

Funding Opportunities for Tribal Transportation Projects:

Are You Getting All the Grant Money You Can?

May 2024

How can grants help Road Maintenance?



Grants for Road Construction/Reconstruction

Improving roads reduce future Road Maintenance cost and time.

More Resilient Drainage Systems

Replacing existing weak, undersized culverts with larger, stronger, more resilient and erosion resistant materials requires less road repairs and reduces potential for road collapse and failure.

Installation of new culverts and ditches for drainage and snow storage on gravel and dirt roads reduces constant maintenance need.

Safety Improvements

Longer lasting striping, widening shoulders, improvements to guardrail, and snow fence reduces maintenance.

More Resilient Pavements

Use of geotextiles and base additives to increase life of pavements



Oglala Sioux Tribe BIA 24 Before



Oglala Sioux BIA 24 Road Improvements Under Construction



Oglala Sioux BIA 24 Road Improvements After



Oglala Sioux BIA 24 Wounded Knee Creek Before

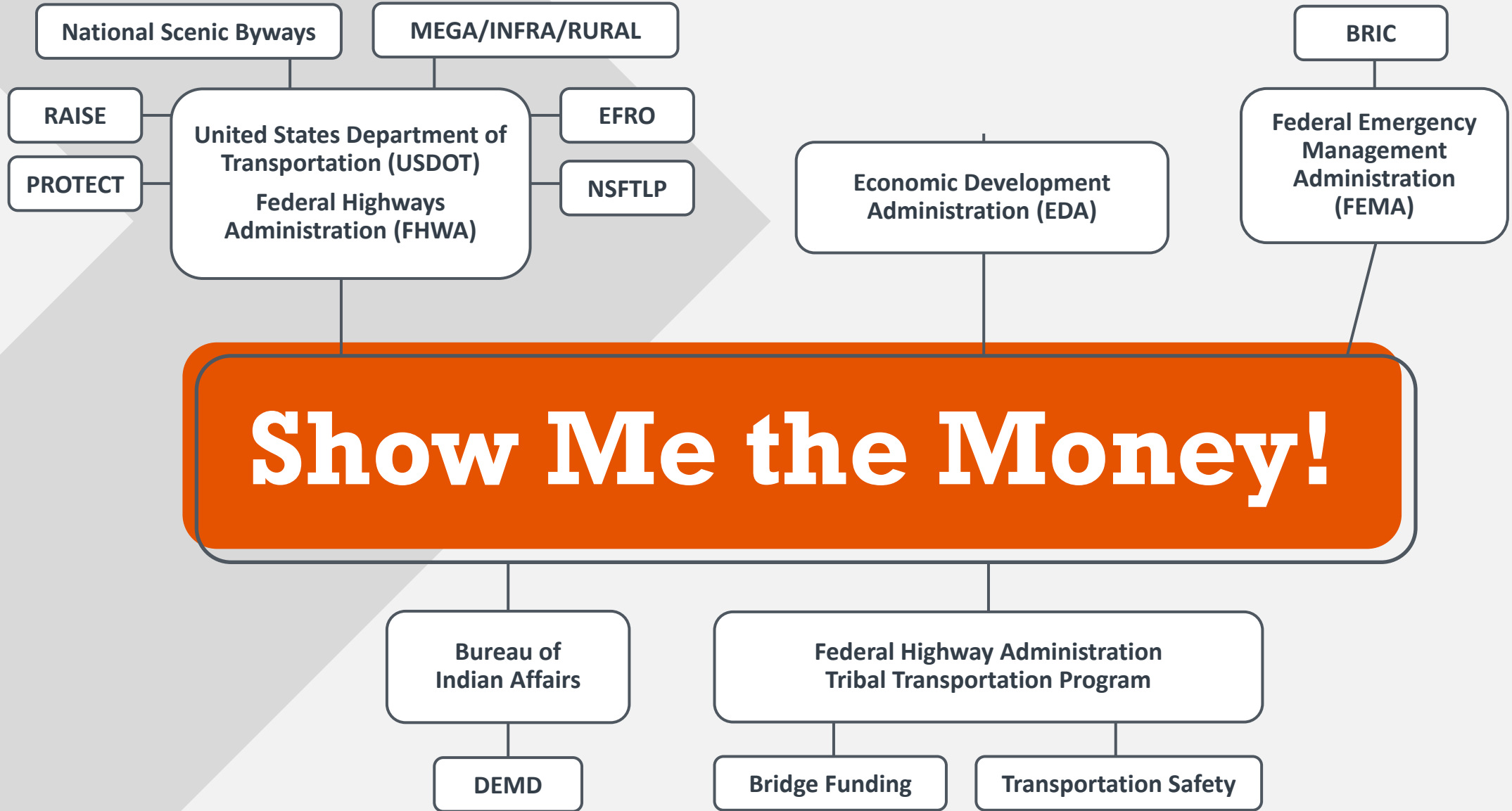




Oglala Sioux BIA 24 Wounded Knee Creek Under Construction



Oglala Sioux BIA 41 Safety and Access Improvements



USDOT –

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Multimodal Project Discretionary Grant - Notice of Funding Opportunity (MEGA/INFRA/Rural)
- Nationally Significant Federal Lands and Tribal Projects (NSFLTP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)



RAISE / MPDG / NSFLTP / PROTECT

- Large reconstruction projects \$10 million - > \$50 million
- Planning funds available through RAISE and PROTECT
- Tribal set asides
- MPDG and NSFLTP focus on shovel-ready projects
- MPDG has a required match
- NEPA statutory deadline
- Current emphasis on areas of persistent poverty and historically disadvantaged communities



Economic -

- National Scenic Byways and Native Tourism Act can fund improvements to roads, signage, safety, tourism pull-off park sites
- BIA Department of Energy and Mineral Development grants fund aggregate assessments, feasibility studies, business plans for aggregate mining.
- Economic Development Administration – could potentially fund aggregate resource mining business development



Emergency Repairs -

- FHWA Emergency Relief for Federally Owned Roads (ERFO) fund repairs to existing NTTFI roads to previous storm conditions, proof of damage and previous conditions are required
