



Challenges and Opportunities of Developing Tribal Safety Action Plans

2025 NTICC – September 23, 2025 – 1:30 p.m.



Agenda Review

1. Welcome and Introductions
2. Comprehensive Safety Action Plan Process
3. Challenges and Opportunities
 1. Crash Data
 2. Roadway Data
 3. Community and Stakeholder Participation
 4. Safety Strategies
 5. Funding
4. Questions



Welcome and Introductions

- Bois Forte Staff
 - Carol Burr – Director of Planning and Community Development
 - Brian Whiteman – Public Works Director
 - Doris Isham – Grant Manager
- SRF Consulting Group, Inc.
 - Matt Knight, AICP – Project Manager
 - Jamie Wark – Project Manager



Session Goals

- Overview (refresher) of the SS4A Safety Action Plan Process
- Discuss challenges experienced while developing Tribal Safety Action Plans
- Discuss opportunities identified to overcome challenges tribes may face





Overview of Safe Streets and Roadways for All (SS4A) and Safety Action Plans



Safe Streets and Roads for All (SS4A) Grant Program

- *The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.*



Safe Streets and Roads for All (SS4A) Grant Program

Applicant Eligibility

- Metropolitan planning organizations (MPOs)
- Political subdivisions of a State or territory
 - Counties
 - Cities
 - Towns
 - Special districts
 - Certain transit agencies
 - Similar units of local government
- Federally recognized Tribal governments

Grant Types

- Comprehensive Safety Action Plans
- Planning and Demonstration Activities
- Implementation Grants



Comprehensive Safety Action Plan (CSAP)

The primary objectives of the Safety Action Plan:

- Goal:
 - Develop a Comprehensive Safety Action Plan (CSAP) for the Boise Forte Band of Chippewa
 - Eliminate/reduce fatal and serious injury crashes within the Bois Forte Reservation
- The CSAP is the basic building block to improve roadway safety
- Develop **safety projects** – specific strategies at specific locations
- Identifying funding opportunities



Safe Streets and Roads for All (SS4A) Grant Program

SS4A Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 6, and 8 in this worksheet; and
- You can answer "YES" to **at least three of the five remaining Questions, 1, 2, 4, 5, and 7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant:

UE:

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



U.S. Department of Transportation

SS4A Self-Certification Eligibility Worksheet | Page 1 of 5

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

YES

NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



U.S. Department of Transportation

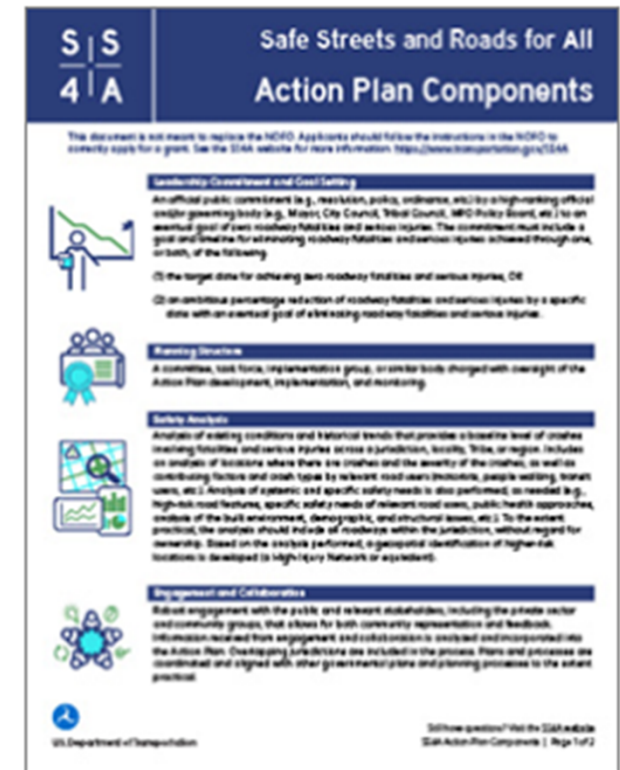
SS4A Self-Certification Eligibility Worksheet | Page 2 of 5



Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Policy and process changes
- Strategy and project selections
- Progress and transparency



Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components



Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).



Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components



Policy and Process Changes

Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

Comprehensive Safety Action Plan (CSAP)

Comprehensive Safety Action Plan components



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.



Challenges and Opportunities





Challenge: Crash Data



Challenge: Crash Data

Crash Data Sources:

- MnDOT/MnCMAT2
- St. Louis County
- First Responders
- Law Enforcement

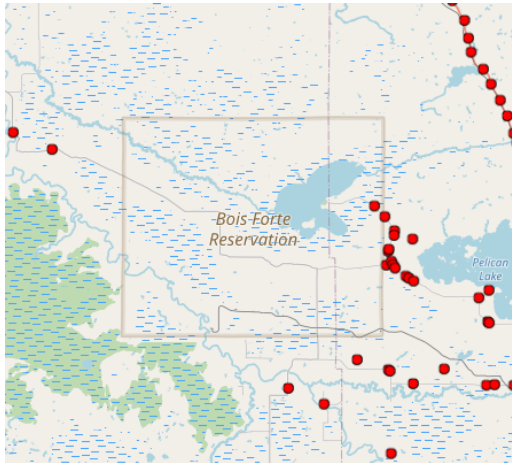


Challenge: Crash Data

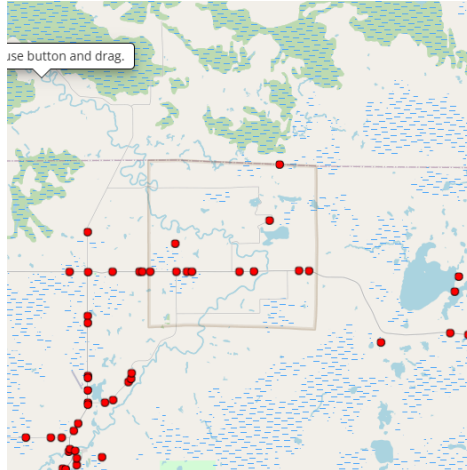
Crashes within the Bois Forte Reservation

27 total crashes (2015 – 2024)

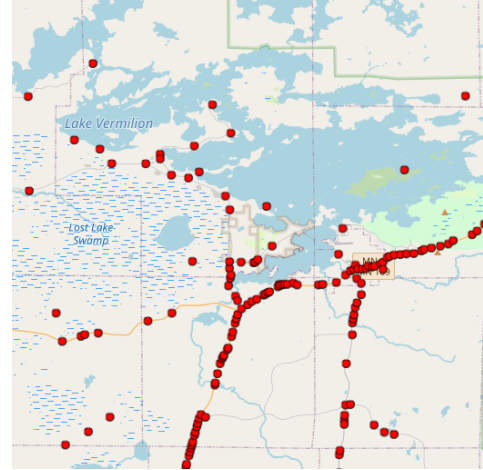
One Crash (Bois Forte)



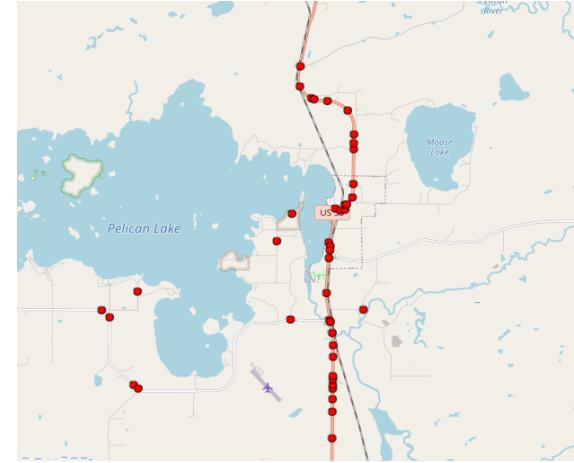
13 Crashes (Deer Creek)



