

Planning & Implementation of BRIC Grants & Other Transportation Funding Programs



August 2024

KLJENG.COM

NTICC 2024
Durant, OK



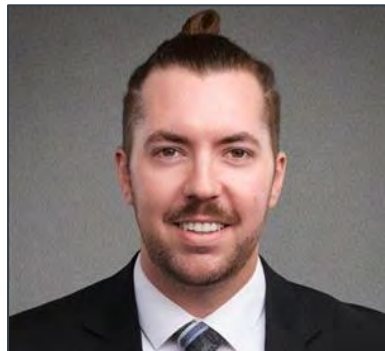
Your Presenters



- Paul Bjornson, PE (ND)
 - KLJ Engineering – Devils Lake, ND
 - (701)350-1488
 - Paul.Bjornson@kljeng.com



- Clarence Greene, Assistant Director
 - Spirit Lake Tribal Roads – Fort Totten, ND
 - (701)351-2307
 - cgreene@gondtc.com



- Blake Wilcox, Grant Writer
 - KLJ Engineering – St. Paul, MN
 - (651)726-5056
 - Blake.Wilcox@kljeng.com

Selected Federal Grant Programs



- FEMA Building Resilient Infrastructure and Communities (BRIC)
- USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- FHWA Tribal Transportation Program Safety Fund (TTPSF)
- And much more!











ERFO ND2006 RAAD Roads Acting as Dams

- PL 93-638 Contract through BIA
- 2006-2013 Project Costs
 - Phase 1: \$18 million – Park Construction Co.
 - Phase 2: \$86 Million – Ames Construction

Total \$104 Million




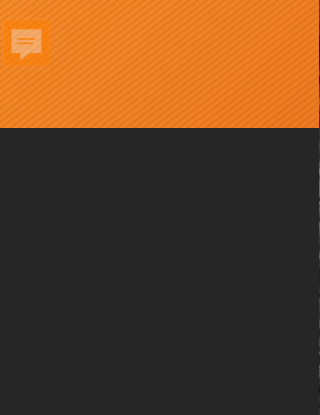
Devils Lake Area 2013 Projects

	BIA-Spirit Lake Dams 1460		State & US Highways
	BIA Road 1460		BIA & Tribal Routes
	NDDOT Road 1460		County Roads
	NDDOT Road 1465		Local Roads & Streets
	Devils Lake City Dam 1466		
	NDDOT Dam 1468		

2012 NAIP aerial photo courtesy USDA-FSA-APFO.

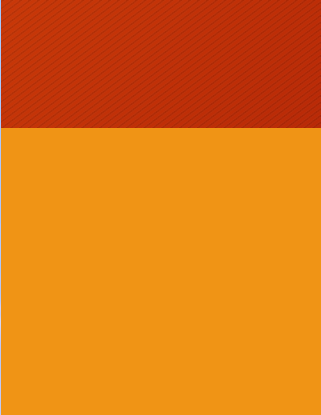
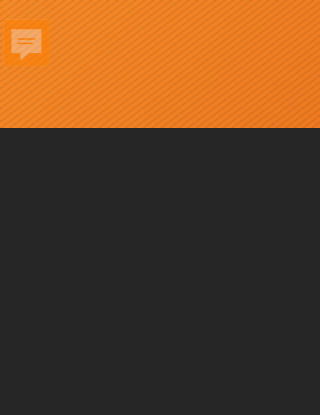
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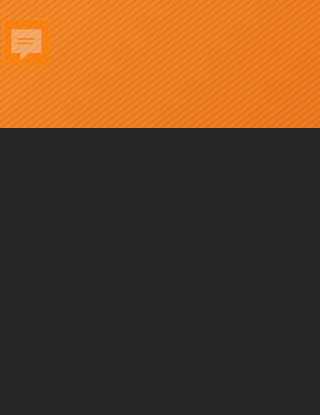




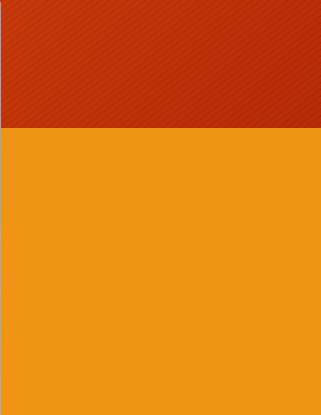
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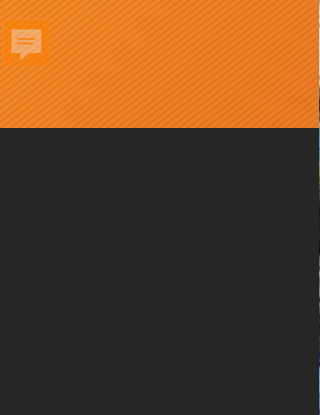


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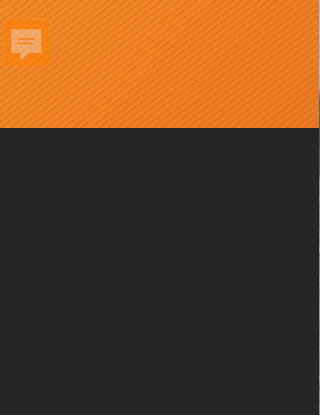
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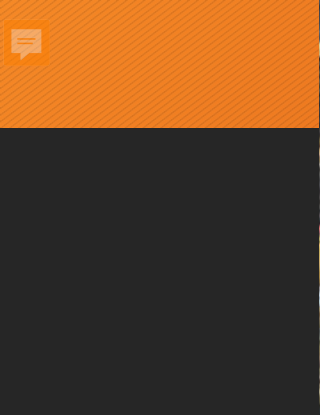




