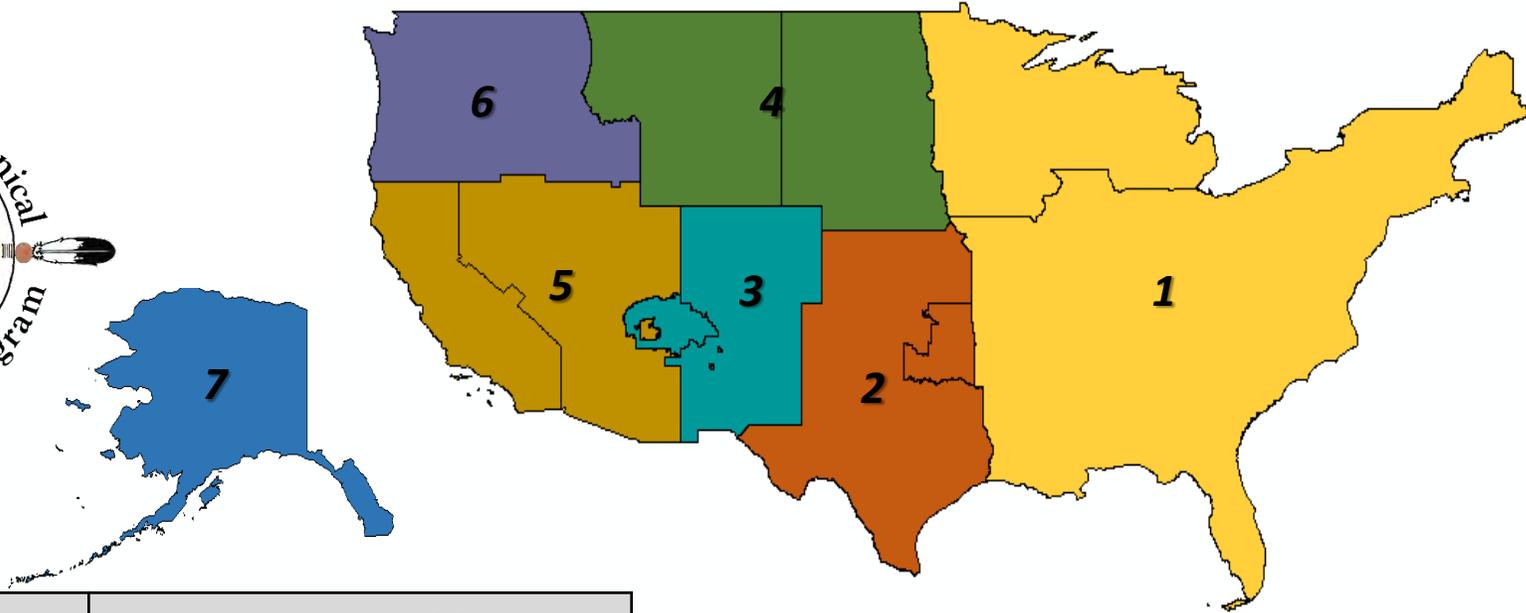
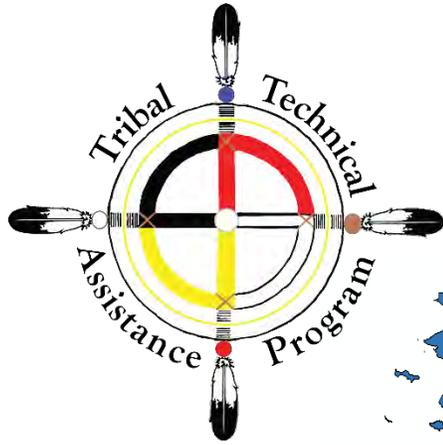
# Northern Tribal Technical Assistance Program

Ron Hall

Co-Director

[ronald.hall@ndsu.edu](mailto:ronald.hall@ndsu.edu)

(970) 217-9076



| TTAP Center            | BIA Region(s)                       |
|------------------------|-------------------------------------|
| <i>1. Eastern</i>      | Eastern<br>Midwest                  |
| <i>2. Southern</i>     | Eastern Oklahoma<br>Southern Plains |
| <i>3. Southwestern</i> | Navajo<br>Southwest                 |
| <i>4. Northern</i>     | Rocky Mountain<br>Great Plains      |
| <i>5. Western</i>      | Pacific<br>Western                  |
| <i>6. Northwestern</i> | Northwest                           |
| <i>7. Alaskan</i>      | Alaska                              |

## ***“One TTAP - Seven Centers”***

**Program Vision:** Through mutual respect and understanding, enhance the quality of life in Tribal communities by building capacity for Tribes to administer and manage their transportation programs and systems.

**Center Mission:** Serve as a go-to local resource for Tribal transportation training, technical assistance, and technology transfer needs and opportunities to effectively carry out the TTAP Vision.

| TTAP Centers                       | BIA Regions         | State(s) Included in TTAP Service Area   |
|------------------------------------|---------------------|--|
| 1. <i>Eastern</i> TTAP Center      | Eastern             | <b>30 States:</b> AL, AR, CT, DE, FL, GA, IL, IN, IA, KY, LA, ME, MD, MA, MI, MN, MS, MO, NH, NJ, NY, NC, OH, RI, SC, TN, VT, VA, WV, WI |
|                                    | Midwest             |  |
| 2. <i>Southern</i> TTAP Center     | Eastern<br>Oklahoma | <b>3 States:</b> KS, OK, TX  |
|                                    | Southern Plains     |  |
| 3. <i>Southwestern</i> TTAP Center | Navajo              | <b>2 States:</b> CO, NM,<br>AZ- including Navajo   |
|                                    | Southwest           |  |
| 4. <i>Northern</i> TTAP Center     | Rocky Mountain      | <b>5 States:</b> MT, NE, ND, SD,<br>WY   |
|                                    | Great Plains        |  |
| 5. <i>Western</i> TTAP Center      | Pacific             | <b>5 States:</b> AZ- excluding<br>Navajo, CA, HI, NV, UT   |
|                                    | Western             |  |
| 6. <i>Northwestern</i> TTAP Center | Northwest           | <b>3 States:</b> ID, OR, WA  |
| 7. <i>Alaskan</i> TTAP Center      | Alaska              | <b>1 State:</b> AK   |

# NTTAP Training Resources

- NTTAP website: <https://www.northernttap.org/>
- Transportation Learning Network:  
<https://www.translearning.org/ops/upcoming.php>
- Western Transportation Institute:  
<https://westerntransportationinstitute.org/>
- National Center for Rural Road Safety: creating 2024-2025 workplan.  
[https://ruralsafetycenter.org/#new\\_tab](https://ruralsafetycenter.org/#new_tab)



Northern TTAP Training and TA  
Needs Survey

# Survey Results to Date

- See pdf

What do you do if you ask a question and hear crickets?

