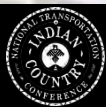


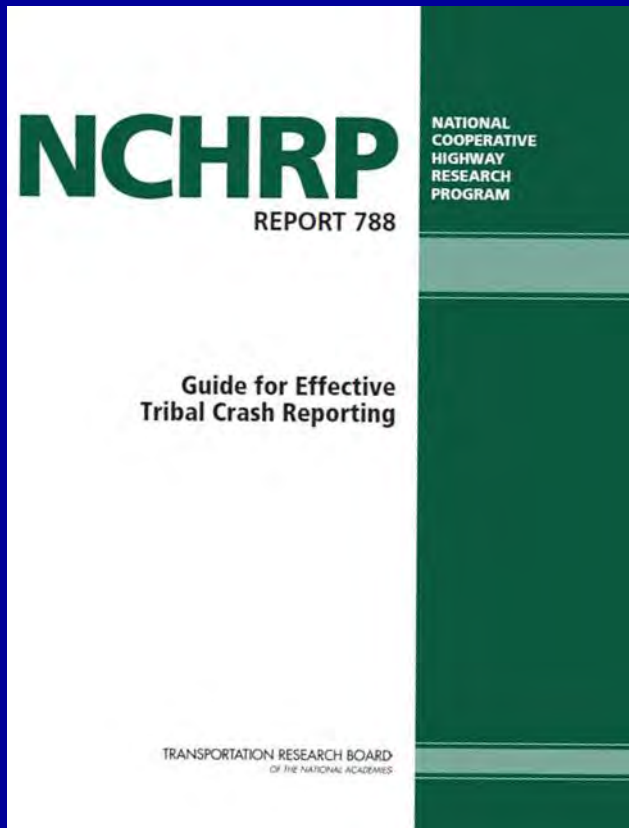


**Crash Data  
Improvement Strategies  
& Safety Grant Writing**  
September 18, 2018



- ✓ Name?
- ✓ Employer/Affiliation?
  - ✓ Do you use crash data now?
- ✓ Expectations?





- Crash Data Gathering/Reporting Challenges: Technical Assistance Solutions
- NHTSA's GO Team Technical Assistance Provision
- Model Minimum Uniform Crash Criteria (MMUCC) Information
- Introduction to NCHRP Report 788
- NCHRP self-analyses of your tribe's current tribal data gathering systems
- Sample Tribal Data Sharing Agreements – Navajo Nation TraCS MOAs (ADOT & NMDOT)
- Safety Grant Writing: Tips, TTPSF & TTPSF Grant Samples + Other Safety Funding

# Session Agenda

- 1:00 p.m.      **Welcome and Introductions**
- 1:15 p.m.      **The Challenges + Technical Assistance Solutions**
- 1:45 p.m.      **MMUCC + NCHRP Report 788 Intro & Practice**
- 2:15 p.m.      **Tribal Data Sharing Agreements  
– Navajo Nation TraCS & TTPSF Grant**
- 2:45 p.m.      ***30-Minute Break***
- 3:15 p.m.      **Safety Grant Writing**
- 4:15 p.m.      **Questions**
- 4:30 p.m.      **Adjourn**





# Data Gathering/Reporting Challenges

**Date Range Chosen:**

01/01/2013 - 12/31/2016

**Filters Used:**

City\Wrangell

Time of report run: 7/2/2018 3:45:39 PM

Crash Num	Form Type	Reporting Agency	Case Number	Route	Milepoint	Latitude	Longitude	AADT	DateTime	Year	Month	Day of Month
201300276	12200V2	Wrangell Police Department	13.11.1968	293300	9.0945	56.362805	-132.356366	372	11/22/2013 12:00:00 AM	2013	November	22
201300338	12200V2	Wrangell Police Department	13.10.1830	293311	0.0104	56.475679	-132.373152	259	10/17/2013 11:56:00 AM	2013	October	17
201300406	12200V2	Wrangell Police Department	13.09.1745	293324	0.5945	56.461489	-132.379938	-2147483648	9/27/2013 7:20:00 PM	2013	September	27
201300714	12200V2	Wrangell Police Department	13081390	293320	0.01	56.47303	-132.386992	-2147483648	8/2/2013 1:30:00 PM	2013	August	2
201368045	12209	Driver Report	DRIVER RPT	293300	2.4888	56.436943	-132.373259	1247	7/18/2013 6:23:00 PM	2013	July	18
201454294	12200V2	Wrangell Police Department	14.01.0020	293300	9.435	56.352726	-132.349099	372	1/5/2014 7:26:00 PM	2014	January	5
201462483	12209	Driver Report	DRIVER RPT	293300	0.6473	56.461568	-132.37712	1781	3/5/2014 12:00:00 AM	2014	March	5
201473174	12200V2	Wrangell Police Department	14-121760	293315	0.4055	56.475666	-132.373428	1413	12/20/2014 2:54:00 PM	2014	December	20
201560846	12200V2	Wrangell Police Department	14.12.1760	293310	0.6982	56.484099	-132.379085	578	1/15/2015 2:54:00 PM	2015	January	15
201578151	12209	Driver Report	DRIVER RPT	no data	999	-1.79769313486232E+308	-1.79769313486232E+308	-2147483648	12/9/2015 12:50:00 PM	2015	December	9
201580044	12200V2	Wrangell Police Department	15.12.1544	no data	-1.0	-1.79769313486232E+308	-1.79769313486232E+308	-2147483648	12/23/2015 8:14:00 AM	2015	December	23
201660220	12200V2	Wrangell Police Department	16020130	293300	4.9947	-1.79769313486232E+308	-1.79769313486232E+308	474	2/1/2016 8:55:00 AM	2016	February	1
201664120	12200V2	Wrangell Police Department	16040395	293326	0.2122	-1.79769313486232E+308	-1.79769313486232E+308	1496	4/4/2016 11:03:00 AM	2016	April	4

**When Reported to State DMVs/DOTs,  
the Spreadsheets Can Strongly Inform  
Tribal Crash Data Analysis**



# Data Gathering/Reporting Challenges

Some Tribal Crash Data Is Getting Reported to State DMVs/DOTs, Some is NOT

STATE OF NEW MEXICO  
UNIFORM CRASH REPORT  
0016000013

DEPARTMENT OF PUBLIC SAFETY  
REPORTING DEPARTMENT

Case Number: AC16000013  
NMDOT: \_\_\_\_\_

DATE OF CRASH MONTH: 4/12 YEAR: 2016

CRASH TYPE:  ON PRIVATE PROPERTY  FATAL  PROPERTY DAMAGE ONLY  UNDER \$500  \$500 OR MORE  HIT AND RUN

MILITARY TIME: 11:17 CITY OCCURRED IN: TOURISM PARKING LOT SOUTH COUNTY: \_\_\_\_\_

PERMANENT LANDMARK - COUNTY LINE - INTERSECTION - MILEPOST: \_\_\_\_\_

VEHICLE NO. 1 HEADED: \_\_\_\_\_

Driver's License Number: \_\_\_\_\_ State: NM Type: \_\_\_\_\_ Restrictions: \_\_\_\_\_ Expires: \_\_\_\_\_ City/State: \_\_\_\_\_ Zip Code: 87571 Phone: \_\_\_\_\_

Date of Birth - M/D/YR: 1/6/1993 Social Security Number: \_\_\_\_\_ Occupation: WORKS WITH

Seat Pos: \_\_\_\_\_ Occupant's Name: \_\_\_\_\_ Occupant's Address (City, State, Zip): \_\_\_\_\_

Vehicle Yr: 2013 Vehicle Make: CHEV Color: BLU Body Style: PK Cargo Body Type: \_\_\_\_\_ Vehicle Use (1): \_\_\_\_\_ Vehicle Use (2): \_\_\_\_\_ Towed?  Yes  No

Overall Vehicle Damage:  None  Slight  Moderate  Heavy  Extensive

Extent:  Disabled  Functional  Appearance  Property  Fire  Undercarriage

ICD Docket #: \_\_\_\_\_ Interstate Carrier?  Yes  No

Towed due to disabling damage?  Yes  No

Number of Axles: \_\_\_\_\_ Gross Vehicle Weight Rating: \_\_\_\_\_ Gross Combination Weight Rating: \_\_\_\_\_

Hazmat Placard 4 digit #: \_\_\_\_\_ OR Hazmat Name: \_\_\_\_\_ AND 1 digit #: \_\_\_\_\_ Hazmat Released?  Yes  No

Carrier's Name: \_\_\_\_\_ Carrier's Address: \_\_\_\_\_ Carrier's Zip: \_\_\_\_\_

Owner's Name: \_\_\_\_\_ Owner's Address: \_\_\_\_\_ Owner's Zip: \_\_\_\_\_ Owner's Telephone: \_\_\_\_\_

Insured By: (Name of Company) HUDSON INS CO. Policy Number: NMCL0076104 Liability Insurance?  Yes  No Towed vehicles:  Yes  No

VEHICLE NO. 2 OR PEDESTRIAN HEADED: \_\_\_\_\_

Driver's Full Name: UNKNOWN City/State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

Driver's License Number: \_\_\_\_\_ State: \_\_\_\_\_ Type: \_\_\_\_\_ Restrictions: \_\_\_\_\_ Expires: \_\_\_\_\_ City/State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

Date of Birth - M/D/YR: \_\_\_\_\_ Social Security Number: \_\_\_\_\_ Occupation: \_\_\_\_\_

Seat Pos: \_\_\_\_\_ Occupant's Name: \_\_\_\_\_ Occupant's Address (City, State, Zip): \_\_\_\_\_

Vehicle Yr: \_\_\_\_\_ Vehicle Make: \_\_\_\_\_ Color: \_\_\_\_\_ Body Style: \_\_\_\_\_ Cargo Body Type: \_\_\_\_\_ Vehicle Use (1): \_\_\_\_\_ Vehicle Use (2): \_\_\_\_\_ Towed?  Yes  No

Overall Vehicle Damage:  None  Slight  Moderate  Heavy  Extensive

Extent:  Disabled  Functional  Appearance  Property  Fire  Undercarriage

ICD Docket #: \_\_\_\_\_ Interstate Carrier?  Yes  No

Towed due to disabling damage?  Yes  No

Number of Axles: \_\_\_\_\_ Gross Vehicle Weight Rating: \_\_\_\_\_ Gross Combination Weight Rating: \_\_\_\_\_

Hazmat Placard 4 digit #: \_\_\_\_\_ OR Hazmat Name: \_\_\_\_\_ AND 1 digit #: \_\_\_\_\_ Hazmat Released?  Yes  No

Carrier's Name: \_\_\_\_\_ Carrier's Address: \_\_\_\_\_ Carrier's Zip: \_\_\_\_\_

Owner's Name: \_\_\_\_\_ Owner's Address: \_\_\_\_\_ Owner's Zip: \_\_\_\_\_ Owner's Telephone: \_\_\_\_\_

Insured By: (Name of Company) Policy Number: \_\_\_\_\_ Liability Insurance?  Yes  No Towed vehicles:  Yes  No

CRASH REPORT NUMBER: 0016000013 SHEET 1 OF 2 SHEETS  
CASE NUMBER: AC16000013 ISSUING AGENCY COPY

CRASH REPORT NUMBER: 0016000013  
CASE NUMBER: AC16000013

ROAD-WEATHER: LIGHTING (Mark 1 with X):  Daylight  Dusk  Dark Lighted  Dark-Not Lighted  Other

WEATHER (Mark 1 with X):  Clear  Raining  Snowing  Fog  Wind  Other  Sheet or Hal

ROAD COND (Mark 1 each with X):  Dry  Wet  Snow  Ice  Loose Material  Other  Standing or Moving Water  Slush

ROAD SURFACE (Mark 1 each with X):  Paved Unstriped  Paved Center Stripe  Paved Center & Edge line  Unpaved

TRAFFIC CONTROL (Mark 1 each with X):  No Passing Zone  Stop Sign  Traffic Signals  Yield Sign  R.R. Gate  4 Way Stop  Flashers  No Controls  Other

ROAD CHARACTER (Mark 1 with X):  Straight  Curve  GRADE  Level  Hillcrest  On Grade  Dip

ROAD DESIGN (Mark 1 or more for each with X):  1 Lane  2 Lanes  3 Lanes  4+ Lanes  Undeveloped  Other  Fainted Divider  Contr. Zone

APPEARANT CONTRIBUTING FACTORS (Mark 1 or more for each with X):

VEHICLE NO. 1:  Excessive Speed  Speed too fast for conditions  Failed to yield right of way  Passed stop sign  Disregarded traffic signal  Drove left of center  Improper overtaking  Avoid no contact vehicle  Call Phone  Low Visibility due to smoke

VEHICLE NO. 2:  Following too closely  Made improper turn  Driver inattention  Under influence of alcohol  Other improper driving  Pedestrian error  Inadequate brakes  Failed to yield-Protect Vehicle(s)  Drove to yield-Emergency Veh(s)  High speed pursuit

WHAT DRIVERS WERE DOING (Mark 1 or more for each with X):  Going Straight  Overtaking - Passing  Right Turn  Left Turn  U Turn  Stopping  Backing

SEQUENCE OF EVENTS (See event codes):

DRIVER OR PEDESTRIAN SOBRIETY (Mark 1 or more for each with X):  Consumed Alcohol  Consumed a Controlled Substance  Had Not Consumed Alcohol  Sobriety Unknown  Consumed Medication  Breath Test Administered  Field Test Administered  Refused Test

DRIVER OR PEDESTRIAN PHYSICAL CONDITION (Mark 1 or more for each with X):  Fatigue-Asleep  Eyesight Imp.  Hearing Imp.  Ill  Medication  Amputee  No App. Defects  Other Physical Impairment

PEDESTRIAN ACTION (Not at Intersection):  From Behind  No Crosswalk  Crosswalk  Walking W/Traffic  Other

At Intersection:  With Signal  Against Signal  No Signal  Diagonal

From Behind:  Obstruction  Standing  Pushing or Working on Vehicle  Walking  Playing in Road

Describe what happened - refer to vehicles by number.

OTHER PROPERTY INVOLVED: \_\_\_\_\_

WITNESSES: \_\_\_\_\_

ENFORCEMENT ACTION: \_\_\_\_\_

Time Notified: 11:19 Time Arrived: 11:29 Notified By: DISPATCH Supervisor at Scene: \_\_\_\_\_ Checked By: \_\_\_\_\_

Officer's Signature: \_\_\_\_\_ Print Officer's Name: \_\_\_\_\_ Rank: \_\_\_\_\_ ID No: \_\_\_\_\_ District: \_\_\_\_\_ Date of Report: 4/12/2016

CRASH REPORT NUMBER: 0016000013 SHEET 1 OF 2 SHEETS  
CASE NUMBER: AC16000013 STATE OF NEW MEXICO UNIFORM CRASH REPORT ISSUING AGENCY COPY

THIS REPORT MAY CONTAIN OPINIONS AND OBSERVATIONS OF THE INVESTIGATING OFFICER



# Data Gathering/Reporting Challenges

You'll Want to Learn How to Read the Crash Report Codes...



## STATE OF NEW MEXICO UNIFORM CRASH REPORT INSTRUCTION MANUAL

Transportation Statistics Section  
New Mexico Department of Transportation  
1120 Cerrillos Road  
P.O. Box 1149  
Santa Fe, New Mexico 87504  
505-827-5552  
800-541-7952

## ALASKA MOTOR VEHICLE COLLISION REPORT (12-200) INSTRUCTION MANUAL



### Participating Agencies:

Alaska Department of Public Safety  
Alaska Department of Transportation & Public Facilities  
Alaska Division of Motor Vehicles  
Alaska State Troopers  
Anchorage Police Department  
Department of Health & Social Services  
Homer Police Department  
North Pole Police Department  
Municipality of Anchorage  
Whittier Police Department

Revised January, 2016



National Tribal Transportation in Indian Country Conference

# Data Gathering/Reporting Challenges

## Some Tribal Crash Data Is Getting Reported to State DMVs/DOTs, Some is NOT

**Michia Casebier**

**From:** Roberts, Michael C (DPS) <michael.roberts@alaska.gov>  
**Sent:** Thursday, July 30, 2015 3:32 PM  
**To:** Michia Casebier  
**Subject:** Fwd: Request for Crash & Enforcement Incident Data for the Native Villages of Tanana, Fort Yukon & Ruby

Here you go...

They are kind of what I expected since none of the communities you are after report much in the way of traffic issues to the Alaska state troopers.

None of them are on the road system either so there isn't much in the way of traffic to begin with. Mostly four wheelers and snow machines.

Let me know what else we can do to help.

Sent from my iPhone

Begin forwarded message:

**From:** "Emery, Kelly A (DPS)" <kelly.emery@alaska.gov>  
**Date:** July 30, 2015 at 9:48:10 AM AKDT  
**To:** "Roberts, Michael C (DPS)" <michael.roberts@alaska.gov>  
**Subject:** RE: Request for Crash & Enforcement Incident Data for the Native Villages of Tanana, Fort Yukon & Ruby

I am not pulling up much data for the requested information from Tanana, Fort Yukon, and Ruby...

However, below are the few stats that I was able to pull from January 2012-July 2015:

**Tanana:**  
Bicycle/Pedestrian: 0  
MVC (Motor Vehicle Collision): 1 ATV - Fatality  
Speed Citations: 0 from Tanana PD  
Child Restraint: 0  
DUI: 3

**Fort Yukon:**  
Bicycle/Pedestrian: 0  
MVC (Motor Vehicle Collision): 0  
Speed Citations: 0 from Fort Yukon PD  
Child Restraint: 0  
DUI: 2

**Ruby:**  
Bicycle/Pedestrian: 0  
MVC (Motor Vehicle Collision): 1 MVC - Damage

1

Speed Citations: 0 from VPSO  
Child Restraint: 0  
DUI: 6

Please let me know if you have questions or need any further assistance.

Thank you.

