

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



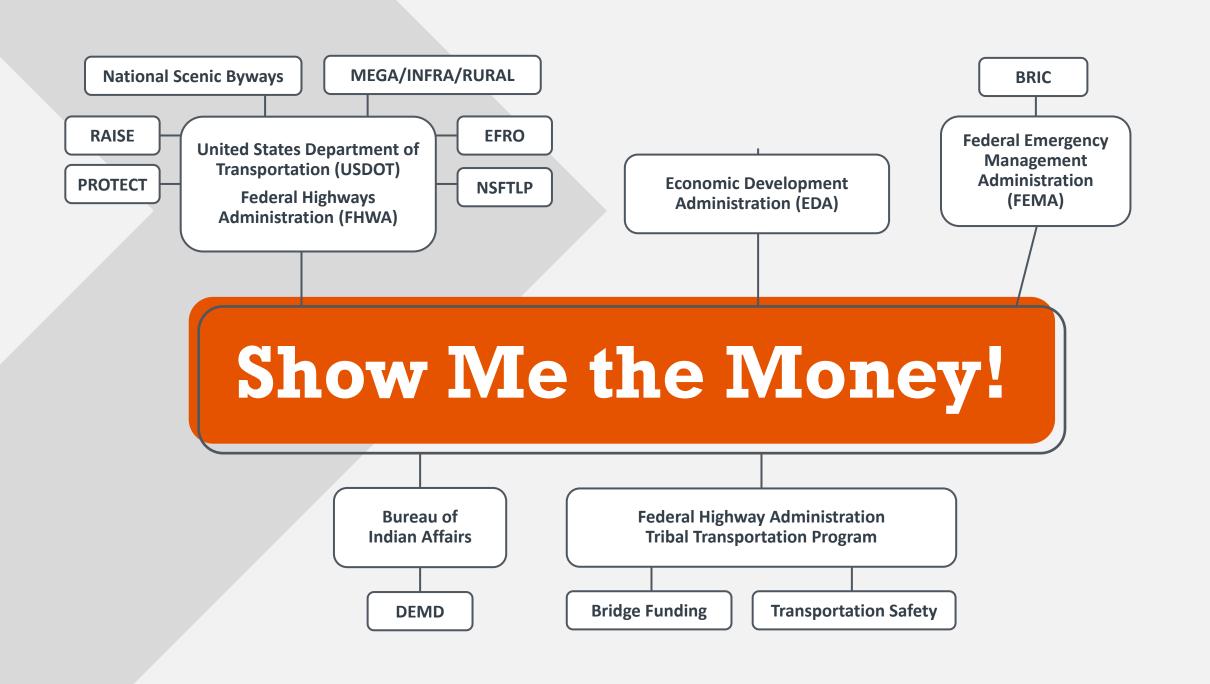












USDOT –

- 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			Project Do	tails Listing		Ļ	INOFFICIAL	
Consortium:						Tribe C	ode A0634	
Tribe O	glala Lako	ta Nation					ate	
PROJECT INFO	ORMATI	ON:			└ Illustrative List	Current	FY 202	
Funding Source T	TP;RAISE		(examples: T1					
Project Name Bl	lA 2 - Kyle	to SD Hwy 44						
Location Fr	rom the we	st end of Kyle,	SD to 20.7 miles	east ending at SI	Hwy 44			
Type of Work PS	S&E Only	JEQ 81						
Route Number 2-	60,70,80,90	1.100,110	Project Nur	nber 2111-01966				
Length			County Oglala Lakota and Jackson Counties					
G . CT								
	lA Route 2		edge of Kyle to S	D Hwy 44 includ	ing a small portion			
Comments BI sc ac su	IA Route 2 ections 70, 8 ctivities. Pr	30, 90, 100, and evious plannin	edge of Kyle to S 1110. FY2021 R g activities includ	SD Hwy 44 includ AISE funds were de conceptual and	ing a small portion awarded for planni I project scoping an med in 2024 named	ing and prec d pursuing p	onstruction permissions to	
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UNOFFICIAL			 Program Transportation Improvement P Project Details Listing 				UNOFFICIAL	
Consortium: Tribe	Oglala Lako	ta Nation				Tribe (Code <u>A0634</u> Date	
PROJECT IN	FORMATI	ION:			☑ Illustrative L	.ist Curren	t FY 202	
Funding Source	TTP;NSFLT	ГР	(examples: TT					
Project Name	BlA 2 and B	IA 41 along B	adlands National I	Park Perimeter				
Location Type of Work			27 (21.3 miles) an	id BIA 41 from I	Reservation Line	to 16.3 miles s	outh	
Route Number	2-20,25,30,3	5,45 & 41-6	Project Nun	nber TBD				
Length		37.6 Miles	Cor	unty Oglala Lak	ota County			
State Comments	This project west of BIA	27, reconstruc	Construction Y nd install an aspha et the asphalt pave	alt overlay on BI ment structure (n BIA 41 from th	ie Reservation	Line to 11.5	
	This project west of BIA miles south,	27, reconstruction of the contract and chi	nd install an aspha	nlt overlay on BI ment structure of BIA 41 to 1.8 m	on BIA 41 from the	ne Reservation tiles west of B	Line to 11.5 IA 27, and	
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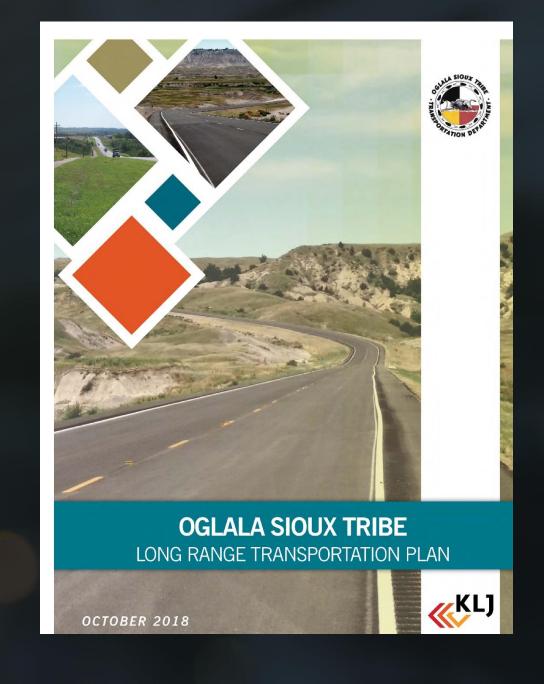