# Background – TRB Standing Committee on Native American Transportation Issues

- AME30
- Formed in 2001
- Previously a subcommittee of ADC50, Committee on Historic and Archeological Preservation in Transportation
- Before that, Committee on Low Volume Roads

- *The Committee is concerned with research and practice pertaining to transportation issues on or near tribal lands and communities or affecting tribal historical or cultural properties wherever located.*
- *Tribal transportation issues include all modes of moving people and goods from one place to another, all relevant agencies, including tribal, state, federal, regional and local providers, and all relationships and interactive processes of various governmental units -tribal, federal, state, and local - with regard to the development, planning, administration, coordination, and implementation of transportation laws, policies, plans, programs, and projects.*

# NCHRP

SYNTHESIS 366

NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM

**Tribal Transportation Programs**

*A Synthesis of Highway Practice*

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

# **NCHRP**

**REPORT 690**

**NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM**

**A Guidebook for Successful  
Communication, Cooperation,  
and Coordination Strategies  
Between Transportation Agencies  
and Tribal Communities**

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

# TCRP

REPORT 154

## Developing, Enhancing, and Sustaining Tribal Transit Services: A Guidebook



TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

TRANSIT  
COOPERATIVE  
RESEARCH  
PROGRAM

Supported by  
the Federal  
Transit Administration

**CONFERENCE ON  
TRANSPORTATION  
IMPROVEMENTS:  
EXPERIENCES AMONG  
TRIBAL, LOCAL, STATE, AND  
FEDERAL GOVERNMENTS**

**OCTOBER 18-21, 2001,  
ALBUQUERQUE, NEW  
MEXICO**

- **Legal Issues Relating to the Acquisition of Right of Way and the Construction and Operation of Highways over Indian Lands**
- *Last Modified Date: 10/15/2009*
- *Richard Jones and Vivian Philbin*
- *RFP for update issued March 2018*

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# 2023 Tribal Transportation Safety Summit

## Highway Safety Behavioral Strategies for Rural & Tribal Areas

October 19, 2023

Jay Otto



Center for Health & Safety Culture

[www.CHSCulture.org](http://www.CHSCulture.org)

1



## About the Center for Health and Safety Culture

We are an interdisciplinary center serving communities and organizations through research, training, and guidance to cultivate healthy and safe cultures.



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[www.CHSCulture.org](http://www.CHSCulture.org)

2

## Highway Safety Behavioral Strategies for Rural and Tribal Areas: A GUIDE

**Jaime Sullivan**, Western Transportation Institute,  
Montana State University, Montana State University

**Jay Otto, Katie Dively, Bridget Hanson, Kari Finley,  
Karen Gee, Samantha Pinzl, Jamie Arpin**, Center for  
Health and Safety Culture, Montana State University

**Cara Hamann**, University of Iowa

National Academies of Sciences, Engineering, and Medicine. 2023. *Highway Safety Behavioral Strategies for Rural and Tribal Areas: A Guide*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/27197>.



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## The Guide

### Chapters

1. Introduction
2. How Behavioral Strategies Work
3. Guidance on Process: What to Do Next
4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies
5. Guidance on Ways to Grow Evaluative Thinking



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## Chapter 1. Introduction

- Provides an overview of the Guide
- Reviews the Safe System Approach
- Includes a list of resources

## Chapter 2. How Behavioral Strategies Work



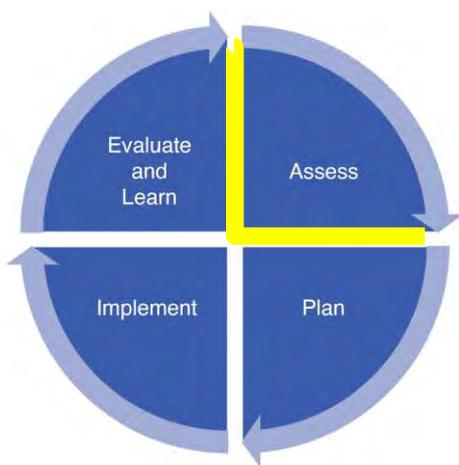
- Training video on how to create a logic model
- Appendix A includes example logic models

## Chapter 3. Guidance on Process

Improving roadway safety is a process

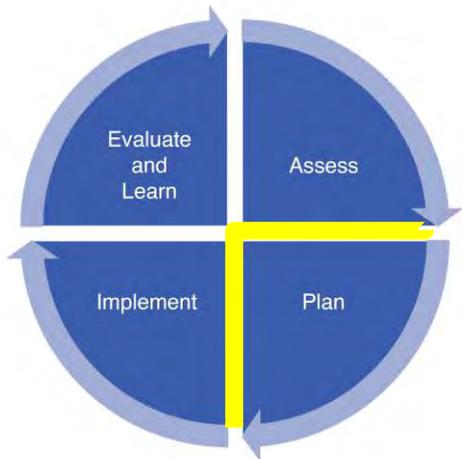
- Series of steps
- Repeated over time
- Learn and improve with each iteration

## Chapter 3. Guidance on Process



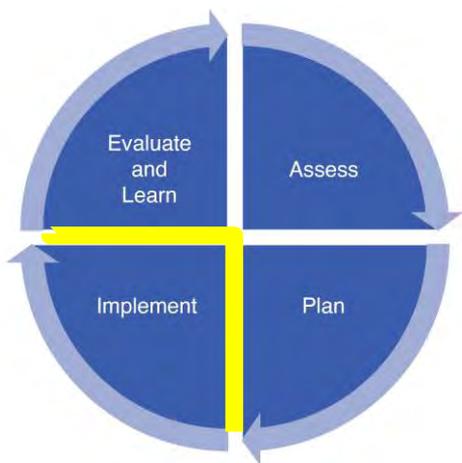
- Recruit a group of individuals willing to improve roadway safety
- Gather and review data to better understand the current situation
  - Data may include road types, crash data, road assessments, injury reports, etc.

## Chapter 3. Guidance on Process



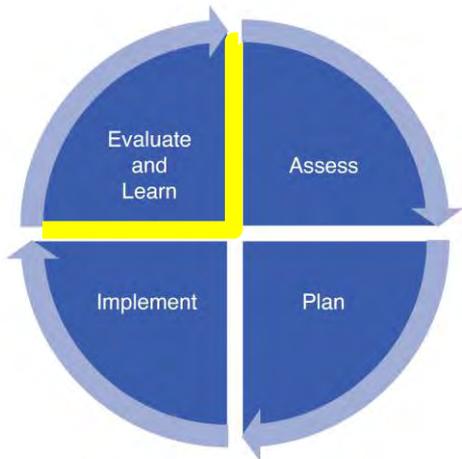
- Prioritize problems/opportunities revealed during the assessment
- Identify, select, and possibly adapt countermeasures and strategies to address the priorities

## Chapter 3. Guidance on Process



- Implement the countermeasures and strategies and gather important information to inform evaluation and learning

## Chapter 3. Guidance on Process



- Use information gathered to make improvements in subsequent cycles

## Chapter 4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies

- Identifying – finding potential strategies
- Selecting – picking a strategy that is a good fit for your community
- Adapting – making the strategy work in your setting

## Chapter 4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies

### Behavioral Approaches

- Laws, Policies, and Rules
- Enforcement and Adjudication
- Education
- Intervention

### Engineering Approaches

- Roadway Design
- Roadway Treatment
- Managing Energy



MONTANA  
STATE UNIVERSITY

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## Chapter 4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies

- Resources to identify countermeasures and strategies
  - Over 12 different resources are included



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## Chapter 4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies

- Factors to consider
  - 16 different factors to consider

## Chapter 4. Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies

- Resources to guide adapting
  - “Red Light, Yellow Light, Green Light”



## Chapter 5. Guidance on Ways to Grow Evaluative Thinking

- Evaluative thinking can improve your implementation and your outcomes
  - Process evaluations
  - Outcome evaluations



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### Highway Safety Behavioral Strategies for Rural and Tribal Areas: A GUIDE



Guidance Document



Logic Model Training Video

- How Behavioral Strategies Work
- Guidance on Process: What to Do Next
- Guidance on Identifying, Selecting, and Adapting Countermeasures and Strategies
- Guidance on Ways to Grow Evaluative Thinking



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# SPEED MANAGEMENT

SD TRIBAL ROADWAY SAFETY  
SUMMIT

OCTOBER 19, 2023

---

Virginia O'Connor, PE,  
PTOE, RSP2I

## Agenda

- Safe Speeds & Safe Roads
- Speed Management Action Plan Overview
  - A Roadmap to Safe Speeds
- Hear From the Tribes - What has worked?  
What hasn't?