12 Crashes (Lake Vermilion)



One Crash (Indian Point)



Challenge: Crash Data

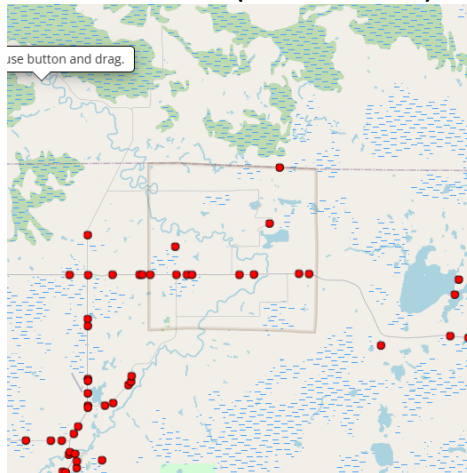
Crashes within five miles of the Boise Forte Reservation

283 total crashes (2015 – 2024)

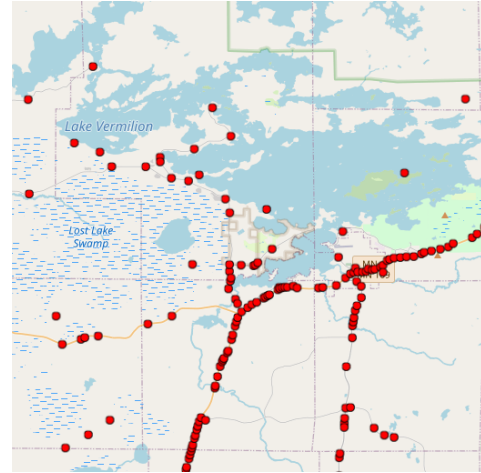
26 Crashes (Nett lake)



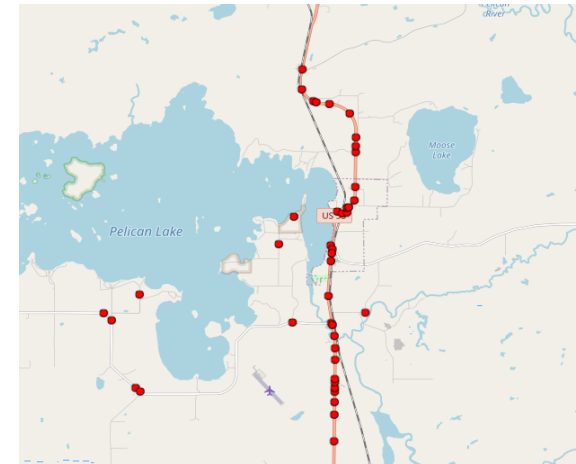
33 Crashes (Deer Creek)



172 (Lake Vermillion)