**Kelly Emery**  
Office Assistant III  
Alaska State Troopers  
Bureau of Highway Patrol  
1979 Peger Road  
Fairbanks, Alaska 99709  
(907) 451-2331 (Desk)  
(907) 451-5165 (Fax)  
[kelly.emery@alaska.gov](mailto:kelly.emery@alaska.gov)

**From:** Roberts, Michael C (DPS)  
**Sent:** Tuesday, July 28, 2015 2:42 PM  
**To:** Emery, Kelly A (DPS)  
**Subject:** FW: Request for Crash & Enforcement Incident Data for the Native Villages of Tanana, Fort Yukon & Ruby

Sergeant Mike Roberts  
Rural Services Unit Supervisor  
"D" Detachment - Fairbanks Post  
Alaska State Troopers  
Dispatch: 451-5100 / 1-800-811-0911  
Desk: 451-2201  
Fax: 451-3002

**From:** Michia Casebier [<mailto:mgtecwta@gmail.com>]  
**Sent:** Tuesday, July 28, 2015 2:40 PM  
**To:** Roberts, Michael C (DPS)  
**Subject:** RE: Request for Crash & Enforcement Incident Data for the Native Villages of Tanana, Fort Yukon & Ruby

Hi Sergeant Roberts,

I'd love to have January 2012 through July 2015, so 2012, 2013, 2014, and 2015 to the current date, if possible.

Thanks so much!

Best,

--Michia

On Jul 28, 2015 3:27 PM, "Roberts, Michael C (DPS)" <michael.roberts@alaska.gov> wrote:

2





# WH Pacific's Transportation Safety Survey



3. Using the numbers you put on the map, please answer the questions about each road by checking the boxes that apply.

1. ROAD INFORMATION		2. ROAD TYPE
ROAD ID:	ROAD NAME:	
ROAD TYPE:	ROAD WIDTH:	
ROAD MATERIAL:	ROAD SURFACE:	
ROAD CONDITION:	ROAD STATE:	
ROAD TYPE:	ROAD WIDTH:	
ROAD MATERIAL:	ROAD SURFACE:	
ROAD CONDITION:	ROAD STATE:	
ROAD TYPE:	ROAD WIDTH:	
ROAD MATERIAL:	ROAD SURFACE:	
ROAD CONDITION:	ROAD STATE:	

4. Is there a location that you feel may be an area of concern?  Yes  No. Please describe the location and why it is an area of concern.

5. Are there other locations of concern or of particular safety concern in your community not shown on the map?  Yes  No. Please describe the location and why.

6. Which of the following is a transportation safety concern in your community? (Check all that apply.)

<ul style="list-style-type: none"> <li><input type="checkbox"/> Poor road maintenance</li> <li><input type="checkbox"/> Lack of signage or missing utility markings</li> <li><input type="checkbox"/> Lack of utility markings</li> <li><input type="checkbox"/> Poor road conditions</li> <li><input type="checkbox"/> Poor lighting</li> <li><input type="checkbox"/> Poor safety equipment</li> <li><input type="checkbox"/> Lack of road safety equipment</li> <li><input type="checkbox"/> Lack of road safety equipment</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Lack of road signage</li> <li><input type="checkbox"/> Poor road signage</li> <li><input type="checkbox"/> Lack of utility markings</li> <li><input type="checkbox"/> Lack of utility markings</li> <li><input type="checkbox"/> Poor lighting</li> <li><input type="checkbox"/> Poor lighting</li> <li><input type="checkbox"/> Poor safety equipment</li> <li><input type="checkbox"/> Poor safety equipment</li> </ul>
--	---

7. Other concerns about road safety in your community:

**Thank you for helping to make Noochee safer!**

Community Development & Safety Office | Noochee Village | (907) 554-2300



# Data Gathering/Reporting Challenges: Technical Assistance



Tribal Transportation Safety

HOME

SMS

RESOURCES

NEWS/EVENTS

TRITSA FAIR MAP



Join Our Mailing List

## Tribal Transportation Strategic Safety Plan

A safety plan has recently been published by the Tribal Transportation Safety Management System Steering Committee.

## Walking and Cycling in Indian Country: Safe Routes to School in Tribal Communities

Across the country, towns and cities of all sizes are improving community health and safety and reducing negative effects on the environment.

## Roundabouts & Tribal Governments

Successfully delivering a roundabout project requires coordination with all stakeholders. This naturally includes the road authorities involved, but it:

## Roadway Safety Professional Capacity Building

The RSPCB Program works with a variety of professional organizations that offer training that improves and enhances the skills and abilities of their:

# MGT's Transportation Safety Survey



**Wrangell Cooperative Association Transportation Safety Survey**  
 Please email a scan of your completed survey and maps to: [Data@wca-1.com](mailto:Data@wca-1.com)  
 with a "cc" to [info@wca-1.com](mailto:info@wca-1.com) by Friday, May 26, 2016.

Wrangell Cooperative Association is collecting data for our Tribal Safety Plan. The completed plan will help us identify problem areas, and develop a way to fix them. It also will help us to apply for funding for safety improvements within the Wrangell community. Please help us by doing the following:

- Using a colored marker or pins, place numbers 1 - 5 on the map locations where you know a crash (have occurred).
- Using the numbers you put on the map, please answer the following questions about each crash by checking the box(es) that apply.

Crash # 1	APPROXIMATE CRASH DATE: _____ APPROXIMATE TIME OF DAY: _____ DRIVER'S AGE: _____ DRIVER'S GENDER (Circle M or F): _____
	APPROXIMATE CRASH LOCATION: _____ (Include Mile Marker, if known)
	THIS CRASH INVOLVED: <input type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> SUV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
	DID THE CRASH RESULT IN: <input type="checkbox"/> Property Damage <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Death Please describe the damage or injury (e.g., broken bones, head injury, cuts, etc.): _____
Crash # 2	APPROXIMATE CRASH DATE: _____ APPROXIMATE TIME OF DAY: _____ DRIVER'S AGE: _____ DRIVER'S GENDER (Circle M or F): _____
	APPROXIMATE CRASH LOCATION: _____ (Include Mile Marker, if known)
	THIS CRASH INVOLVED: <input type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> SUV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
	DID THE CRASH RESULT IN: <input type="checkbox"/> Property Damage <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Death Please describe the damage or injury (e.g., broken bones, head injury, cuts, etc.): _____
Crash # 3	APPROXIMATE CRASH DATE: _____ APPROXIMATE TIME OF DAY: _____ DRIVER'S AGE: _____ DRIVER'S GENDER (Circle M or F): _____
	APPROXIMATE CRASH LOCATION: _____ (Include Mile Marker, if known)
	THIS CRASH INVOLVED: <input type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> SUV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
	DID THE CRASH RESULT IN: <input type="checkbox"/> Property Damage <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Death Please describe the damage or injury (e.g., broken bones, head injury, cuts, etc.): _____

Crash # 4	APPROXIMATE CRASH DATE: _____ APPROXIMATE TIME OF DAY: _____ DRIVER'S AGE: _____ DRIVER'S GENDER (Circle M or F): _____
	APPROXIMATE CRASH LOCATION: _____ (Include Mile Marker, if known)
	THIS CRASH INVOLVED: <input type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> SUV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
	DID THE CRASH RESULT IN: <input type="checkbox"/> Property Damage <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Death Please describe the damage or injury (e.g., broken bones, head injury, cuts, etc.): _____
Crash # 5	APPROXIMATE CRASH DATE: _____ APPROXIMATE TIME OF DAY: _____ DRIVER'S AGE: _____ DRIVER'S GENDER (Circle M or F): _____
	APPROXIMATE CRASH LOCATION: _____ (Include Mile Marker, if known)
	THIS CRASH INVOLVED: <input type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> SUV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
	DID THE CRASH RESULT IN: <input type="checkbox"/> Property Damage <input type="checkbox"/> Serious Injury <input type="checkbox"/> Minor Injury <input type="checkbox"/> Death Please describe the damage or injury (e.g., broken bones, head injury, cuts, etc.): _____

3) Is there a location that you feel is risky, but that you are not aware has had crashes?  Yes  No  
If yes, please circle location on map and describe why you think it is risky: \_\_\_\_\_

4) Are there other crash locations or accident incidents involving animals or boats not shown on the map?  Yes  No  
If yes, please describe location and incident: \_\_\_\_\_

5) Which of the following are transportation safety concerns to you? (Please check off that apply.)

<input type="checkbox"/> Unsafe, unmaintained roads	<input type="checkbox"/> Missing or inadequate road signage
<input type="checkbox"/> Lack of school crossing(s)	<input type="checkbox"/> Lack of helmet use on ATV, bike or motorcycle
<input type="checkbox"/> Talking on phone or texting while driving	<input type="checkbox"/> Excessive driving speeds
<input type="checkbox"/> Talking on phone or texting while walking	<input type="checkbox"/> Driving/boating while intoxicated
<input type="checkbox"/> Young drivers not knowing rules of road	<input type="checkbox"/> Roadwork or road damage
<input type="checkbox"/> Lack of trail markings(s)	<input type="checkbox"/> Pedestrian or bicycle safety
<input type="checkbox"/> Lack of pedestrian or bike infrastructure	<input type="checkbox"/> Lack of seatbelt use
<input type="checkbox"/> Pedestrian visibility and reflectivity	<input type="checkbox"/> Road built
<input type="checkbox"/> Lack of emergency shelters	<input type="checkbox"/> Driver education
<input type="checkbox"/> Intervention safety	<input type="checkbox"/> Failure to use life jackets

6) What would make our roads safer? \_\_\_\_\_

7) Other areas of safety concerns or comments: \_\_\_\_\_

Thank you for helping to make Mhoogot safer!  
 Please contact us about Transportation Plans, if you have questions:  
 (807) 834-3001 email: [toad@wca-1.com](mailto:toad@wca-1.com)

Please see the sample Transportation Safety Survey Sample in your handout packet.





# Adding Aerial Maps to Your Survey

In Alaska, aerial maps may be downloaded at:

<http://dced.maps.arcgis.com/home/index.html#>

**Gwich'aa Zhee' Gwich'in Transportation Safety Survey**  
**Chaska email & phone at (907) 586-2101 or (907) 586-2102 or (907) 586-2103 or (907) 586-2104 or (907) 586-2105 or (907) 586-2106 or (907) 586-2107 or (907) 586-2108 or (907) 586-2109 or (907) 586-2110**

**For Residents:** Please include in this survey information about the location of the incident. The completed form will help us identify problem areas and develop a plan of action. It also will help us to help you by providing information about the best routes to take. Please print or type the following:

- Using a ruler or straight edge, place numbers 1-7 on the road location above (numbers correspond to incident location).
- Using the numbers you put on the map, please answer the following questions about each place on the map (circle the correct answer):

APPROXIMATE DATE OF INCIDENT	APPROXIMATE TIME OF DAY	APPROXIMATE AGE OF DRIVER
____	____	____
APPROXIMATE ROAD LOCATION		(include Mile Marker, if known)
____	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____

APPROXIMATE DATE OF INCIDENT	APPROXIMATE TIME OF DAY	APPROXIMATE AGE OF DRIVER
____	____	____
APPROXIMATE ROAD LOCATION		(include Mile Marker, if known)
____	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____
ROAD TYPE	____	____
ROAD WIDTH	____	____

<input type="checkbox"/> Unsafe, unimproved roads
<input type="checkbox"/> Lack of school crossing(s)
<input type="checkbox"/> Talking on phone or texting while driving
<input type="checkbox"/> Talking on phone or texting while walking
<input type="checkbox"/> Young drivers not knowing rules of road
<input type="checkbox"/> Lack of road markings(s)
<input type="checkbox"/> Lack of pedestrian or bike infrastructure
<input type="checkbox"/> Pedestrian visibility and effectiveness
<input type="checkbox"/> Lack of emergency shelters
<input type="checkbox"/> Intersection safety

8) What would make the roads feel safer to you? \_\_\_\_\_

9) Other areas of safety concerns or comments: \_\_\_\_\_

**Thank you for helping to make our roads safer!**  
We are currently looking for more information about road conditions in the Gwich'in community. Please contact Chaska at (907) 586-2101 or (907) 586-2102 or (907) 586-2103 or (907) 586-2104 or (907) 586-2105 or (907) 586-2106 or (907) 586-2107 or (907) 586-2108 or (907) 586-2109 or (907) 586-2110



In other states, tribes may have subscriptions to ArcGIS, BIA GIS services, TribalGIS.com or can use Google Earth to develop aerial maps.



# Adding Aerial Maps to Your Survey



<https://www.tribalgis.com/gis-map-server-1>

# Data Gathering/Reporting Challenges

## Tanana Crash Data Obtained from the Alaska State Troopers (January 2012 - July 2015):

Bicycle/Pedestrian Incidents: 0

Motor Vehicle Collisions: 1  
(ATV fatality)

Speed Citations: 0  
(from Tanana VPSO)

Child Restraint Citations: 0

DUIs: 3

Crash 12	APPROXIMATE DATE OF CRASH: July 2015 APPROXIMATE TIME OF DAY:
	THIS CRASH INVOLVED: <input checked="" type="checkbox"/> Truck <input type="checkbox"/> Car <input type="checkbox"/> ATV Snow machine <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bicycle <input type="checkbox"/> Boat
	DID THE CRASH RESULT IN: <input checked="" type="checkbox"/> Property Damage <input type="checkbox"/> Injury <input type="checkbox"/> Death Please describe the damage or injuries (e.g., broken bones, head injury, cuts, etc.):
	CAN BEST BE DESCRIBED AS: <input checked="" type="checkbox"/> Hit and run <input type="checkbox"/> Driver's fault was sidestepped by another vehicle backing out along the storage site Other:
Likely Factor(s) in Crash: <input type="checkbox"/> Alcohol <input type="checkbox"/> Excessive Speeds <input type="checkbox"/> Road Condition <input type="checkbox"/> Road <input type="checkbox"/> Weather <input type="checkbox"/> Lack of Seated Load <input type="checkbox"/> Lack of Driving SRB <input type="checkbox"/> Unsafe Driver <input type="checkbox"/> Vehicle Malfunction <input type="checkbox"/> No Helmet Other:	

- Is there a location that you feel is risky, but that you are not aware has had crashes?  Yes  No  
If yes, please circle location on map and describe why you think it is risky. While Alice Site Road where it intersects with road north past Mission Hill; failure to stop at stop sign northwest and southwest of Ocean Lake; Ranneyfield Road off of 8<sup>th</sup> Avenue; 1<sup>st</sup> and 2<sup>nd</sup> avenues where people tend to speed past; elevate Mission Road where ice "glaciating" causes water build up on the north side; 1<sup>st</sup> Avenue behind the school is blocked off to through traffic; thus, there is no left turn into the school grounds; Garden Street and Park Avenue, as well as Garden Street and Airport Way (due to overgrowth & poor visibility at the intersection), speeding on Front Street and Airport Road; many near misses at Stee road and 3rd Street intersection; Mission Road is way to narrow and trees block turns and intersections.
- Are there other crash locations or accident incidents involving boats or snow machines not shown on the map?  Yes  No  
If yes, please describe location and incident. On 4/24/12, a snow machine driver got separated from a group of snow machines he was traveling with about five miles upstream from the village at Eightmile Island. The snow machine user and driver's body was found on 4/25/12.
- Which of the following are transportation safety concerns to you? (Please check all that apply.)
 

<input checked="" type="checkbox"/> Unsafe, unmaintained roads ( ) ( ) ( ) ( )	<input checked="" type="checkbox"/> Failure to use life jackets ( )
<input checked="" type="checkbox"/> Lack of school crossings ( ) ( )	<input checked="" type="checkbox"/> Missing or inadequate road signage ( ) ( ) ( )
<input type="checkbox"/> Talking on phone or texting while driving	<input type="checkbox"/> Lack of helmet use on ATV, bike or snow machine
<input type="checkbox"/> Young drivers not knowing rules of road ( )	<input checked="" type="checkbox"/> Excessive driving speeds ( ) ( ) ( ) ( )
<input type="checkbox"/> Talking on phone or texting while walking	<input checked="" type="checkbox"/> Driving/boating while intoxicated ( ) ( ) ( ) ( )
<input type="checkbox"/> Lack of trail markings ( )	<input checked="" type="checkbox"/> Roadwork or road damage ( )
<input checked="" type="checkbox"/> Pedestrian visibility and reflectivity ( )	<input type="checkbox"/> Pedestrian or bicycle safety
<input checked="" type="checkbox"/> Lack of emergency shelters ( )	<input checked="" type="checkbox"/> Lack of seatbelt use ( )
<input checked="" type="checkbox"/> Intersection safety ( ) ( ) ( ) ( )	<input checked="" type="checkbox"/> Road dust ( ) ( ) ( ) ( )
- What would make the roads feel safer to you? More consistent foliage/brush removal; road maintenance strategies: reduce potholes; twice daily watering of the roads; installation of traffic signage across the community when needed (e.g., speed, stop, yield, curve, school crossing, street names, etc.); replacement of missing signage and/or antiquated signage with that prescribed by the 2009 MUTCD; signage on 1<sup>st</sup> Avenue; installation of speed limit signs on Front Street and Airport Road; VPSO providing awareness, ATV, and boating safety training to residents/students; more patrolling by VPSO; clear cut intersections.
- Other areas of safety concern or comments: Programmable, flashing school zone signage should be installed on east end of Front Street school zone heading west and at west end of Front Street school zone heading east between the clinic and church; redesign of culverts with sloping corrections and increased depth, so flows don't continue to overtop the roadways; alcohol and substance abuse by drivers; letting kids drive motorized vehicles; part of Front Street between Albert's Alley and the section just east (upstream) of Urban Folger's house needs to be wider, sloped less toward the river, and maybe have a guardrail.

Thank you for helping to make Tanana safer!