# FHWA's Office of Safety's Speed Management Program

FHWA's Speed Management Resources:

Resources: <https://highways.dot.gov/safety/speed-management/reference-materials>

Program Contact: Guan.Xu@dot.gov

FHWA's Speed Limit Setting Resources:

USLIMITS2: <https://highways.dot.gov/safety/speed-management/uslimits2>

USLIMITS2 HelpDesk (For all Speed Limit related Technical Assistance): [help@uslimits.org](mailto:help@uslimits.org)

NHI's Safe Speeds Training Course: [https://www.nhi.fhwa.dot.gov/course-search?tab=0&key=safe%20speeds&sf=0&course\\_no=380128](https://www.nhi.fhwa.dot.gov/course-search?tab=0&key=safe%20speeds&sf=0&course_no=380128)

Upcoming: Speed Management DIY Website & DIY Toolkit

# SAFE SPEEDS & SAFE ROADS



# Safe Roads: Avoiding Crashes

## Avoiding crashes involves:



**Separating users in space**



**Separating users in time**



**Increasing attentiveness and awareness**

# Safe Roads: All Aspects of the Roadway System

Safe roads include all aspects of the roadway system:



**Design**



**Construction**



**Maintenance**



**Operation**

# Safe Roads: Crash Kinetic Energy

Managing crash kinetic energy involves:



**Managing speed**

Source: Fehr & Peers



**Manipulating mass**

Source: Fehr & Peers



**Manipulating crash angles**

Source: Adobe Stock Image

# Safe Speed: Reducing Pedestrian Fatalities

Hit by a vehicle  
traveling at

23

MPH

10% risk of death



Hit by a vehicle  
traveling at

42

MPH

50% risk of death



Hit by a vehicle  
traveling at

58

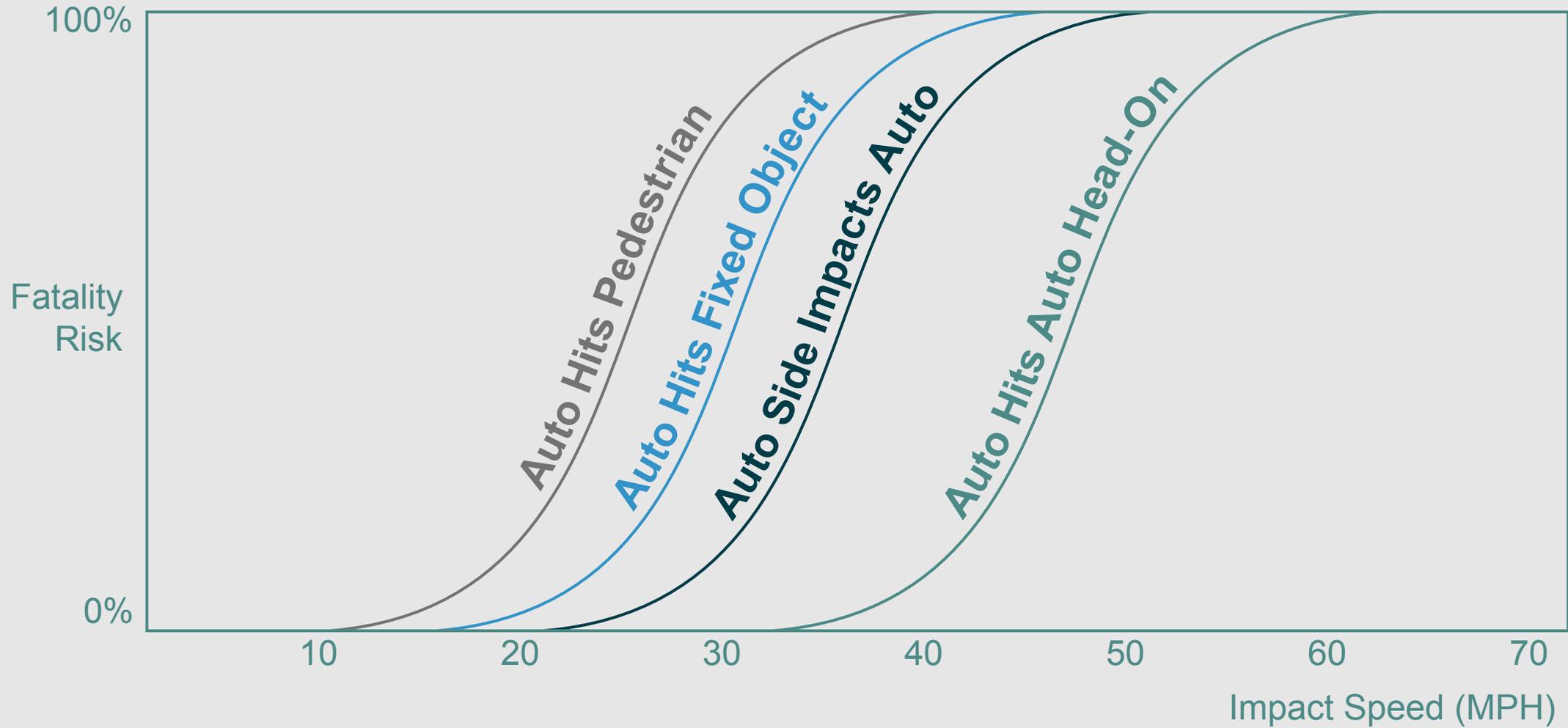
MPH

90% risk of death



Source: FHWA

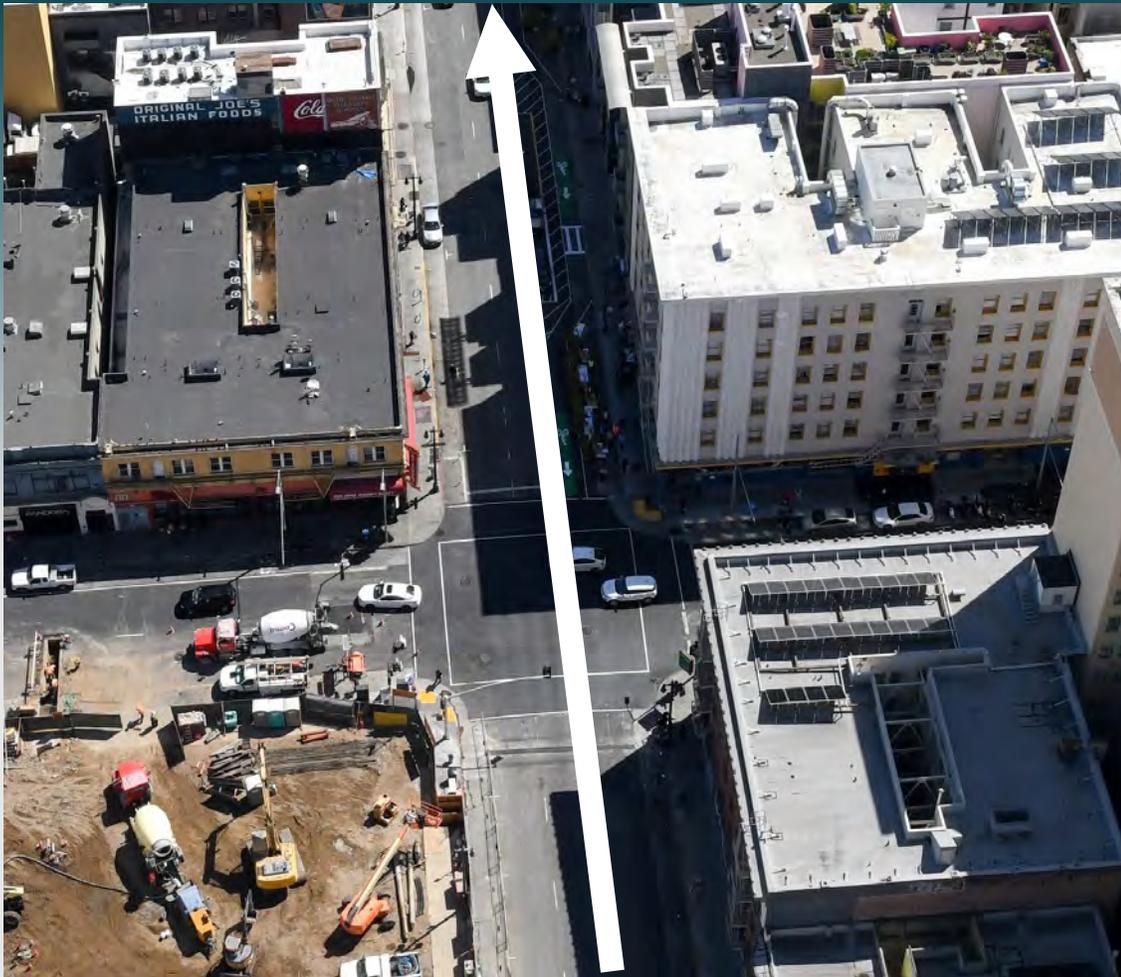
# Safe Speeds: Fatality Risks



Source: FHWA

# Safe Speeds: Treatments that Minimize Injuries

## Speed through typical intersection



Source: Fehr & Peers

## Speed through Safe System intersection



Source: City of Carmel, IN

# SPEED MANAGEMENT OVERVIEW



# Roadmap to Speed Management: Getting to Safe Speeds

## Collect Relevant Legislation & Guidance

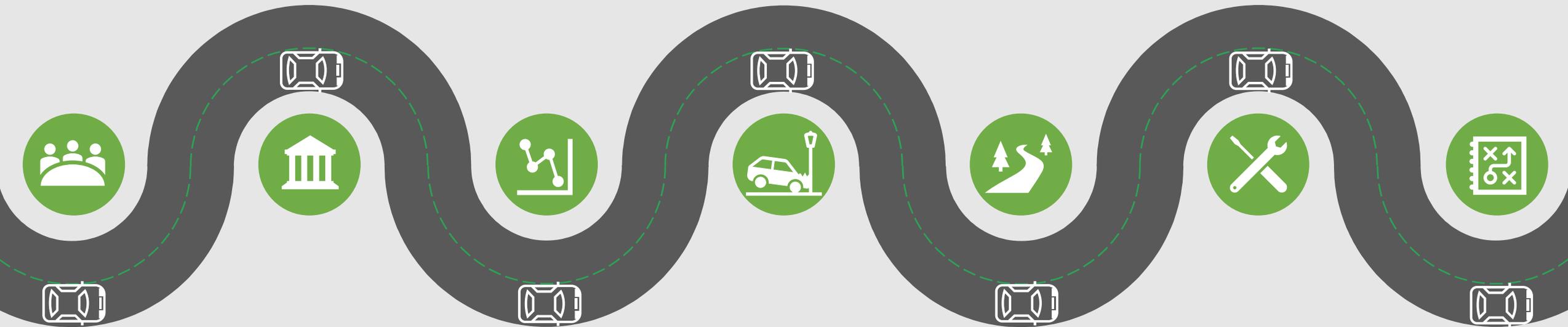
- Speed Limit Setting Guidance
- Speed Camera Legislation

## Identify Speed Related Safety Concerns

- Speed-related crash hot-spots
- Speeds measured above safe speed

## Develop Toolbox of Countermeasures

- Speed Trailers
- Public Outreach Campaign



## Stakeholder Selection

- Local Transportation Officials
- Law Enforcement

## Data Collection

- Speed Data
- Crash Data

## Identify Focus Typologies

- Roadway Context
- Access, Mobility, Speed

## Prioritize Action Items

- Specific Actions
- Plan for implementation of each action



# Stakeholder Selection

- Who Can Help Make the Plan a Success?
  - Local transportation officials
  - Law Enforcement
  - Highway Safety Office
  - First Responders
  - Community Leaders





## Audience Question

Who are the stakeholders that could make your SMAP successful? Do you currently partner together on speed safety projects?





# Legislation & Programs

- What Relevant Legislation, Policies, or Programs exist?
  - Federal Policies & Programs:
    - USLIMITS2: Web-based tool to assist practitioners with setting speed limits
      - <https://safety.fhwa.dot.gov/uslimits/>
    - MUTCD 2009
      - 85<sup>th</sup> Percentile Speed for Speed Limit Setting
      - Guidance for signing and marking that can be used
    - FHWA Speed Management Program
      - <https://highways.dot.gov/safety/speed-management>
      - Traffic Calming ePrimer: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>
  - BIA Programs
  - South Dakota Programs



## Audience Question

What are some existing programs you have in place to combat un-safe speeds?



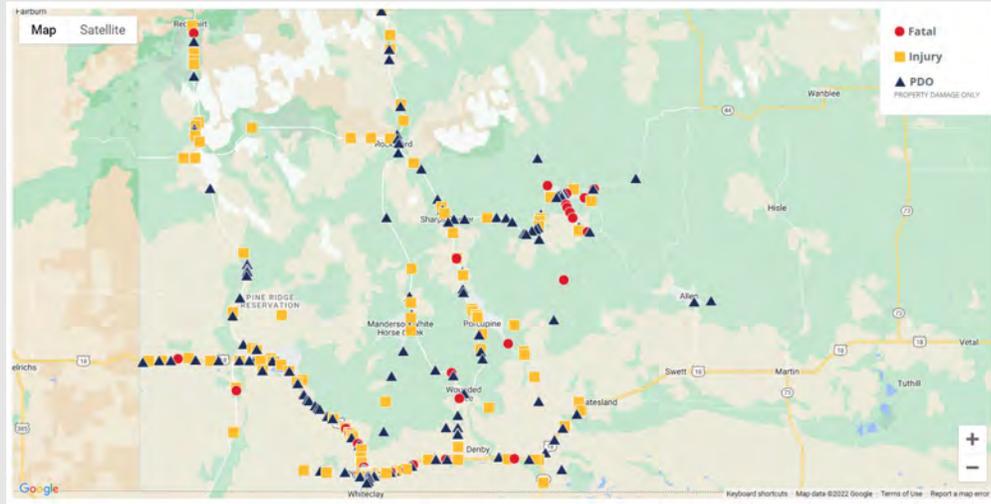
### Ideas:

- Speed Management Action Items in your Tribal Transportation Safety Plan
- Outreach to young drivers
- Speed Feedback Trailor Program
- High Visibility Enforcement Campaigns

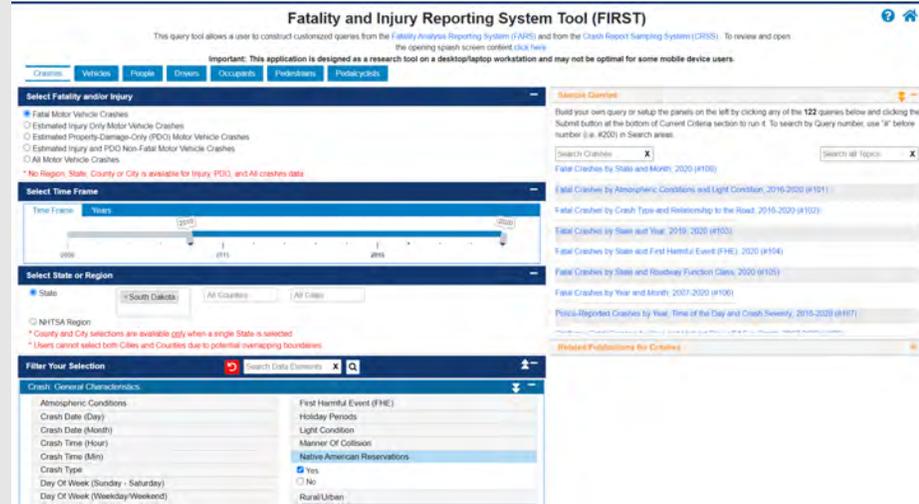


# Data Collection

**Crash Data:** SD DOT's Crash Data is publicly available online, FARS Data through FIRST Tool

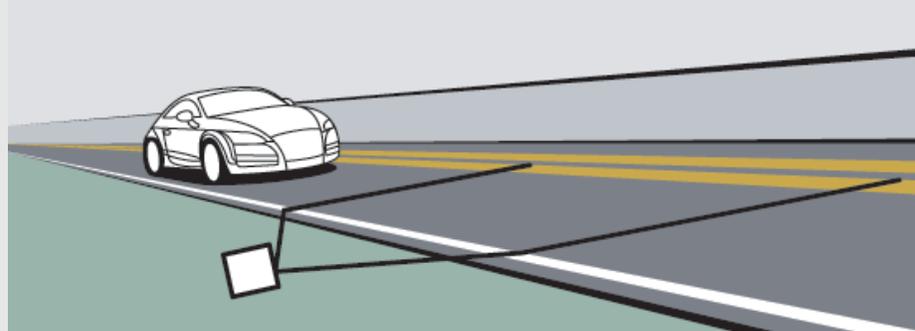


Source: SD DOT



Source: NHTSA

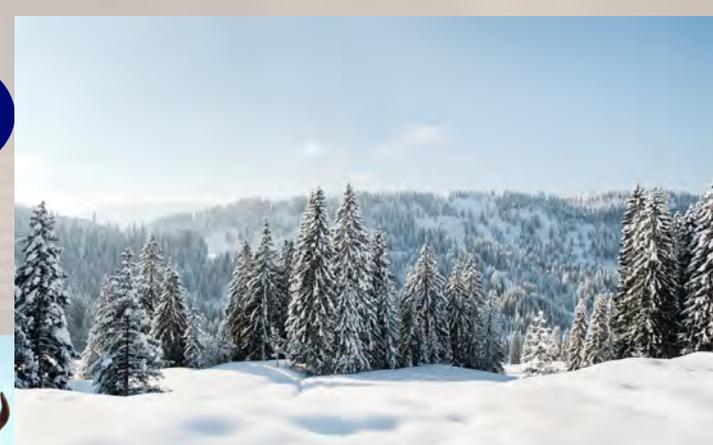
**Speed Data:** Field data from speed trailers, tube counts, or police citation reports





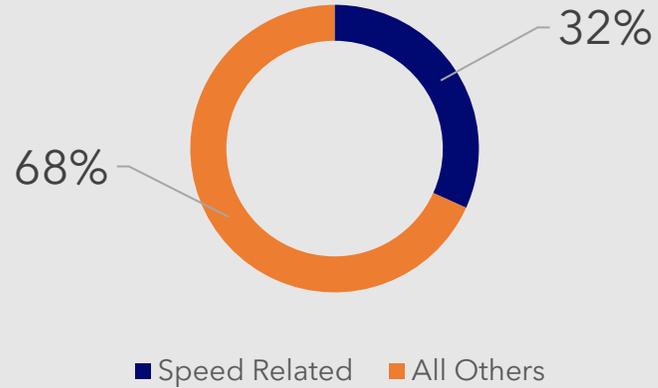
# Identify Speed Related Safety Concerns

What are some of the speed related safety concerns you have on your roadways?

