

Rural Road Safety Funding at the
US Department of Transportation:
Example Projects from 2022



BACKGROUND:

Rural communities are disproportionately affected by the crisis on our Nation's roadways. From 2017 to 2021, over 83,000 people died on rural roadways, accounting for 43 percent of all roadway deaths¹ despite only 19 percent of the U.S. population residing in these areas and only 31 percent of vehicle miles traveled occurring in rural areas. Federal funding can support rural communities' efforts to address safety risks and reduce traffic fatalities and serious injuries.

Rural Road Safety Funding at USDOT: Example Projects from 2022 compiles a selection of recently awarded projects from certain U.S. Department of Transportation (USDOT) discretionary and non-discretionary grant programs that aim to address rural road safety. This compilation is meant to support prospective rural applicants in understanding how USDOT grants have previously been used to improve rural road safety, as well as to showcase the underlying importance of safety across USDOT grant programs.

This resource provides only a selection of the many safety-focused projects that were awarded in 2022 with the goal of providing a cross-cutting compilation of examples to help users understand how rural road safety improvements can be implemented in their own communities. The examples are not a guarantee that future selected projects will replicate their project descriptions, as each program application cycle must evaluate projects based on any new Notice of Funding Opportunity criteria and against a new pool of applicants. All the project information included in this resource is publicly available on each program's website. For more information on other examples of rural road safety funding at USDOT, please refer to each program's website and primary materials.

¹ National Center for Statistics and Analysis. (2022, July). Rural/urban comparison of traffic fatalities: 2020 data (Traffic Safety Facts. Report No. DOT HS 813 336). National Highway Traffic Safety Administration. See [2020 Data: Rural/Urban Comparison of Motor Vehicle Traffic Fatalities \(dot.gov\)](#).



Discretionary Grant Programs

Rural communities should be aware of certain discretionary grant programs when pursuing Federal funding. This section includes some relevant competitive grants that USDOT administers through its operating administrations (OAs or “modes”). Please refer to each program’s website and primary materials for more information.

In addition to the OAs, the Build America Bureau (Bureau) offers technical assistance and resources to support project planning, development, and funding and financing strategies to deliver transformative safety infrastructure. The DOT Navigator website compiles information to develop discretionary grant applications and a searchable menu of technical assistance resources available to help new and repeat grantees realize their vision for moving goods and people safely, efficiently, sustainably, and equitably. Through the DOT Navigator and technical assistance programs like the new Rural and Tribal Assistance Pilot Program,² the Bureau helps local, regional, and state governments develop their capacity and remove barriers to delivering transportation projects. For more information on additional DOT technical assistance resources, please see the DOT Navigator website at <https://www.transportation.gov/dot-navigator>.

OFFICE OF THE SECRETARY OF TRANSPORTATION (OST)

USDOT OST (U.S. Department of Transportation, The Office of the Secretary) works at the dynamic intersection of new and emerging technologies, transportation data, policy, research, and all modes of transportation across the Department. The agency has the mission to facilitate the transformation of our transportation system to make it much safer, more efficient, competitive, accessible, and sustainable to diverse populations.

Relevant OST Grant Programs

PROGRAM NAME: [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)

SUMMARY: The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funds surface transportation infrastructure projects that will have a significant local or regional impact and 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. Half of RAISE funding is awarded to projects located in rural areas and half to projects in urban areas.

² Funded as part of the *Bipartisan Infrastructure Law*, the Rural and Tribal Assistance Pilot Program will provide funding to communities seeking early-stage support in developing projects in rural and Tribal communities. In November 2023, DOT announced the first round of awards for 13 grants totaling \$3.4 million. *Press Release:* <https://www.transportation.gov/briefing-room/us-department-transportation-advances-transportation-solutions-underserved>.



EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Mohave Road Reconstruction (2022)

- **Award:** \$24,989,150
- **Location:** Arizona
- **Applicant:** Colorado River Indian Tribes
- **Project Description:** This project will reconstruct Mohave Road from State Route 95 south to Agnes Wilson Road for a length of approximately 10.50 miles, including asphalt pavement and shoulders, intersection turn land improvements, streetlighting, and signage.
- **Project Benefits:** This project has important connections to State Route 95, Interstate 10, and US 95. The project would correct safety deficiencies that have led to injury or fatal crashes at two of the six most dangerous intersections on Mohave Road. Within the 10.5-mile project limits over a three-year period from 2017 to 2019, there were 74 total crashes, 29 injury crashes, and 44 property damage crashes. This project will improve the main road used by school buses, mail delivery, emergency services, and goods movement, and will improve access to social services, especially health care. This project will support the planned deployment of broadband along the corridor to reach this rural and historically disadvantaged community.

Connect Conway Project (2022)

- **Award:** \$24,647,664
- **Location:** Arkansas
- **Applicant:** City of Conway
- **Project Description:** This project will develop approximately 15 miles of infrastructure that consists of multi-use paths, side paths, bridges, cycle tracks, and trailheads, removing physical barriers and connecting west and east Conway. The project includes high visibility crosswalks, pedestrian signage, rectangular rapid-flashing beacons, and high-intensity activated crosswalks.
- **Project Benefits:** The new multimodal trail infrastructure will provide residents in an underserved and disadvantaged community with safe access to 14 major employers including University of Central Arkansas, ten parks, seven schools, three universities and colleges, and three major retail areas. In addition, the system will provide residents with access to healthy recreation and transportation options and reduce emissions and air pollution. This project improves transportation access to complementary developments in the area, including the Central Langin area, a new aquatics center, and the transportation system.

Source: [RAISE Awards Fact Sheet \(FY 2022\)](#)

PROGRAM NAME: [Safe Streets and Roads for All \(SS4A\)](#)

SUMMARY: The Safe Streets and Roads for All (SS4A) program provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public



transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators. The SS4A program supports the development of comprehensive safety action plans that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The SS4A program provides funding for two types of grants: (1) Planning and Demonstration Grants and (2) Implementation Grants.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Strengthening the Foundation for Safe Streets for All in Frederick County (2022)

- **Award:** \$764,000
- **Location:** Maryland
- **Applicant:** Frederick County
- **Project Description:** The award will be used by Frederick County to build upon the existing Toward Zero Death plan to integrate traffic safety considerations into design development standards, identify high risk rural road segments and recommend low-cost countermeasures, and develop a comprehensive street lighting policy that balances safety, light pollution, and cost.

Chestnut Avenue Safety Improvements and Rehabilitation (2022)

- **Award:** \$20,000,000
- **Location:** New Jersey
- **Applicant:** City of Vineland
- **Project Description:** The City of Vineland requested funding for a 2.3-mile corridor of Chestnut Avenue between Delsea Drive (New Jersey State Route 47) and Main Road (Cumberland County Route 555). From 2012 to 2016, this stretch of road experienced a total of 663 crashes, with 224 of these crashes resulting in some degree of injury and 6 resulting in serious injuries or fatalities. Within a half mile of Chestnut Avenue, 17.3 percent of households are zero-vehicle households. These residents frequently walk or bike along this corridor, dodging speeding traffic, to access jobs, schools, and other activities. This project is expected to mitigate the potential for vehicle crashes involving other vehicles, bicyclists, and pedestrians. The eight proposed interventions will include implementing a road diet; converting the four-lane roadway to a three-lane section with a two-way left-turn lane; installing lighting, ADA-compliant walkways, and bicycle lanes; enhancing visibility at crosswalks; modernizing traffic signals; and rehabilitating sidewalks.

McKenzie County Safety Projects (2022)

- **Award:** \$2,858,595
- **Location:** North Dakota
- **Applicant:** McKenzie County
- **Project Description:** McKenzie County seeks to implement systemic safety improvements that address a rural safety problem including right-angle intersection



crashes, land departures, and non-intersection crashes along a curve. The county attracts significant development and associated traffic from the energy industry. From 2015 to 2019, the county had 43 fatal crashes and 139 serious injuries. Project locations are based on a high-injury network analysis. The project scope entails 21 corridors, 30 curve locations, and 30 intersections. Specific project activities include enhanced edge lines and pavement markings, shoulder and centerline rumble strips, advanced curve warnings, upgraded chevrons, signs and markings, streets lights, and a walkway that is a separated bike and pedestrian path.