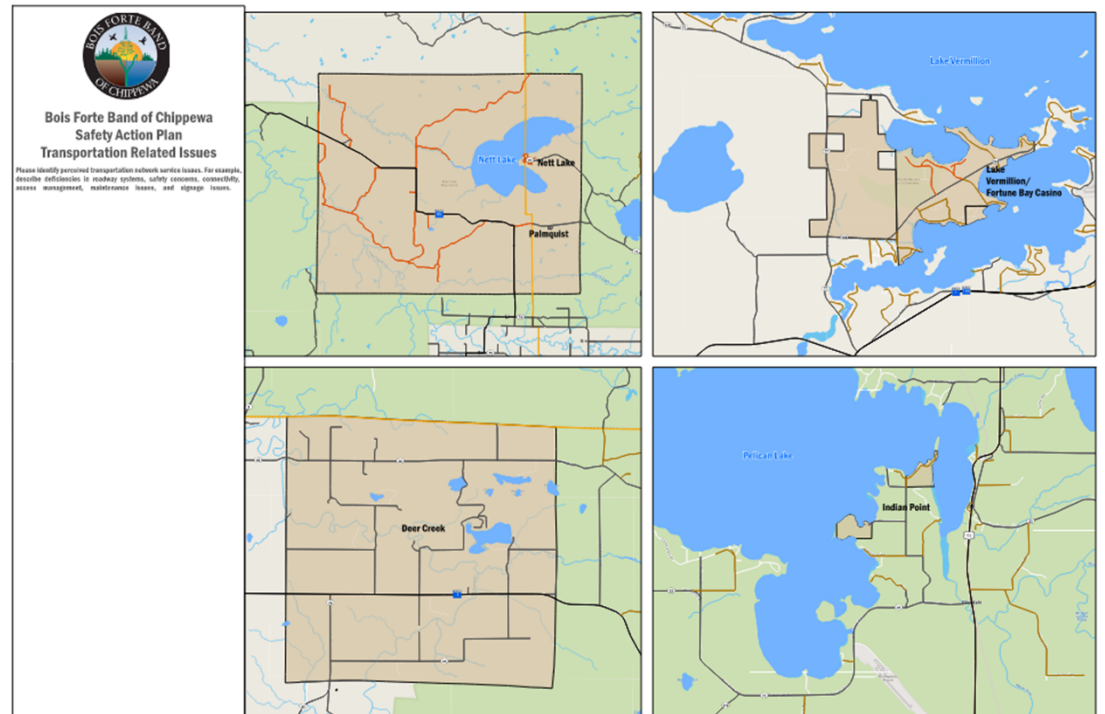


52 Crashes (Indian Point)



Opportunity: Public Feedback

- Gathered input from residents regarding crash locations, date/time, etc.
- Used information to help tell the narrative for safety improvement needs
- Does not replace recorded crash records





Challenge: Roadway Data



Challenge: Roadway Data

Roadway Data Sources:

- MnDOT roadway centerline files
- Indian Reservation Roads Program Inventory



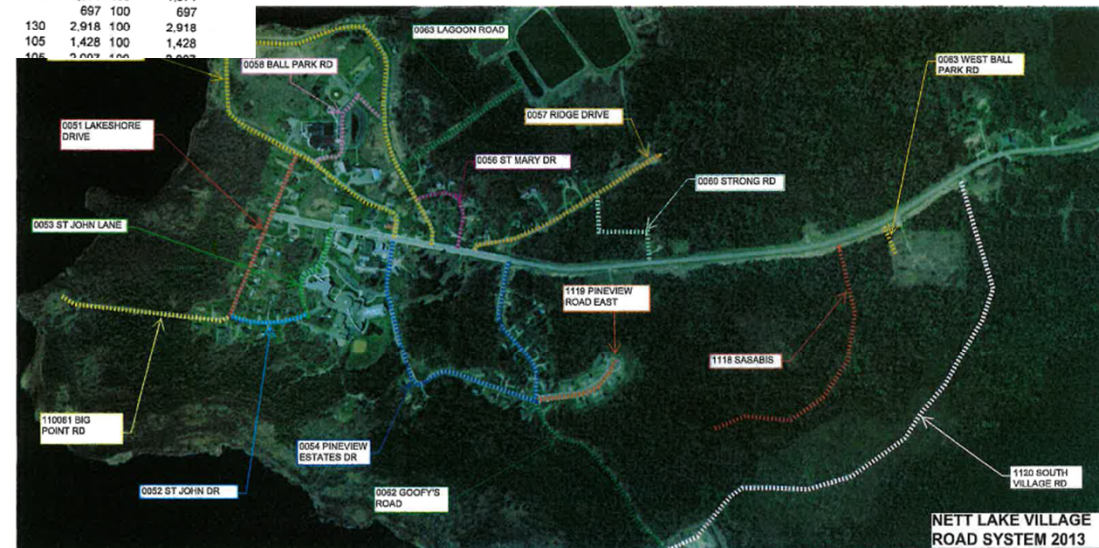
Challenge: Roadway Data



Indian Reservation Roads Program Official Indian Reservation Road inventory 11/06/2018