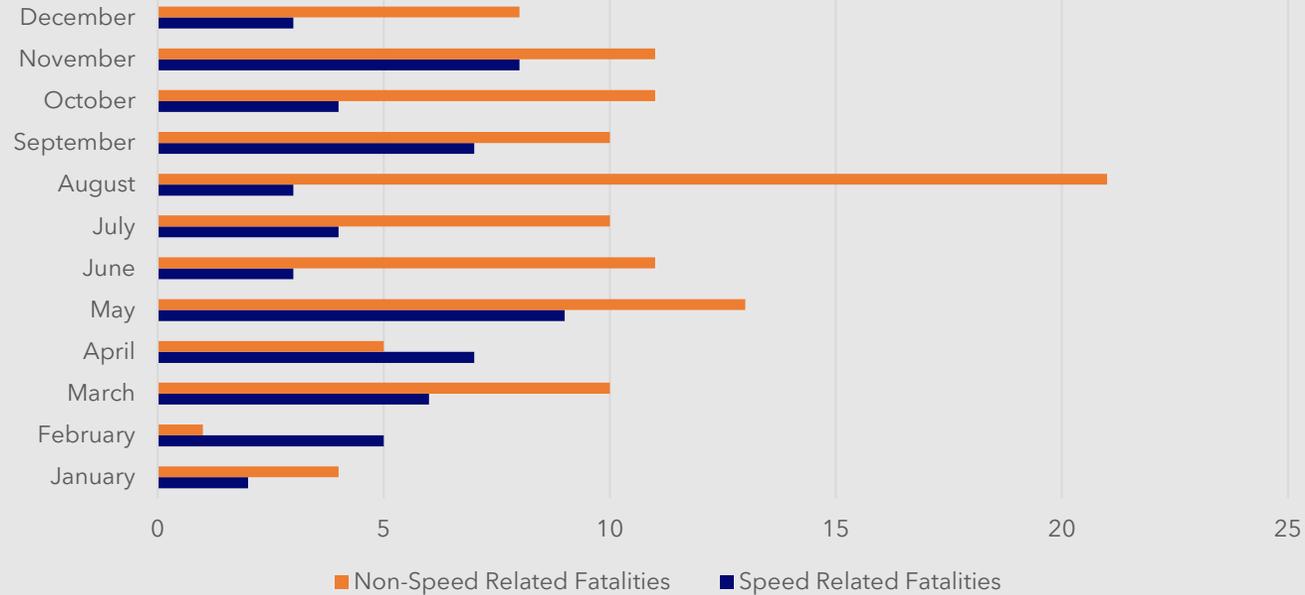


# 2010-2020 SD Roadway Fatalities on Tribal Lands

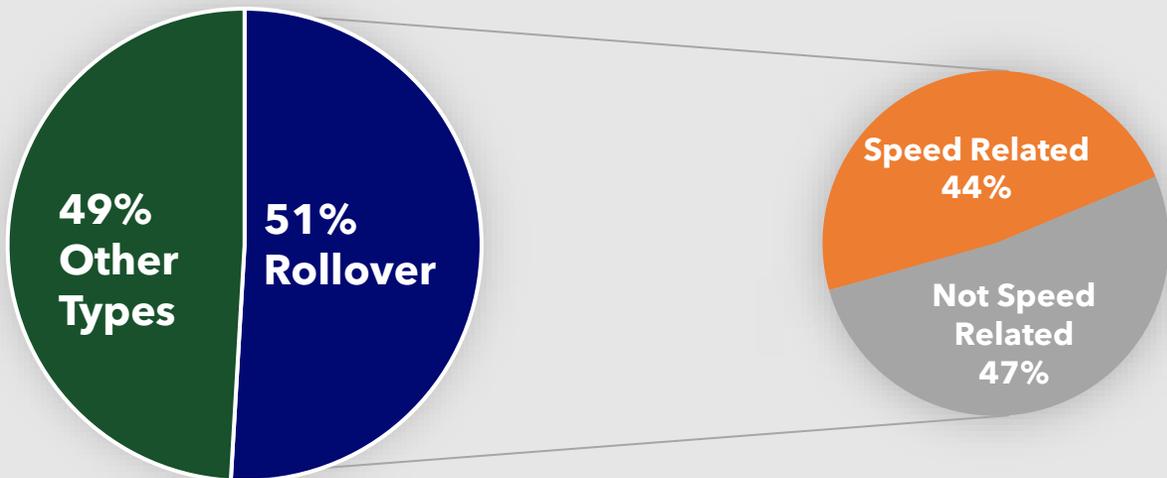
### Speed Related Crashes out of all Crashes



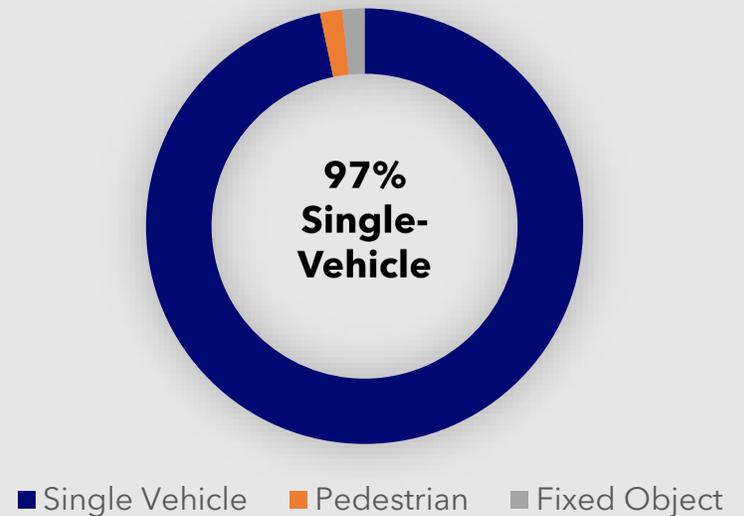
### Role of Speed in Fatalities by Month



