



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

Comparison of two programs available to Tribes for projects that reduce fatalities and injuries on roadway facilities.  
Additional detail can be found in the applicable Notices of Funding Opportunities (NOFO).

|                                    | Safe Streets and Roads for All (SS4A)  | Tribal Transportation Program Safety Fund (TTPSF)  |
|------------------------------------|--|--|
| Purpose                            | Reduce or eliminate fatal and serious injury on roadway facilities.  |  |
| Amount of Funding                  | Up to \$1 billion per year   | Approximately \$22 million per year  |
| Award Size                         | <p>The 2022 NOFO provides <u>expected</u> minimum and maximum ranges, but there is no statutory minimum or maximum. In general, those <u>expected</u> ranges are:</p> <p>Action Plan Grants</p> <ul style="list-style-type: none"> <li>\$200,000 expected minimum for all applicants. Smaller grant awards may be considered.</li> <li>\$1,000,000 expected maximum for individual applicants; \$5,000,000 expected maximum if a Metropolitan Planning Organization (MPO) or a regional joint application.</li> </ul> <p>Implementation Grants</p> <ul style="list-style-type: none"> <li>\$3,000,000 expected minimum and \$30,000,000 expected maximum for Federally recognized Tribal Governments. Smaller grant awards may be considered.</li> <li>\$50,000,000 expected maximum if an MPO or regional joint application.</li> </ul> | <ul style="list-style-type: none"> <li>\$10,000-\$15,000 for transportation safety plans.</li> <li>No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.</li> </ul> |
| Eligible applicants                | <ul style="list-style-type: none"> <li>Federally recognized Tribal Governments.</li> <li>Cities, counties, and similar political subdivisions of a State.</li> <li>MPOs and multijurisdictional group comprised of eligible applicants.</li> </ul>   | Federally recognized Tribal Governments must be the primary applicant.   |
| Matching Resources                 | 20% non-Federal match, which can be funding or in-kind matches. Tribal Transportation Program funds cannot be used for the non-Federal match.  | No match requirement. Priority consideration may be given to projects that show a commitment of other resources.   |
| Eligible projects                  | <ul style="list-style-type: none"> <li>Comprehensive safety action plans and supplemental action plan activities.</li> <li>Planning, design, and development activities for projects and strategies identified in an action plan.</li> <li>Infrastructure, behavioral, and operational safety projects and strategies identified in an action plan.</li> </ul>   | <ul style="list-style-type: none"> <li>Transportation safety plans.</li> <li>Data assessment/improvement/analysis.</li> <li>Infrastructure projects.</li> </ul>  |
| Safety Planning Requirement        | Grant funds are to implement projects and strategies that are already identified in an action plan (applicants must self-certify that existing roadway safety plans qualify) or to develop a comprehensive safety action plan.   | A Tribes' transportation safety plan, state or local safety plan, or RSA must support infrastructure and data improvement applications.  |
| Data requirements for applications | Crash history and other safety data are used to identify implementation projects. SS4A Action Plan Grant applications require fatal crash count and population count information.  |  |
| Effective Strategies               | Prioritizes projects that include evidence-based projects or strategies that improve safety.   |  |
| Deadlines                          | Next NOFO expected Spring 2023   | January 15 (each year 2023-2026)   |
| More Information                   | <a href="http://www.Transportation.gov/SS4A">www.Transportation.gov/SS4A</a><br><br><a href="mailto:SS4A@DOT.GOV">SS4A@DOT.GOV</a>   | <a href="https://highways.dot.gov/federal-lands/programs-tribal/safety/funds">https://highways.dot.gov/federal-lands/programs-tribal/safety/funds</a><br><br><a href="mailto:TTPSF@DOT.GOV">TTPSF@DOT.GOV</a>                            |

Other transportation safety funding opportunities can be found at <https://www.tribalsafety.org/funding> and <https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities>



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|                                    | Road to Zero Community Traffic Safety Grants   | BIA Indian Highway Safety Program   |
|------------------------------------|--|---|
| Purpose                            | Reduce or eliminate fatal and serious injury on roadway facilities.  |   |
| Amount of Funding                  | \$750,000 dollars will be disbursed per year (subject to NHTSA funding)  | Approximately \$2.6 million per year  |
| Award Size                         | <ul style="list-style-type: none"> <li>Multiple applicants will be selected.</li> <li>Requested amounts must be between \$50,000 and \$200,000.</li> </ul>   | <ul style="list-style-type: none"> <li>\$5,000-1,000,000 Indian Highway Safety Grants</li> <li>No minimum or maximum project size; Typical awards have been under \$1 million although larger projects may be considered.</li> </ul>  |
| Eligible applicants                | <ul style="list-style-type: none"> <li>Applicants must be a Road to Zero Coalition Member.</li> <li>Applicant must be a non-profit organization or other entity. Individuals cannot apply.</li> <li>Government Entities (cities, states, counties, governors' safety offices, etc.) also qualify.</li> <li>Federally-recognized Indian Tribes, Tribal Organizations, and Urban Indian Organizations are also eligible.</li> </ul>  | Federally recognized Tribal Governments.  |
| Matching Resources                 | N/A  | No match requirement.   |
| Eligible projects                  | <ul style="list-style-type: none"> <li>Demonstrate the promising nature of the countermeasure by describing the innovative implementation approach, citing the evidence of effectiveness or identifying how effectiveness will be evaluated, and/or discussing how the project fills a gap or addresses existing disparities in traffic safety.</li> <li>Measurable objectives and generalizable results.</li> <li>Proposals from past Road to Zero grantees are acceptable. They may be for new projects or for additional innovations on the previous project (i.e. phase #2) but not a continuation of any current or previous project.</li> <li>Innovative and promising approaches for implementing evidence-based countermeasures, supporting a Safe System approach, and performing necessary research to address traffic fatalities, disparities in mobility safety and access, and overall improve traffic safety.</li> </ul> | <ul style="list-style-type: none"> <li>Traffic Safety Enforcement Activity Hours</li> <li>Highway Safety Specialist &amp; Administrative Support</li> <li>Vehicles and Equipment for Traffic Safety Law Enforcement</li> <li>Training</li> <li>Lifesavers Conference Attendance</li> <li>Child Safety Seat Distribution Programs</li> <li>Other activities eligible for 23 USC 402</li> </ul> |
| Safety Planning Requirement        | <p>Grants will be awarded beginning in Spring 2023.</p> <p>Grant work will have expected completion date of on or before one year after the date of the award.</p>   | No Safety Plan required but can be used to support Problem ID.  |
| Data requirements for applications | N/A  | Motor Vehicle Crash and Fatality data along with traffic citations issued are used to identify implementation projects.   |
| Deadline                           | January 6, 2023 at 5pm Eastern   | May 1 (each year)   |
| More Information                   | <a href="https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants">https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants</a>  | E-mail: <a href="mailto:ojs_indian_highway_safety@bia.gov">ojs_indian_highway_safety@bia.gov</a>  |