- FEMA Building Resilient Infrastructure and Communities (BRIC) – tribal set aside for planning and construction to facilities which could be damaged and has been damaged by natural disasters, match 10 – 20%



Tribal Transportation Program -

- Bridge Program 100% planning and construction funds for eligible bridges and large culverts
- Safety Program planning and construction for projects to improve transportation safety



But First...

**Prioritize projects
and prepare!**



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?

Tribal Transportation Improvement Plan



UNOFFICIAL Tribal Transportation Program Transportation Improvement Program **UNOFFICIAL**
Project Details Listing

Consortium: _____ Tribe Code **A06344**
 Tribe **Oglala Lakota Nation** Date _____
 PROJECT INFORMATION: Illustrative List Current FY **2024**
 Funding Source **TTP;RAISE** (examples: TTP, TTPBP, 2% Planning, HPPP)
 Project Name **BIA 2 - Kyle to SD Hwy 44**
 Location **From the west end of Kyle, SD to 20.7 miles east ending at SD Hwy 44**
 Type of Work **PS&E Only**

Route Number **2-60,70,80,90,100,110** Project Number **2111-01966**
 Length **20.7 Miles** County **Oglala Lakota and Jackson Counties**
 State **SD** Construction Year **2026+**

Comments **BIA Route 2 from the west edge of Kyle to SD Hwy 44 including a small portion (1 mile) of section 60 and sections 70, 80, 90, 100, and 110. FY2021 RAISE funds were awarded for planning and preconstruction activities. Previous planning activities include conceptual and project scoping and pursuing permissions to survey. A separate project for right-of-way acquisition is planned in 2024 named BIA 2 Right-of-way Acquisition.**

Activity	2024	2025	2026	2027	2028	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$750,000	\$750,000	\$300,000	\$0	\$0	\$1,800,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$300,000	\$0	\$0	\$1,800,000

UNOFFICIAL Tribal Transportation Program Transportation Improvement Program **UNOFFICIAL**
Project Details Listing

Consortium: _____ Tribe Code **A06344**
 Tribe **Oglala Lakota Nation** Date _____
 PROJECT INFORMATION: Illustrative List Current FY **2024**
 Funding Source **TTP;NSFLTP** (examples: TTP, TTPBP, 2% Planning, HPPP)
 Project Name **BIA 2 and BIA 41 along Badlands National Park Perimeter**
 Location **BIA 2 from BIA 41 to BIA 27 (21.3 miles) and BIA 41 from Reservation Line to 16.3 miles south**
 Type of Work **Reconstruction**