### Fatal Crash Type

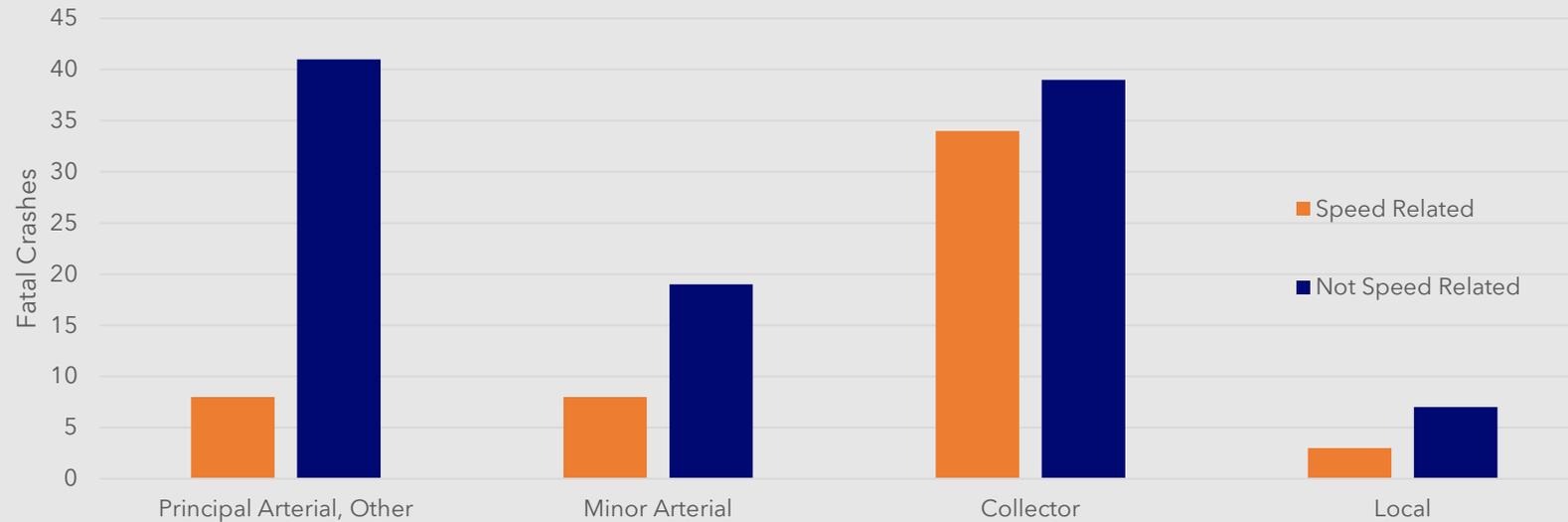


### Speed Related Fatal Crash Type

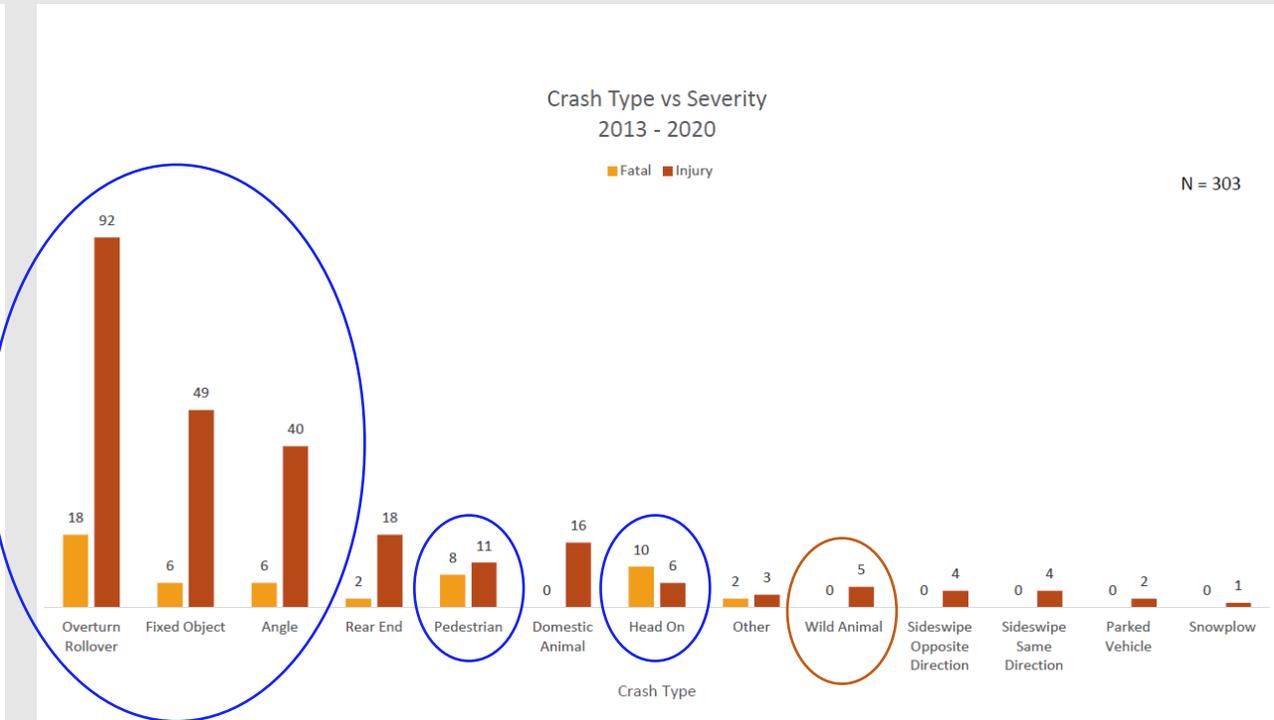
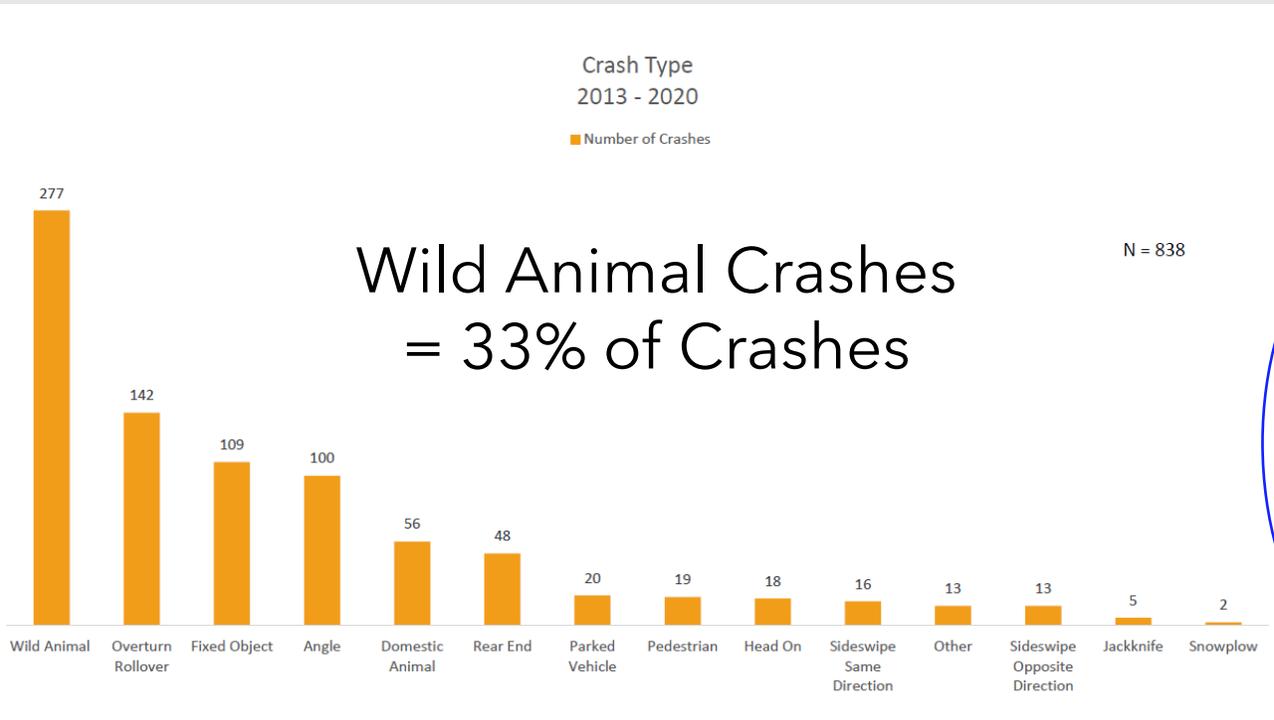


# 2010-2020 SD Roadway Fatalities on Tribal Lands

Roadway Classification of Speed Related Fatal Crashes



# 2013-2020 Crash Trends - Pine Ridge Reservation (from 2021 SHSP)



# National Trends in Tribal Speed Related Safety Concerns

(2012-2021 US Speed Related Roadway Fatalities on Tribal Lands)

## Safety Concerns:

*(AVG Speed Related on Tribal Lands = 29%)*

- Snow, sleet, or freezing rain fatalities
  - **61%** => Speed Related on Tribal Lands
- Work Zone/Maintenance fatalities
  - **50%** => Speed Related on Tribal Lands
- Young Driver (15-20) Fatalities
  - **43%** => Speed Related on Tribal Lands
- Fixed Objects (Trees, Boulder, Fire Hydrant, etc) fatalities
  - **43%** => Speed Related on Tribal Lands

# National Trends in Tribal Speed Related Safety Concerns

(2012-2021 US Speed Related Roadway Fatalities on Tribal Lands)

## NHTSA Risky Driving Behaviors:

- **Speeding**
- Drunk Driving
  - **41%** Fatalities = Speed Related on Tribal Lands
- Drug-Impaired Driving
- Distracted Driving
  - **42%** Fatalities = Speed Related on Tribal Lands
- Seat Belts
- Drowsy Driving
  - **26%** Fatalities = Speed Related on Tribal Lands

# Roadmap to Speed Management: Getting to Safe Speeds

## Collect Relevant Legislation & Guidance

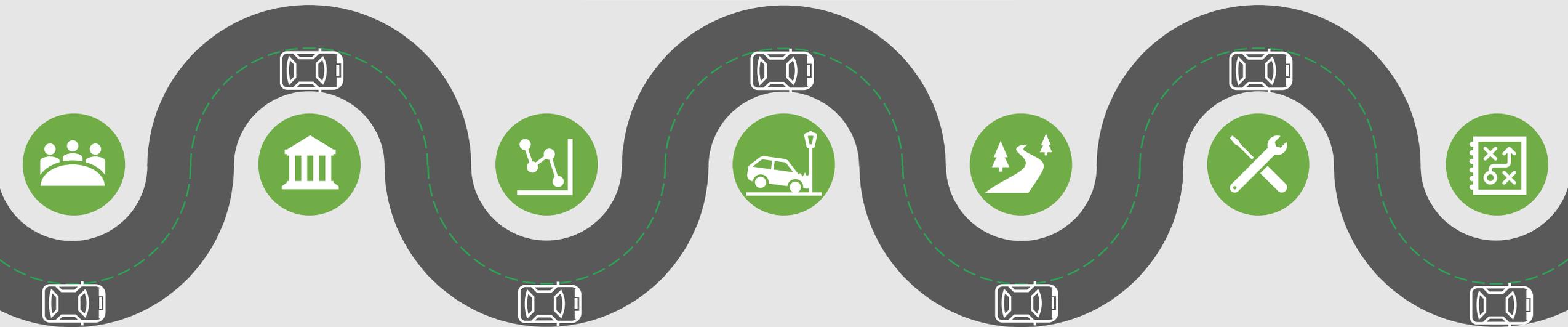
- Speed Limit Setting Guidance
- Speed Camera Legislation

