



National  
Center  
for  
Rural  
Road  
Safety



## **ROUTES Initiative and Rural Safety Data**

Presented by:

- Steve Polzin, Senior Advisor for Research & Technology, US DOT
- Rajesh Subramanian, Division Chief of the Mathematical Analysis Division, NHTSA



# Webinar Logistics

- Duration is 11:00 AM - 12:30 PM Mountain
- Webinar – recorded and archived on website. For quality of recording, phone will be muted during presentation
- If listening on the phone, please mute your computer
- To maximize the presentation on your screen click the 4 arrows in the top right of the presentation
- At the end of each section, there will be time for Q&A
- There is a handout pod at the bottom of the screen
- Please complete follow-up surveys; they are vital to assessing the webinar quality





# Certificates of Completion/CEUs

Survey Link –

<http://survey.constantcontact.com/survey/a07eh3om50fkaectfx6/start>

- Survey closes 2 weeks after webinar
- Expect certificate/CEU form approx. 4-6 weeks after webinar
- Return CEU form to [ContinuingEd@montana.edu](mailto:ContinuingEd@montana.edu) **NOT** Safety Center
- Request a verification of completion form





# Certificates of Completion/CEUs



**Course Registration Form**  
Please PRINT in INK

Extended University  
Office of Continuing Education  
128 Barnard Hall/PO Box 173860  
Bozeman, MT 59717-3860  
Phone: (406) 994-6550/Fax: (406) 994-7856  
Email: ContinuingEd@montana.edu  
Web: http://eu.montana.edu

Course cex 280717 Pedestrian Treatments for Uncontrolled Locations - Live Location Online

Date 01/18/18 - 01/18/18 REGISTRATION FEE \$0.00 # OF CEU's 0.150 GENDER: M / F

Name  
Last \_\_\_\_\_ First \_\_\_\_\_ Middle Initial \_\_\_\_\_ Maiden/Former Name \_\_\_\_\_

Address  
Street or PO Box \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

EMAIL: \_\_\_\_\_ DAY PHONE: (\_\_\_\_) \_\_\_\_\_

Last Degree Earned \_\_\_\_\_ FROM WHAT COLLEGE? \_\_\_\_\_ WHEN \_\_\_\_\_

HAVE YOU EVER BEEN ADMITTED TO MSU-BOZEMAN AS A STUDENT? Yes \_\_\_\_\_ No \_\_\_\_\_ When? \_\_\_\_\_

HAVE YOU EVER TAKEN OTHER MSU-BOZEMAN CONTINUING EDUCATION COURSES? Yes \_\_\_\_\_ No \_\_\_\_\_ When? \_\_\_\_\_

I AM REGISTERING FOR: Credit \_\_\_\_\_ Audit \_\_\_\_\_ Continuing Education Units X \_\_\_\_\_

Student Signature \_\_\_\_\_ Date \_\_\_\_\_ Instructor Signature \_\_\_\_\_

Student information to be removed and shredded once entered into system

\*Required SOCIAL SECURITY # or MSU STUDENT ID # \_\_\_\_\_ \*Required BIRTHDATE: \_\_\_\_\_

AMOUNT PAID \$ \_\_\_\_\_ CREDIT CARD # \_\_\_\_\_

CASH \_\_\_\_\_ CHECK # \_\_\_\_\_ (Visa or MasterCard ONLY) EXP DATE \_\_\_\_\_ CVV \_\_\_\_\_

NOTE: If triplicate hard copy - The PINK copy is the student's official receipt. Please return the WHITE & YELLOW copies to Extended University  
If single sheet - Submit form to Extended University (make copy for your records)



Academic Technology and Outreach  
Montana State University  
128 Barnard Hall  
PO Box 173860  
Bozeman, MT 59717-3860

## VERIFICATION OF COMPLETION

February 2, 2018

REGISTRANT: First \_\_\_\_\_ Last \_\_\_\_\_  
123 Main St  
Town, ST 59123

ID #:		CEU	Hours
18SCEX280717	Pedestrian Treatments for Uncontrolled Locations - Live January 18, 2018	0.150	1.50
18SCEX280720	Primer on the Joint Use of the HSM and the HFG for February 13, 2018 - February 13, 2019	0.150	1.50
TOTAL:		0.300 CEU's	9.00 Hours





# Today's Presenter



Steven Polzin,  
Senior Advisor  
R&T, USDOT



Rajesh Subramanian,  
Division Chief of the  
Mathematical Analysis Division  
NHTSA



# Goals of this Webinar

Once you have completed this webinar, you will have:  
an overview of the US DOT's Rural Opportunities to Use  
Transportation for Economic Success (ROUTES) initiative and  
knowledge of some of the Department's most recent studies and  
data on rural safety.



# Learning Outcomes

To achieve the webinar goal, you will learn to:

Identify the contributions of rural transportation infrastructure to national transportation performance.