Route Number **2-20,25,30,35,45 & 41-6** Project Number **TBD**
 Length **37.6 Miles** County **Oglala Lakota County**
 State **SD** Construction Year **2025**

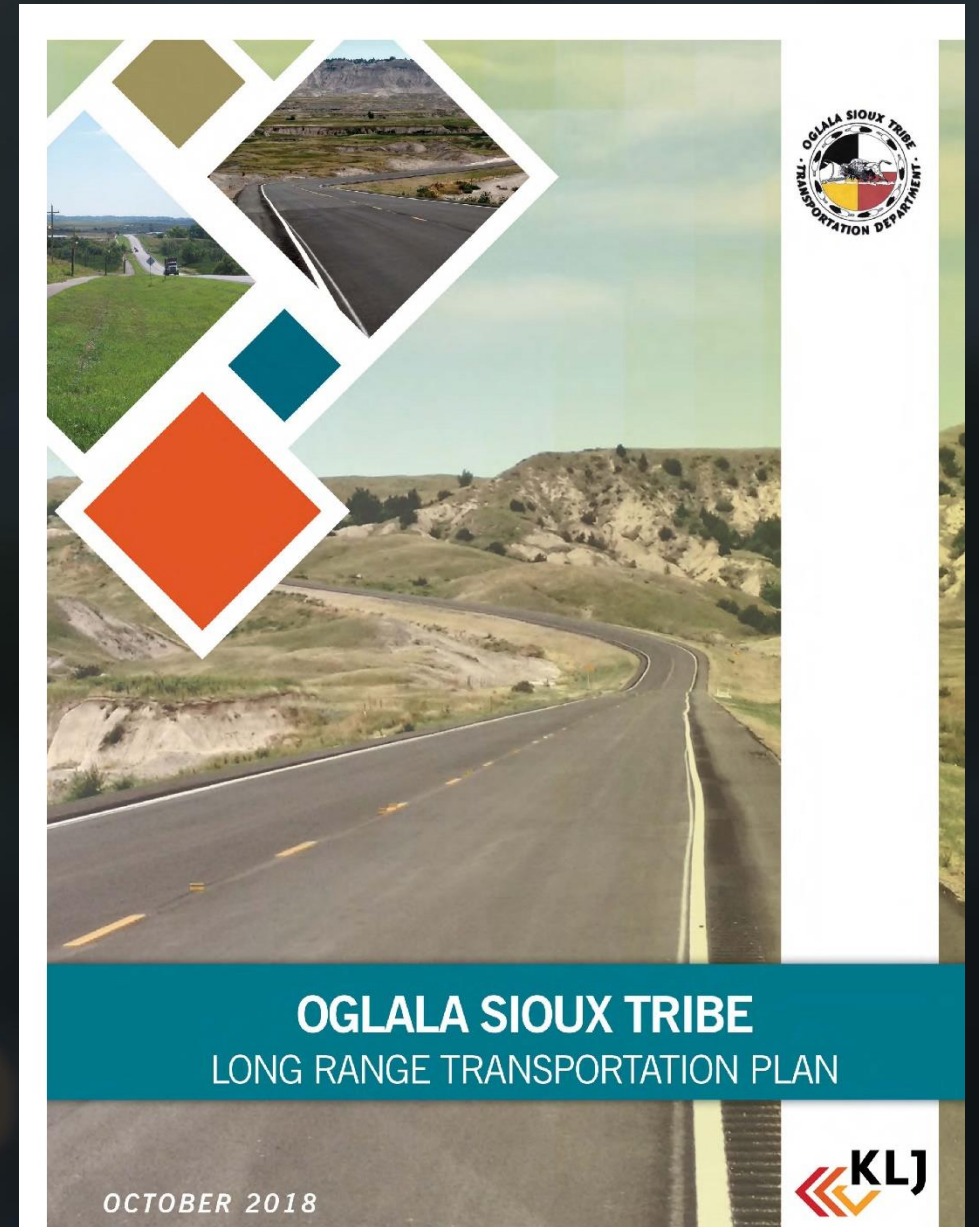
Comments **This project will restore and install an asphalt overlay on BIA 2 from 1.8 miles east of BIA 41 to 7.5 miles west of BIA 27, reconstruct the asphalt pavement structure on BIA 41 from the Reservation Line to 11.5 miles south, crack and chip seal BIA 2 from BIA 41 to 1.8 miles east and 7.5 miles west of BIA 27, and crack and chip seal BIA 41 from 2.4 miles north of BIA 2 to 2.4 miles south. Applied for NSFLTP Grant.**