Source: [SS4A Full Award List \(FY 2022\)](#)

PROGRAM NAME: [Rural Surface Transportation Grant \(Rural\)](#)

SUMMARY: The Rural Surface Transportation Grant (Rural) program supports projects to improve and expand the surface transportation infrastructure in rural areas, improving connectivity, safety, and economic vitality.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Coalfields Expressway Project (2022)

- **Award:** \$25,000,000
- **Location:** Wyoming County, West Virginia
- **Applicant:** West Virginia Department of Transportation
- **Project Description:** The project will construct an approximately 15-mile segment of the Coalfields Expressway, from West Virginia Route 16 to the City of Mullens. Once completed, the Coalfields Expressway will be a limited access multi-lane expressway connecting I-64/I-77 (the West Virginia Turnpike) at Beckley, West Virginia, and US 23 in Slate, Virginia.
- **Project Benefits:** The project will improve the existing winding road through a mountainous area with many blind curves and poor sight distances. The project will reduce conflict points and improve safe access to driveways for residents and businesses along the route. The project includes shoulders, median strips, increased radius of roadway curvature, and longer and flatter vertical curves to improve safety. The project is expected to save over 8,000 travel hours annually. The project will improve access to several tourism destinations including local and national trail systems and a state park. The project will also include broadband conduit installation to enable quality broadband access to thousands of residents in the region.

BIA Route 7 Regional Improvement Project (2022)

- **Award:** \$26,200,400
- **Location:** Todd County, South Dakota
- **Applicant:** Rosebud Sioux Tribe



- **Project Description:** The project will reconstruct and resurface approximately 24 miles of arterial roadway from U.S. Route 18 to U.S. Route 83. Several sections will also add separated shared-use pathways.
- **Project Benefits:** The improved roadway will enhance safety, freight movement, economic access, and climate resilience. The project will provide improved access to the town of Rosebud and essential Tribal services including healthcare, as well as employment opportunities and education for people across the Rosebud Sioux Reservation, which is one of the most economically disadvantaged reservations in the nation. The project will also improve the existing road surface, bringing it into a state of good repair. The project will incorporate proven safety countermeasures to reduce fatalities and serious injury crashes.

Madera 41 Expressway (2022)

- **Award:** \$25,000,000
- **Location:** Fresno, California
- **Applicant:** Madera County
- **Project Description:** The project will upgrade approximately four miles of the Madera 41 South Expressway from a two-lane rural highway to a four-lane limited-access expressway. In addition to the construction of the four-lane expressway, the project will improve the local road network by widening the Lateral 6.2 canal crossing near Avenue 15, constructing storm water detention basins, raising the height of the new roadway and constructing at-grade intersections at Avenue 12 and Avenue 15, reserving right-of-way for a future freeway interchange at Avenue 12, and adding a widened and raised median between the canal and Avenue 15.
- **Project Benefits:** The project will improve safety by upgrading travel lanes and road shoulders to meet Caltrans standards for freeways. The project's structural design will account for the higher-than-average volume of heavy truck traffic along the corridor to reduce peak-hour congestion and related emissions. The project scope also includes several environmental benefits, including new energy-efficient lighting. It will also include ways to capture and treat stormwater runoff and use green practices and materials to control erosion. Additionally, the project will link commercial, residential, and mixed-use development to alternative modes of transportation, like cycling and ride-share. It will also enhance freight movement and improve access to nearby Yosemite National Park for tourists and park employees.

Source: [Rural Awards Fact Sheet \(FY 2022\)](#)

PROGRAM NAME: [Infrastructure for Rebuilding America \(INFRA\)](#)

SUMMARY: The Infrastructure for Rebuilding America (INFRA) program supports freight and highway projects of national or regional significance to improve multimodal safety, efficiency, and reliability.



EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

US 212 Freight Mobility & Safety Project (2022)

- **Award:** \$10,000,000
- **Location:** Twin Cities, Minnesota
- **Applicant:** Carver County
- **Project Description:** The project will expand approximately 5 miles of US 212 from a rural two-lane undivided highway to a four-lane divided expressway between CSAH 36 in Cologne to Tacoma Avenue, including construction of reduced conflict intersections and a grade-separated interchange.
- **Project Benefits:** The project reconstructs a 90-year-old roadway and reconfigures intersections in areas with high crash rates to improve safety and facilitate freight movement. In the past five years, three fatalities have occurred at the intersection of US 212/CSAH 51, and the full project area has a higher-than-average crash rate. Many crashes were freight-related or roadway departure crashes that could be avoided by the roadway expansion, addition of rumble strips, and reduced conflict intersections. A traffic study shows that a great majority of the corridor congestion is caused by crashes, which impacts efficiency of freight movement for 12 major freight generators in the project area on this vital route between rural Southwest Minnesota and the Twin Cities.

