

Safety Funding

Bryon Fuchs, PE

blfuchs@nd.gov

701-328-2516

NDDOT

August 19, 2021

Funding Sources

- Local
- State
- Federal

Local Funds

- **Submit projects for approval**
 - Identify costs
 - Identify expected outcome (reduction of total crashes or fatalities/severe crashes) for approval
 - Place in your Local TIP (Transportation Improvement Program/Plan) once approved
- These may be projects that you can either construct your self or have enough local funds to contract out
- Easiest funding to use – as it is under local control

Federal Funds

- There are different types of federal funds available for safety improvements
 - Special grants from the federal government
 - BIA, Federal Highway, Central Federal Lands, ?
 - Federal funds directly received from the BIA, FHWA, or Central Federal Lands, from the State DOT
 - Regular federal aid may be an option
 - **Highway Safety Improvement Program (HSIP)**

Federal Funds

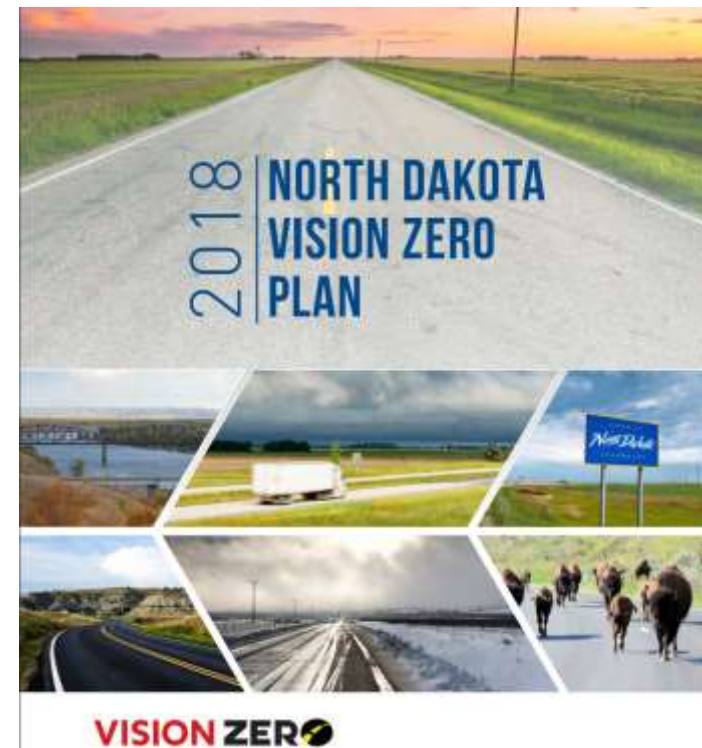
- **HSIP Funds**
 - Federal Aid Program aimed at significantly reducing fatal and serious injuries on all public roads
 - Administered through State DOTs
 - 90%/10% or 100%

Federal Funds

- **Highway Safety Improvement Project**
 - Strategies, activities, and projects on a public road consistent with the Strategic Highway Safety Plan (SHSP) and...
 - Correct or improve a hazardous road location or feature; or
 - Address a highway safety project

Federal Funds

- North Dakota's SHSP (Emphasis Area's)
 - Lane Departures
 - Intersections
 - Alcohol and/or Drug Related
 - Unbelted Occupants
 - Speeding/Aggressive Driving
 - Young Drivers



Federal Funds

- **Examples of eligible items**
 - **Intersection Safety Improvement**
 - Pavement and shoulder widening
 - Rumble strips
 - Installation of skid resistant surface
 - **Pedestrian/bicycle safety improvement or safety improvement for persons with disabilities**
 - **Construction of a traffic calming feature**
 - **Elimination of a roadside hazard**
 - **Installation, replacement, and other improvement of highway signage and pavement markings that addresses a highway safety problem consistent with the State strategic highway safety plan.**

Federal Funds

- **Examples of eligible items**
 - **Installation of a priority control system for emergency vehicles at signalized intersections.**
 - **Installation of a traffic control or other warning device at a location with high crash potential.**
 - **Transportation safety planning.**
 - **Collection, analysis, and improvement of safety data.**
 - **Planning integrated interoperable emergency communications equipment, operation activities, or traffic enforcement activities relating to work zone safety.**
 - **Installation of guardrails, barriers, and crash attenuators (including work zones).**

Federal Funds

- **Examples of eligible items**
 - **Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.**
 - **Construction and operational improvements on high risk rural roads.**
 - **Geometric improvements to a road for safety purposes that improve safety.**
 - **A road safety audit.**
 - **Systemic safety improvements.**
 - **Installation of vehicle-to-infrastructure communication equipment.**
 - **Pedestrian hybrid beacons.**
 - **Roadway safety infrastructure improvements consistent with the recommendations in the FHWA publication “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103).**
 - **Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.**

*Requirements are from Title 23 USC 148.