Activity	2024	2025	2026	2027	2028	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$20,006,000	\$0	\$0	\$0	\$20,006,000
Construction Engineering	\$0	\$194,000	\$0	\$0	\$0	\$194,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$20,200,000	\$0	\$0	\$0	\$20,200,000

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Long-Range Transportation Plan



OGLALA SIOUX TRIBE
LONG RANGE TRANSPORTATION PLAN

OCTOBER 2018



Pavement Management Plan

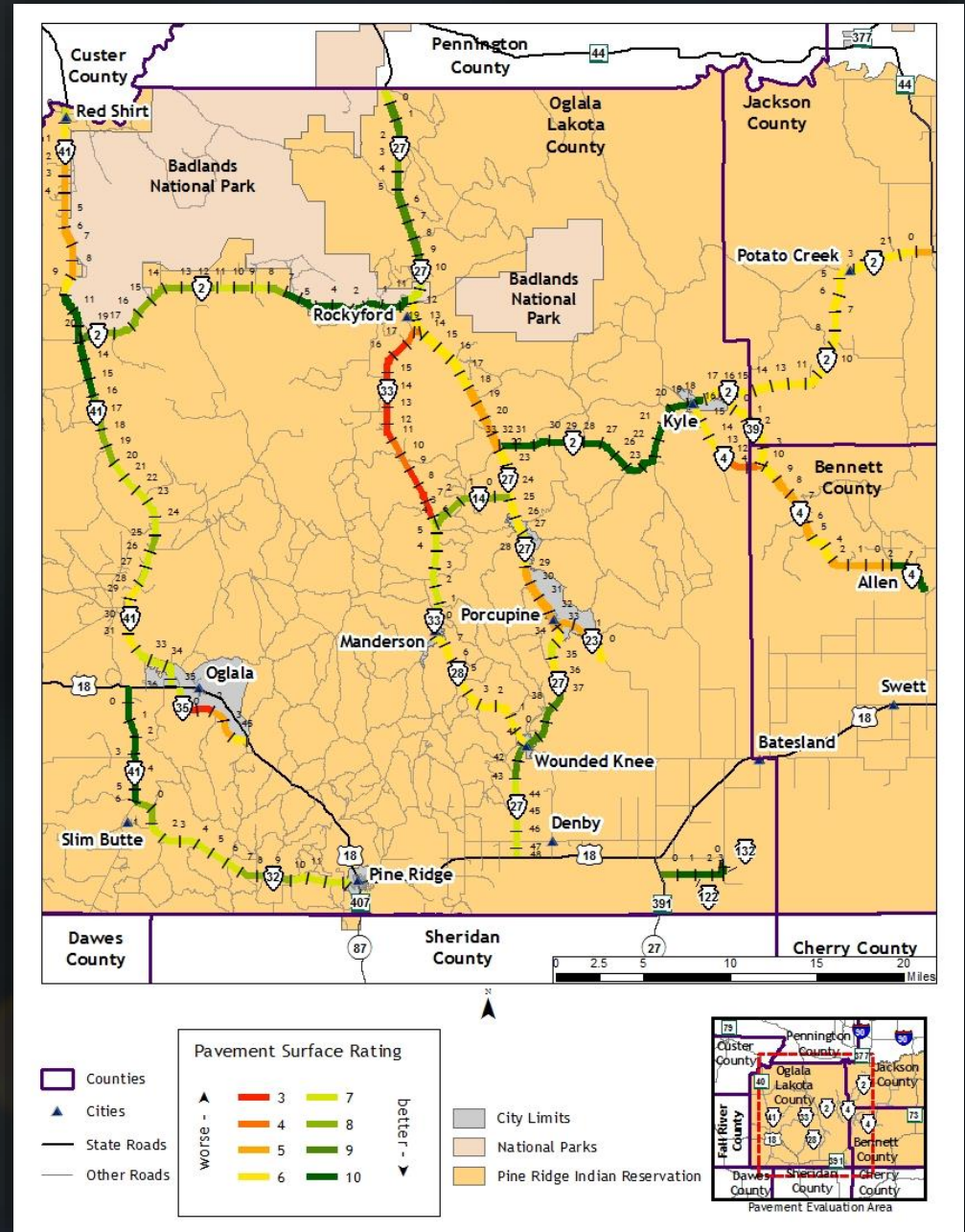