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Long-Range Transportation Plan





Pavement Management Plan



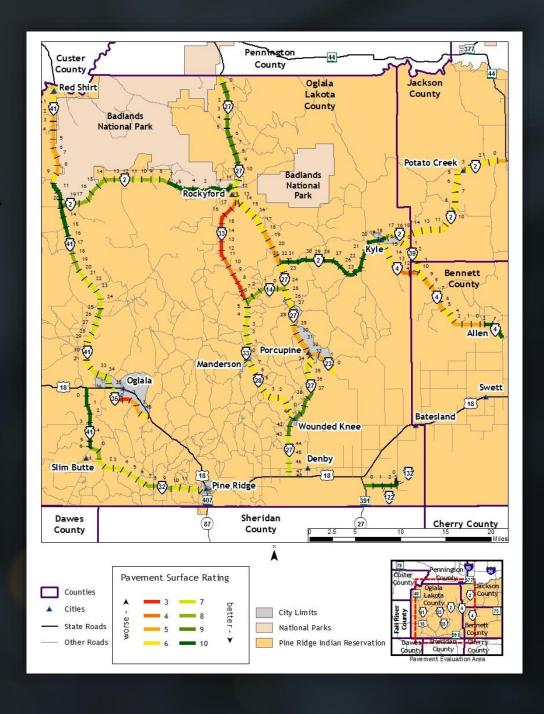
TOP 10 REHABILITATION PROJECT RANKING

Priority Number	BIA ROUTE & SEC. #	Length	Pavement Condition Rating (PCR)		Traffic Count Factor (0 to -20)	Priority Score
**1	27-20	7.3	ı	-10	-19	ı
*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





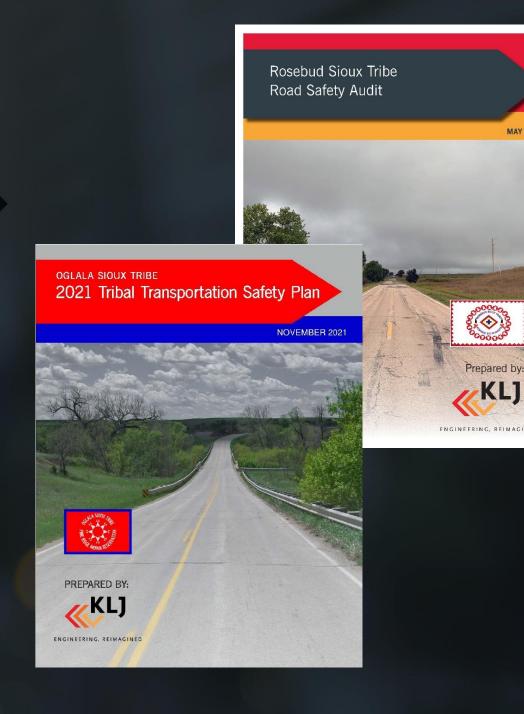
High-Speed Inertial Profilometer (HIP)