Please contact Shannon Erhart, Executive Director, Native Village of Tanana, if you have questions:  
(907)-366-7160, extension 200; email: [serhart@tanana.gov](mailto:serhart@tanana.gov)



# Report to Congress - Tribes & Safety Data Findings

- BIA & Tribal Police should collect MMUCC data
- BIA & Tribes should share crash data with states
  - States should share crash data with Tribes
- Tribes & States should consult on crash data sharing barriers
  - Tribes encouraged to conduct traffic records assessments (NCHRP 788)
  - National Tribal Transportation Facility Inventory (NTTFI) should be GIS based



# What is Safety Data?

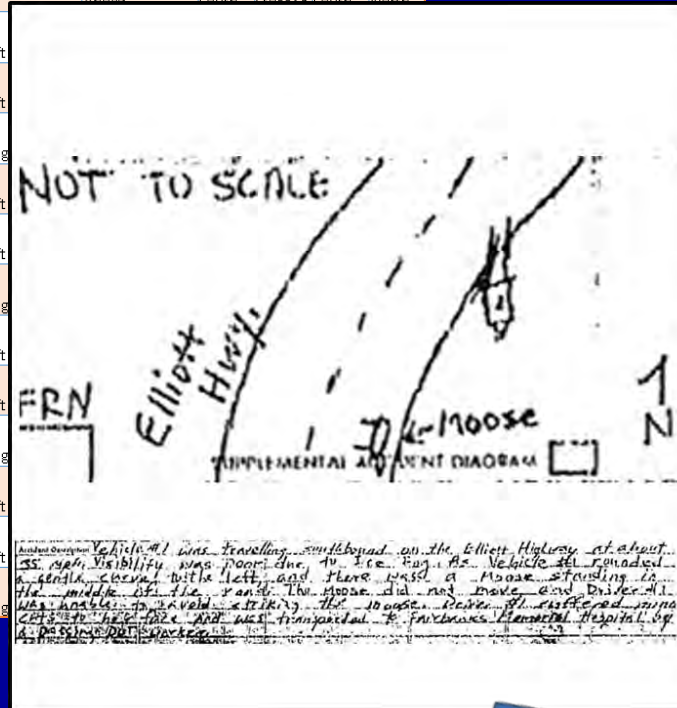
- **Crash**
- **Roadway**
  - Location
  - Traffic
  - Geometry
- **Vehicles**
- **Drivers**
- **Citations**





# What CRASH data is available to you?

ID #	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH / OBJECT STRUCK	FIRST COLLISION TYPE	VEH 1 ACTION	VEH 2 ACTION	VEH 1		VEH 2	
									FROM	TO	FROM	TO
1	7/30/2011	No Injury	0	0	2	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	South	South	South	North
2	3/13/2010	Possible Injury	1	0	2	Same direction -- both turning left -- both moving -- rear end	Making Left					
3	5/22/2010	No Injury	0	0	2	From opposite direction - one left turn - one straight	Making Left					
4	8/5/2011	Possible Injury	1	0	2	Entering at angle	Going Straig					
5	1/9/2012	Serious Injury	2	0	2	From opposite direction - one left turn - one straight	Making Left					
6	10/24/2012	Serious Injury	2	0	2	From opposite direction - one left turn - one straight	Making Left					
7	2/3/2014	No Injury	0	0	2	From opposite direction - one left turn - one straight	Going Straig					
8	7/23/2014	Possible Injury	3	0	2	From opposite direction - one left turn - one straight	Making Left					
9	12/13/2014	No Injury	0	0	2	From opposite direction - one left turn - one straight	Making Left					
10	9/2/2015	No Injury	0	0	2	Entering at angle	Going Straig					
11	11/13/2015	Died in Hospital	1	1	2	From opposite direction - one left turn - one straight	Making Left					
12	12/19/2015	Possible Injury	3	0	2	From opposite direction - one left turn - one straight	Making Left					
13	6/3/2013	Possible Injury	1	0	2	From opposite direction - one left turn - one straight	Going Straig					



Do what you can,  
With what you have,  
Where you are.  
-Teddy Roosevelt



## Uniform Criteria

- Model Minimum Uniform Crash Criteria (MMUCC)  
<https://www.nhtsa.gov/mmucc>
- Aids consolidation of data from multiple sources
- Enables analysis

## Narrative Only



# Model Minimum Uniform Crash Criteria (MMUCC) Crash Form

Page 1 of 2 Pages

**DEPARTMENT OF THE INTERIOR  
INVESTIGATOR'S TRAFFIC CRASH REPORT**

Investigated at the scene:  Yes  No  
Hit and run?  Yes  No  Unknown  
Non-motor-vehicle property damage:  Yes  No Amount: \_\_\_\_\_

Case No.: \_\_\_\_\_




Number of vehicles		Organization		Report Author	
Crash Date	Day of Week	Military Time	GPS Latitude	GPS Longitude	
Crash occurred on		Roadway Information			
Source of information		Officer Signature			
Officer Badge	Officer Name	Report Date	Approving Officer Signature		
Officer Badge	Approving Officer Name	Signature Date			

**Base Information**

Most harmful event		Location of most harmful event			
Weather	Roadway condition	Lighting	School Bus Routes		
Road Circumstances		Work Zone Related			
Environmental Circumstances		Work Zone Workers Present			
Work Zone Location		Type of intersection	Law Enf. Present at Work Zone		
Manner of Collision		Reaction to junction			

Remarks	
---------	--

**Witnesses**

Name	Gender	Date of Birth	Other Phone Number	Other Phone Number
Street Address	City	State	ZIP Code	
Name	Gender	Date of Birth	Other Phone Number	Other Phone Number
Street Address	City	State	ZIP Code	

Page 2 of 2 Pages

**Vehicle #**

Case No.: \_\_\_\_\_

Driver									
Name		Gender	Date of Birth						
Street Address			Billing Address						
City	State	ZIP Code	Other Phone Number	Other Phone Number					
Driver's License Number		Date	Class	Restrictions					
Class	CDL Endorsement	No. of Vehicle Occupants		Fleets Used					
Party Status	Air Bag Deployed	Section	Route Transported By	Safety Equipment Used					

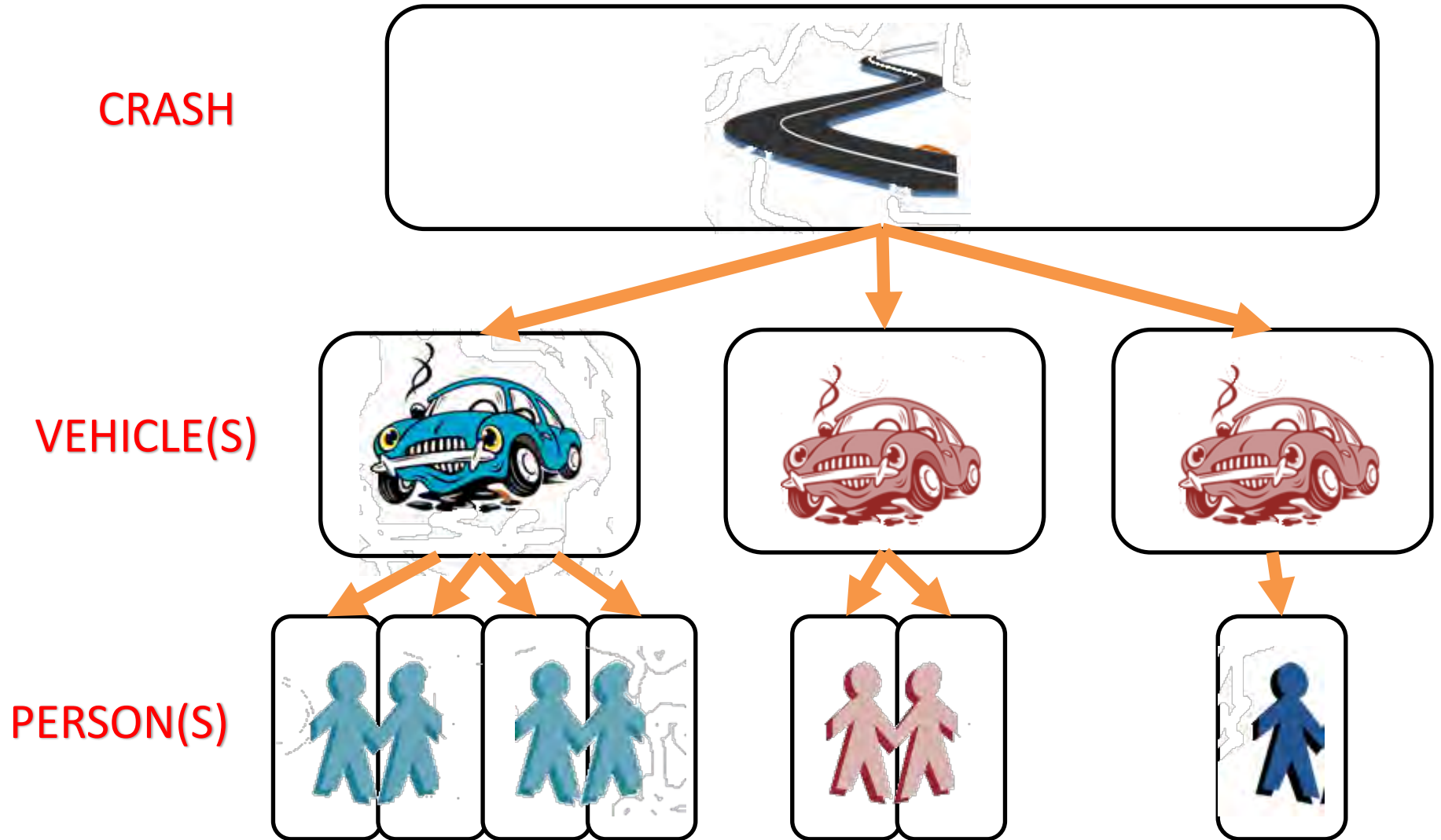
**Vehicle**

Owner		Owner Address							
City		ZIP Code							
Make	Model	Year	Color	Lic. Expir. Date					
Vehicle Identification Number		License Plate No.		State					
Make Impact Point		Head Damaged Area		Direction of Travel Prior to Crash		Extent of Damage			
Horizontal offset	Company	Police Number							
Vehicle Towed	Towed By	Towed To							
Driver's address									
Driver's license		Driver's education							
Changes issued									
Insured Alcohol		Accident Test Type		Accident Test Result		Insured Drugs		Drug Test Type	
First Accident Event					Second Accident Event				
Third Accident Event					Fourth Accident Event				
Most harmful event		Motor vehicle and type			Vehicle Owner				
Vehicle Type		Non-commercial Trailer Size		Emerg. Veh. Use	Emerg. Equip. Act.	Special Function of MV in Transport			
Other vehicle contributing circumstances									
Road Surface		Grade	Shoulder Alignment	No. Lanes	Trav. Dir.	Routing Prep.	Traffic Control		Roadway Description

**Occupants**



# Model Minimum Uniform Crash Criteria (MMUCC) Criteria





# Safety Data Analysis Workshop

Thursday

1-4pm

1:00PM – 4:30PM - 5<sup>TH</sup> WORKSHOP SESSION

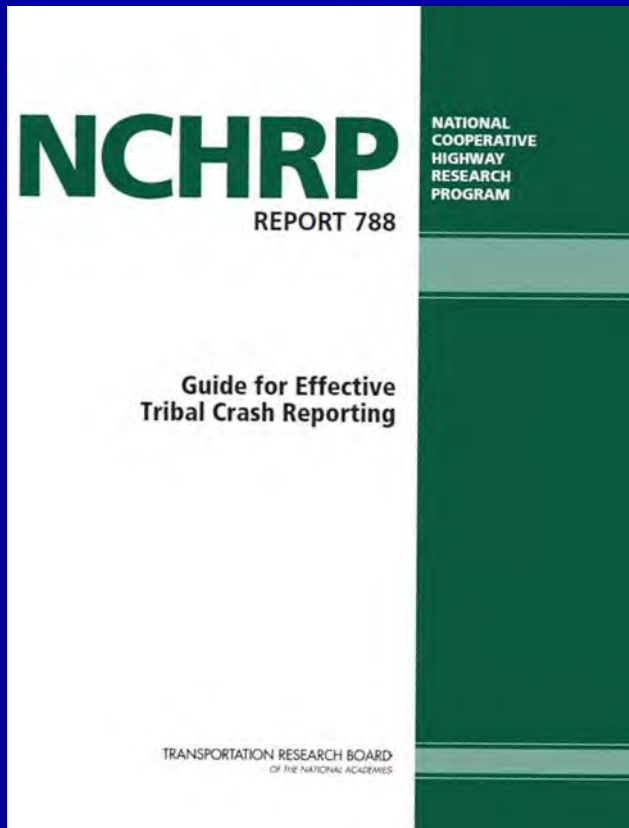
## SAFETY & LAW ENFORCEMENT

### Safety Data Analysis Workshop

Adam Larsen, Federal Highway Administration

Pamela Journey, Cross Timbers Consulting

[HTTPS://WWW.NTICC.ORG/](https://www.nticc.org/)



- Self-assessment tool to assist state agencies with strengths/weaknesses in their crash data sharing & tribal relationships
- (3) checklists to identify potential issues that may be encountered during:
  - (1) communications with tribes;
  - (2) state-tribal crash data sharing; and
  - (3) tribal traffic safety improvement.
- Self-assessment results direct one to various useful, appropriate guidebook sections
- At the end of Part 2's chapters, case studies are provided
- The guidebook offers an easy step-by-step process to improve tribal crash reporting programs.



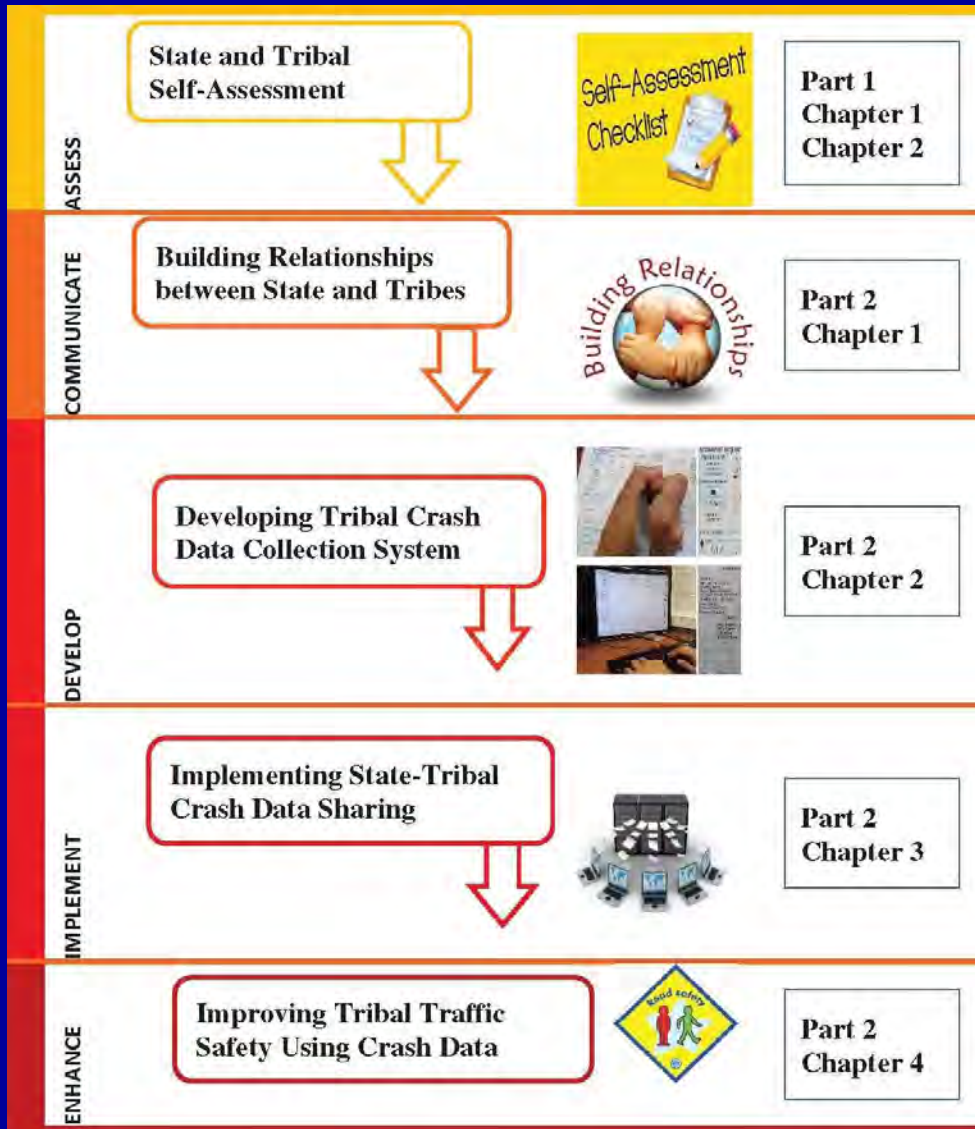
# Why the Guidebook?

*Underreporting*  
of crash data  
creates a significant void in data  
necessary to support  
State & Tribal safety programs.



# Why the Guidebook?

It's critical to facilitate **complete, accurate, & timely** Tribal crash reporting systems and to *document how these systems* can contribute to more effective transportation safety programs.