Federal Funds

- How do you identify projects
 - If you have an SHSP
 - Conduct a study and do Local Road Safety Program (LRSP)
 - Will identify potential locations for projects
 - Review data from the SHSP emphasis areas and look for locations
 - Do a Road Safety Audit (RSA)
 - This is usually a very specific location-oriented process
 - Does your data suggest any high crash locations



Federal Funds

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION						
North Dakota Department of Transportation Programming SFN 59959 (06-2011)						
89th Ave NW from Intersection with 36th St NW to Intersection with ND 23						
Agency Name: MHA Nation Reservation Contact Name: Richard Hall Email Address: richardhall@mhanation.com			ND DOT District: 4,5,7 Telephone Number: 701-627-2838			
Please attach a location map(s). You may use additional sheets to further describe your project.						
Location Description						
Start: Intersection with 36th St NW End: Intersection with ND 23		Lane Width: 12' Speed Limit: Low		SHSP Emphasis Area (check all that apply) <input type="checkbox"/> Reduce Alcohol Impaired Driving <input type="checkbox"/> Increase the Use of Safety Restraints for all Occupants <input type="checkbox"/> Younger Driver/Older Driver Safety <input type="checkbox"/> Curb Aggressive Driving <input checked="" type="checkbox"/> Improvements to Address Lane Departure Crashes <input type="checkbox"/> Enhancing EMS Capabilities to Increase Survivability <input type="checkbox"/> Improve Intersection Safety		
Facility Type: 2-Lane ADT: 1788		Shoulder Width: 0' Shoulder Type: None				
Road Type: Rural Paved		Rumble Installed: None				
Length (miles): 3.1		Oil Project: Yes				
County Road: Mountrail 503						
Local Name: 89th Ave NW						
Describe Current Safety Issues & Systemic Ranking Review						
North Dakota Crashes, 2009 - 2013						
			5 years			
	Total	Road Dept	K+A			
Crashes	12	5	0			
Density (per mile per year)	0.77	0.32	0.00			
Rate (per MVM)	1.19	0.49	0.00			
<hr/>						
	Value	Critical	Road			
ADT Range	1,788	450sADTs1000000	★			
RD Density	0.321	0.064	★			
Access Density	8.3	8.0	★			
Curve Critical Radius Density	0.000	0.218	★			
Edge Risk	2	2 or 3	★			
			★★★★			
<hr/>						
Describe Proposed Safety Improvements						
	Description	Type	Cost per mi	Mileage	Cost	Notes - Edge and center line markings are included in the price for edge and center line rumble strips
	4" Edge Lines	Proactive	\$1,320	0.0	\$0	
	6" Edge Lines	Proactive	\$1,980	0.2	\$307	
	Edge Rumble Strip	Proactive	\$5,850	2.9	\$17,228	
	Ground In Wet-Reflective Markings	Proactive	\$36,000	0.0	\$0	
	Center Line Rumble Strip	Proactive	\$3,600	2.9	\$10,602	
	6" Center Line	Proactive	\$1,020	0.2	\$158	
<hr/>						
Project Cost Estimate (attach detailed copy)				Proposed Year of Construction		
			Federal Funds			
			\$25,466			
			Local Match (10% of Total project cost)			
			\$2,830			
			Total Project Cost	\$28,295		
<hr/>						
NDDOT Central Office Only						
Project Accepted?		<input type="checkbox"/> Yes <input type="checkbox"/> No	Reference Number	ID Number		
Notes						
<hr/>						
23 USC 409 NDDOT Reserves All Objections			Page: 1 Segment ID: 503.01.Mountrail Date: 4/9/2015			



Federal Funds

- Submit projects to the entity that has federal (State/BIA) funds
 - Identify costs and expected outcome (reduction of total crashes or fatalities/severe crashes) for approval unless you have “pre-approved projects from the LRSP”
 - What are you expecting to accomplish with this project
 - May require a traffic ops study depending on project
 - Primary thing you need to submit for a successful application - **DATA**
 - Place in your Local TIP (once approved and the State will identify the approved projects in their STIP (Statewide Transportation Improvement Program))
- Work with your State DOT or the BIA that may have federal funds available for their requirements

NDDOT – Federal Funds (HSIP)

- Your project was approved, now what?
 - Project development (environmental, plans, and bidding)
- But what if you don't have the time or maybe this is the first time you received funding through NDDOT?
 - House Bill 1101 or HB 1101 can help
 - Passed during this passed ND Legislative Assembly (67th)
 - Allows NDDOT to enter into agreements with Tribal Governments to assist in the project development and construction activities off the State Highway System (tribal roads) for safety projects

Questions??