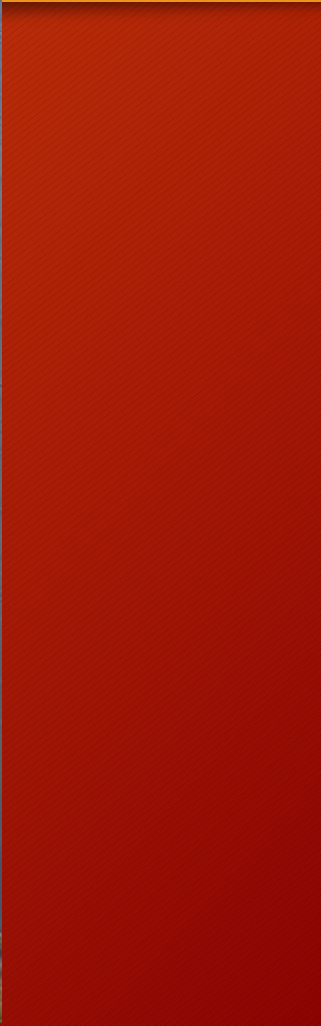
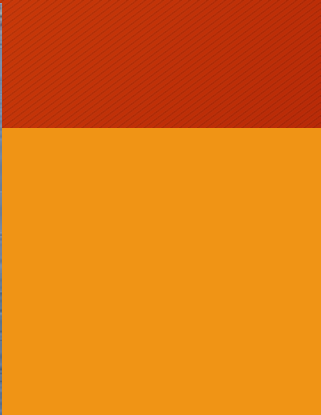
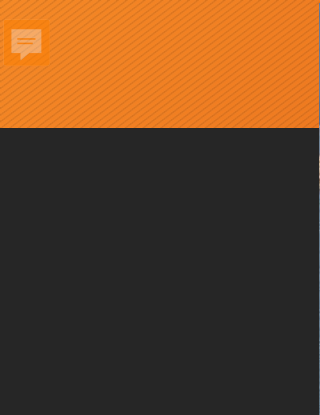
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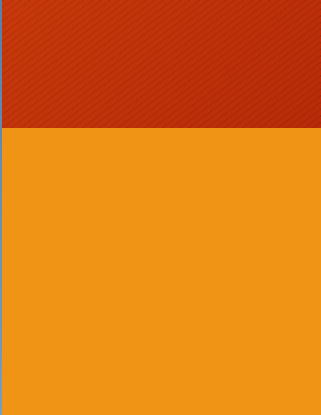
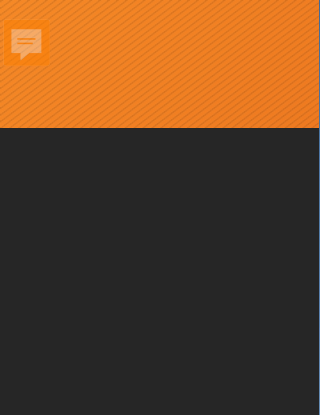




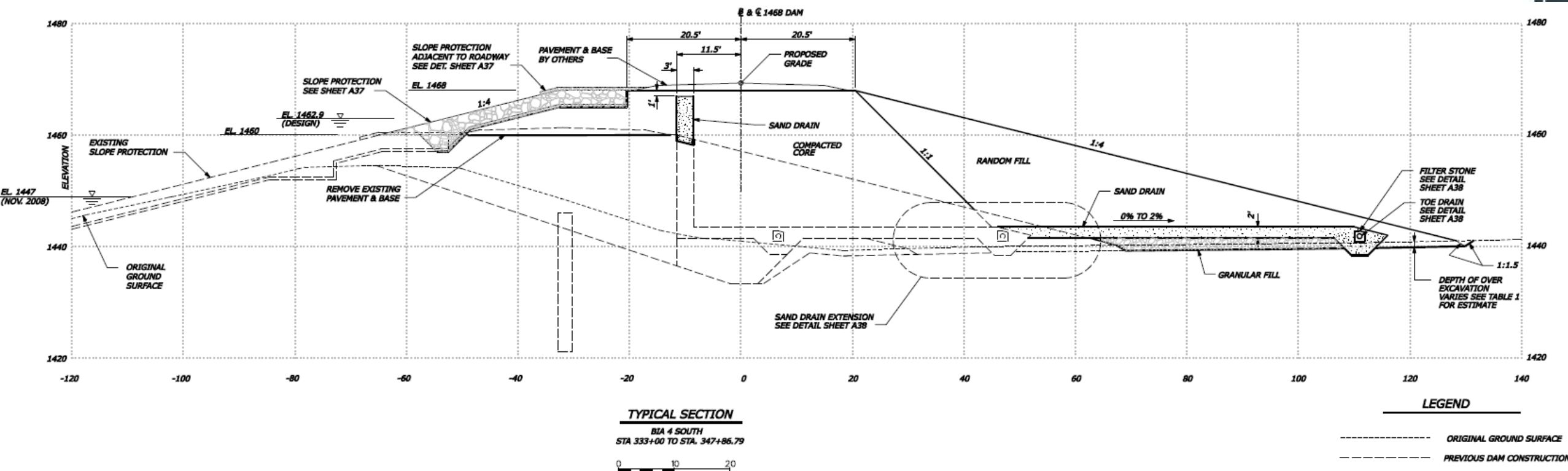


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RAADs Remaining Work



- FEMA Building Resilient Infrastructure and Communities (BRIC)
- Hazard mitigation activities with a focus on disasters, risks, hazards
 - Capability and Capacity Building (C&CB)
 - Hazard Mitigation Projects
 - Management Costs
- Maximum Grant Awards & Match: 25 percent non-federal match. 10 percent non-federal match for Community Disaster Resilience Zones and Economically Disadvantaged Rural Communities.
 - There is a tribal set-aside not to exceed \$2 million per applicant.