Downtown Mile Safety and Connectivity Improvement Project (2022)

- **Award:** \$32,460,000
- **Location:** Flagstaff, Arizona
- **Applicant:** City of Flagstaff
- **Project Description:** This project will deliver pedestrian safety improvements and freight and passenger rail infrastructure enhancements along an approximately one-mile segment of the Burlington Northern and Santa Fe (BNSF) Southern Transcontinental Corridor. The improvements for the project include: (1) a pedestrian underpass at Rio de Flag, (2) an underpass at Milton Road to allow for the future widening of the road from four lanes to six lanes and increased vertical clearances, (3) a pedestrian underpass at Florence Walnut, and (4) the installation of pedestrian gates at the Beaver Street and San Francisco Street at-grade highway-rail crossings.
- **Project Benefits:** The project will improve quality of life and transportation equity for local residents. By constructing pedestrian underpasses, the project connects areas of persistent poverty and the essential services located in downtown Flagstaff. The improved pedestrian circulation will provide more timely access to employment centers, institutions of higher education, and government services by enabling pedestrians and other active transportation users to avoid delays resulting from the passage of approximately 80 trains per day at existing at-grade street crossings.

Source: [INFRA Awards Fact Sheet \(FY 2022\)](#)



PROGRAM NAME: [National Infrastructure Project Assistance \(Mega\)](#)

SUMMARY: The National Infrastructure Project Assistance (Mega) program provides funding for large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Strengthening Transportation Evacuation Resilient Lifeline by Improving the Network's Grid (STERLING) Project (2022)

- **Award:** \$110,000,000
- **Location:** Plymouth, North Carolina and Manteo, North Carolina
- **Applicant:** North Carolina Department of Transportation
- **Project Description:** This project will replace the Alligator River Bridge on U.S. Highway 64, which is currently a machinery-driven movable swing bridge, with a modern high-rise fixed-span bridge. The new bridge will be approximately 3.2 miles in length, with a vertical clearance of 65 feet to accommodate the navigational channel, two 12-foot lanes with 8-foot shoulders, and railings to separate bicycle traffic from vehicle traffic.
- **Project Benefits:** The project will eliminate potential emergency vehicle access conflicts during peak travel times. Increased shoulder width and rail height serve as a safety benefit to bicyclists. The installation of broadband and associated information technologies infrastructure will provide critical information to drivers, improving safety along the US 64 corridor.

Improvements to the I-10 Freight Corridor (2022)

- **Award:** \$60,000,000
- **Location:** Diamondhead, Mississippi
- **Applicant:** Mississippi Department of Transportation
- **Project Description:** The project will widen I-10 from four to six lanes from just west of Diamondhead to just east of County Farm Road. It also includes intelligent transportation system (ITS) improvements from approximately 1.5 miles west of the SR 603/43 interchange to approximately 2 miles east of US 49.
- **Project Benefits:** Based on the statewide crash rate for facilities with similar traffic counts, this project is expected to reduce the project area crash rate by 22 percent.

Source: [Mega Awards Fact Sheet \(FY 2022\)](#)

PROGRAM NAME: [Reconnecting Communities Pilot Program \(RCP\)](#)

SUMMARY: The Reconnecting Communities Pilot Program (RCP) funds planning and construction to remove, retrofit, or mitigate transportation facilities such as highways and rail lines that create mobility, access, or economic barriers to community connectivity.



EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

DeFuniak Springs Multi-Modal and Rail Mitigation Planning Project (2022)

- **Award:** \$741,800
- **Location:** Florida
- **Applicant:** City of DeFuniak Springs
- **Project Description:** This project will use funds to plan and design one or more pedestrian bridges over the Florida, Gulf, and Atlantic Rail Line and construct associated multi-use trails. These efforts will facilitate pedestrian and bicycle access to the Historic Main Street district in downtown DeFuniak and provide easy access to the many of the commercial, employment, and recreational resources that DeFuniak Springs has to offer.