# Part 1 - Overview & Self-Assessment

## *Assessment for State Agencies*

- Self-Assessment for Effective Communications with Tribes
  - Self-Assessment for State-Tribal Crash Data Sharing
- Self-Assessment for Assistance in Tribal Traffic Safety Improvement

Assessment Question 1. Does the State agency have a standard method or process for State agency/Tribal interactions?	Answer	Response
	No	Part 2: Chapter 1
	Yes	Continue
Assessment Question 3. What method(s) are supported by the State agency for Tribes to submit crash records?	Answer	Response
	None	Part 2: Chapter 3
	Paper	Part 2: Chapter 3
	Electronic/Online	Continue
Assessment Question 3. Does the State agency provide Tribal agencies with shape/tailor proffered engineering solutions/countermeasures to best suit Tribes?	Answer	Response
	No	Part 2: Chapter 4
	Yes	Continue



# Part 1 - Overview & Self-Assessment

## *Assessment for Tribal Agencies*

- Self-Assessment for Implementing Tribal Crash Data Collection System
  - Self-Assessment for State-Tribal Crash Data Sharing
  - Self-Assessment for Tribal Traffic Safety Improvement

Assessment Question 1. What is your current crash data collection method(s)?	Answer	Response
	Data not collected	Part 2: Chapter 2
	Paper form	Part 2: Chapter 2
	Computerized - at time of incident with laptop in vehicle	Continue
	Computerized - completed later	Continue
Assessment Question 6. Is there an agreement (e.g., MOU) in place between your Tribe and the State agency for crash data sharing?	Answer	Response
	No	Part 2: Chapter 3
	Yes	Continue
Assessment Question 1. Does your Tribe use crash data to identify the locations with a high number of crashes?	Answer	Response
	No	Part 2: Chapter 4
	Yes	Continue



# Tribe Self-Assessment Template

## Tribe Name:

### Crash Data Self-Assessment

from NCHRP 788 C  
and Report to Car

#### Introduction

The following questions are  
from NCHRP 788 C. The info  
similar assessment. An eff  
can occur after both part  
procedures. Additional in  
be found online at [NCHRP  
Larsen, Federal Highway #  
788 C, 2014](#)

#### Background

In 2014, the NCHRP 788  
through a transportation f  
adapted from the TRB gu  
sections of the NCHRP Re  
In 2015, the Federal High  
develop a report concer  
report was published as "  
"CRASH". The report enco  
departments with respons  
788 guide is a tool recor  
During the development  
survey that closely aligns  
differ the question that  
come directly from the NK

State Name Self-Assess

#### Implementing Tribal Crash Data Collection System

Establishing a Tribal crash data collection system is the first step to implement effective Tribal crash reporting. This section includes a checklist of 10 questions which the Tribe can use to assess the effectiveness of their current

Question 1. What is  
Data not collected or Paper &  
Computerized—at time of the  
Computerized—completed in

Question 2. Is there  
yes, was the form b  
No  
Yes, not based on state crash  
Yes, same as the state crash r

Question 3. Does yc  
providing or receivi  
enforcement agen  
No  
Part 2, Chapter 2  
Yes  
Continue

Question 4. Is the in  
dependent on wh  
No  
Continue  
Yes  
Part 2, Chapter 2

Question 5. Is there  
crash? If yes, what i  
No, crash location not clear  
Yes, street address/highway  
Yes, Geo-referencing latitude

State Name Self-Assess

Question 6. Is there formal training available for Tribal police officers to fill out crash reports or to use the crash data collection software?  
No  
Part 2, Chapter 2  
Yes  
Continue

Question 7. Does y  
No  
Part 2, Chapter 2  
Yes  
Continue

Question 8. Are pc  
addition to the Trib  
No  
Part 2, Chapter 2  
Yes  
Continue

Question 9. Are the  
and completeness?  
No  
Part 2, Chapter 2  
Yes  
Continue

Question 10. Is you  
Coordinating Corr  
No  
Part 2, Chapter 2  
Yes  
Continue

State-Tribal Cr  
State-Tribal crash data st  
safety issues. This section  
assess the effectiveness i

Question 1. Does y  
agency?  
No  
Part 2, Chapter 3  
Yes  
Continue

State Name Self-Assess

Question 2. In what f  
the state agency?  
Paper/Hand Copy  
Electronic/Database integratio

Question 3. Is there c  
submission of crash r  
timeframe?  
No  
Yes, semi-annually or annually  
Yes, quarterly

Question 4. Does yo  
reports submitted to  
No  
Continue  
Yes  
Part 2, Chapter 3

Question 5. Is your Tri  
purposes of accessi  
No  
Yes, with request  
Part 2,  
Yes, without request  
Continue

Question 6. Is there c  
your Tribe and the st  
No  
Part 2, Chapter 3  
Yes  
Continue

Question 7. Is govern  
communication bet  
your Tribe's sharing o  
No  
Part 2, Chapter 1 and N  
Yes  
Continue

State Name Self-Assess

#### Tribal Traffic Safety Improvement

The ultimate goal of effective Tribal crash data reporting is to improve traffic safety on Tribal roads. This section includes a checklist of three questions that the Tribe can use to assess the effectiveness of their current practice of improving traffic safety issues on Tribal roads.

Question 1. Does your Tribe use crash data to identify the locations with a high number of crashes?  
No  
Part 2, Chapter 4  
Yes  
Continue

Question 2. Does your Tribe work with the state agency or other agencies to evaluate and improve the problem areas?  
No  
Part 2, Chapter 4  
Yes  
Continue

Question 3. Has your Tribe requested federal/BIA/state support for improving the traffic safety issues on Tribal roads?  
No  
Part 2, Chapter 4  
Yes  
Continue

State Name Self-Assessment

Page 5 of 5

## NCHRP Report 788

# Let's review some of the Crash Data Self- Assessment

## NCHRP 788 Page 10



Assessment Question 6. Is there an agreement (e.g., MOU) in place between your tribe and the state agency for crash data sharing?

Answer

No

Yes

Response

Part 2: Chapter 3

Continue

page 10



### Topic 3.2: Crash Data Sharing Agreement

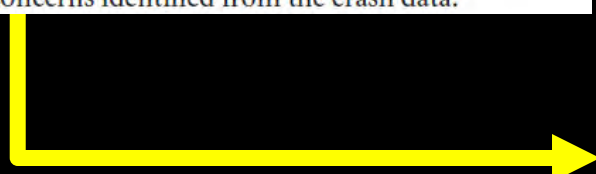
Once consensus is reached via communications between the state agency and a tribe, they often create and sign a crash data sharing agreement, commonly referred to as a memorandum of understanding (MOU). A MOU defines the problem both the state agency and the tribe intend to solve, states the goal and objective, and clearly describes both the tribe's and the state agency's agreement. Tribe agreements often include the following items:

- Provision of contact information of tribal law enforcement officer;
- Agreement of sharing the tribal crash data with full or redacted information;
- Timeframe to send tribal crash data;
- Partnership with the state agency to evaluate problematic areas; and
- Partnership with the state agency to address safety concerns identified from the crash data.

State agency agreements often include the following:

- Provision of standard state crash report form;
- Provision of assistance in installing and maintaining the crash data collection software;
- Provision of trainings in filing the crash reports, supporting the use of data collection and sharing software;
- Allowance of tribe's accessing the shared crash data;
- Provision of assistance in funding search and application;
- Partnership with the tribe to evaluate problematic areas; and
- Partnership with the tribe to address safety concerns identified from the crash data.

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### Exhibit A.1. MOU Example

This agreement is between the South Dakota Department of Transportation (the "DOT"), the South Dakota Department of Public Safety (the "DPS") and the [Tribe Name] Tribe (the "Tribe").

page 63

The DOT, DPS and the Tribe believe it is mutually beneficial to enter into this agreement for the safety of the traveling public and improvement of highway systems that lie within the exterior boundaries of the [Reservation Name] Reservation.

The parties agree as follows:

- 1) The success of this agreement is predicated upon all parties acting in accord with the following principles:
  - a) All parties state that they are interested in:
    - i) ensuring that the motor vehicle crash data will be used for data analysis and generating supporting documentation for highway improvements only.
    - ii) providing reports and data analysis.
    - iii) eliminating high hazard areas on the highway system within the reservation.
  - b) Compliance is a responsibility of all parties and all activities in this regard will be conducted with mutual respect for each other's responsibilities. To this end, neither party will impose additional requirements or standards without giving advanced notice to the other parties and do encourage informal resolution of problems involving all interested parties.
  - c) The Tribe agrees to the following:
    - i) provide motor vehicle crash reporting data on the DPS report form or compatible reporting format with the DPS system.
    - ii) agree that no other motor vehicle crash reporting form other than the DPS format or compatible system will be used to report motor vehicle crash reporting data
    - iii) will provide motor vehicle crash reporting data on a monthly basis to DPS or more frequently if there is a high number of motor vehicle crashes in a time period.



## Overview of NHTSA Technical Assistance

### GO Teams

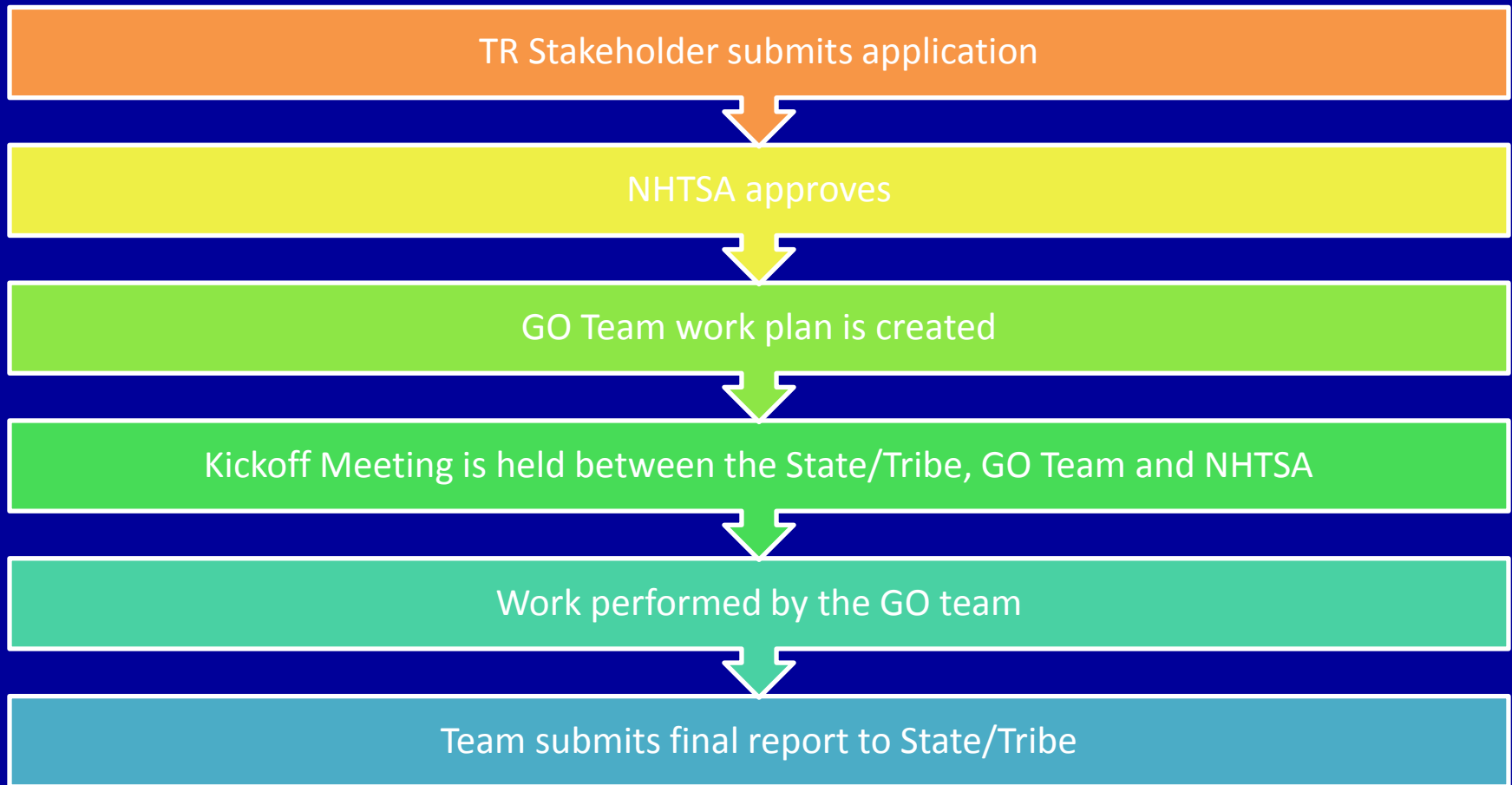
- Provide resources and assistance to overcome traffic safety challenges
- Team of typically one to three subject matter experts

Offered at **No Cost**



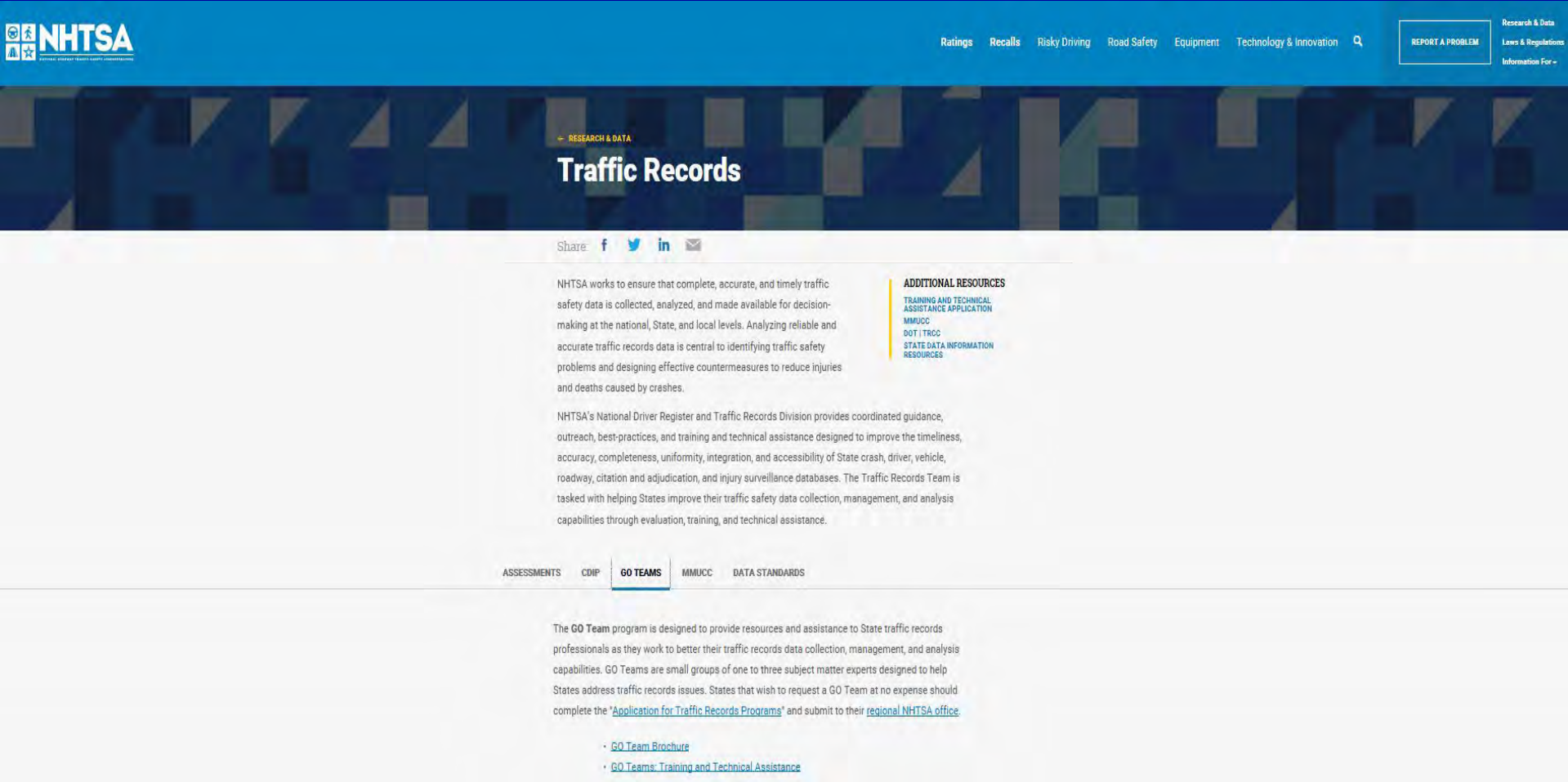
# Data Gathering/Reporting Challenges: Technical Assistance

## Process for TR GO Team Application Submissions



# Data Gathering/Reporting Challenges: Technical Assistance

## Process for TR GO Team Application Submissions



The screenshot shows the NHTSA website's 'Traffic Records' page. The top navigation bar includes 'Ratings', 'Recalls', 'Risky Driving', 'Road Safety', 'Equipment', and 'Technology & Innovation'. A 'REPORT A PROBLEM' button is visible on the right. The main content area features a 'Traffic Records' heading, social sharing options, and a detailed description of the program. A sidebar on the right lists 'ADDITIONAL RESOURCES' such as 'TRAINING AND TECHNICAL ASSISTANCE APPLICATION', 'MMUCC', 'DOT ITRCC', and 'STATE DATA INFORMATION RESOURCES'. A horizontal menu below the main text includes 'ASSESSMENTS', 'CDIP', 'GO TEAMS', 'MMUCC', and 'DATA STANDARDS'. The 'GO TEAMS' section is highlighted and contains text about the program's purpose and a list of links: 'GO Team Brochure' and 'GO Teams: Training and Technical Assistance'.

**NHTSA**  
National Highway Traffic Safety Administration

Research & Data  
Laws & Regulations  
Information For –

REPORT A PROBLEM

← RESEARCH & DATA

## Traffic Records

Share: [f](#) [t](#) [in](#) [✉](#)

NHTSA works to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision-making at the national, State, and local levels. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

NHTSA's National Driver Register and Traffic Records Division provides coordinated guidance, outreach, best-practices, and training and technical assistance designed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. The Traffic Records Team is tasked with helping States improve their traffic safety data collection, management, and analysis capabilities through evaluation, training, and technical assistance.

**ADDITIONAL RESOURCES**

- TRAINING AND TECHNICAL ASSISTANCE APPLICATION
- MMUCC
- DOT ITRCC
- STATE DATA INFORMATION RESOURCES

ASSESSMENTS   CDIP   **GO TEAMS**   MMUCC   DATA STANDARDS



The **GO Team** program is designed to provide resources and assistance to State traffic records professionals as they work to better their traffic records data collection, management, and analysis capabilities. GO Teams are small groups of one to three subject matter experts designed to help States address traffic records issues. States that wish to request a GO Team at no expense should complete the ['Application for Traffic Records Programs'](#) and submit to their [regional NHTSA office](#).

- [GO Team Brochure](#)
- [GO Teams: Training and Technical Assistance](#)

<https://www.nhtsa.gov/research-data/traffic-records#go-teams-38861>

# Data Gathering/Reporting Challenges: Technical Assistance

## Process for TR GO Team Application Submissions



### Go Team Training & Technical Assistance Application for Tribes

**Instructions:** Tribe should complete all fields marked with a red star (\*). Then, send completed application by email to NHTSA Region 6 at [Kenneth.Copeland@dot.gov](mailto:Kenneth.Copeland@dot.gov).