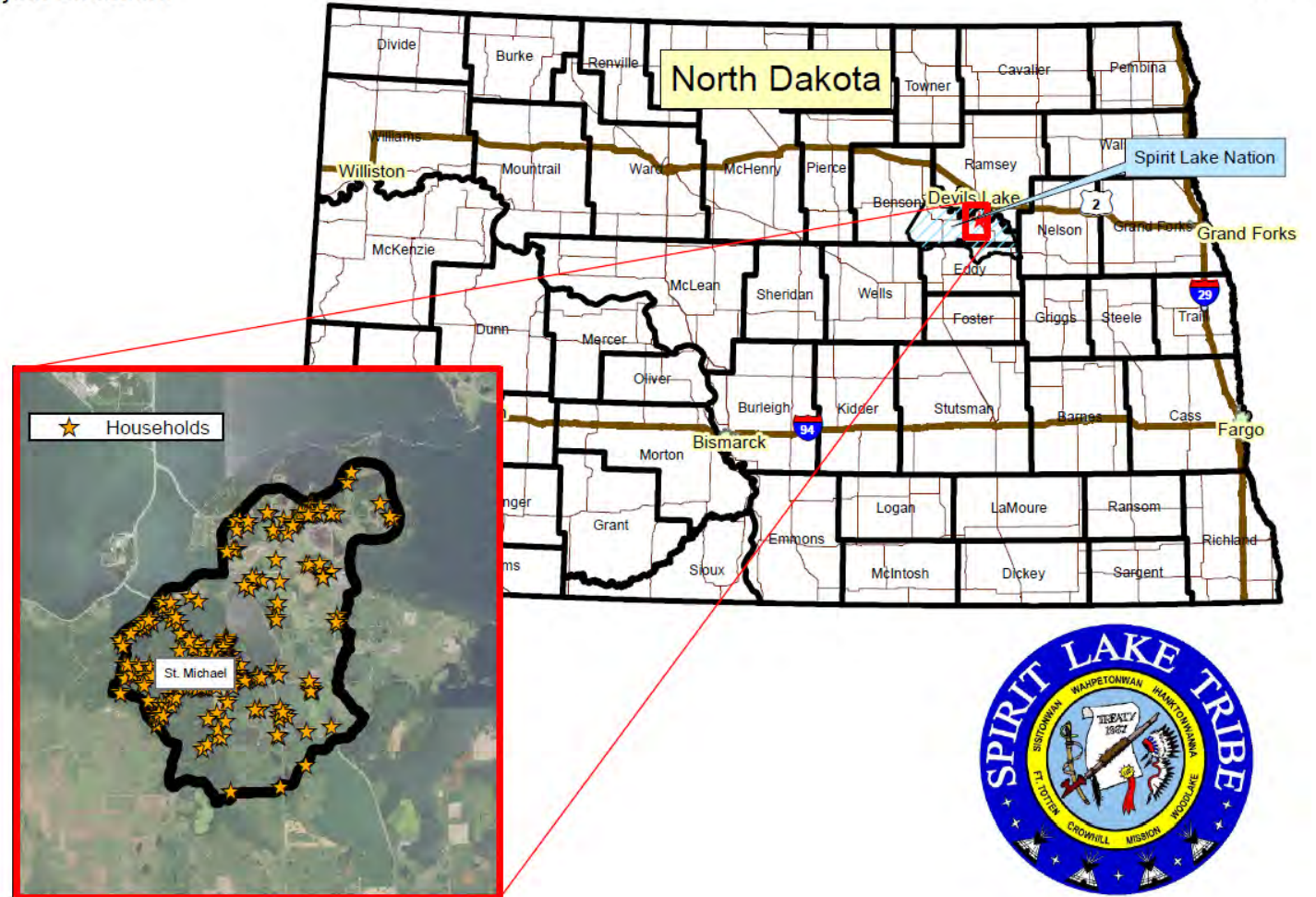
- FEMA Building Resilient Infrastructure and Communities (BRIC)
 - Hazard mitigation projects must be consistent with a State Mitigation Plan and Local or Tribal Mitigation Plan
 - An expired MHMP only allows funds for Categories A&B
 - Emergency Protection Measures
 - Debris Removal
 - NO PERMANENT WORK
 - So, make sure your HMP is less than 5 years old!

FEMA BRIC



> FEMA Building Resilient Infrastructure and Communities (BRIC)

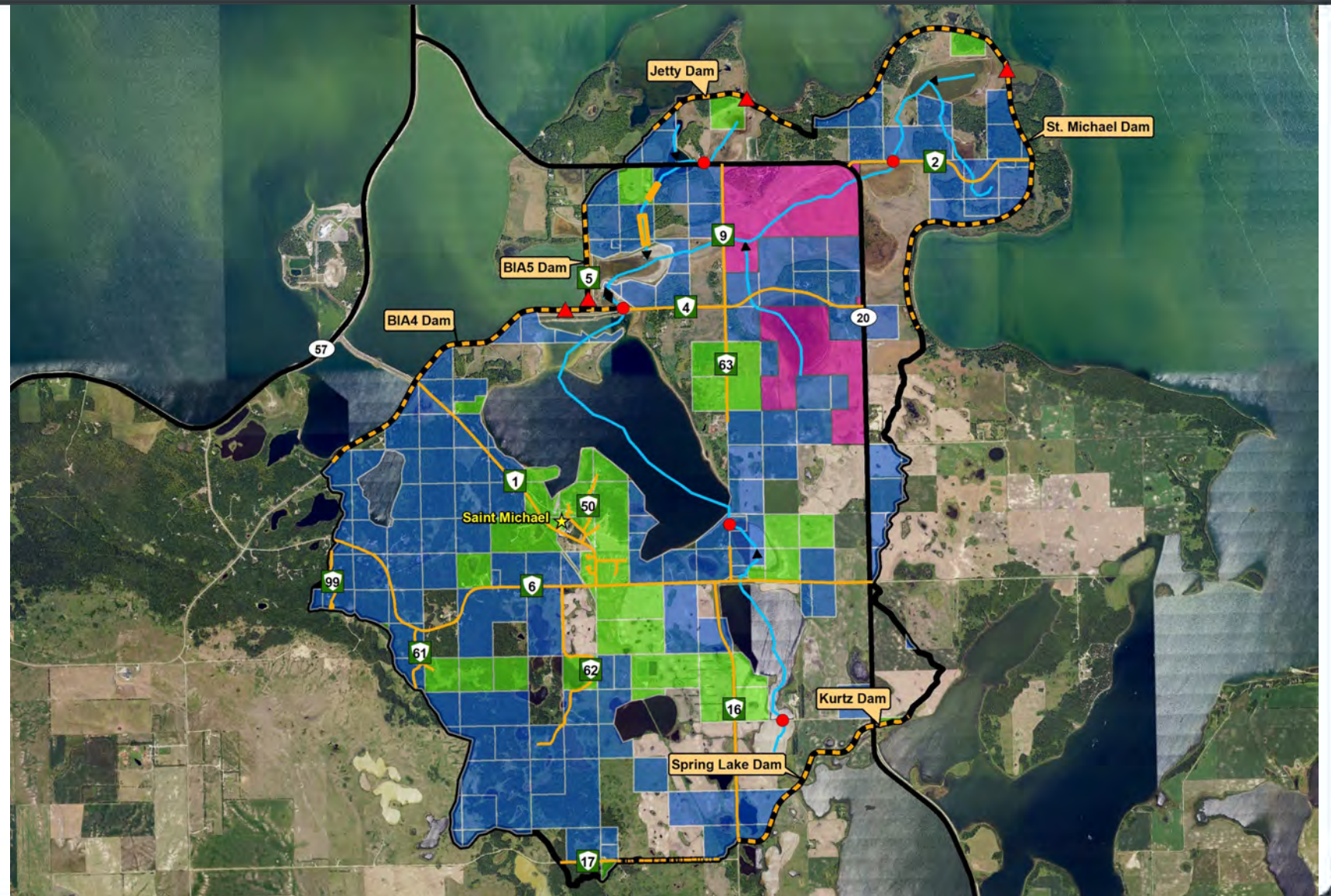
Spirit Lake Nation
FEMA BRIC Spirit Lake Tribe
Comprehensive Flood Protection and Interior Drainage Scoping Project
Project Location:



FEMA BRIC



➤ FEMA
Building
Resilient
Infrastructure
and Communities
(BRIC)



FEMA BRIC



> Cost Estimate

FEMA BRIC Spirit Lake Tribe
Comprehensive Flood Protection and Interior Drainage Scoping Project
 Project Scoping Cost Estimate

Task Number	Description	TASK TOTAL
1	Geotechnical Evaluation & Update	
	Document Review	\$ 6,978.00
	Reconnaissance	\$ 16,472.00
	Supplemental Subsurface Evaluation	\$ 27,139.00
	Engineering Analysis & Reporting	\$ 65,520.00
	Agency Review	\$ 15,872.00
	Plan and Specification Review	\$ 17,019.00
	\$ 149,000.00	
2	Pump Station Design	
	Pump Station Design (w/ prefab building)	\$ 169,000.00
	\$ 169,000.00	
3	Topographic Survey	
	Review LiDAR Data & 2021 Topo	\$ 9,554.00
	Digital Survey & Point Classification	\$ 16,074.00
	Fill-In GPS Survey & Spot Checks	\$ 15,372.00
	\$ 41,000.00	
4	Environmental, Wetlands, and Permitting	
	Wetland Delineation & Report	\$ 63,036.00
	Environmental Assessment Drainage and Dams	\$ 55,664.80
	Permitting	\$ 55,299.20
	\$ 174,000.00	
5	Cultural Study & Report	
	Cultural Study & Report	\$ 41,000.00
	\$ 41,000.00	
6	Roadway/Dam Design & Plan Preparation	
	Preliminary & Final Design	\$ 1,198,000.00
	\$ 1,198,000.00	
7	Construction BRIC Grant Preparation	
	Prepare BRIC Construction Grant for Interior Drainage	\$ 28,000.00
	\$ 28,000.00	
TOTAL ALL TASKS		\$ 1,800,000.00



> Letter of Support



January 25, 2023

Melanie Steck, HMA Branch Chief
FEMA Region VIII
Denver Federal Center, Building 710A
Denver, CO 80225

RE: FEMA BRIC SPIRIT LAKE TRIBE COMPREHENSIVE FLOOD PROTECTION AND INTERIOR DRAINAGE SCOPING PROJECT

Dear Ms. Steck,

On behalf of the North Dakota Department of Transportation (NDDOT), I am writing this letter of support for the Spirit Lake Tribe's (SLT) application for the FEMA BRIC (BRIC) grant funding.

Since 1993, the Devils Lake Basin has experienced a wet cycle that has flooded communities and tens of thousands of acres of agricultural land - forcing the abandonment of homes, roads, and other facilities. The perimeter dam network includes BIA Route 4, BIA Route 5, Jetty Dam, St. Michael Dam, Kurtz Dam, and Spring Lake Dam. Failure of any of these dams would be catastrophic. Not only would it severely disrupt an already stressed supply chain, but also create dire consequences to infrastructure, residents, businesses, and agricultural land in the area. There is no redundancy in the dams. They are the only line of defense.

BRIC funding would be for the assessment and design of the perimeter dams as well as to address interior drainage. A rise in the elevation of the waters of Devils Lake beyond the design of the perimeter dams could threaten the sustainability of ND Highway 20. This project will assess SLT's current dam network that protects ND Highway 20 and proactively take steps to ensure public and economic resilience, mitigate any future damage to infrastructure, and maintain access to critical services on the Spirit Lake Reservation. Providing permanent protection for our transportation network is essential.

Thank you for your consideration of this important project and thank you for your continuing efforts to improve transportation infrastructure in North Dakota.

With gratitude,

A handwritten signature in blue ink, appearing to read "Ronald J. Henke".

Ronald J. Henke, PE
NDDOT Director

USDOT RAISE



- RAISE grants are awarded for planning or construction of surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

➤ Eligible Projects include:

- Highway or bridge projects
- Public transportation projects
- Passenger and freight rail transportation projects
- Port infrastructure investments
- Surface transportation components of an airport project
- Intermodal projects whose components are otherwise considered eligible projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while still advancing RAISE program goals
- Projects investing in surface transportation facilities that are located on Tribal lands
- Any other surface transportation infrastructure project that the Secretary considers necessary to advance the program's goals.

➤ Requirements:

- Competitive projects will be those that invest in surface transportation that has a significant local or regional impact and those projects that best support USDOT Strategic goals to:
 - Improve safety
 - Improve economic strength and global competitiveness
 - Increase equity in access/transportation
 - Supports climate resiliency and long-term infrastructure sustainability



> SLT Application

- > **Project Description:** The Project will complete all planning and preconstruction activities to address deteriorating roadway infrastructure, drainage issues, shoulder widening, parking and driveway accessibility for residents, ADA accessibility, pedestrian lighting, and the addition of shared use paths and pedestrian trails. The Project will also design a road maintenance shop as well as a salt and sand storage space.
- > **Project Benefits:** Safety will be addressed through a variety of roadway safety and maintenance improvements to be made throughout the project area. As the primary hub for the Tribal Government, Fort Totten will see safer roadways and enhanced pedestrian accessibility. Across the project area, new access points will be created, existing facilities will be retrofitted, and ADA-related enhancements will be incorporated. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions and by applying a comprehensive approach to stormwater improvements to mitigate increasing flood risks. Quality of Life will be addressed by improving access to essential services, educational opportunities, employment, and recreation; increasing independence; and furthering transportation equity. Mobility and Community Connectivity will be addressed by removing barriers and addressing pedestrian gaps in the network by connecting the community, especially those who cannot currently afford transportation costs or who have no personal means of motorized travel, to direct and affordable transportation options.