Frankfort Reconnecting Communities Pilot Project (2022)

- **Award:** \$100,000
- **Location:** Frankfort, Kentucky
- **Applicant:** City of Frankfort
- **Project Description:** This project will use funds to support design and engineering for pedestrian safety improvements along the 0.8-mile auto-centric Versailles Road corridor (U.S. Route 60/421) between East Main Street and Brighton Park Boulevard. The funding will help Frankfort safely connect low-income and minority residents with economic opportunities and key community assets across a busy local road.

Source: [RCP Awards Fact Sheet \(FY 2022\)](#)

PROGRAM NAME: [Strengthening Mobility and Revolutionizing Transportation \(SMART\)](#)

SUMMARY: The Strengthening Mobility and Revolutionizing Transportation (SMART) program supports public sector agencies to conduct planning and prototyping demonstration projects focused on advanced smart community technologies and systems.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

ARROW: Alaska Rural Remote Operations Workplan Program (2022)

- **Award:** \$1,944,563
- **Location:** Alaska
- **Applicant:** Alaska Department of Transportation & Public Facilities
- **Project Description:** This project will use drone technology to conduct infrastructure inspections and gather situational awareness data essential to rural Alaska's way of life on snow, ice, and overland trails, partnering with Alaska Native and rural Villages.



*Advancing Rural Mobility: Michigan Public Transit Open Data Standards Program
(2022)*

- **Award:** \$1,310,447
- **Location:** Michigan
- **Applicant:** Michigan Department of Transportation
- **Project Description:** This project will leverage open standard data to make real-time public transit information accessible in rural Michigan.

Intelligent Sensor Integration on Rural Multi-Modal System with an Urban Recreation Travel Demand, Lake Tahoe Basin, NV and CA (2022)

- **Award:** \$1,489,000
- **Location:** Nevada
- **Applicant:** Tahoe Transportation District
- **Project Description:** This project will optimize Lake Tahoe region travel using sensors at each of the Basin's seven entry points.

Source: [SMART Projects List \(FY 2022\)](#)

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The Federal Highway Administration (FHWA) coordinates highway transportation programs in cooperation with states and other partners to enhance the country's safety, economic vitality, quality of life, and the environment.

Relevant FHWA Grant Programs

PROGRAM NAME: [Advanced Transportation Technologies and Innovative Mobility Deployment \(ATTIMD\) or Advanced Transportation Technology and Innovation \(ATTAIN\)](#)

SUMMARY: The program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Each Fiscal Year, 2022 through 2026, \$60 million is authorized and the Federal share for each project may be up to 80 percent of the cost of the project. Not less than 20 percent of the amounts made available under this opportunity shall be reserved for projects serving rural areas.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Minnesota's Autonomous Rural Transit Initiative (MARTI) (2022)

- **Award:** \$9,302,812
- **Location:** Minnesota
- **Applicant:** Department of Iron Range Resources & Rehabilitation



- **Project Description:** Minnesota Department of Iron Range Resources and Rehabilitation will use the funding to expand the current MARTI pilot, a free on-demand automated micro-transit service in Grand Rapids, to make transit services more reliant, convenient, and accessible in rural communities, including for wheelchair users. The project area includes disadvantaged communities.

Vehicle-to-Infrastructure Enabled Rural Highway Traffic Control Signs (2022)

- **Award:** \$1,000,000
- **Location:** Arizona
- **Applicant:** Mohave County
- **Project Description:** Mohave County will deploy 50 vehicle-to-infrastructure traffic control sign systems throughout rural areas of the county targeted to high-speed highway segments and intersection approaches to improve safety. The project area includes opportunity zones and disadvantaged communities.

Delaware's Traffic Management and Safety Traffic Management and Safety for Flooding Roadways and Vulnerable Road Users (AIIIMS Flood and VRU) (2022)

- **Award:** \$5,000,000
- **Location:** Delaware
- **Applicant:** Delaware Department of Transportation
- **Project Description:** Delaware DOT will use the funding toward a project in rural Sussex County to improve safety by optimizing transportation systems before and during flood events. The project uses advanced technologies to improve detection of local road users, including vulnerable road users, pedestrians, and bicyclists.