<p><b>State*:</b> <a href="#">Click here to enter text.</a> <b>Tribe*:</b> <a href="#">Click here to enter text.</a></p> <p><b>Point of Contact</b> <b>Name*:</b> <a href="#">Click here to enter text.</a> <b>Phone*:</b> <a href="#">Click here to enter text.</a> <b>Email*:</b> <a href="#">Click here to enter text.</a></p>	<p><b>Date*:</b> <a href="#">Click here to enter a date.</a></p> <p>NHTSA Regional Program Manager <b>Name:</b> Kenneth Copeland <b>Phone:</b> (817) 978-0120 <b>Email:</b> <a href="mailto:Kenneth.Copeland@dot.gov">Kenneth.Copeland@dot.gov</a></p>
---	--



<p><b>RPM Tracking (FOR NHTSA USE ONLY)</b> <b>Date of receipt:</b> <a href="#">Click here to enter a date.</a> <b>Priority?</b> Yes <input type="checkbox"/> No <input type="checkbox"/> <b>RPM Recommendation on next page</b></p>	<p><b>TR Team Tracking (FOR NHTSA USE ONLY)</b> <b>Date of receipt:</b> <a href="#">Click here to enter a date.</a> <b>Priority?</b> Yes <input type="checkbox"/> No <input type="checkbox"/> <b>Notes:</b> <a href="#">Click here to enter text.</a></p>
--	---

Please provide a narrative addressing the following:

- Describe the specific technical issue the Tribe/State wishes to address.
- Describe the specific training or technical assistance the Tribe/State requires.
- Describe the desired outcome of this training or technical assistance.
- Provide the details of the Tribe/State officials that will work with the Go Team on this issue.
- Describe in detail the specific actions the Tribe/State has already taken to address this issue.
- Describe how a GO Team for this issue supports the Tribe's Transportation Safety Plan ([More Info](#)), Tribe/State's NCHRP-788 self-assessment ([More Info](#)), and/or State TRCC's Strategic Plan ([More Info](#))?
- Describe how this training or technical assistance improve the performance of the Tribe's and/or State's traffic records data systems.

**State/Tribe Narrative\*:**  
*Box will expand with text*  
[Click here to enter text.](#)

Last Updated June 7, 2016 Page | 1



### RPM Comments and Recommendation:

**RPM Narrative (FOR NHTSA USE ONLY):**  
*Box will expand with text*  
[Click here to enter text.](#)

### TR Team Review

**TR Team Narrative (FOR NHTSA USE ONLY):**  
*Box will expand with text*  
[Click here to enter text.](#)

Last Updated June 7, 2016 Page | 2



# Data Gathering/Reporting Challenges: Technical Assistance

## Example of Potential GO Teams Scopes-of-Work

- Strategic Planning
  - Assistance with developing a Traffic Records Strategic Plan
  - Enhance the Strategic Planning Process
- Problem identification and countermeasure development
- Performance measures
  - Develop practical metric that could be used for IHSP grant
- Traffic Records Data Inventory
  - Create a sample inventory for Core Traffic Records Systems
- Online Data Visualizations
  - Identify ways to publicly display data
- Data Linkage
  - Improving the data linkage between Crash and Injury Data
- MMUCC Mapping
  - Now available for MMUCC 5<sup>th</sup> Edition, publish July 2017



# Data Gathering/Reporting Challenges: Technical Assistance

**How can we help you?**

**Questions?**

**Tom.bragan@dot.gov**





# New Mexico & Tribal Traffic and Criminal Software (TraCS)

## **Navajo Nation - NMDOT & ADOT**

- Received a \$693,000 TTPSF grant to implement TraCS within all seven police districts
  - Will provide an update on their MOU & TRaCS implementation process

## **Pueblo de Tesuque - On TraCS, but NOT Live**

- Met with NMDOT in mid-2017, but not enough resources/personnel
  - Would consider partnering with other local Pueblo to do TraCS

## **Oglala Lakota - On TraCS with their own DPS**

- Love the program & couldn't detail any cautionary tales
- Sample MOU in the NCHRP Report 788 is from Oglala Lakota

## **Standing Rock Tribe - On TraCS through an Open FOIA Process**

- A potentially replicable model for BIA OJS tribes
- Tribal Point of Contact (POC) uses the Routine Use FOIA Process developed with Standing Rock Agency OJS
- Obtains monthly IMARS Incident & Supplementary crash and other traffic (DUI, speeding, seat belt violations, etc.) reports
  - Manually enters them into NDDOT TraCS system

# Sample TraCS MOU(s) & Discussions of Potential MOU Language

## MEMORANDUM OF AGREEMENT FOR MOTOR VEHICLE CRASH REPORTING

This Agreement is by and between the South Dakota Department of Transportation (the "DOT"), the South Dakota Department of Public Safety (the "SD-DPS"), and the Oglala Sioux Tribe (the "Tribe"), and the Oglala Sioux Tribe Safety Highway Safety Program. ("OSTDPS") The DOT, the DPS and the Tribe believe it is in the best interest of the public to enter into this Agreement for the safety of the traveling public within the exterior boundaries of the Pine Ridge Reservation.

This Agreement applies to those circumstances set forth in Sections 32-34 are inapplicable.

The parties agree as follows:

1) The success of this Agreement is predicated on the following principles:

- a) Each party states that it is interested in:
  - i) Ensuring the motor vehicle crash reporting and generating improvements; and
  - ii) Eliminating high hazard areas.
- b) Compliance is the responsibility of each party within their respective jurisdictions.
- c) The Tribe agrees to do the following:
  - i) Provide complete motor vehicle crash reporting within its jurisdiction;
  - ii) Utilize the Traffic and Crime Reporting System within five (5) business days of the crash and software installation;
  - iii) Utilize funding provided in the Agreement for FFY18 and

Page 1

equipment and training of tribal law enforcement and support staff necessary to implement TRACS.

d) The SD-DPS agrees to do the following:

- i) Collect all motor vehicle crash reporting data and use the information for motor vehicle crash analysis;
- ii) Provide the OST-DPS with the information submitted pursuant to section 32-34; and
- iii) If funding is needed for the Highway Safety Project, provide additional funding, if available.
- iv) Provide ongoing technical assistance and support to the DOT and the Tribe.

e) The DOT agrees to do the following:

- i) Analyze motor vehicle crash data for the purpose of identifying areas of highway safety within the reservation;
- ii) Conduct research projects to improve highway safety;
- iii) Provide reports and technical assistance to the DOT and the Tribe;
- iv) Provide technical assistance to the DOT and the Tribe regarding the TRACS system.

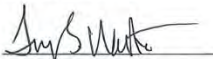
2) To provide for stability and predictability in the reporting process, each party agrees to maintain the current reporting process unless a mutual consent and will be effective at the discretion of each party.

3) It is the intent of each party that this Agreement be entered into on a cooperative basis without regard to jurisdiction. Each party further agrees that nothing in this Agreement shall be construed to encourage informal resolution of any issue with regard to motor vehicle crash reporting.

Page 2

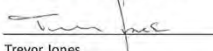
4) This Agreement shall be in effect as of the date of last signature below and shall remain in effect for a period of five (5) years thereafter, unless sooner terminated by any party hereto. Any party may terminate this Agreement by providing sixty (60) days notice, in writing, to the other parties.


OGLALA SIOUX TRIBE

  
 Scott Troy Weston  
 Tribal President  
 Oglala Sioux Tribe

  
 Mark Mesteth  
 Chief of Police  
 OST Dept of Public Safety

STATE OF SOUTH DAKOTA

  
 Trevor Jones  
 Secretary  
 Department of Public Safety

Date: 11/17/17  
  
 Darin Bergquist  
 Secretary  
 Department of Transportation

Date: 1/4/17

Approved as to form:


  
 Karla J. [unclear]  
 Special Assistant Attorney  
 General  
 Department of Transportation

Page 3 of 3

# State-Tribal Crash Data Sharing



# Routine Use FOIA Process for IMARS Data




U.S. DEPARTMENT OF THE INTERIOR  
 BUREAU OF INDIAN AFFAIRS  
 DIV. OF LAW ENFORCEMENT SERVICES  
 STANDING ROCK AGENCY  
 ROUTINE USE DISCLOSURES  
 UNDER BIA-18 SECTION (2) 43 CFR 2.51, 2.52, 2.56

BIA-18 DISCLOSURES OUTSIDE THE DEPARTMENT OF THE INTERIOR MAY BE MADE TO THE FOLLOWING: (2) Of information indicating a violation or potential violation of a statute, regulation, rule, order or license to appropriate Federal, State, local, foreign or tribal agencies responsible for investigating or prosecuting the violation or for enforcing or implementing the statute, rule, regulation, order or license.

STANDARDS: THE FOLLOWING RECORDS ARE MAINTAINED IN ACCORDANCE WITH 43 C.F.R. 2.51 PRIVACY ACT SPECIAL USES FOR RECORDS. ACCESS TO THESE RECORDS IS LIMITED TO AUTHORIZED PERSONNEL. INFORMATION MAY NOT BE DISCLOSED FROM THESE FILES UNLESS PROMPTED PRESENTLY TO 43 C.F.R. 2.56. THESE RECORDS MAY NOT BE ALTERED OR DESTROYED EXCEPT AS AUTHORIZED BY 43 C.F.R. 2.56. THE PRIVACY ACT CONTAINS PROVISIONS FOR CRIMINAL PENALTIES FOR KNOWINGLY AND WILLFULLY DISSEMINATING INFORMATION FROM THIS FILE WITHOUT AUTHORIZATION.

Requester: \_\_\_\_\_ Department: \_\_\_\_\_  
 (Noncard Title) (i.e. Social Services, Tribal Court)  
 \_\_\_\_\_ Federal \_\_\_\_\_ State \_\_\_\_\_ Tribal \_\_\_\_\_ County \_\_\_\_\_

Date of Request: \_\_\_\_\_ Date of Release: \_\_\_\_\_

I \_\_\_\_\_ certify that I am using the records I received in the performance of my official duties and responsibilities. I also certify I will protect the integrity of the information on the records noted below.

Requester's Signature: \_\_\_\_\_ Employee Signature: \_\_\_\_\_  
 Name / Date Name / Date

Incident Report Number	Date of Incident	Arrestee/Suspect Name	Reporting Officer	Pictures Released Y / N	Employee Initial

11/16 updated to 15/2016 aag

### FOIA REQUEST FORM

**Your Contact Information**

Name: \_\_\_\_\_

Address Type (Please Circle one):  Home or  Business

Mailing address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Daytime Phone Number: \_\_\_\_\_ Cell Number: \_\_\_\_\_ Fax Number: \_\_\_\_\_

Email address: \_\_\_\_\_

Your Organization: \_\_\_\_\_

Are you filing the request on behalf of another party?  Yes or  No. If so, who are you filing this request on behalf of? \_\_\_\_\_

I certify that the above statement(s) concerning who is filing the request on behalf of are true and correct to the best of my knowledge and belief. If I am in receipt of any greater access to records about a person(s), I request that person consent to the release of the records to me as indicated in 43 C.F.R. § 2.56.

**Your Request. NOTE: This section corresponds with 43 C.F.R. Part 2, Subpart B.**

Division/Office: \_\_\_\_\_

Relevant park, refuge, site or location: \_\_\_\_\_

Please describe the information you are seeking and how it is relevant to the subject matter of the request and to the activities recorded with it. Provide a general description of the records you are seeking, including the date and time of the records, the name of the person(s) who created the records, and the location where the records are stored. This information is required for you to identify the records and to locate them. If you are seeking records that are not in the custody of the Bureau of Indian Affairs, please provide the name of the agency and the location where the records are stored. If you are seeking records that are not in the custody of the Bureau of Indian Affairs, please provide the name of the agency and the location where the records are stored.

Request Description: \_\_\_\_\_

---

**Expedited Processing. Note: This section corresponds with 43 C.F.R. § 2.10 and § 2.20.**

A request for expedited processing must set forth the reasons why the request should be expedited. You must certify that the reasons given for seeking expedited processing of the request are true and correct to the best of your knowledge and belief. The action Bureau/Office will verify your certification and will grant expedited processing within 30 business days after receiving the certified request. If the Bureau/Office denies the request for expedited processing, you will have the right to request an administrative appeal, which will be handled separately. A request to court procedure is not a sufficient justification.

There are ONLY TWO reasons for which DDC grants expedited processing. If one of these two reasons applies to you, request waiver the appropriate one below. If one of these two reasons does not apply to your request, you cannot obtain expedited processing.

Select the applicable reason why you are requesting expedited processing:

There is an immediate threat to the life or physical safety of an individual.

There is an urgent need to inform the public concerning actual or alleged Federal government activity and the request is made by a person primarily engaged in disseminating information.

Justification for Expedited Processing: \_\_\_\_\_

You MUST provide a justification statement that explains in detail (1) how your request meets one or both of the criteria above (see 43 C.F.R. § 2.20(a)) and (2) certifies that your certification is true and correct to the best of your knowledge and belief. You have requested expedited processing.

I certify that the above statement(s) concerning expedited processing are true and correct to the best of my knowledge and belief.

### INDIVIDUAL FREEDOM OF INFORMATION ACT/PRIVACY ACT REQUEST

Date of Request: \_\_\_\_\_

Name: \_\_\_\_\_ Please Print Name \_\_\_\_\_ Signature of Requester \_\_\_\_\_

Mailing Address: \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_  
 PO BOX/STREET ADDRESS \_\_\_\_\_

Phone (Home): \_\_\_\_\_

Phone (Cell): \_\_\_\_\_

FEEs: By Checking one of the boxes below, I agree to the fee category

Agree to pay ALL applicable fees

Requesting a fee waiver

Agree to pay fees up to particular amount. The amount agree to pay is \$ \_\_\_\_\_

The Department's Bureau and Offices are authorized to charge fees to requestors in order to recover the direct costs of search, review and duplication of requested records. If the total costs of supplying the requested information is less than \$50, the Department will waive any applicable fees. If the total costs will exceed \$250, you may be required to pay before the Department begins its search. Fee and fee waiver issues can be complicated. If you have additional questions, please see our regulations: see 43 C.F.R. § 2.70 and § 2.38 to § 2.39.

Please be as specific as possible concerning the type of documents you are requesting. If you know, please include the date of incident/accident, name of victim/subject (if applicable), relationship to involved (if applicable), reporting officer, police report number, reason for request, and subject matter of the records you are seeking. Additionally, please identify the geographical location and timeframe for which you are seeking records.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please use additional sheets if necessary.

For Office Use Only. Date Received: \_\_\_\_\_ or alternate transmittal \_\_\_\_\_

FOIA Processors please check one of the following for encoding into EFTS:

Normal  Expedited  Simple  Complex  Exceptional/Voluminous



# 30-Minute Break



# Safety Grant Writing



# Funding Programs



- **Tribal Transportation Program Safety Fund**
- **BIA Indian Highway Safety Program**
- **DOJ Community Oriented Policing**
- **State Highway Safety Program (NHTSA)**
- **Highway Safety Improvement Program**
- **High Risk Rural Roads Program**
- **Transportation Alternatives Program**



# BIA Indian Highway Safety Program

- Law Enforcement (Impaired Driving & Traffic Records)
- Occupant Protection
- Annual Training for Grantees
- Contact to discuss other behavioral safety proposals:

## **INDIAN HIGHWAY SAFETY PROGRAM**

BIA OJS Indian Highway Safety Prog.

1001 Indian School Road, NW

Albuquerque, NM 87104

**Main phone: 505/563-3764**

**Fax: 505/563-5375**

**[ojs\\_indian\\_highway\\_safety@bia.gov](mailto:ojs_indian_highway_safety@bia.gov)**



# Tribal Transportation Program

ESTIMATED TRIBAL SHARES FROM FAST ACT (FY16 - FY20)