USDOT RAISE



➤ SLT Application

➤ Overall Map



DRAINAGE REPAIR



MILL & OVERLAY



**MILL & OVERLAY
& SHOULDER WIDENING**



OVERLAY ONLY



PATCH & SEAL PATHWAY



NEW PATHWAY



USDOT RAISE



➤ RAISE Application - SLT

PROJECT BUDGET

Engineering Fee Subtotal (Includes: survey, street platting, environmental, preliminary design, hydraulics, lighting design, public engagement, final design, and project management) - See Design Budget Narrative at the end of this section.	\$ 3,703,300
TERO Fee (3 percent)	\$ 111,099
Grant Administration (5 percent)	\$ 185,165
Equipment	\$ 150,000
Total Project Amount	\$ 4,149,564



Schedule - Planning



Detailed Project Schedule		
Activity	Planned Start Date	Planned End Date
RAISE PLANNING PROJECT:		
USDOT RAISE Planning Grant Award		August 2024
USDOT & Pennington County RAISE Planning Agreement Signed		May 2025
Planning and Preconstruction for Bombing Range Road Reconstruction:	July 2025	December 2028
Permissions to Survey	7/1/2025	8/30/2025
Cadastral and Topographic Survey	9/1/2025	12/31/2025
Cultural and Paleontological Resource Site Survey	9/1/2025	12/31/2025
Wetland Delineation and Threatened Endangered Species Site Survey	4/1/2026	6/30/2026
Geotechnical Investigation, Profilograph Testing & Pavement Recommendations	9/1/2025	12/31/2025
NEPA Scoping and Agency Consultations	7/1/2026	9/30/2026
Preliminary Engineering Design	1/1/2026	6/30/2026
Horizontal Alignment, Vertical Profile, and Typical Section	1/1/2026	3/31/2026
Grading Design	4/1/2026	6/30/2026
Hydrology and Hydraulics Design	1/1/2026	6/30/2026
Borrow Source Site Selection	1/1/2026	6/30/2026
Public and Stakeholder Meetings	7/1/2026	12/31/2026
Submittal of Preliminary Engineering Plans to Pennington County for Review		December 2026
Submittal of Environmental Assessment to USDOT/FHWA for Review		March 2027
Environmental Review, Comments, and Resubmittals	4/1/2027	6/30/2027
Completion of NEPA		June 2027
Final Engineering Design	7/1/2027	12/31/2027
Utility Impacts Identified and Plans/Agreements for Relocation	7/1/2027	12/31/2027
Right-of-Way, Easement, and Temporary Construction Easement Exhibits	1/1/2028	3/31/2028
Appraisals for Right-of-way and Easements	4/1/2028	6/30/2028
Pennington County Final Review	1/1/2028	3/31/2028
USDOT/FHWA Review	4/1/2028	6/30/2028
Final Plans, Specifications, and Estimate	7/1/2028	12/31/2028

USDOT RAISE – Congressional Briefing Paper



SPIRIT LAKE TRIBAL

COMMUNITY REPAIR AND REHABILITATION PLANNING PROJECT

Problem

The Spirit Lake Nation, a historically disadvantaged area, is located in rural, northeastern North Dakota. The Reservation is home to many individuals and families in financially sensitive situations and having access to reliable, safe multimodal transportation is critical to living sustainably in this rural area.

Many of the roadways throughout the Reservation are in significant disrepair due to extreme weather conditions and lack of funding. The current state of repair makes it impossible to continue to maintain safe and accessible transportation infrastructure. The Spirit Lake Roads Department currently expends half of its annual Tribal Shares of Tribal Transportation Program (TTP) funds on preventive maintenance to patch and chip seal coat its paved roadways. This leaves essentially no TTP funds available for needed road rehabilitation projects to address deteriorating roadways, complete shoulder widening to reduce roadway departure crashes, address known drainage issues, or provide repairs and upgrades for safe and ADA accessible pedestrian facilities. Additionally, the Tribal Roads maintenance shop caught on fire December 11, 2023, making it completely unusable.

Solution

The Spirit Lake Nation seeks to provide a transportation system that can safely and efficiently move people and goods and provide quality multimodal access to Tribal housing, services, and employment opportunities. The Project area will encompass four communities on the Reservation, St. Michael, Tokio, Crow Hill, and Fort Totten, and proposes to complete all the planning and preliminary engineering to support reconstruction of 41.7 miles of roadway throughout the Reservation. It will also address known drainage issues, shoulder widening for safety improvements, improve parking and driveway accessibility for residents, provide ADA accessible sidewalks, improve pedestrian lighting, connect neighborhoods to essential services with the addition of pedestrian trails where there are none, and design a Tribal Roads Shop to meet the current and future needs of Spirit Lake Nation. Additionally, the Tribe plans to update 911 and snow removal address maps for emergency responders and evacuation planning and preparation. Completion of planning activities will result in a shovel ready project that meets current roadway, pedestrian, and storm water standards/requirements and positions the Tribe to apply for multiple state and federal grant opportunities to complete construction. The project will significantly improve the safety and accessibility of the transportation system within the community, provide opportunity for future economic and tourism development, and connect residents to schools, businesses, medical and essential services, and Tribal facilities.

RAISE 2024 Congressional Request

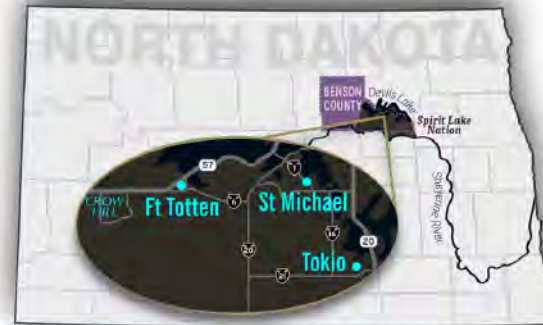
Spirit Lake Tribe is requesting \$4,149,564 for the Spirit Lake Tribal Community Repair and Rehabilitation Project.