Source: [ATTIMD/ATTAIN Award List \(FY 2022\)](#)

PROGRAM NAME: [Bridge Investment Program \(BIP\)](#)

SUMMARY: The Bridge Investment Program (BIP) funds planning and construction projects that replace or protect aging and at-risk bridges. It is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Improving Rural Bridges in Northwest Oklahoma (2022)

- **Award:** \$11,505,044
- **Location:** Oklahoma
- **Applicant:** Oklahoma Department of Transportation
- **Project Description:** The project is to replace seven bridges in northwest Oklahoma that were constructed between 1915 and 1981. All bridges are on rural roadways connecting



agricultural areas with local towns and larger roadway facilities. All bridges are in fair or poor condition, have deficient horizontal clearances, and are load-posted. These postings affect oversized agricultural and oilfield vehicles, which are important to the region's economy. Energy sector and agricultural equipment, such as oil rig materials, combines, and large wind turbine towers must move on these narrow roadways and bridges.

Investing in South Carolina's Rural Bridges (2022)

- **Award:** \$51,185,909
- **Location:** South Carolina
- **Applicant:** South Carolina Department of Transportation
- **Project Description:** This project will replace six critical rural bridges on Union County in northwest South Carolina near the Appalachian Mountains. The area is bounded by Interstates 26, 85, and 77, and the bridges serve as cross-connectors between these national freight routes. The bridges are 68 to 100 years old and at or nearing the end of their service life. All six bridges are currently load-restricted, requiring freight haulers, farmers, and emergency vehicles to travel longer detour routes. The bridges are located on State and US routes which are vital farm-to-market and commercial freight routes in rural South Carolina.

Source: [BIP Awards Fact Sheet \(FY 2022\)](#)

PROGRAM NAME: [National Scenic Byways Program \(NSBP\)](#)

SUMMARY: The National Scenic Byways Program (NSBP) funds improvements such as byway facilities, safety improvements, and interpretive information along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural, recreational, or archeological qualities.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Alpine Loop/Silver Thread Toilets, Safety Pull-Outs, Observatory (2022)

- **Award:** \$640,250
- **Location:** Colorado
- **Applicant:** Colorado Department of Transportation
- **Project Description:** This collaborative project seeks to directly address the explosion of tourism impacts in the south-central San Juan Mountains and the small, disadvantaged communities of Creede, Silverton, Ouray, and Lake City. Specific deliverables from this grant include one open-air picnic pavilion; eleven toilets throughout the Alpine Loop and Silver Thread byways; additional safety pullouts for travelers on the high-alpine passes of Engineer and Cinnamon; increased safety pullouts for travelers between Eureka and Animas Forks; and installation of an open-deck Dark Skies observatory and interpretive site on Slumgullion Pass in the decommissioned Slumgullion Campground embracing the dark skies values and offering year-round, ADA access to programming and self-guided experiences.



Improving Safety and Mobility on Historic Route 66 in Oklahoma County (2022)

- **Award:** \$1,000,000
- **Location:** Oklahoma
- **Applicant:** Oklahoma Department of Transportation
- **Project Description:** This project will add 8-foot outside shoulders to approximately 1.3 miles of the Historic Route 66 National Scenic Byway and newly designated U.S. Bicycle Route 66 in Oklahoma County. This project will improve safety and enhance cycling opportunities along the corridor from Post Road to just west of the town of Arcadia, allowing the abutting communities, Edmond and Arcadia, to enjoy features such as POPS 66 Soda Ranch, the Historic Arcadia Round Barn, Lake Arcadia, and the Route 66 Softball Complex.

Source: [NSBP Grant Awardees \(FY 2022\)](#)

PROGRAM NAME: [Nationally Significant Federal Lands and Tribal Projects \(NSFLTP\)](#)

SUMMARY: The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and Tribal lands. It provides an opportunity to address significant challenges across the nation for transportation facilities that serve Federal and Tribal lands.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

US93 Dublin Gulch Road to Gunlock Road (2022)

- **Award:** \$30,567,037
- **Location:** Montana
- **Applicant:** Confederated Salish and Kootenai Tribes
- **Project Description:** Rehabilitation of US 93 from Dublin Gulch Road to Gunlock Road, including construction of a multi-span bridge over Ninepipes Reservoir, implementation of traffic safety improvements, development of wildlife collision reduction infrastructure, roadway reconstruction, and development of a shared-use path.