Status Code	Location	Sec Len	Bridge No	Bdg Cnd	Bdg Len Ft	Cty Cd	Cngr Dist	St Year	ADT	ADT	Clas	Ter Typ	Own Cd	CN	Sh Typ	Sur Typ	PCI	RD Cnd	GPR No	Fur Sur	Future ADT	ADS No	VMT	Raw CTC \$ (1000)	BIA %	IRR CTC \$ (1000)	
Official	F53404 Rt 3104/820	2.4				137	08	27	2003	2622	5	2	5	2	3	5	52	4	16	P	3,894	14		6,293	953	100	953
Official	F53404 Rt 3104/830	1.3				137	08	27			5	2	5	2	3	32	2	16	G		74	14		65	443	100	443
Official	F53404 Rt 3115/810	14.9				137	08	27	2007	1162	4	2	5	2	3	5	70	5	16	P	1,726	11		17,314	1,321	100	1,321
Official	F53404 Rt 3119/810	3.7				137	08	27	2003	359	4	2	5	2	3	39	4	16	P		533	11		1,328	5,990	100	5,990
Official	F53404 Rt 3228/810	3.0				061	08	27			4	2	5	2	3	39	4	16	G		74	11		150	3,367	100	3,367
Official	F53404 Rt 3229/810	1.4				061	08	27			4	2	5	2	3	34	4	16	G		74	11		70	1,571	100	1,571
Official	F53404 Rt 3229/820		7111	1	138	061	08	27			4	2	5	2					16	P					697	100	697
Official	F53404 Rt 3229/830	2.6				061	08	27			4	2	5	2	3	34	4	16	G		74	11		130	2,918	100	2,918
Official	F53404 Rt 3230/810	2.1				061	08	27			4	1	5	2	3	37	4	16	G		74	10		105	1,428	100	1,428
Official	F53404 Rt 3231/810	2.1				061	08	27			4	2	5	2	5	34	3	16	G		74	11		105	2,007	100	2,007



Opportunity: Roadway Data

Digitized Roadway Inventory:

- Roadway attributes are now in a GIS file
- Tribe can now maintain roadway data in GIS format
- Roadway geometry and attributes are now in one file





Community and Stakeholder Participation



Challenge: Community and Stakeholder Participation

Project team had a desire to engage with:

- Community Members
- Partnering Agencies
- FHWA Representatives
- Bois Forte Departments
- Law Enforcement
- School Representatives
- First Responders
- Transit
- Tribal Leadership



Opportunity: Develop a Robust Engagement Plan

Engagement Plan:

- Convene a Project Management Team
- Identify Stakeholder Group
- Identify Opportunities to Engage with Community Members
- Conduct a Community Survey
- Host a Technical and Engagement Workshop
- Present Findings to the Tribal Council



Opportunity: Develop a Robust Engagement Plan

Stakeholder Group:

Agency/Organization	Representative
Bois Forte Public Works Division Director	Brian Whiteman
Bois Forte Grants Manager	Doris Isham
Bois Forte Planning and Community Development Director	Carol Burr
Bois Forte Public Safety	Nikki Irving
FHWA Safety & Traffic Operations Engineer	Kristi Sebastian
FHWA Grants Project Manager	Curtis Jorgenson
John's Hopkins Center for Injury Research/Policy	Wendy Shields
BIA Police Dept Chief of Police	Jamie Burdick
BIA Police Dept	Donna Hoffer
Main Street America	Shane Hampton
Midwest Assistance Program Inc.	Mary Mullane
Midwest Assistance Program Inc.	Jason Towne
Nett Lake Elementary Superintendent	Peter Hardy
North Woods High School Principal	Kelly Engman
Big Woods Transit Director	Tom Spears
MnDOT District 1	Jim Miles
St Louis Co Emergency Services	Dewey Johnson
St Louis Co Traffic Engineer	Vic Lund
Koochiching Co Engineer	Trent Nicholson