State	Region Name	Tribal Name	Reservation Name (Primary)	ESTIMATED FY16 TRIBAL SHARES AUTHORIZED	ESTIMATED FY17 TRIBAL SHARES AUTHORIZED	ESTIMATED FY18 TRIBAL SHARES AUTHORIZED	ESTIMATED FY19 TRIBAL SHARES AUTHORIZED	ESTIMATED FY20 TRIBAL SHARES AUTHORIZED	2011 TOTAL TRIBAL SHARE
SD	A - Great Plains	Cheyenne River Sioux Tribe	AU1300 - Cheyenne River	\$2,411,754	\$2,441,254	\$2,470,225	\$2,499,439	\$2,528,484	\$2,225,151
SD	A - Great Plains	Crow Creek Sioux Tribe	A14342 - Crow Creek	\$519,451	\$520,514	\$521,577	\$522,640	\$523,703	\$472,461
SD	A - Great Plains	Flandreau Santee Sioux Tribe	A03341 - Flandreau Santee/Sioux Tribe	\$181,093	\$185,146	\$195,274	\$202,452	\$209,629	\$133,235
SD	A - Great Plains	Lower Brule Sioux Tribe	A15343 - Lower Brule	\$685,121	\$693,577	\$701,737	\$710,751	\$719,765	\$573,264
SD	A - Great Plains	Cygnus Sioux Tribe of Pine Ridge	A02544 - Pine Ridge	\$6,614,225	\$7,000,509	\$7,386,874	\$7,773,242	\$8,159,610	\$4,232,591
NE	A - Great Plains	Omaha Tribe of Nebraska	A13300 - Omaha Tribe	\$919,195	\$927,316	\$935,437	\$943,558	\$951,679	\$742,072
NE	A - Great Plains	Ponca Tribe of Nebraska (A)	A03011 - Ponca Tribe	\$3,322,051	\$3,363,116	\$3,404,181	\$3,445,246	\$3,486,311	\$3,071,226
SD	A - Great Plains	Rosebud Sioux Tribe	AU1345 - Rosebud	\$3,749,027	\$3,795,766	\$3,842,505	\$3,889,244	\$3,935,983	\$3,496,083
NE	A - Great Plains	Santee Sioux Nation	A13302 - Santee Sioux Nation	\$204,000	\$205,556	\$207,112	\$208,668	\$210,224	\$186,622
SD	A - Great Plains	Sisseton-Walshington Oyate	A02947 - Sisseton-Walshington Oyate	\$3,205,234	\$3,245,345	\$3,285,456	\$3,325,567	\$3,365,678	\$2,788,878
ND	A - Great Plains	Spirit Lake Tribe	A05303 - Spirit Lake Tribe	\$999,261	\$1,001,392	\$1,013,523	\$1,025,654	\$1,037,785	\$914,376
ND	A - Great Plains	Standing Rock Sioux Tribe	A13002 - Standing Rock Sioux Tribe	\$2,261,129	\$2,260,170	\$2,259,211	\$2,258,252	\$2,257,293	\$2,492,546
ND	A - Great Plains	Three Affiliated Tribes-Fort Berthold	A04011 - Fort Berthold	\$1,549,022	\$1,567,570	\$1,586,117	\$1,604,665	\$1,623,213	\$1,431,764
ND	A - Great Plains	Turtle Mountain Band of Chippewa Indians	A11204 - Turtle	\$2,131,021	\$2,129,566	\$2,297,041	\$2,381,100	\$2,465,159	\$1,865,602
NE	A - Great Plains	Winnington Tribe	A13303 - Winnington	\$303,576	\$305,144	\$306,712	\$308,280	\$309,848	\$268,607
SD	A - Great Plains	Yankton Sioux Tribe	A08345 - Yankton Sioux Tribe	\$1,028,365	\$1,044,500	\$1,107,582	\$1,120,231	\$1,132,880	\$969,508
OK	B - Southern Plains	Adairme-Shawnee Tribe of Indians	B02800 - Adairme-Shawnee Tribe	\$1,125,000	\$1,111,941	\$1,228,640	\$1,263,341	\$1,301,204	\$1,148,049
TX	B - Southern Plains	Alabama-Coushatta Tribes	B00300 - Alabama-Coushatta Tribes	\$107,208	\$103,853	\$100,498	\$97,143	\$93,788	\$120,018
OK	B - Southern Plains	Apache Tribe of Oklahoma	B06609 - Apache Tribe	\$659,689	\$667,420	\$675,151	\$682,882	\$690,613	\$750,464
OK	B - Southern Plains	Caddo Nation	B09808 - Caddo Nation	\$1,208,242	\$1,225,371	\$1,242,500	\$1,259,629	\$1,276,758	\$1,080,958
OK	B - Southern Plains	Cheyenne and Arapaho Tribes	B02601 - Cheyenne and Arapaho	\$2,134,286	\$2,122,816	\$2,111,346	\$2,100,123	\$2,088,900	\$1,963,966
OK	B - Southern Plains	Citizen Potawatomi Nation	B02801 - Citizen Potawatomi Nation	\$3,308,193	\$3,355,052	\$3,401,911	\$3,448,770	\$3,495,629	\$2,901,390
OK	B - Southern Plains	Comanche Nation	B08908 - Comanche Nation	\$2,245,353	\$2,235,403	\$2,225,453	\$2,215,503	\$2,205,553	\$2,575,453
OK	B - Southern Plains	Delaware Nation	B09907 - Delaware Nation	\$445,139	\$451,405	\$457,671	\$463,937	\$470,203	\$390,400
OK	B - Southern Plains	Fort Sill Apache Tribe	B08803 - Fort Sill Apache Tribe	\$199,063	\$192,231	\$194,466	\$196,700	\$198,934	\$140,202
KS	B - Southern Plains	Iowa Tribe of Kansas and Nebraska (S1)	B04805 - Iowa Tribe (Ks & Ne)	\$214,470	\$214,181	\$213,892	\$213,603	\$213,314	\$180,762
OK	B - Southern Plains	Iowa Tribe of Oklahoma (S2)	B08202 - Iowa Tribe (Ok)	\$918,841	\$921,300	\$923,759	\$926,218	\$928,677	\$956,614
OK	B - Southern Plains	Kaw Nation	B07810 - Kaw Nation	\$1,671,091	\$1,640,525	\$1,683,127	\$1,718,765	\$1,754,403	\$1,418,613
TX	B - Southern Plains	Kickapoo Traditional Tribe of Texas	B00904 - Kickapoo Traditional Tribe	\$208,970	\$215,000	\$221,030	\$227,060	\$233,090	\$192,114
KS	B - Southern Plains	Kickapoo Tribe of Indian in Kansas	B04801 - Kickapoo Tribe (Ks)	\$276,340	\$277,778	\$279,216	\$280,654	\$282,092	\$230,539
OK	B - Southern Plains	Kickapoo Tribe of Oklahoma	B08803 - Kickapoo Tribe	\$719,070	\$723,353	\$727,636	\$731,919	\$736,202	\$580,546
OK	B - Southern Plains	Kowa Indian Tribe of Oklahoma	B09815 - Kowa Indian Tribe	\$2,345,287	\$2,375,039	\$2,411,309	\$2,447,579	\$2,483,849	\$2,056,894
OK	B - Southern Plains	Osage-Missouri Tribe of Indians	B07811 - Osage-Missouri Tribe	\$571,232	\$576,330	\$581,428	\$586,526	\$591,624	\$500,287
OK	B - Southern Plains	Pawnee Nation of Oklahoma	B07803 - Pawnee Nation	\$806,304	\$808,103	\$810,002	\$811,901	\$813,800	\$688,034
OK	B - Southern Plains	Ponca Tribe of Indians of Oklahoma (B)	B07813 - Ponca Tribe (Ok)	\$833,597	\$845,414	\$857,231	\$869,048	\$880,865	\$671,435
KS	B - Southern Plains	Prarie Band of Potawatomi Nation	B04802 - Prarie Band Potawatomi Nation	\$513,844	\$508,072	\$502,300	\$496,528	\$490,756	\$420,074
KS	B - Southern Plains	Sac and Fox Nation of Missouri in Kani & Nebr	B08203 - Sac & Fox Nation of Missouri	\$157,726	\$159,901	\$162,076	\$164,251	\$166,426	\$138,304
OK	B - Southern Plains	Sac and Fox Nation of Oklahoma	B08204 - Sac & Fox Nation (Ok)	\$2,186,633	\$2,187,346	\$2,227,625	\$2,257,296	\$2,286,967	\$1,900,189
OK	B - Southern Plains	Tonkawa Tribe of Indians	B07814 - Tonkawa Tribe	\$978,096	\$986,350	\$994,604	\$1,002,858	\$1,011,112	\$608,225
OK	B - Southern Plains	Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Towaknee)	B09604 - Wichita & Affiliated Tribes	\$628,761	\$647,416	\$666,071	\$684,726	\$703,381	\$500,212
WY	C - Rocky Mountain	Arapaho & Shoshone Tribes-Wind River Res	C06303 - Wind River	\$2,170,000	\$2,170,000	\$2,170,000	\$2,170,000	\$2,170,000	\$1,844,000
MT	C - Rocky Mountain	Absiniboin & Sioux Tribes-Fort Peck	C02502 - Fort Peck	\$4,680,007	\$4,884,039	\$4,987,041	\$4,989,921	\$4,992,801	\$3,893,826
MT	C - Rocky Mountain	Blackfeet Tribe	C31201 - Blackfeet	\$3,291,472	\$3,387,749	\$3,474,046	\$3,570,343	\$3,666,640	\$2,950,239
MT	C - Rocky Mountain	Chippewa Cree Indians - Rocky Boy's	C25002 - Rocky Boy's	\$2,027,840	\$2,003,330	\$2,138,195	\$2,104,467	\$2,239,931	\$1,334,568
MT	C - Rocky Mountain	Crow Tribe of Montana	C23202 - Crow Tribe	\$5,586,556	\$6,151,070	\$6,312,518	\$6,474,011	\$6,635,504	\$4,240,817
MT	C - Rocky Mountain	Fort Belknap Indian Community	C02504 - Fort Belknap	\$2,718,026	\$2,702,016	\$2,686,220	\$2,670,424	\$2,654,628	\$1,669,655
MT	C - Rocky Mountain	Fort Belknap Cheyenne	C25207 - Northern Cheyenne	\$2,527,061	\$2,521,034	\$2,515,007	\$2,508,980	\$2,502,953	\$1,700,948
AK	E - Alaska	Ahtna, Native Village of	E01902 - Ahtna	\$61,664	\$62,123	\$62,582	\$63,041	\$63,500	\$55,248
AK	E - Alaska	Agigaaq Tribe of King Cove	E01202 - Agigaaq Tribe (King Cove)	\$71,234	\$71,187	\$71,140	\$71,093	\$71,046	\$74,688
AK	E - Alaska	Aknvik, Native Village of	E01904 - Aknvik	\$67,056	\$68,059	\$70,222	\$71,472	\$72,722	\$73,016
AK	E - Alaska	Aksakap Native Community	E02002 - Aksakap	\$181,640	\$182,251	\$182,862	\$183,473	\$184,084	\$178,440
AK	E - Alaska	Akwik Native Community	E01002 - Akwik	\$69,265	\$70,141	\$71,017	\$71,893	\$72,769	\$73,645
AK	E - Alaska	Aktan, Native Village of	E01007 - Aktan	\$89,145	\$90,889	\$92,633	\$94,377	\$96,121	\$66,500
AK	E - Alaska	Aksakap, Village of	E02003 - Aksakap	\$514,831	\$523,115	\$531,399	\$539,683	\$547,967	\$683,616

Estimates based on 2015 AIAA population data

- ~\$450 million / year
- Tribes have 5 options to benefit from this funding
- Mostly distributed to Tribes via funding formula
- 5% Bridge
- 2% Safety



# FY19 TTP Safety Fund

2% set-aside (~\$9 million) for competitively selected safety projects in these categories:

- Safety Plans
- Data Assessment, Improvement & Analysis
- Infrastructure Improvement

 Most Enforcement, Education & EMS activities ***are currently ineligible*** (except crash data improvement)



# Tribal Transportation Program Safety Fund



***Funding goal =  
reduction of  
fatalities &  
serious injuries  
from  
transportation  
incidents***



# TTP Safety Fund Application History

	2013	2014	2015	2016	17-18
Funds Available	\$8.6M	\$8.5M	\$8.5M	\$9M	\$18M
Funds Requested	\$27.2M	\$27.1M	\$37M	\$40.1M	\$90M
No. of Applications	239	127	167	171	234
No. of Awards	193	94	90	77	94





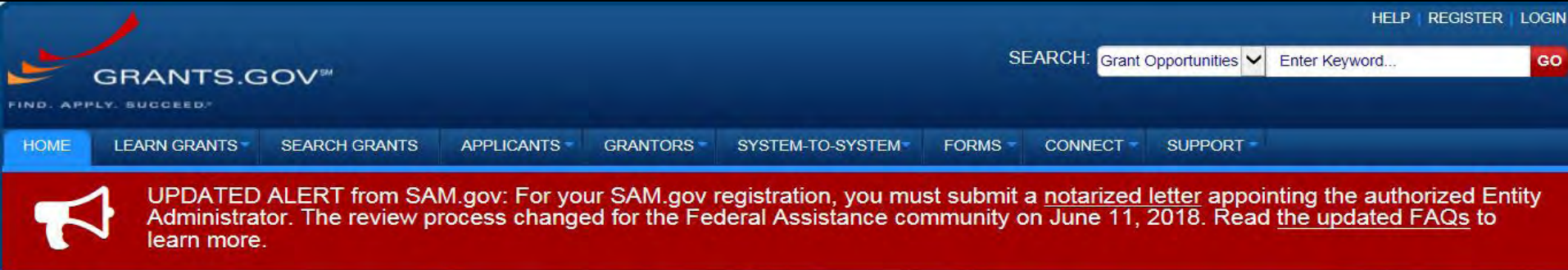
# TTP Safety Fund

## **FY 2019 TTP Safety Fund**

- Anticipate NOFO publication this Fall (2018)
- 60 days to apply
- For updates, register for the mailing list at [TribalSafety.org](http://TribalSafety.org)



# FY19 NOFO Will Be Published On Grants.gov This Year




GRANTS.GOV<sup>SM</sup>  
FIND. APPLY. SUCCEED.<sup>SM</sup>

HELP | REGISTER | LOGIN

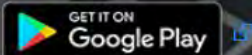
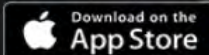
SEARCH: Grant Opportunities ▾ Enter Keyword... GO

HOME | LEARN GRANTS ▾ | SEARCH GRANTS | APPLICANTS ▾ | GRANTORS ▾ | SYSTEM-TO-SYSTEM ▾ | FORMS ▾ | CONNECT ▾ | SUPPORT ▾

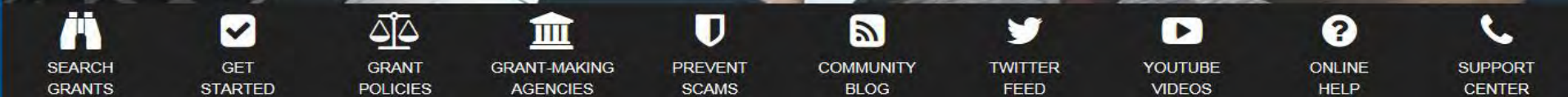
 **UPDATED ALERT from SAM.gov:** For your SAM.gov registration, you must submit a notarized letter appointing the authorized Entity Administrator. The review process changed for the Federal Assistance community on June 11, 2018. Read the updated FAQs to learn more.

## The Grants.gov Mobile App

Quickly access grant search and notification tools through the Grants.gov Mobile App.



**Submission will be completed online via the Tribal Transportation Program Safety Funds website, just as in past grant cycles.**



SEARCH GRANTS | GET STARTED | GRANT POLICIES | GRANT-MAKING AGENCIES | PREVENT SCAMS | COMMUNITY BLOG | TWITTER FEED | YOUTUBE VIDEOS | ONLINE HELP | SUPPORT CENTER

<http://flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm>



# Carefully Read the NOFO

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information the commenter provides; to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14/VDMS), which can be reviewed at <http://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lynette Miltner, AIR-673, Federal Aviation Administration, 1600 Lind Avenue SW, Renton, WA 98057-3356, email [Lynette.Miltner@faa.gov](mailto:Lynette.Miltner@faa.gov), phone (252) 227-1047, or Alphonso Pondgrass, ARM-200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, email [alphonso.pondgrass@faa.gov](mailto:alphonso.pondgrass@faa.gov), phone (202) 287-7713.

This notice is published pursuant to 14 CFR 11.85.

Issued in Renton, Washington, on September 15, 2017.

**Victor Wickland,**  
Manager, Transport Standards Branch.

**Petition for Exemption**

**Docket No.:** FAA-2017-0835.  
**Petitioner:** Embraer.  
**Section of 14 CFR Affected:** 28.21(b)(2)(i).

**Description of Relief Sought:** Replace the approved Flight Schedule of February 27, 2014 to February 15, 2020 for widespread fatigue damage (WFD) Susceptible Structure 170SS14-D001 on the Embraer ERJ-170-200.  
FR file: 2017-2010; F16d 9-20-17; RA6 rev. 088; OOO 406-13-P.

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

**[FHWA Docket No. FHWA-2017-0021]**

### Notice of Funding Opportunity for Tribal Transportation Program Safety Funds

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of funding opportunity.

**SUMMARY:** This notice announces a funding opportunity and requests grant applications for FHWA's Tribal Transportation Program Safety Funds

(TTPSF) for Fiscal Year (FY) 2017 and FY 2018 funding, subject to future appropriations. In addition, this notice identifies selection criteria, application requirements, and technical assistance during the grant solicitation period for the TTPSF.

The TTPSF is authorized within the Tribal Transportation Program (TTP) under the Fixing America's Surface Transportation (FAST) Act. The FHWA will distribute these funds as described in this notice on a competitive basis in a manner consistent with the selection criteria.

**DATES:** Applications must be submitted electronically no later than 11:59 p.m., e.t. on December 11, 2017 (the "application deadline"). Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made until after the application deadline. The FHWA plans to conduct outreach regarding the TTPSF in the form of a Webinar on October 17, 2017, 2 p.m., e.t. To join the webinar, follow the directions found at <https://fb.fhwa.dot.gov/programs/ttp/safety/tfps.htm>. The audio portion of the Webinar can be accessed from this teleconference line: TOLL FREE 1-888-251-2409; ACCESS CODE 4442306. The Webinar will be recorded and posted on FHWA's Web site at: <http://www.fb.fhwa.dot.gov/programs/ttp/safety/>. A TDJ is available for individuals who are deaf or hard of hearing at 202-366-3993.

**ADDRESSES:** Applications must be submitted electronically through the Web site: <https://fb.fhwa.dot.gov/programs/ttp/safety/>. A TDJ is available for individuals who are deaf or hard of hearing at 202-366-3993.

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice please contact Russell Garcia, TTPSF Application Manager, via email at [russell.garcia@dot.gov](mailto:russell.garcia@dot.gov) by telephone at (202) 366-4915, or by mail at Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. For legal questions, please contact Ms. Vivian Philbin, Office of the Chief Counsel, by telephone at (202) 963-3443; by email at [vivian.philbin@dot.gov](mailto:vivian.philbin@dot.gov); or by mail at Federal Highway Administration, Central Federal Lands Highway Division, 12200 West Dakota Avenue, Lakewood, CO 80228. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

## Background

On August 5, 2013, FHWA published the first notice of funding availability for the TTPSF (78 FR 47480). On November 13, 2013, FHWA awarded 183 Tribes a total of \$8.6 million for 193 safety projects. On May 14, 2014, FHWA published the second notice of funding availability for the TTPSF (79 FR 27878). On March 10, 2015, FHWA awarded 82 Tribes a total of \$8.5 million for 94 projects to improve transportation safety on Tribal lands. On June 26, 2015, FHWA published the third notice of funding availability for the TTPSF (80 FR 36885). On December 9, 2015, FHWA awarded 36 Tribes a total of \$19,500 for 36 projects for developing Tribal safety plans. On April 23, 2016, FHWA awarded 35 Tribes a total of \$8 million for 54 projects. On July 18, 2016, FHWA published the fourth notice of funding opportunity for the TTPSF (81 FR 46758). On April 10, 2017, FHWA awarded 74 Tribes a total of \$9 million for 77 projects. The FHWA is publishing this fifth notice to announce an additional round of funding and request grant applications for FY 2017 and FY 2018.

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## A. Program Description

Since the TTPSF was created under Moving Ahead for Progress in the 21st Century Act (MAP-21), FHWA has awarded approximately \$84.5 million to 410 Indian Tribes for 454 projects, including development of safety plans, to address safety issues in Indian country over four rounds of competitive grants. The intent of the TTPSF is to prevent and reduce deaths or serious injuries in transportation-related crashes on Tribal lands where statistics are consistently higher than the rest of the Nation as a whole. The TTPSF emphasizes the development of strategic Transportation Safety Plans using a data-driven process as a means for Tribes to determine how transportation safety needs will be addressed in Tribal communities. Tribal Transportation Safety Plans are a tool used to identify risk factors that lead to serious injury or death and organize various entities to strategically reduce risk; projects submitted must be data-driven, must be consistent with a comprehensive safety strategy, and must correct or improve a hazardous road location or feature or address a highway safety problem.