Source: [NSFLTP Award Selectees \(FY 2022\)](#)

PROGRAM NAME: [Tribal Transportation Program Safety Fund \(TTPSF\)](#)

SUMMARY: The Tribal Transportation Program Safety Fund (TTPSF) supports the development and modernization of data-driven transportation safety plan objectives. The TTPSF is targeted to address the higher rates of fatal injuries associated with transportation of the Native American and Alaska Native populations of our country. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes.



EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

Develop a Regional Transportation Safety Plan and Update 3 Existing Transportation Safety Plans (2022)

- **Award:** \$45,000
- **Location:** Alaska
- **Applicant:** Inupiat Community of the Arctic Slope (ICAS)
- **Project Description:** The project is to develop a regional transportation safety plan for eight Tribal communities of Alaska's North Slope Borough in the Arctic. The effort will collate existing transportation safety plans and develop new plans where they do not yet exist. The new plan will identify common issues, attempt to provide cohesive solutions for all communities, and account for regional transportation safety issues relating to ice roads, seasonal travel, hunting paths, paths to subsistence resources, roads to resources (oil and gas).

Pedestrian Safety Improvements along Agency Road, 1st Avenue, and Arizona Avenue (2022)

- **Award:** \$277,640
- **Location:** Arizona
- **Applicant:** Colorado River Indian Tribes
- **Project Description:** The project is to design pedestrian safety improvements along Agency Road, 1st Avenue, and Arizona Avenue, the three routes which have the highest pedestrian activity within the Colorado River Indian Reservation and a history of pedestrian injury crashes. The project will design new five-foot-wide concrete sidewalks along Agency Road, 1st Avenue, and Arizona Avenue with a new 10-foot-wide multi-use asphalt pathway along the east side of 1st Avenue. A 2023 TTPSF grant of \$1,571,680.63 funded construction of Pedestrian Safety Improvements on Agency Ave and 1st Ave East.

Source: [TTPSF Grant Awards \(FY 2022\)](#) and [2013-2023 TTPSF Grant Recipients](#)

FEDERAL RAILROAD ADMINISTRATION (FRA)

The Federal Railroad Administration (FRA) promotes safe and environmentally sound rail transportation. With the responsibility of ensuring railroad safety throughout the nation, the FRA employs safety inspectors to monitor railroad compliance with Federally mandated safety standards including track maintenance, inspection standards, and operating practices.

The FRA conducts research and development tests to evaluate projects in support of its safety mission and to enhance the railroad system as a national transportation resource. Public education campaigns on highway-rail grade crossing safety and the danger of trespassing on rail property are also administered by the FRA.



Relevant FRA Grant Programs

PROGRAM NAME: [Railroad Crossing Elimination \(RCE\)](#)

SUMMARY: The Railroad Crossing Elimination (RCE) program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

EXAMPLE RURAL ROADWAY SAFETY PROJECT AWARDS:

West Virginia Crossing Safety Action Plan Implementation (2022)

- **Award:** Up to \$480,000
- **Location:** West Virginia
- **Applicant:** West Virginia Department of Transportation
- **Project Description:** The proposed planning project will conduct a feasibility study on nine crossings on CSX and Norfolk Southern right-of-way throughout the state and provide a framework of strategies to improve safety, eliminate hazards, and reduce incidents. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

Wells County Hoosier Highway Crossing Elimination Project (2022)

- **Award:** Up to \$1,114,261
- **Location:** Indiana
- **Applicant:** Wells County
- **Project Description:** This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. This project qualifies for the statutory set-aside for projects in Rural Areas.

Source: [RCE Grant Awards \(FY 2022\)](#)



Non-Discretionary Grant Programs

Most Federal transportation funding flows through non-discretionary formula grants. Formula grant programs allocate funding to recipients based on formulas set by Congress. USDOT distributes these funds to States, Federally recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at State, Tribal, or agency discretion.