Opportunity: Develop a Robust Engagement Plan

Pop-Up Events

- SahGiiBahGah Powwow
 - Engaged with 20+ tribal and non-tribal members
 - 13 surveys were completed
- Lake Vermillion Powwow
 - Engaged with 20+ tribal and non-tribal members
 - 15 surveys were completed



Opportunity: Develop a Robust Engagement Plan

Community Survey

- Online community survey was actively promoted from early June through August 26
- Used to identify transportation safety concerns, personal experiences, and optional demographic information
- 72 responses and 200+ open ended comments were received

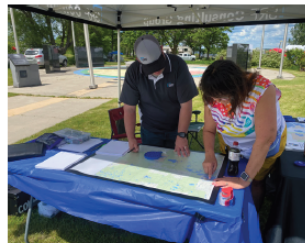
What Engagement Has Occurred?

Bois Forte has engaged with area residents to better understand existing issues and opportunities. The following in-person and online input opportunities helped inform recommended safety improvements.



Stakeholder Engagement

Bois Forte Tribal Staff had discussions with key audiences (e.g. tribal staff, emergency responders, etc.)



Pop-up Events

SahGiiBahGah Powwow - June 8 in Nett Lake. Engaged with 20+ people and received 13 completed surveys
Lake Vermilion Powwow - June 29 in Tower, MN. Engaged with 20+ people and received 15 completed surveys.



Community Survey

An online survey was promoted through tribal communication channels. The survey closed on August 26, 2024 and received 72 responses. A full summary of responses is provided below.



Opportunity: Develop a Robust Engagement Plan

Technical and Engagement Workshop

- Workshop was held at the Fortune Bay Casino
- The purpose of the workshop was to:
 - Create a shared understanding of the Safety Action Plan process
 - Solicit and share safety stakeholder perspectives
 - Develop an understanding of and collaboratively explore proven safety strategies





Safety Strategies



Challenge: Safety Strategies

Safety Strategies:

- The project team was equipped with proven systemic countermeasures
- Bois Forte had some unique safety challenges
- Proven systemic safety countermeasures were not always applicable to Bois Forte's unique challenges



List of Proven Safety Strategies

- Clear Zone Maintenance / Enhancements
- Chevrons
- Rumble Strips
- Lighting / Streetlights
- Enhanced Edgeline (6" & 8")
- Upgraded Signs & Pavement Markings
- Remove Skew / Realign Intersections
- Roundabouts
- All-Way Stop Control (AWSC)
- Pedestrian Enhancements



Clear Zone Maintenance/Enhancements

- **Description:** Includes vegetation management, appropriate ROW width, & ROW fencing.
- **Effectiveness:**
 - Increase distance of roadside features from **3.3-16.7ft** – **22% reduction*** of all crash types & severities.
 - Increase distance of roadside features from **16.7-30ft** – **44% reduction*** of all crash types & severities.
- **Cost Estimate Thresholds (per mile):**
\$9,000 or less – \$350,000
(highly variable based on project context)
- **Where and why are these used:**
 - Primarily utilized in rural segments, curves, & intersections.
 - A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.



Nativeengineering.files.wordpress.com



Chevrons

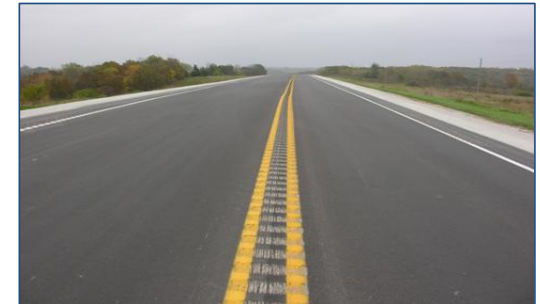
- **Description:** Chevron signs are used along curves to alert drivers of the curve in the road.
- **Effectiveness:** 25% reduction* of nighttime non-intersection crashes of all severities.
- **Cost Estimate Thresholds (per curve):**
Less than \$9,000
- **Where and why are these used:**
 - Can be utilized at any horizontal curve (rural & urban) to enhance delineation.
 - Especially effective at night, as the reflectivity of the chevrons can alert drivers of a curve they may not otherwise have seen.