For Further Information, Contact:

Clarence Greene
Spirit Lake Tribal Roads Director
701-351-2307
cgreene@gondtc.com

SPIRIT LAKE TRIBAL

COMMUNITY REPAIR AND REHABILITATION PLANNING PROJECT



Project Alignment with USDOT RAISE Priorities

- A Safety**
 - Rehabilitates/reconstructs deteriorated roadways and creates adequate shoulder width to reduce off-road crashes
 - Creates safe and connected ADA accessible sidewalks and improves pedestrian lighting
 - Updates to 911 address maps for emergency responders and evacuation planning
- E Economic Competitiveness & Opportunity**
 - Promotes economic growth through improved reliability and increased overall traveler mobility/access
 - Facilitates tourism opportunities and connectivity to the Spirit Lake Casino, White Horse Hill National Game Preserve, and the multiple areas for fishing and recreation at Devils Lake
 - Promotes economic growth through improved business access and safe transportation infrastructure for agriculture and farming equipment
- E State of Good Repair**
 - Mitigates current infrastructure vulnerabilities in an underserved, Tribal community
 - Creates new infrastructure in a remote community that will be maintained in a state of good repair
 - Restores and modernizes existing transportation infrastructure, bringing it to current design and ADA standards
- E Partnership & Collaboration**
 - Provides a robust public and stakeholder engagement process to ensure equity considerations are meaningfully integrated throughout the project
 - Partners with high-quality workforce development through SLT TERO Department
- E Innovation**
 - Through the planning and design process, innovative technologies, construction processes, and project delivery methods will be evaluated to incorporate into the final design plans
- E Environmental Sustainability**
 - Supports responsible land use through efficient transportation infrastructure design
 - Addresses environmental justice for a community disproportionately experiencing climate change related consequences
 - Reduces vehicle dependence by providing safe, separated pedestrian accessibility from housing to local employment opportunities
 - Addresses known stormwater drainage issues, reducing/relieving flooding and increasing infrastructure resilience
- E Quality of Life**
 - Improves access to daily destinations including employment, healthcare, schools and recreational facilities
 - Increases active transportation and improving public health through safe, consistent non-motorized, ADA accessible travel opportunities
 - Reduces the burden of transportation costs by addressing gaps in the current transportation network and adding multimodal transportation infrastructure
- E Mobility & Community Connectivity**
 - Enhances resident connectivity to essential and amenity services in a remote/rural Tribal community
 - Addresses transportation disadvantages through safe and accessible roadways and ADA accessible pedestrian facilities in an area of persistent poverty/disadvantaged community
- E Creates new multimodal pathway options that will connect to future trails being constructed in the area with NDDOT**

Project Website: inputcentral.com/spiritlaketribe-raise

USDOT RAISE



Letters of Support

Congress of the United States
Washington, DC 20515

March 8, 2024

Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg,

We write to express our support for the application submitted by Spirit Lake Tribe to the Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. Thank you for your consideration.

Safe and accessible transportation is paramount to the well-being of the Spirit Lake Nation, a rural tribal community located in northeast North Dakota. Unfortunately, much of the existing transportation infrastructure is in significant disrepair, hindering the safe and efficient movement of goods and the public. The proposed project, which involves the planning and preliminary engineering for reconstructing 41.7 miles of roadway, is a crucial step towards addressing these challenges.

Additionally, the project includes addressing documented stormwater draining issues, completing shoulder widening, and providing ADA-compliant sidewalks. These improvements will not only enhance the safety and accessibility of the transportation network but also pave the way for future economic and tourism development. By connecting residents to schools, businesses, and medical services, this project will have a lasting positive impact on the Reservation.

Accordingly, we hope this application receives your favorable consideration, and that all of North Dakota's applications receive your full and fair consideration. Thank you for your time and attention to this matter. Please keep us informed of the review process, and feel free to contact our offices with any updates or inquiries you may have.

Sincerely,

John Hoeven
US Senator

Kevin Cramer
US Senator

Kelly Armstrong
Member of Congress

Tate Topa



Tribal School

Tate Topa Tribal School
7268 Highway 57 Box 199
Fort Totten, ND 58335

Ph. 701-766-1400 Fax 701-766-1471

Website: <http://www.fourwinds.k12.nd.us/pages/FortTotten30>

February 16, 2024

Honorable Pete Buttigieg
U.S. Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Spirit Lake Tribal Community Repair and Rehabilitation Planning Project

Dear Secretary Buttigieg,

On behalf of **Tate Topa Tribal School**, I am writing this letter in support of the Spirit Lake Tribe's (SLT) application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding for planning of the Spirit Lake Tribal Community Repair and Rehabilitation Project.

Safe and accessible transportation is essential to the Spirit Lake Nation, a rural tribal community located in northeast North Dakota. The Spirit Lake Roads Department currently expends 50 percent of its annual Tribal Shares of Tribal Transportation Program (TTP) funds on road maintenance and the other half on preventive maintenance to patch and chip seal coat its paved roadways. This leaves essentially no TTP funds available for much needed road rehabilitation to address deteriorating roadways, shoulder widening to reduce roadway departure crashes, complete drainage improvements, or provide safe and accessible pedestrian facilities. The walkways provide safety for students coming to and from the k-12 school daily and also the students that attend the local college. These walkways will keep the students safe and off the major highway and roadways throughout the community. Additionally, the Tribal Roads shop caught on fire in December 2023, making it completely unusable. The Spirit Lake Nation seeks to provide a transportation system that can safely and efficiently move people and goods and provide quality multimodal access to Tribal housing, services, and employment opportunities.

The project will complete all planning and preliminary engineering activities to reconstruct residential roads, address drainage issues, complete shoulder widening, provide ADA accessible sidewalks, improve pedestrian lighting, repair and construct pedestrian trails, and design a Tribal Roads Shop to meet the current and future needs of Spirit Lake Nation. Additionally, the Tribe plans to update 911 and snow removal address maps for emergency responders and evacuation planning and preparation. The project will significantly improve the safety and accessibility of the transportation system within the community, provide opportunity for future economic and tourism development, and connect residents to schools, businesses, medical and essential services, and Tribal facilities.

BENSON COUNTY COMMISSIONERS

PO BOX 206

MINNEWAUKAN, ND 58351-0206

Phone: 701-473-5340 Fax: 701-473-5571

Ron Stadum
PO Box 55
Esmond, ND 58348
(1st District)

Dick Horner
4321 72nd Ave NE
Devils Lake, ND 58301
(2nd District)

Doris M. Griffin
3701 64th Ave NE
Oberon, ND 58357
(3rd District)

David Davidson
3781 77th Ave NE
St. Michael, ND 58370
(4th District)

Tammy Kuk
8238 41st St NE
St. Michael, ND 58370
(5th District)

February 20, 2024

Honorable Pete Buttigieg
U.S. Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Spirit Lake Tribal Community Repair and Rehabilitation Planning Project

Dear Secretary Buttigieg,

On behalf of **Benson County**, I am writing this letter in support of the Spirit Lake Tribe's (SLT) application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding for planning of the Spirit Lake Tribal Community Repair and Rehabilitation Project.