TOP 10 REHABILITATION PROJECT RANKING

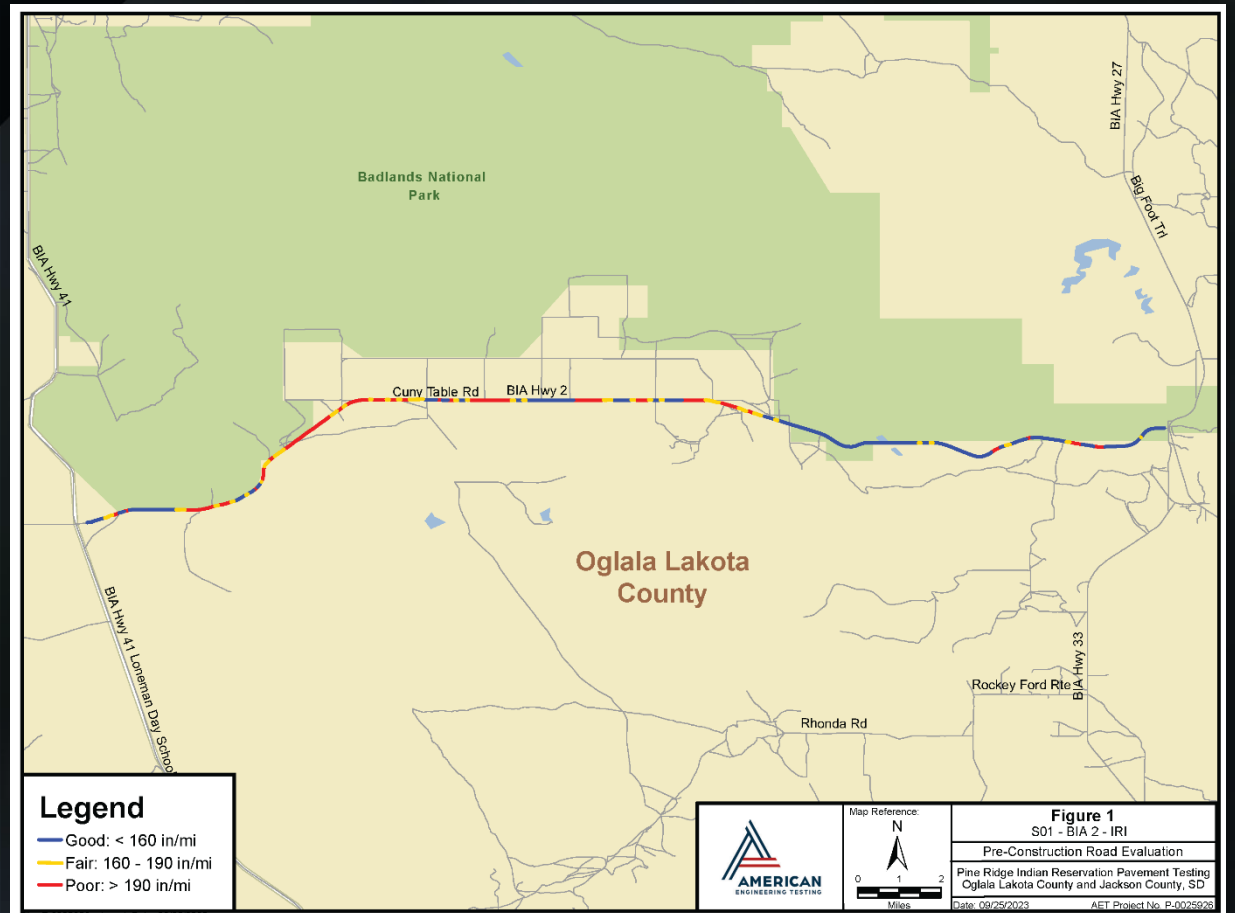
Priority Number	BIA ROUTE & SEC. #	Segment Length (Miles)	Pavement Condition Rating (PCR)	Maintenance Cost Factor (0 to -10)	Traffic Count Factor (0 to -20)	Priority Score
**1	27-20	7.3	-	-10	-19	-
*2	115-10	0.7	-	-10	-11	-
*3	41-10	13.9	-	-10	-1	-
**4	41-30/50	10.6	77	-10	-5	62
5	ALLEN Rd	2.6	40	-8	-11	21
6	33-10/30	19.4	50	-10	-5	35
7	2-60	14.7	81	-4	-20	57
8	39-10/20	5.0	71	-4	-3	64
9	27-60/80	13.0	74	-2	-8	64
10	41-70_1	1.0	74	-6	-5	65