Low-Cost Traffic Engineering
Improvements: A Primer (FHWA, FHWA-
OP-03-078)

Rumble Strips

- **Description:** Series of short, milled sections to audibly alert drivers when they cross the shoulder or centerline.
- **Effectiveness:**
 - **Shoulder/edgeline:** 22% reduction** of fatal & injury crashes of all crash types.
 - **Centerline:** 36% reduction** of fatal & serious injury SVROR crashes on rural 2-lane roads.
- **Cost Estimate Thresholds (per mile):**
Less than \$9,000
- **Where and why are these used:**
 - Primarily utilized on rural two-lane roads.
 - Traditionally installed as rectangular strips. Sinusoidal rumble strips (“Mumble Strips”) are installed in a waved pattern to decrease noise pollution.
 - Effective at reducing lane departure risk, which often results in high severity crashes.

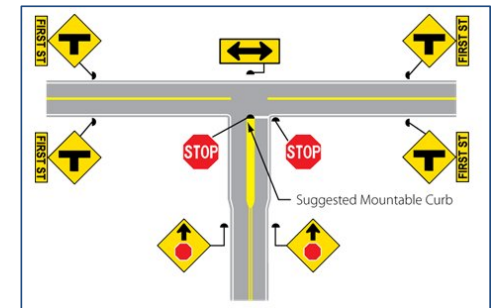


*Mitigation Strategies for Design Exceptions
(FHWA, FHWA-SA-07-011)*



Upgraded Signs & Pavement Markings

- **Description:** Includes doubled-up & oversized warning signs/stop signs, oversized regulatory signs, retroreflective strips on sign posts, LED-flashing stop signs, & enhanced PMs.
- **Effectiveness:** 25% reduction* of all crash types & severities at stop-controlled intersections.
- **Cost Estimate Thresholds (per intersection):** Less than \$9,000
- **Where and why are these used:**
 - Can be utilized at rural and urban stop-controlled intersections.
 - Upgrades to signs and PMs (oversized signs with enhanced reflectivity, wider PMs, etc.) all effectively increase driver awareness, especially in dark conditions.



Intersection Safety: A Manual for Local Rural Road Owners (FHWA, FHWA-SA-11-08)

CR 77(Angus Rd) & CR 413 (Lake Vermillion Reservation Road)

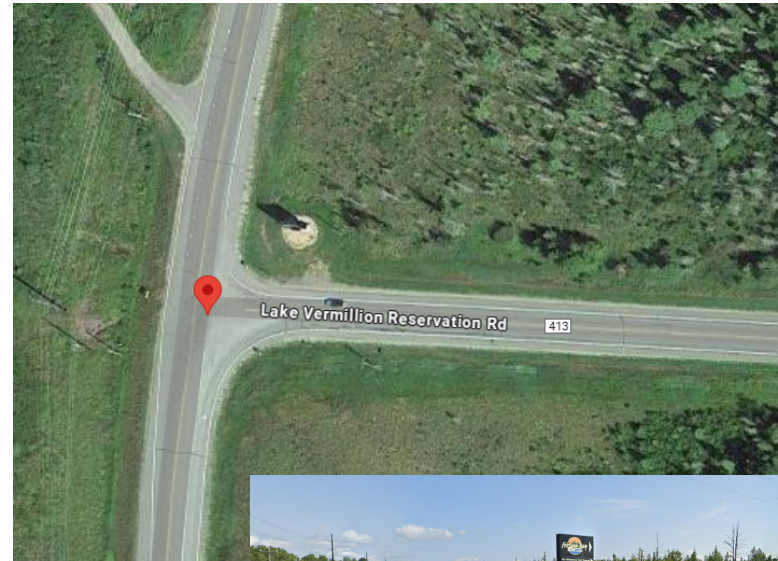
Concern: Drivers run stop sign traveling west on Lake Vermillion Road and poor sight distance