Because safety data is considered critical for informed transportation safety decisions, the TTPSF also places an emphasis on assessment and improvement of traffic records systems (primarily crash data systems). Guidelines for conducting a traffic records assessment can be found in the Guide for Effective Tribal Crash Reporting, National Cooperative Highway Research Program Report 288, published by the Transportation Research Board at <http://www.trb.org/Main/Blurbs/171540.aspx>.

Successful TTPSF projects leverage resources, encourage partnership, and have the data to support the applicant's approach in addressing the prevention and reduction of death or serious injuries in transportation-related crashes. A listing of the TTPSF projects/activities that Tribes were previously awarded, answers to frequently asked questions, and additional safety-related information can be found on the TTP Safety Web site at <http://fb.fhwa.dot.gov/programs/ttp/safety/tfps.htm>. However, the FAST Act made changes to the types of projects and activities that are now eligible for TTPSF grants.

Under MAP-21, the Highway Safety Improvement Program (HSIP) included a range of eligible HSIP projects. The list of eligible projects was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or

non-infrastructure) that met the overarching requirements that the project be consistent with the State's Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature or address a highway safety problem. Although the FAST Act continued those overarching requirements under HSIP, it limited eligibility to the projects and activities listed in 23 U.S.C. 148(a)(4), most of which are infrastructure-safety related.

As a result of the FAST Act, the TTPSF will only fund highway safety improvement projects eligible under the HSIP as listed in 23 U.S.C. 148(a)(4). For purposes of awarding funds under this program in FY 2017, FHWA has identified three eligibility categories: Safety plans; data assessment, improvement, and analysis activities; and infrastructure improvements and other eligible activities as listed in 23 U.S.C. 148(a)(4).

## B. Federal Award Information

The FAST Act authorized TTPSF as a set aside of not more than 2 percent of the funds made available under the TTP for each fiscal year. This notice of funding opportunity solicits proposals under the TTPSF for FY 2017 and FY 2018 funding, subject to future appropriations. Section 202(c) of title 23, United States Code, provides that the Secretary shall allocate funds based on an identification and analysis of highway safety issues and opportunities on Tribal lands, as determined by the Secretary, on application of the Indian Tribal governments for HSIP eligible projects described in 23 U.S.C. 148(a)(4). Eligible projects described in section 148(a)(4) includes strategies, activities, and projects on a public road that are consistent with a transportation safety plan; safety study; road safety audit; or systemic safety study and correct or improve a hazardous road location or feature, or address a highway safety problem.

Under 23 U.S.C. 148(a)(4), eligible projects are limited to the following:

- (i) An intersection safety improvement.
- (ii) Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
- (iii) Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities.

(v) Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes.

(vi) An improvement for pedestrian or bicyclist safety or safety of persons with disabilities.

(vii) Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices.

(viii) The conduct of a model traffic enforcement activity at a railway-highway crossing.

(ix) Construction of a traffic calming feature.

(x) Elimination of a roadside hazard.

(xi) Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with an SHSP.

(xii) Installation of a priority control system for emergency vehicles at signalized intersections.

(xiii) Installation of a traffic control or other warning device at a location with high crash potential.

(xiv) Transportation safety planning.

(xv) Collection, analysis, and improvement of safety data.

(xvi) Planning integrated interoperable emergency communication equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety.

(xvii) Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.

(xviii) The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.

(xix) Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.

(xx) Construction and operational improvements on high risk rural roads.

(xxi) Geometric improvements to a road for safety purposes that improve safety.

(xxii) A road safety audit.

(xxiii) Roadway safety infrastructure improvements consistent with the recommendations included in the publication of the Federal Highway Administration entitled "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103), dated May 2001, or as subsequently revised and updated.

(xxiv) Truck parking facilities eligible for funding under section 1401 of the MAP-21.

(xxv) Systemic safety improvements, including installation of vehicle-to-infrastructure communication equipment.

(xxvi) Pedestrian hybrid beacons.



# Carefully Review the Application Information

## TRIBAL TRANSPORTATION PROGRAM SAFETY FUNDS (TTPSF)

### DISCRETIONARY GRANTS FOR FY2017-FY2018

#### APPLICATION INFORMATION

Only federally recognized tribes identified on the List to Receive Services from the Bureau of Indian Affairs are eligible to apply for TTPSF.

The application for each project must be submitted following the information. Applications that do not meet the requirements and may not be considered in the evaluation process. This additional information should be identified by the Tribe and Project Title.

**Application:** The application consists of both the online application and the Project Narrative.

#### I. Online Application Form for Federal Assistance

During the application period, the online application is available at <https://th.fhwa.dot.gov/programs/tnp/safety/tnp>.

You may want to complete the application prior to the start of the application period.

#### 2. Project Narrative: Attachment to the online application

**Note:** The project narrative may be uploaded as a PDF. Alternatively, attachments may be submitted after the application period. Please ensure that email communications are provided by the online application form.

The project narrative must respond to the application information. FHWA recommends that the project narrative be a single-spaced document, use a standard font (e.g., New Roman). An application must include information that meets the criteria specified in the Selection Criteria I, II, III & IV below.

Documentation supporting the assertions made in the application should be limited to relevant information that is recommended in a Tribal Transportation

years. FHWA recommends use of appropriately descriptive file names (e.g., "Project Narrative," "Maps," etc.) for all attachments. Those attachments must be submitted electronically in PDF format. This additional information should be identified by the Tribe and Project Title.

**Project Narrative Recommended Outing:** FHWA recommends that the project narrative generally adhere to the following basic outline.

#### I. Identifier Information:

**1) Applicant ID Code:** (This should match the <http://th.fhwa.dot.gov/programs/tnp/documents>)

**2) Tribe/State:** (This should match the online application)

**3) Descriptive Title of Applicant's Project:** This is the online application form and be a very short project, or is commonly used to describe the project.

#### II. Geographic Location:

**1) Provide a brief description of the project in the following categories:**

**a) Length of project:** (Miles)

**b) Project limits:** (Narrative, including the tribal jurisdiction in which the project is located.)

**III. Project Abstract:** Describe project work that is requested, the project purpose and safety benefit to the Tribe or part of a larger project with prior investment. (N/A if this is a Project Abstract) It is important that your specific request for TTPSF funds will be used to meet the project's needs.

#### General Information:

**1) Provide a brief description of the proposed project:** Describe the scope of work that is to be completed project or part of a larger phased project in which this project addresses the safety needs of the Tribe. Transportation Safety Plan or other strategic goal. [Click here for more information on strategic goals or priorities.](#)

TRIBAL TRANSPORTATION PROGRAM SAFETY FUNDS (I)

This should include the appropriate supporting documentation from the Tribal government. Project outcomes should also be clearly identified in context of TTPSF eligibility. See the NOFA for TTPSF eligibility criteria.

**For funding to develop a Tribal Transportation Safety Plan, a well-written project abstract can also serve as your project description. Please see Sec. III for details on writing a project abstract.**

#### 2) Amount of TTPSF Funds Requested:

Provide a cost estimate that is reflective of the project. Each line item must be associated with a task, completed funding request. In the event that the project will aid in the development of funding request opportunity to fully complete individual complex is willing to accept partial funding of the request for a Safety Plan can be indicated in one line item.

#### 3) Project Schedule:

The anticipated project schedule (assuming the required). The schedule should show how the work which the funds are being requested, and the amount submitted directly reference each line item in the project submitted for projects that are ready to advance meet.

#### 4) Previous Federal funds contributed to the project:

Indicate the type of Federal funds, including BIA the Federal fiscal year, and current status of any other funding.

#### 5) Commitment of Other Funds:

Indicate the amounts and sources of any private part of this project. Only indicate those amount commitments from the entity controlling the project.

#### 6) Project Administration:

Indicate whether the project is being administered by the Tribe, BIA, or another entity. Determine to whom to allocate the funds if the project is not administered by the Tribe.

TRIBAL TRANSPORTATION PROGRAM SAFETY FUNDS (I)

#### 7) Will the funds be obligated within one year of the date the funds are made available and will the funds be applied to a ready-to-advance project? (This is not a requirement; we would just like to know.)

(Y/N and include the estimated Obligation Date and to whom)

#### 8) Status of Prior TTPSF Awards

Describe the status of projects funded by TTPSF awards in prior years. For completed projects please provide an evaluation of the project's success in improving transportation safety.

#### 9) Attachments:

Includes with the Project Narrative an index listing all attachments.

##### a. Proof of Sam.Gov Registration:

Each application must have attached documentation of the applicant's registration status in the System for Award Management, SAM.gov. One method of obtaining this documentation is the "Search Records" function found at <http://www.SAM.gov>.

##### b. Letter from Facility owner

All applications involving infrastructure improvement on roadways must be accompanied by letter from the facility owner acknowledging awareness of the project. Facilities owned by a Tribe or BIA are exempt from this requirement.

##### c. Other Attachments

If the applicant desires to submit additional information, such as maps, pictures, supporting data, etc., those items must be submitted as an attachment to the online application form. Alternatively, attachments may be submitted after the online application form by email to [TTPSF@dot.gov](mailto:TTPSF@dot.gov). Please ensure that email communication identifies the application ID number provided by the online application form. This additional information should be identified by the Tribe and Project Title so that it is easily identified as part of your application. These additional items should not be relied upon to meet the application submission requirements above, but serve only to illustrate the information provided in the narrative.

#### IV. Project Selection Criterion

As described above, a project narrative should describe how the proposal meets the Selection Criteria from the NOFA Section E subsection 1 (Criteria) and the statutory eligibility criteria as described in NOFA Section C (Eligibility).

The online application will also prompt for a summarized response to the selection criteria as shown in the online application preview at: <https://th.fhwa.dot.gov/programs/tnp/safety/tnp/tnp.htm>

TRIBAL TRANSPORTATION PROGRAM SAFETY FUNDS (TTPSF) 2017-09-05

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# Draft FY19 Online TTPSF Application Preview

## FY19 TTP SAFETY FUND ONLINE APPLICATION PREVIEW

### INSTRUCTIONS

DO NOT submit this document with your application.  
This is only a preview of the online application for the TTP Safety Fund.  
Additional information at: <http://flh.fhwa.dot.gov/programs/ttp/safety/ttpef.htm>

### APPLICANT INFO

Type of Submission	New Application / Revision	
Applicant Identifier	For help: <a href="http://flh.fhwa.dot.gov/programs/ttp/documents/bia-8codes.pdf">http://flh.fhwa.dot.gov/programs/ttp/documents/bia-8codes.pdf</a>	
Legal Name of Tribe		
DUNS Number		
Department / Division		
Mailing Address		
Contact Person	Prefix	
	First Name	
	Last Name	
	Suffix	
	Title	
	Organizational Affiliation (Tribal Department)	
	Telephone Number	
Authorized Representative (Person who authorized the application to be submitted)	Prefix	
	First Name	
	Last Name	
	Suffix	
	Title	
	Telephone Number	
	Email Address	
Status of Prior Awards	(Describe the status of previously awarded TTP Safety Fund projects.)	
Applicant Delinquent On	(if yes, attach explanation)	

TTP Safety Fund Application Preview 2017-09-05

<http://flh.fhwa.dot.gov/programs/ttp/242e4g/ttpef.htm>

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Any Federal Debt?	
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### PROJECT INFORMATION

Areas Affected		
Project Title / Description of Project		
Congressional Districts For help with this question, please visit: <a href="http://www.house.gov/representatives/find/">http://www.house.gov/representatives/find/</a>	Applicant	
	Project	
Project Start Date		
Project End Date		
Estimated Funding	TTP Safety Fund Amount Requested	\$
	Applicant (including TTP Shares)	\$
	State	\$
	Local	\$
	Other Federal or Other	\$
Is any funding being leveraged to complete this project? Please list the amount and source.	Leveraged funds may include in-kind resources. Matching funds/resources are NOT a requirement of this grant.	

### ATTACHMENTS

Required attachments are:

- A project narrative
- Itemized budget (may be included in project narrative)
- Documentation of SAM.gov registration
- For infrastructure projects, a letter of acknowledgement from the facility owner (except Tribal or BIA routes)

A project narrative is REQUIRED in addition to completing the online application form. It is recommended that you complete the project narrative prior to completing the online application. There will be an opportunity during the online application to upload your project narrative. For more information on what a project narrative should contain, please view the application information at: <http://flh.fhwa.dot.gov/programs/ttp/safety/>

Along with the project Narrative you may upload any supporting documentation that could help reviewers understand responses to the selection criteria such as pictures, maps, and supporting data.

TTP Safety Fund Application Preview 2017-09-05

<http://flh.fhwa.dot.gov/programs/ttp/242e4g/ttpef.htm>

2 of 4



# Draft FY19 Online TTPSF Application Preview

## SELECTION CRITERIA

	Choose an Application Category:			Additional Information
	New or Revised Safety Plan	Data Assessment, Improvement, and Analysis Activities	Other eligible activities as identified in 23 U.S.C 148(a)(4), primarily infrastructure improvement	
Briefly describe the expected outcome of this project with one or two sentences.				Example: This project will improve one intersection and is expected to prevent 2 fatal and serious injury crashes each year.
What is the age and status of any existing safety plan?		N/A	N/A	
Is this activity identified in a Tribe's safety plan, State Strategic Highway Safety Plan, Road Safety Audit, or other strategic safety document?	N/A			What page numbers? Attach supporting documentation.
Summarize any supporting data that clearly demonstrates the need for the project.	N/A			Attach supporting documentation.
Who owns the facility being improved?	N/A	N/A		Tribe, BIA, State, County, other?
Route number(s) from the National Tribal Transportation Facility Inventory (NTTFI)	N/A	N/A		Only routes that are official in the NTTFI are eligible for TTP Safety Funds
Describe how the project complements a comprehensive approach to safety with a multi-disciplinary (4E) approach.	N/A			Are there efforts with a similar goal to this project? Was this project identified through input from safety partners?

## DEPARTMENTAL CRITERIA

These criteria will be considered if the total funding request from all applications rated highly qualified and qualified exceeds the available funding. The online application contains one text box where applicants may address all of the departmental selection criteria in narrative format.

After considering all other selection criteria, the Federal Highway Administrator will take into account the following key Departmental objectives:

- Using innovative approaches to improve safety and expedite project delivery;
- supporting economic vitality at the national and regional level;
- Utilizing alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment;
- Accounting for the life-cycle costs of the project to promote the state of good repair; and
- Beginning projects in a timely manner after award of Program funding.



# Selection Criteria

## SELECTION CRITERIA

Choose an Application Category:				
	New or Revised Safety Plan	Data Assessment, Improvement, and Analysis Activities	Other eligible activities as identified in 23 U.S.C 148(a)(4), primarily infrastructure improvement	Additional Information
Briefly describe the expected outcome of this project with one or two sentences.				Example: This project will improve one intersection and is expected to prevent 2 fatal and serious injury crashes each year.
What is the age and status of any existing safety plan?		N/A	N/A	
Is this activity identified in a Tribe's safety plan, State Strategic Highway Safety Plan, Road Safety Audit, or other strategic safety document?	N/A			What page numbers? Attach supporting documentation.
Summarize any supporting data that clearly demonstrates the need for the project.	N/A			Attach supporting documentation.
Who owns the facility being improved?	N/A	N/A		Tribe, BIA, State, County, other?
Route number(s) from the National Tribal Transportation Facility Inventory (NTTFI)	N/A	N/A		Only routes that are official in the NTTFI are eligible for TTP Safety Funds
Describe how the project compliments a comprehensive approach to safety with a multi-disciplinary (4E) approach.	N/A			Are there efforts with a similar goal to this project? Was this project identified through input from safety partners?



# TTP Safety Fund Application Tips

GIVEN ONE HOUR TO SAVE THE WORLD, I WOULD SPEND **55 MINUTES** DEFINING THE PROBLEM, AND **5 MINUTES** FINDING THE SOLUTION.





# TTP Safety Fund Application Tips

- Clearly define how the proposed project will address the incident history.
- Incident data on the facility being improved is best. However, the ***Systemic Safety Method*** provides a way to address safety risks ***when crashes haven't happened yet***, but risks are similar to locations where crashes have occurred.
- Summarize the relevant points from attachments, don't make the reviewer hunt to find important details.
- Leveraging funds gives your application a boost.



# FY19 Funding Categories

Category	Funded Amount	% of Funding
Transportation Safety Plans	\$517,500	3%
Data Assessment, Improvement & Analysis Activities	\$1,727,206	10%
Infrastructure Improvement	\$15,300,845	87%
<b>Grand Total</b>	<b>\$17,545,551</b>	



# Infrastructure Improvement



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety EdgesSM



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands



Pedestrian Hybrid Beacon



Road Diet



Walkways



Road Safety Audit

<https://safety.fhwa.dot.gov/provencountermeasures/>



# Tips for Writing Competitive Proposals

- Develop aerial or parcel maps of your project area, using colors or lines to highlight significant roadway sections/locations
- CHARTS & GRAPHS
  - ❖ Use throughout the proposal--if at all possible
  - ❖ Don't use charts, tables or graphs that are difficult to understand
  - ❖ Use "color" technology where appropriate
  - ❖ ALWAYS quote your source of information





# Exemplary: Be Sure to Answer the Questions You're Asked

“The ... Shoulder Widening and Slope Flattening Project is part of a comprehensive and strategic approach to increase traffic safety as outlined in the ... TTSP.

The *TTSP contains priority activities in all four areas of identified highway safety: Engineering, Enforcement, Education, and Emergency Services.* The BIA Route XX

Project is one of the *identified priority activities in Engineering* and compliments a desire to perform necessary road safety audits, develop a system wide signing, striping and rumble strip program and develop additional multi-use paths and pathway lighting projects to provide increased safety for nonmotorized travelers. This, *combined with priority activities in enforcement, education, and safety planning provides a comprehensive and multi-disciplinary approach* to reducing traffic accidents and fatalities on the ... Reservation.”

Describe how the project compliments a comprehensive approach to safety with a multidisciplinary (4E) approach



# Exemplary: Tie Your Project Request to the Crash History

Please summarize any data that directly supports the project.