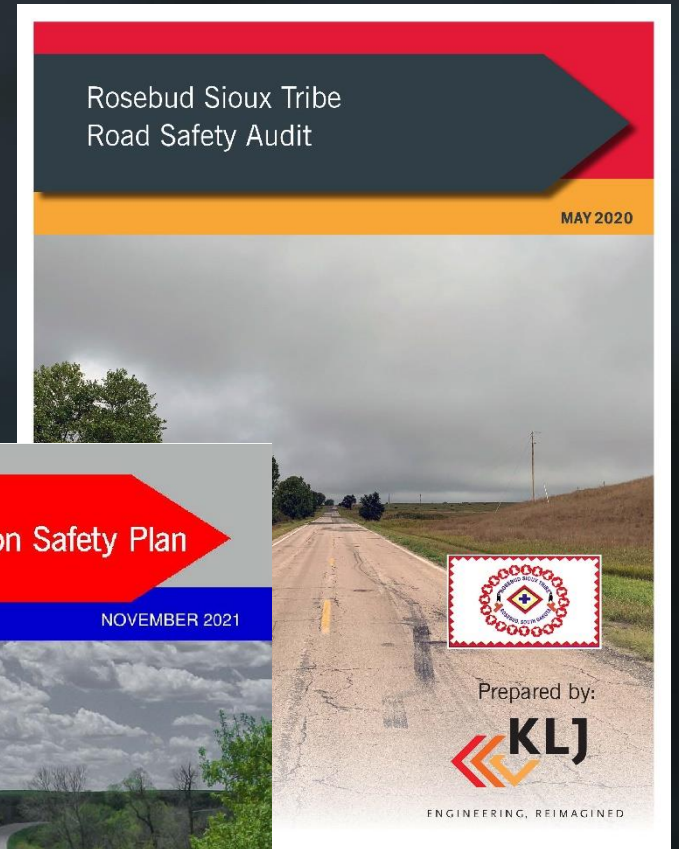
Pavement Surface Evaluation and Rating (PASER) Study



High-Speed Inertial Profilometer (HIP) Analysis



Tribal Transportation Safety Plan and Road Safety Audit



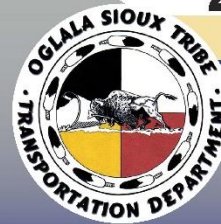
Surface Transportation Vulnerability Assessment



2023

UGLALA SIOUX TRIBE

Reservation-Wide Transportation Vulnerability Assessment



Other Plans & Studies:

- Hazard Mitigation Plans
- Economic Plans
- Feasibility & Market Studies
- Geotechnical Site Investigations
- Culvert Assessments
- Bridge Inspections