Safe and accessible transportation is essential to the Spirit Lake Nation, a rural tribal community located in northeast North Dakota. The Spirit Lake Roads Department currently expends 50 percent of its annual Tribal Shares of Tribal Transportation Program (TTP) funds on road maintenance and the other half on preventive maintenance to patch and chip seal coat its paved roadways. This leaves essentially no TTP funds available for much needed road rehabilitation to address deteriorating roadways, shoulder widening to reduce roadway departure crashes, complete drainage improvements, or provide safe and accessible pedestrian facilities. Additionally, the Tribal Roads shop caught on fire December 11, 2023, making it completely unusable. The Spirit Lake Nation seeks to provide a transportation system that can safely and efficiently move people and goods and provide quality multimodal access to Tribal housing, services, and employment opportunities.

The project will complete all planning and preliminary engineering activities to reconstruct residential roads, address drainage issues, complete shoulder widening, provide ADA accessible sidewalks, improve pedestrian lighting, repair and construct pedestrian trails, and design a Tribal Roads Shop to meet the current and future needs of Spirit Lake Nation. Additionally, the Tribe plans to update 911 and snow removal address maps for emergency responders and evacuation planning and preparation. The project will significantly improve the safety and accessibility of the

➤ Successful RAISE Projects (FY23 and FY24)

- Lower Brule – BIA 5 and BIA 10 Reconstruction
- Blackfeet Nation – Browning Streets
- Cheyenne River – Road Reconstruction
- Ute Mountain Ute – UMU 201 Reconstruction and Paving



USDOT RAISE – Blackfeet Nation



PROBLEM: Many of the streets, and the few existing sidewalks, were constructed more than 50 years ago. Roadways throughout the core of Browning are in significant disrepair, lack width to accommodate traffic and parking, and have little or no separated pedestrian access or ADA accessibility. This creates significant safety issues for both motorized and non-motorized travelers. In addition, there is insufficient stormwater drainage in the identified project area, creating flooding issues as well as roadway/ sidewalk maintenance and longevity issues that could be minimized/ alleviated with appropriate drainage infrastructure.

SOLUTION: The Project proposes planning activities that will take a Complete Streets approach to addressing roadway and pedestrian safety issues present throughout the community core. Planning activities will include survey, environmental clearance, right-of-way assessment and acquisition as needed, hydraulic study, public engagement activities, initial modeling, completion of preliminary design, and completion of final plans and specifications. Completion of planning activities will result in a “shovel ready” project that meets current roadway, pedestrian, and storm water standards/requirements. This positions the Tribe to be able to take advantage of multiple state and federal grant opportunities to complete construction with accurate costs and plans.

Show Me the Money!

National Scenic Byways

RAISE

PROTECT

ERFO

RCP & NAE

NSFTLP

United States Department of Transportation (USDOT)

Federal Highways Administration (FHWA)

MEGA/INFRA/RURAL

Economic Development Administration (EDA)
Community Facilities Program

United States Department of Agriculture (USDA)

Federal Emergency Management Administration (FEMA)

Department of Energy (DOE)

WaterSmart

Bureau of Indian Affairs (BIA)

National Telecommunications and Information Administration (NTIA)

Bureau of Reclamation (BOR)

Housing and Urban Development (HUD)



- TTPSF is a vital program for smaller-scale transportation needs
 - \$10,000 - \$1.5 Million funding range
 - Tribal Transportation Safety Plan
 - Vital component to identifying future projects for state and federal funding

KLJ assisted 14 different Tribes in 2023 and 2024

- **\$11.1 Million in awards across 32 different projects**



➤ TTPSF Funded Projects

2023

- Oglala Sioux – BIA 4 Road and Guardrail Improvements (\$1.39M)
- Rosebud Sioux – Turtle Creek Pathway (\$832,000)
- Crow Nation – Roadway Departure Countermeasures (\$318,000)

2024

- Sisseton-Wahpeton Oyate – BIA 11 Culvert Replacement (\$859,000)
- Blackfeet Nation – Road Safety Audit (\$39,000)



Not every plan is right for every Tribe/community.

How can you match your priority goals to the right plan and corresponding funding?

What are your community/economic development goals?

Planning = Funding

Have you asked your communities/people?

Is there overlap with county, regional or state planning activities?

Are you aware of possible partners?



Traditional Planning

Land Use and Business Development Plan

Comprehensive Economic Development Strategy

Tribal Transportation Safety Plan

Hazard Mitigation Plan

Tribal Transportation Improvement Plan

Growth Policy

Feasibility Studies/Market Analysis

Capital Improvement Plan

Long Range Transportation Plan



And Now...

Vulnerability Assessment
(PROTECT)