Rural communities should be aware of certain non-discretionary formula grant programs when pursuing Federal funding. This section includes some relevant formula grants that USDOT administers through its OAs or “modes.” Please refer to each program’s website and primary materials for more information.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The Federal Highway Administration (FHWA) coordinates highway transportation programs in cooperation with states and other partners to enhance the country’s safety, economic vitality, quality of life, and the environment. Major program areas include the Federal-Aid Highway Program, which provides Federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges. This program provides funds for general improvements and development of safe highways and roads.

PROGRAM NAME: [Highway Safety Improvement Program \(HSIP\)](#)

SUMMARY: The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on Tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP is legislated under Section 148 of Title 23, United States Code (23 U.S.C. 148) and regulated under Part 924 of Title 23, Code of Federal Regulations (23 CFR Part 924). The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP).

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

The Federal Motor Carrier Safety Administration’s (FMCSA) mission is to reduce crashes, injuries, and fatalities involving vehicles used for commerce, including large trucks and buses. FMCSA supports programs and grants that improve commercial vehicle and driver safety, safety information systems and commercial motor vehicle technologies, and safety awareness in motor carrier operations, including vehicle equipment and operating standards. FMCSA partners with industry, safety advocates, and state and local governments to keep the nation’s roadways safe and improve Commercial Motor Vehicle (CMV) safety through the strong enforcement of regulations, developments in research and technology, and educational opportunities for high-risk carriers and Commercial Driver’s License (CDL) holders.



PROGRAM NAME: [Motor Carrier Safety Assistance Program \(MCSAP\)](#)

SUMMARY: The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMVs). The goal of the MCSAP is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. The MCSAP is FMCSA's largest grant program that supports State and local law enforcement agencies to utilize over 12,000 enforcement officers to increase enforcement and safety activities nationwide.

Safety activities involving rural roads and migrant worker transportation in rural areas are eligible for funding under FMCSA grant programs. Such safety activities include commercial motor vehicle inspections and related traffic enforcement, motor carrier safety investigations, public outreach and education, and innovative technology deployment.

FEDERAL TRANSIT ADMINISTRATION (FTA)

The Federal Transit Administration (FTA) supports programs and activities that plan, build, and operate transit systems. FTA makes public transit on buses, trains, and even ferryboats safer through program implementation and oversight, policy development, hazard investigation, data collection, risk analysis, and information sharing through resources such as the National Transit Database (NTD). FTA invests in supporting existing public transit services and expanding services into rural areas, providing financial, technical, and planning assistance that helps local and regional transportation systems create safe and technologically advanced transit that is equitable and environmentally conscious.

PROGRAM NAME: [Formula Grants for Rural Areas \(Section 5311\)](#)

SUMMARY: The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible recipients of Section 5311 funding include states and Federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

PROGRAM NAME: [Tribal Transit Formula Grants \(Section 5311\(c\)\)](#)

SUMMARY: The Tribal Transit Formula Grants provide funding to Federally recognized Indian Tribes for public transportation services on and around Indian reservations or Tribal land in rural areas. Federally recognized Tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects, including service agreements with private providers of public transportation services, that meet the growing needs of rural Tribal communities.



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement. NHTSA works with State Highway Safety Offices (SHSOs) to implement data-driven highway safety programs that address the individual needs of each jurisdiction, including rural regions of the country. Following careful analysis of their highway safety and other data, SHSOs in these jurisdictions identify communities that can benefit from the funding available under these programs, which can be used to address occupant protection, impaired driving, speed, and other issues relevant to rural communities.

PROGRAM NAME: [The State and Community Safety Grants Program \(Section 402\)](#)

SUMMARY: The State and Community Safety Grants Program (Section 402) supports multifaceted state highway safety programs designed to reduce traffic crashes and the resulting deaths and injuries.

PROGRAM NAME: [The National Priority Safety Programs \(Section 405\)](#)

SUMMARY: The National Priority Safety Programs (Section 405) allow the agency to make grant awards to states in the areas of occupant protection, state traffic safety information system improvements, impaired driving countermeasures (including ignition interlock and 24-7 sobriety program), distracted driving, motorcyclist safety, nonmotorized safety, officer safety, and the prevention of roadside deaths.