Crash Data

**Maintenance
Costs**

**Record of
Recent Failures**

Data = Funding

**Photos
& Videos**

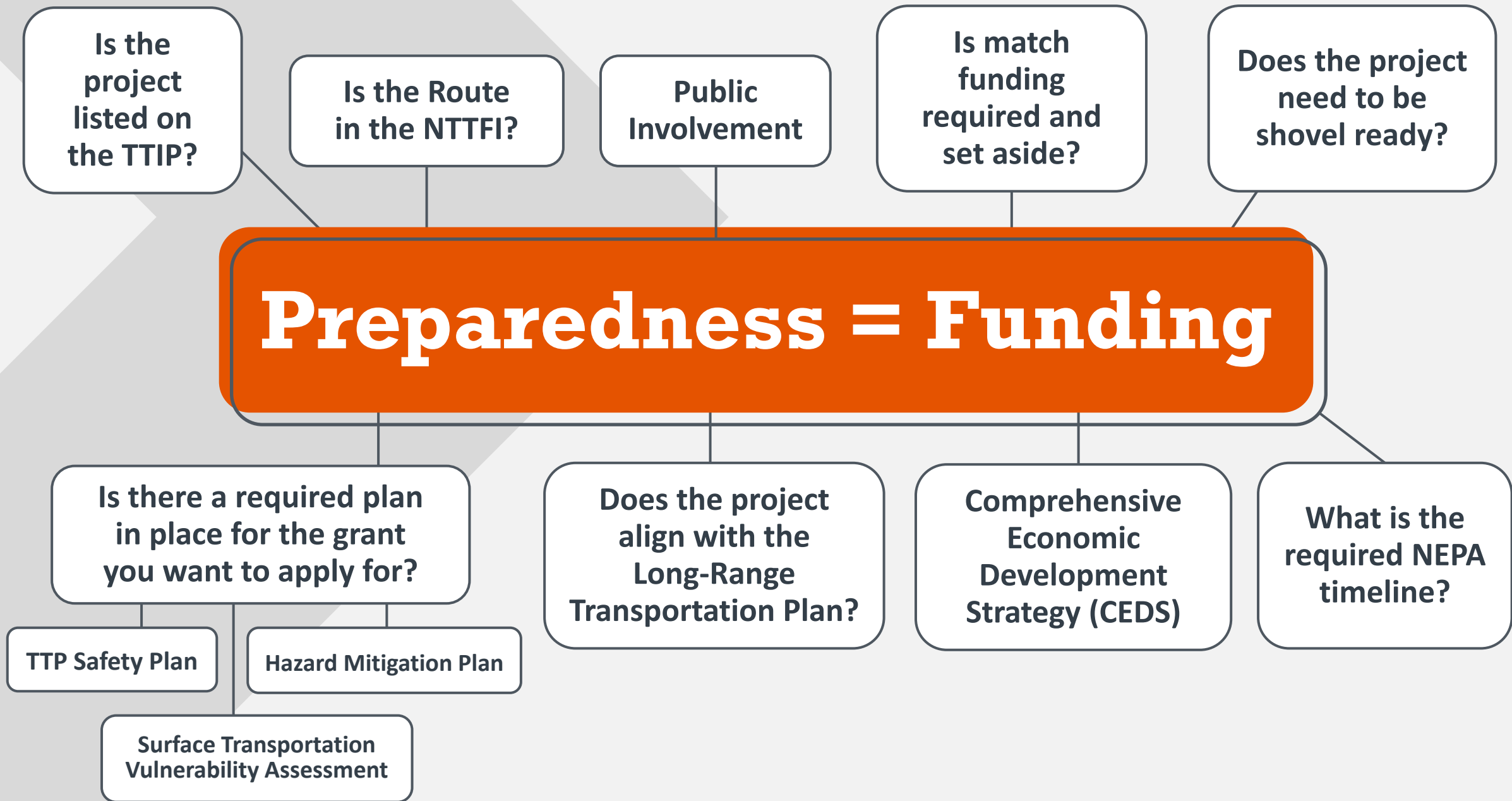
**Cost Estimate
& Schedule**

**Detour
Routes**

**Letters of Support
& Public
Testimony**

Data for Competitive Grant Applications:

- Benefit Cost Analysis
- Data Driven Grants
- Proof of the Problem
- Proof for the Solution



Prepare for Grant:

- NOFO – 6 to 8 weeks
- Understand the grant requirements
- Understand the selection criteria



Submitting the Grant

Grants.gov or Other

Who from the Tribe is authorized to submit?
Coordinate submittal date and submit early.

Project Narrative(s)

Project Description, Project Budget, Outcome Criteria, Project Readiness, Project Requirements

Benefit – Cost Analysis

BCA Report and Excel Spreadsheet

Cost Estimate and Schedule

Detailed estimate of planning and construction, include contingency, TERO, engineering, indirect and administrative, other fees

Standard Forms

As specified in the Notice of Funding Opportunity SF424, SF424C, SF424D, SF-LLL, Lobbying, Key Contacts

Project Specific Data

Location file and Project data

Grant Commitments

Tribal Resolution, Letter of Match Commitment, Other Commitments

Thank You!

Q U E S T I O N S ?



Engineering, Reimagined