Tourism Strategic Plan

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

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

Sustainable and Renewable
Energy Planning

PROTECT Program



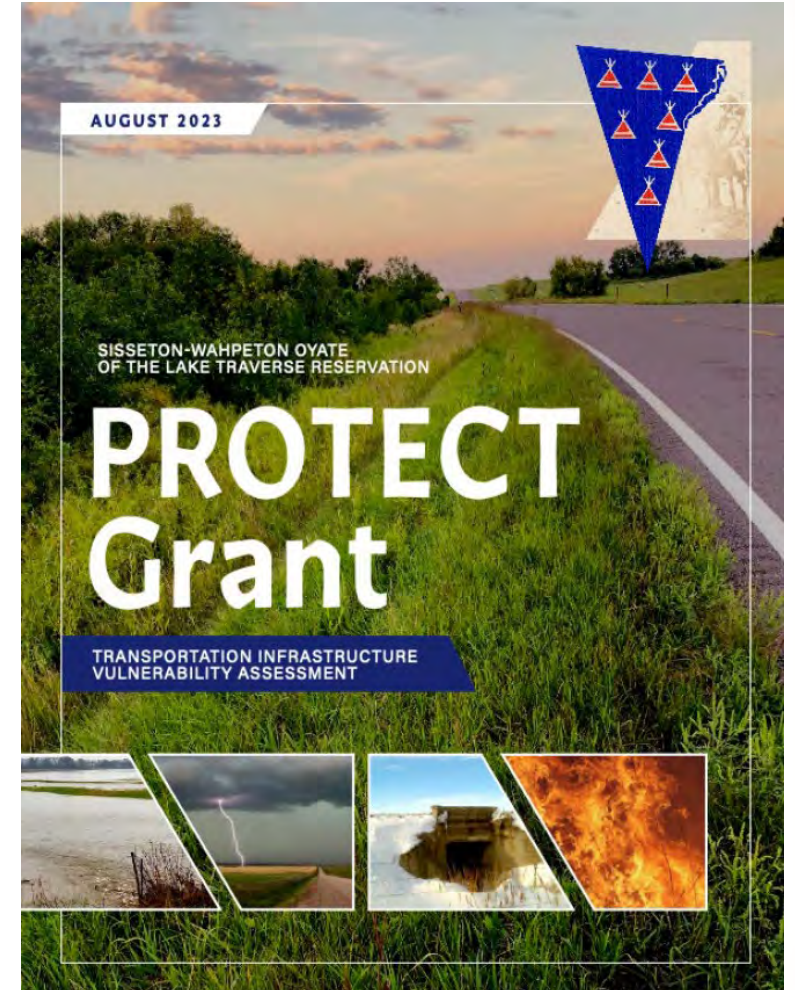
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation**
- This program is targeted toward transportation infrastructure improvements that increase system resiliency to adverse climate and weather-effects
- **Examples:**
 - Oglala Sioux and Sisseton-Wahpeton Oyate – Vulnerability Assessments
 - Oglala Sioux – BIA 33 Planning and Construction (\$60 Million!)



PROTECT Program



- **Sisseton-Wahpeton Oyate – Vulnerability Assessment**
 - Awarded \$142,500 in FY23 Round
 - Assessment/Plan includes:
 - Hazard & Vulnerability Threat Identification
 - Audit of existing plans/consistency review
 - Vulnerability analysis
 - Public engagement
 - Vulnerability analysis
 - Project/Mitigation Recommendations



Safe Streets and Roads For All (SS4A)



- This program is designed to support planning and infrastructure initiatives that help prevent death and serious injury on road and streets for all travelers
- Planning through the SS4A program is the most comprehensive roadway and transportation safety plan available
 - This will help enable future transportation projects that emphasize safety across all methods of travel



Safe Streets and Roads For All (SS4A)



Comprehensive Safety Action Plan

Activities Include:

- Existing and Projected Conditions Analysis
- Crash and Safety Data Collection
- Public Engagement and Equity Considerations
- Alternatives Development and Evaluation
- Implementation and Project Recommendations



Public Engagement

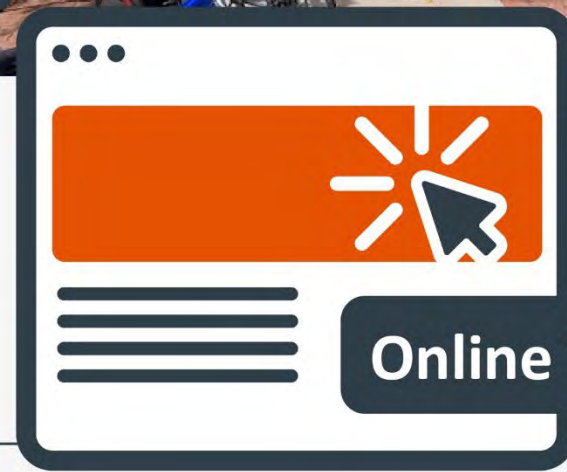
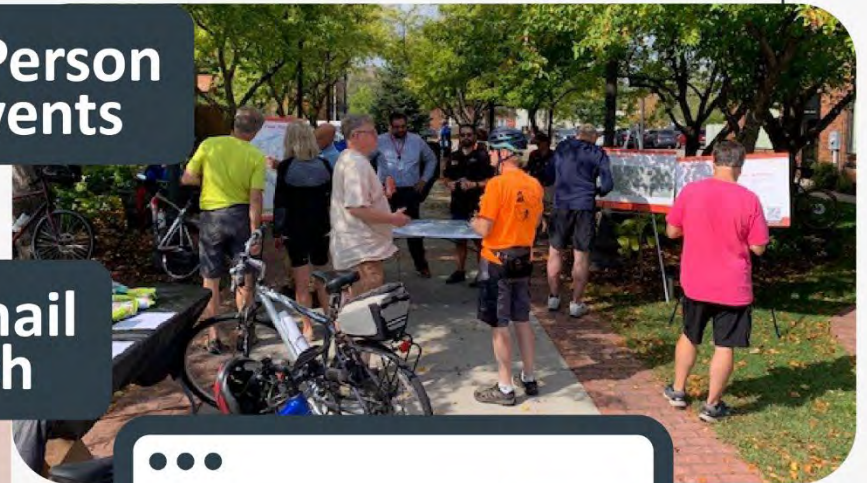


Meeting
in a Box



Text & Email
Outreach

In Person
Events



Online Tools



PUBLIC ENGAGEMENT



TARGETED OUTREACH TO THE SLT TRIBAL COUNCIL:

In an effort to keep maintain open communication with Council, project information will be shared at Tribal Council meetings to gather feedback, answer questions, and ensure project goals are adhering to SLT's overall identified strategy.



PRESENTING AT DISTRICT MEETINGS AND POP-UP EVENTS:

We want to meet the community where they are at, which means we will set up at events or locations that people already frequent. Contact cards will be provided and information for newsletters or other communication will be available.



STAKEHOLDER INTERVIEWS AND MEETINGS:

Stakeholder meetings will be held throughout the Project to offer insights into the needs and concerns to be addressed and the anticipated impacts throughout the construction process.



VIRTUAL OUTREACH WITH AN INTERACTIVE PROJECT WEBSITE:

An interactive project website will be available that will have all project materials and encourage ongoing public engagement through interactive maps, comment boards, surveys, and videos.

Lessons Learned

Plan, Plan, Plan >>

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

Think BIG
(bigger than that)

Be flexible and
create plans as a
“living” document

Build long-term
partnerships/
relationships

Listen, Listen, Listen >>>

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

Additional Points

While grants are competitive and not earmarked, Congressional support helps

» Don't be afraid to think big

» Don't Give Up

Most larger projects will require multiple funding sources over several years

Get feedback on projects that are not awarded grant funds

Tell Your Story!



Thank You!

QUESTIONS?



Engineering Reimagined