Analysis



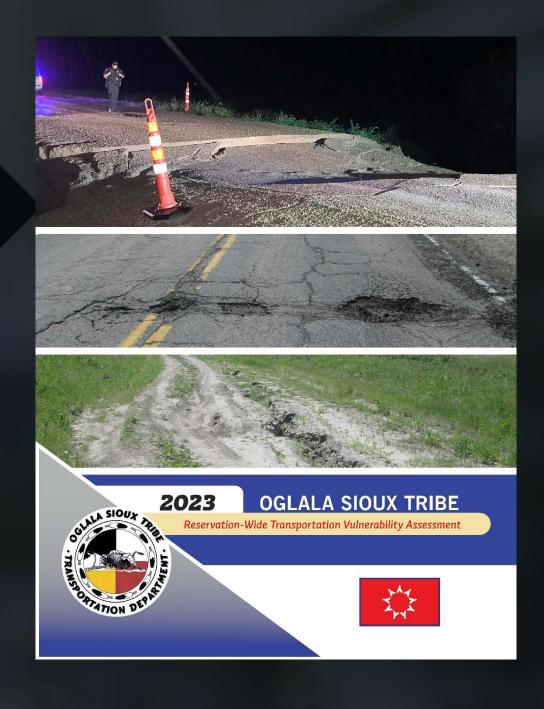


Tribal
Transportation
Safety Plan
and
Road Safety Audit





Surface Transportation Vulnerability Assessment

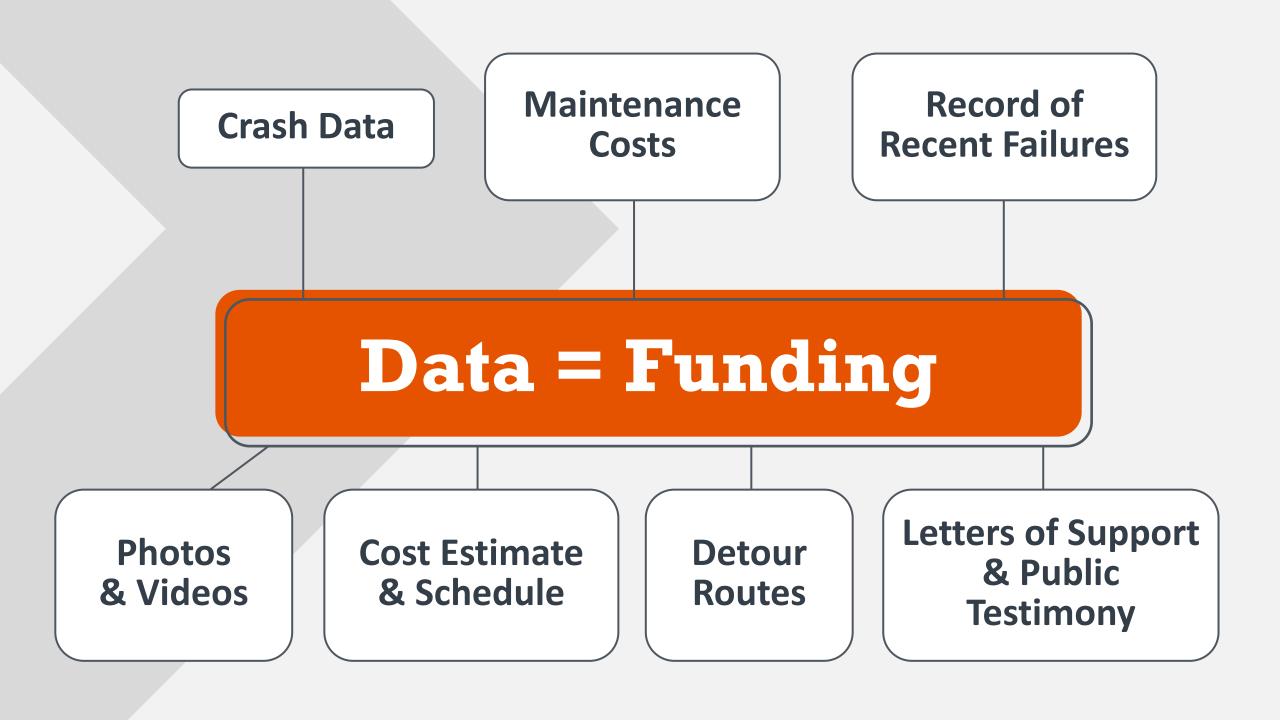




Other Plans & Studies:

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





Data for Competitive Grant Applications:

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



Is the project listed on the TTIP?

Is the Route in the NTTFI?

Public Involvement

Is match funding required and set aside?

Does the project need to be shovel ready?

Preparedness = Funding

Is there a required plan in place for the grant you want to apply for?

TTP Safety Plan

Hazard Mitigation Plan

Does the project align with the Long-Range Transportation Plan?

Comprehensive Economic Development Strategy (CEDS)

What is the required NEPA timeline?

Surface Transportation Vulnerability Assessment

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

QUESTIONS?



Engineering, Reimagined