## Identify Speed Related Safety Concerns

- Speed-related crash hot-spots
- Speeds measured above safe speed

## Develop Toolbox of Countermeasures

- Speed Trailers
- Public Outreach Campaign



## Stakeholder Selection

- Local Transportation Officials
- Law Enforcement

## Data Collection

- Speed Data
- Crash Data

## Identify Focus Typologies

- Roadway Context
- Access, Mobility, Speed

## Create Action Items

- Specific Actions
- Plan for implementation of each action



# Select Focus Roadway Typologies

1) 65 MPH Rural, 2-Lane Highway



2) School Zones



3) Speed Transition Zones



Sources: Google Maps & RoadTrafficSigns.com

4) Rural Town: 25-30 MPH Collector or Arterial



Source: Google Maps



# Select Focus Roadway Typologies

## **Considerations for selecting focus roadway grouping types (typologies):**

- Where are the most severe crashes occurring?
- Where are the greatest perceived risks by community members?
- What roadway types have similar uses/purposes and can use the same countermeasures?



# Select Focus Roadway Typologies

## Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)



# Countermeasure Toolbox: Typology 1



- Review Speed Limits & Set Appropriate Limits
  - USLIMITS2: <https://safety.fhwa.dot.gov/uslimits/>
- High Friction Surface Treatment
- Targeted Enforcement & Speed Trailers

## Countermeasures



### Keep Vehicles on Roadway

- [Pavement Friction](#)
- [Rumble Strips](#)
- [Horizontal Curve Safety](#)
- [Nighttime Visibility](#)



### Provide for Safe Recovery

- [SafetyEdge<sup>SM</sup>](#)
- [Clear Zones](#)



### Reduce Crash Severity

- [Hardware Eligibility Letters](#)
- [Guidance & Policies](#)
- [Resources](#)

## Resources:

- <https://highways.dot.gov/safety/RwD>
- <https://ruralsafetycenter.org/resources/rural-roadway-departure/>
- <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa16079.pdf>

Transverse Speed Bars



Colored Speed-Zone Entrance



Temporary Island



LED Flashing Speed Limits Signs



Speed Feedback Signs





# Countermeasure Toolbox: Typology 2

- School Speed Limit Sign
- Overhead School Flasher Speed Limit Sign
- Changeable Message Sign
- Speed Feedback Sign
- Portable Speed Feedback Sign
- School Advance Warning & Crosswalk Signs
- Pavement Markings



Pavement markings at Morey Middle School in Denver, CO. Image provided by Mike Cynecki.



Typical portable radar speed trailer.



School flasher speed limit sign at Arrowhead Elementary School in Glendale, AZ. Image provided by Mike Cynecki.



School speed limit sign at Diggs-Latham Elementary School in Winston-Salem, NC. Image provided by Mike Cynecki.

## References:

[http://guide.saferoutesinfo.org/engineering/the\\_school\\_zone.cfm](http://guide.saferoutesinfo.org/engineering/the_school_zone.cfm)



# Countermeasure Toolbox: Typologies 3&4

| Traffic Calming Measure      | Applicable Area within Small Rural |                     |
|------------------------------|------------------------------------|---------------------|
|                              | 3) Transition Zone                 | 4) Within Community |
| <b>Horizontal Deflection</b> |                                    |                     |
| Lateral Shift                | 5                                  | 5                   |
| Chicane                      | 3                                  | 5                   |
| Mini-Roundabout              | 1                                  | 5                   |
| Modern Roundabout            | 3                                  | 3                   |
| <b>Vertical Deflection</b>   |                                    |                     |
| Speed Hump, Cushion, Table   | 1                                  | 3                   |
| Raised Crosswalk             | 1                                  | 3                   |
| Raised Intersection          | 1                                  | 3                   |
| <b>Roadway Changes</b>       |                                    |                     |
| Median Island                | 3                                  | 5                   |
| Road Diet                    | 3                                  | 5                   |
| Lane Narrowing               | 3                                  | 5                   |
| <b>Traffic Control</b>       |                                    |                     |
| Horizontal Signing           | 5                                  | 5                   |
| Speed Feedback Signs         | 5                                  | 5                   |
| <b>Gateway Treatments</b>    |                                    |                     |
| Gateway Signing              | 5                                  | 5                   |
| Landscaping                  | 5                                  | 5                   |



Sources: Google Maps & RoadTrafficSigns.com



Source: Google Maps

FHWA Speed Management ePrimer for Rural Transition Zones & Rural Town Centers:

<https://highways.dot.gov/safety/speed-management/speed-management-eprimer-rural-transition-zones-and-town-centers/5>



## Audience Question

What speed management measures have you tried that worked? What didn't work? Why did something not work?





## Countermeasure Toolbox: Beyond Physical Measures

- Set appropriate speed limits for road users: USLIMITS2
  - <https://safety.fhwa.dot.gov/uslimits/>
- Portable speed feedback trailers
- Speed Safety Cameras
- Variable Speed Limits
  - Weather, daylight/dark, on/off school sessions, on/off tourist season, etc.
- Safe Speeds Education Programs



# Create Action Items

| Action Item  |   |
|--|---|
| Lead   | Organization & Person   |
| Other Agencies Involved                                  | EX: Law enforcement, maintenance  |
| Current Work Underway                                    | EX: Roadway re-surfacing that can incorporate rumble strips   |
| Funding  | EX: <ul style="list-style-type: none"><li>• TTP Safety Funding</li><li>• BIA Indian Highway Safety Program</li></ul>                              |
| Timeline   | EX: 2-4 years   |
| Strategies (Systematic, Comprehensive, and/or Proactive) | EX: <ul style="list-style-type: none"><li>• Take public concerns into account</li><li>• Set appropriate speed limits</li></ul>                    |
| Implementation Steps                                     | EX: <ol style="list-style-type: none"><li>1) Recruit appropriate members</li><li>2) Organize Kick-off meeting</li><li>3) Pursue Funding</li></ol> |
| Performance Measures                                     | EX: <ul style="list-style-type: none"><li>• Number of severe and fatal crashes</li><li>• 85<sup>th</sup> percentile speeds</li></ul>              |



## Create Action Items

### **Plan for after an Action Item is Completed:**

- Who will be responsible for measuring/monitoring the performance measures?
- How often will they be measured?
- What actions will be taken if the performance measures are not met?
- Who will be responsible for implementing the contingency measures, if the performance measures are not met?

# QUESTIONS/ DISCUSSION



# Discussion Ideas

What sorts of Speed Management resources would be useful to have?



What do your communities think of speeding issues/safe speeds?



What would be the greatest help from this program?



What are your biggest hurdles to speed management?



What have you tried that worked? What didn't work?