“There were 12 recorded accidents in the last 10 years that have occurred along this 4.5 mile section of this roadway, including 3 fatalities & 9 injuries.

Five are in close proximity to the bridge crossing, which includes 1 pedestrian fatality and 4 serious injuries.

A Road Safety Audit (attached) was completed in October 2017, which identified numerous safety deficiencies with this section of road. Primary among the deficiencies was the need to construct a pedestrian bridge parallel to the existing bridge to separate vehicular and pedestrian traffic.

Also, to provide a safe below grade pedestrian crossing under ... Road.”



# Exemplary: Tie Your Project Request to the Crash History

Please summarize any data that directly supports the project.

“Between 2005 and 2014, 900 total crashes were reported on the ... Reservation. Of those crashes, there were a reported 19 fatality & 387 injury crashes. Of the fatal & injury crashes, the overwhelming majority were the result of vehicles running off the road and overturning or striking a fixed object. These types of crashes were identified as the most severe, accounting for over 70% of traffic related fatalities & 60% of traffic related injuries.

For additional crash data that demonstrates the need for the BIA XX Widening and Slope Flattening Project, please see the attached 2016 Safety Plan (pages 6-10).”



# Exemplary: Photo, Map, Chart, Graph & Table Usage



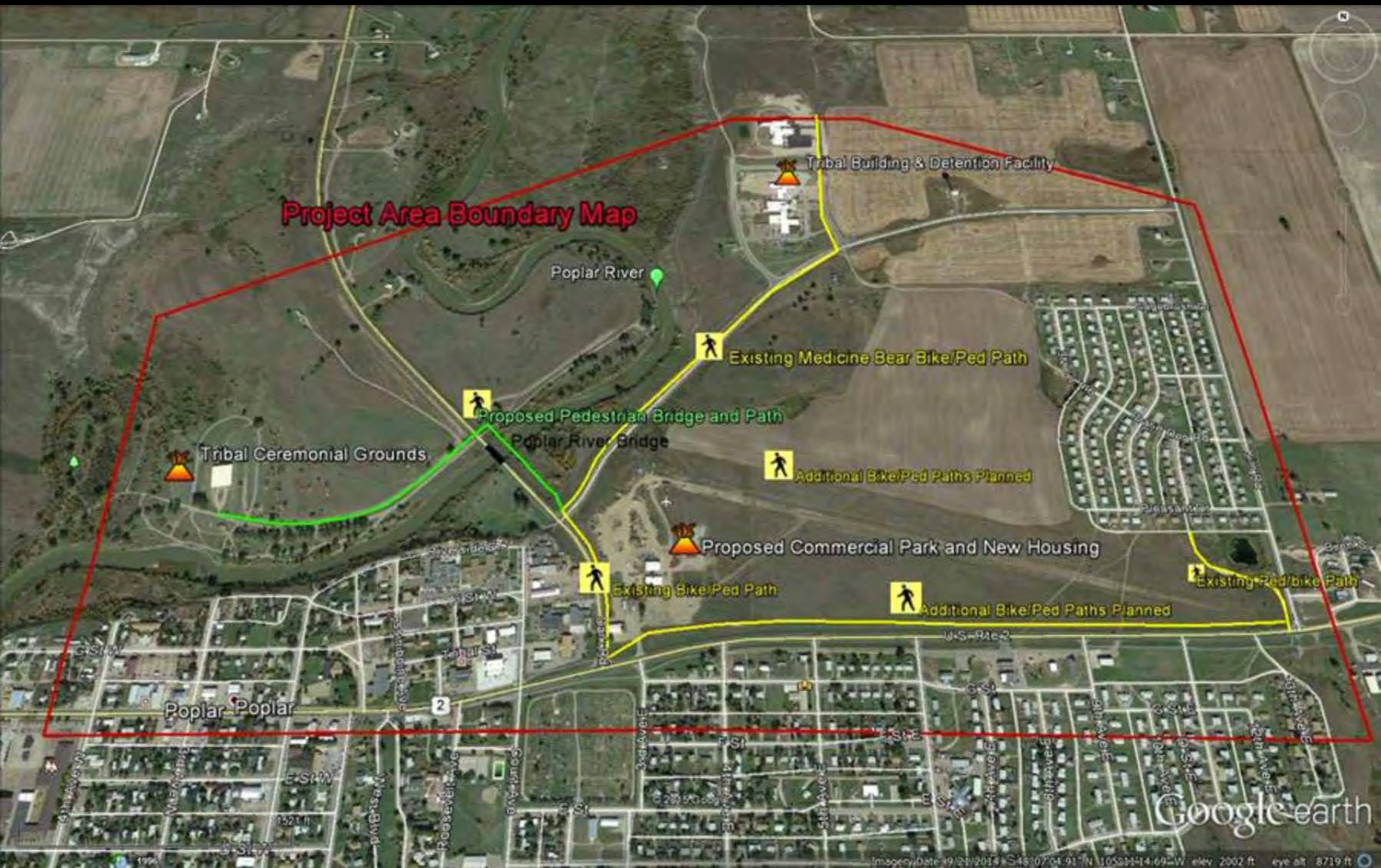


# Exemplary: Photo, Map, Chart, Graph & Table Usage





# Exemplary: Photo, Map, Chart, Graph & Table Usage



# Exemplary: Photo, Map, Chart, Graph & Table Usage

Project Objectives by Month/Relation to Fund Request	Months Years	03 2018	04 2018	05 2018	06 2018	07 2018	08 2018	09 2018	10 2018	11 2018	12 2018	Fund Request
1. During (March to April 2018?) lapse period, negotiate the Road Safety Assessment Project budget, goals, objectives, and timeline with FHWA, then sign grant contract.		*	*									
2. Finalize the Road Safety Assessment scope of work.			*									
3. Following FHWA procurement procedures as outlined in 49 CFR 18.36 - Procurement, develop bid documents to solicit bids for RSA Consultant.			*									
4. Publish competitive solicitation to identify a Road Safety Assessment Consultant.			*	*								
5. Select Consultant and execute Road Safety Assessment contract.				*								
6. RSA Phase 1 - Project Initiation				*								17,920
7. RSA Phase 2 - Perform RSA Field Analysis/Assessment				*								11,313
					*			*			*	
					*	*	*	*	*			6,200
										*	*	2,260

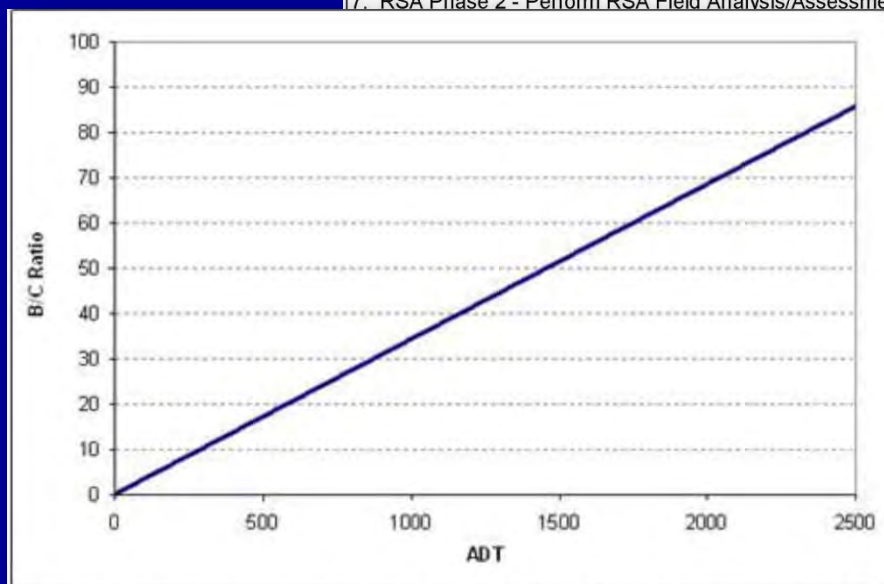


FIGURE 1 Benefit-Cost Ratio for Adding Edge Lines on Two-Lane Highways





# Exemplary: Write a Concise & Specific Project Abstract

“TTPSF are requested to install center line rumble strips & shoulder pavement markings on 27 miles of BIA Route No. X from \_\_\_\_\_ to \_\_\_\_\_ on the \_\_\_\_\_ Reservation. This part of Route No. X is in two sections: the first is from \_\_\_\_\_ to \_\_\_\_\_, and the second starts just east of \_\_\_\_\_ at \_\_\_\_\_ and goes east past \_\_\_\_\_ and then north back to Highway No. X. (See Crash Data Map below).

This route has a history of several crashes resulting in serious injuries & fatalities. Based on the latest data available from 2005-2014, there have been 25 reported crashes with serious injuries & 5 fatalities over the past 10 years. At least one additional fatality has occurred since 2014 that is not reflected in the data. Centerline rumble strips and shoulder strips will be installed for the entire 27 miles as a safety improvement project to reduce serious injuries and fatalities on this section of Route No. X.”



# Exemplary: Write a Concise & Specific Project Abstract

The ... Tribe respectfully requests financial assistance to make safety improvements to 6-mile section of BIA Route XX, specifically where the narrow 22' to 24' roadway & steep slopes

have contributed most predominantly to crash severity.

BIA Route XX is the primary link between the community of \_\_\_\_\_ (a residential & educational hub) to Route XX (where the Tribal Casino, a primary employer is located) & the larger community of \_\_\_\_\_ (where most health services & retail business is located).

Outlined improvements will create a shoulder & reduce the slopes, providing essential safety improvements

& reducing the number & severity of run-off-the-road crashes.

In addition to the slope reduction & addition of a designated paved shoulder, the Route will receive an overlay, the addition of rumble strips & new pavement markings.

The BIA Route 29 Should Widening & Slope Flattening Safety Project is a complete project.





# Demonstration of Need & Benefits



**Paint a strong visual picture of the tribal community and local transportation needs/challenges.**

# Exemplary: Write a Concise & Specific Project Outcome

**“... The expected benefit will be a reduction in the number & severity of off-the-road overturning & fixed object crashes in this highly traveled area & a subsequent reduction of traffic related injury & fatality accidents.”**

*“This project will repair six street lights & replace the fluorescent bulbs with brighter, more efficient LED bulbs.”*

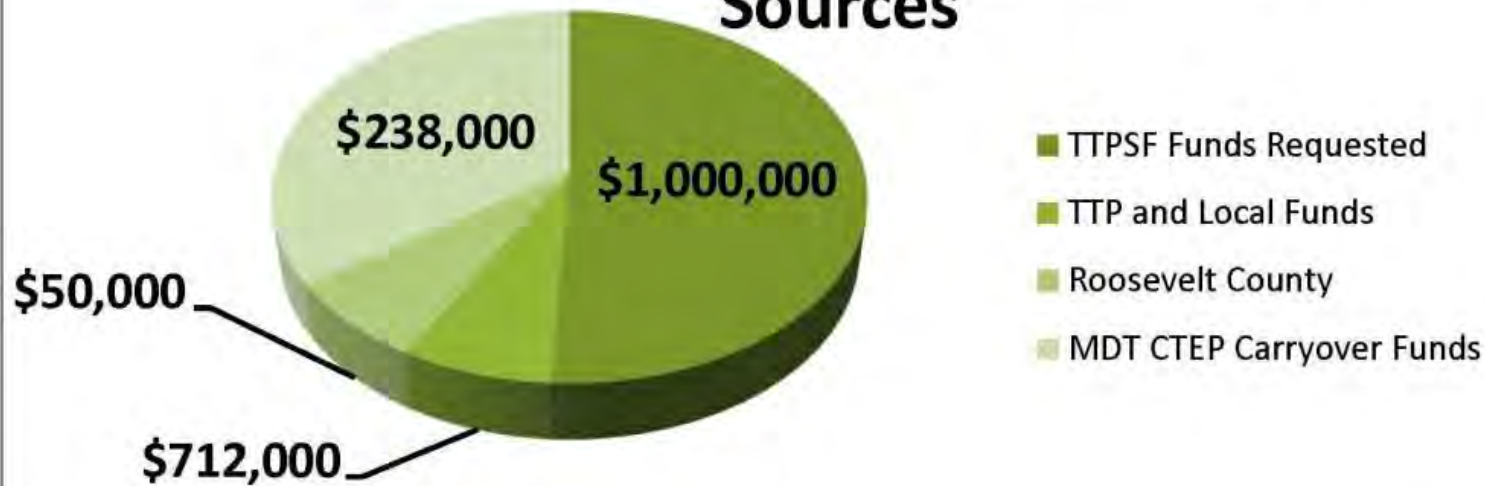
“This ... project will upgrade the roadway to current pavement marking standards & ... create a centerline rumble strip that will greatly improve the safety features of this highway. The effects of these improvements will reduce run off the road & head-on collisions. It will also warn drivers crossing the centerline to take corrective actions to return to the right side of the roadway. The rumble strips & shoulder striping will assist drivers during bad weather & help them stay safely on the road. These safety improvements will reduce crashes through providing addition warning systems for the drivers. The result will be fewer fatalities, injuries & property damage accidents.



# Exemplary: Include Budget Formats that Detail Leveraging

PROPOSED BUDGET (8-month project period - 2/15/2017 - 10/1/2017)		TTPSF	Pueblo	Project
		Request		Total
<b>1</b>	<b>Personnel</b>			
a.	Tribal Community Planner (.05 FTE) - @ \$27/hour x 50 hours over 8 months	0	1,350	1,350
b.	GIS Specialist (.05 FTE) - @ \$22/hour x 20 hours over 8 months	0	440	440
	<i>Total for Personnel</i>	<b>0</b>	<b>1,790</b>	<b>1,790</b>
<b>2</b>	<b>Fringe Benefits @ 17.55%</b>	0	314	314
	<i>Total Personnel + Fringe Benefits</i>	<b>0</b>	<b>2,104</b>	<b>2,104</b>
<b>3</b>	<b>Travel to *</b>			
a.	Airfare, car rental, lodging, mileage & 1/3rd Meals + IE for (2) RSA Consultants	2,000	0	2,000

## Participating Partners and Funding Sources



c.	Printing of Final RSA Report	380	0	380
d.	Transportation Dept. Utilities: Phone, Fax, Internet, Natural Gas & Electricity for 8 months (Pr	0	800	800
	<i>Total for Other Direct Project Costs</i>	<b>960</b>	<b>1,360</b>	<b>2,320</b>
<b>9</b>	<b>PROJECT DIRECT COSTS</b>	<b>37,693</b>	<b>3,914</b>	<b>41,607</b>
<b>10</b>	<b>PROJECT INDIRECT COSTS - Capped at 3% by the FHWA</b>	<b>1,131</b>	<b>117</b>	<b>1,248</b>
<b>11</b>	<b>TOTALS FOR PROJECT</b>	<b>38,824</b>	<b>4,031</b>	<b>42,855</b>
* Consultants' field visit days + 2/3rd of day per diem to cover meals provided.				



# Be Careful NOT to:

- Forget to proofread your grant draft.
- Think you have to be a GREAT WRITER to write successful grants.
- Forget the small details: check & recheck the grant requirements.
- Have your grant “circular-filed”, because you left something out. Use the NOFO, Application Preview & Application Information!!!
- Think that because you haven’t written a grant before, it’s too hard.
- Wait until the last minute to start. Can’t stress this enough... try to start AS SOON AS THE NOFO IS PUBLISHED! It’s a marathon, NOT a sprint!



Montessor Children's House Infrastructure Improvement Project

**APPENDIX**

**TABLE OF CONTENTS**

Item
<u>Site Maps (Required)</u>
2008 Yavapai-Apache Nation Safe Routes to School Project Aerial Map
2008 Montessor Children's House Infrastructure Improvement Project (2 mile Radius)
2008 Montessor Children's House School Walking Plan
<u>Photographs (Required)</u>
Pictures depicting Montessor's local infrastructure
<u>Letters of Support (Required)</u>
Thomas Beatty, Chairman - Yavapai-Apache Nation
Yavapai-Apache Nation Tribal Council Resolution Number 232-08
Montessor Children's House (Janet Taylor)
Yavapai-Apache Nation Police Department (Jesse Alvey)
Site Safety/Crash History Reports (2004 - 2008)
Newspaper Clipping, Yavapai-Apache Nation Tribal Newspaper International Walk to School Day
Yavapai-Apache Nation School Travel Plan - Middle Verde (14 of 27 pages)





# Tips for Your Success:

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- Always PAGINATE your grant
- Include a Table of Contents - especially for your Appendix
- Don't anger the Grant Review Committee by using a font so small they can't read it
  - When allowed, use photos, tables, maps, newspaper articles, graphs to make your case
- Don't be shy to call Adam Larsen with your questions; he's very patient & helpful



# There's No Such Thing as Failure!

**ARE YOU JUST GOING TO LAY THERE?**

- IF you do not fund your grant, email Adam to schedule a telephone debrief
- The debrief will inform you as to how your application can be strengthened
  - It is critical that you take the advice given from the debrief, following it can make your grant competitive in the next funding cycle

**OR ARE YOU GOING TO GET BACK ON THE HORSE?**

# Funding & Implementation Categories

- Mobility
  - Safety
- Air Quality
- Environment
  - Health
  - Social Equity
- Recreation/Sports
- Economic Development
- Arts, Culture & History
  - Education

# Funding/Sustaining Your Safety Emphasis Areas May Require Piggybacking Grants

- Transportation Alternatives Program  
(aka the Active Transportation Program in California)
- NCSRTS Application for Active Transportation Technical Assistance
  - Land and Water Conservation Fund
- National Park Service - Rivers, Trails & Conservation Assistance Program
  - Federal Lands Access Program
    - Surdna Foundation
  - Community Development Block Grant & ICDBG
  - FEMA Assistance to Firefighters Grant Programs
    - Tribal Homeland Security Grants
    - State Homeland Security Program





# Key Funding Sources

- Tribal General Fund
- Capital Improvements Plan (CIP)
- Regional Transportation Planning (MPOs)
- Local, State and Regional Departments
- Public Health & Human Services Departments
- Community Services Block Grants (DHHS)
- BIA, USDA, ED, DHHS, DOL, IHS & TANF
- Federal Highways Administration (FHWA)



# Questions? Feel Free to Contact Us



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