Source: Pop-up event in Lake Vermillion and Bois Forte Staff

Potential Treatments

- Updated T intersection with LED Stop Sign
- Transverse Rumble Strips

Partner Agency: St. Louis County



Lake Vermillion Reservation Road & Fortune Bay Intersection

Concern: Drivers disobey stop signs, lack of turn lanes, and lack of streetlights

Source: Pop-up event in Lake Vermillion

Potential Treatments

- Streetlights
- Turn lanes at intersections

Partner Agency: St. Louis County



Palmquist Rd/Nett Lake Rd (School Bus Stop)

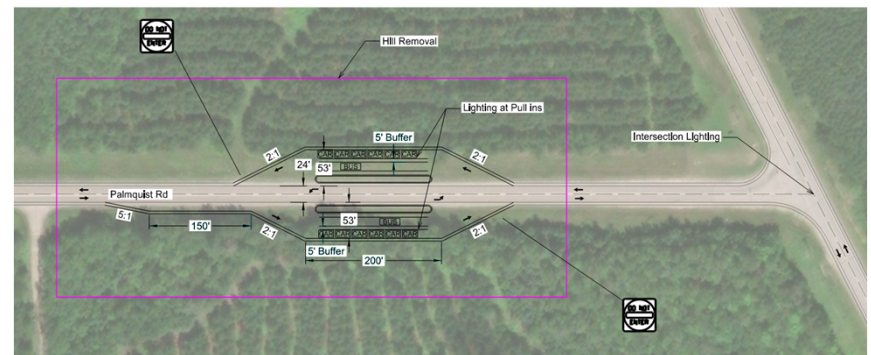
Concern: Parents drop off students for bussing to and from Cook

Source: Pop-up event in Nett Lake

Potential Treatments

- Create a Park and Ride space
- Add signage
- Create shelter for students

Partner Agency: St. Louis County





Funding



Challenge: Funding

Safety Funding:

- Safety funding is competitive, and dollars are limited
- The project team identified potential funding opportunities for projects
- Funding opportunities are not limited to SS4A Implementation Grants



Challenge: Funding

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY				
Program	Funding (FY22-26)	New Program	Formula / Competitive	Purpose
Dedicated Tribal Programs				
Tribal Transportation Program (TTP)	\$3.01 B		F	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	\$825 M		C	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		C	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Other Programs				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Active Transportation Infrastructure Investment Program (ATIIP)	\$200 M	NEW	C	Supports active transportation networks and spaces such as safe bike paths and walking trails.
Bridge Formula Program (BFP)	\$27.5 B		F	Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
Bridge Investment Program	\$12.5 B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	NEW	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			F	Reduce traffic fatalities and serious injuries on all public roads.
Other Programs				
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system.
Local and Regional Project Assistance (RAISE)	\$8.275 B		C	Fund transportation infrastructure projects with significant local or regional impact.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY				
Program	Funding (FY22-26)	New Program	Formula / Competitive	Purpose
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	NEW	C	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	NEW	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural, recreational, and archeological qualities.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		C	Address significant challenges across the nation for transportation facilities that serve Federal and Tribal lands.
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way	\$10 M	NEW	C	Support activities to benefit pollinators on roadsides and highway rights-of-way.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1.4 B	NEW	C	Support resilience improvements.
Reconnecting Communities Pilot	\$1 B	NEW	C	Restore community connectivity by removing highways that create barriers.
Reduction of Truck Emissions at Port Facilities	\$400 M	NEW	C	Reduce truck idling and emissions at ports.
Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.)	\$2 B	NEW	C	Initiative to address disparities in rural transportation infrastructure.
Safe Streets and Roads for All	\$5 B	NEW	C	Support local safety initiatives to prevent transportation related deaths and serious injuries.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500 M		C	Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	\$7.2 B		C	Fund a variety of generally smaller-scale transportation projects.
Wildlife Crossing Pilot Program	\$350 M	NEW	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity.



Questions?

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