Understand rural transportation conditions and needs.

Explore opportunities to leverage USDOT discretionary programs.

Compare rural and urban safety data.

Identify implications for rural safety resources.



Steve Polzin,  
USDOT



National  
Center  
for  
**Rural  
Road  
Safety**

Identify the contributions of rural transportation infrastructure to national transportation performance.

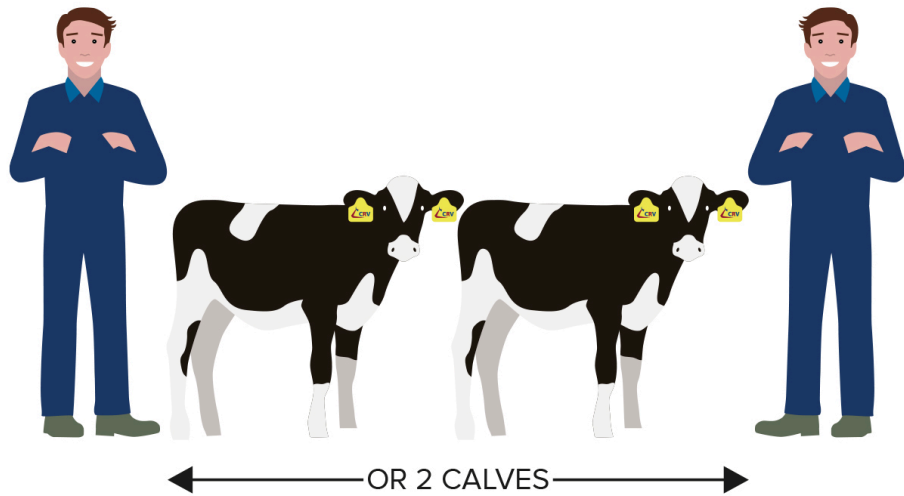
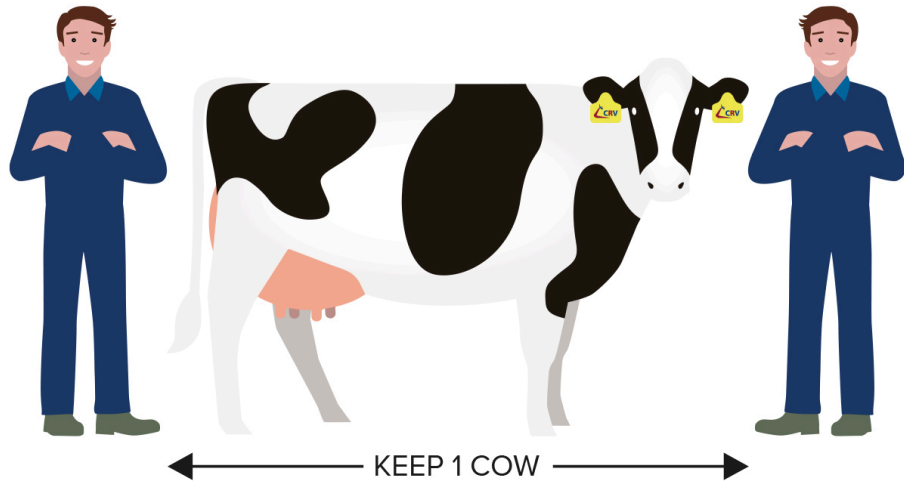
Understand rural transportation conditions and needs.

Explore opportunities to leverage USDOT discretionary programs.

Compare rural and urban safety data.

Identify implications for rural safety resources.

SOCIAL DISTANCING



National  
Center  
for  
Rural  
Road  
Safety



RURAL OPPORTUNITIES TO  
USE TRANSPORTATION FOR  
ECONOMIC SUCCESS

# R.O.U.T.E.S.

[www.transportation.gov/rural](http://www.transportation.gov/rural)



R.O.U.  
RURAL C  
ECONOM

U.S. DEPARTMENT OF TRANSPORTATION



# The Rural Transportation Landscape

**Rural America feeds our nation, fuels our gas tanks, and offers recreational fun**

## Rural networks are necessary for...

- **Production** of agriculture (\$381B), mining (\$97B), forestry (\$55B), and energy products (\$305B in coal, oil, and gas)
- **Outdoor recreation** (\$400B+)
- **Quality of life** for rural residents and for urban residents accessing tourism/recreational opportunities
- **Connecting** urban areas

## But, rural transportation has unique challenges

- **Safety** | The fatality rate is 2.1 times higher than urban areas and the off-the-roadway fatality rate is 50% higher in rural areas
- **Productivity** | Rural industries require heavy trucks that have significantly more wear-and-tear on roadways and cannot traverse bridges that are posted for weight restrictions
- **Limited multimodal transportation options for local and intercity travel** | Limited transit options creates difficulties for an aging population and for those in poverty

## And, rural communities are less likely to fund their own projects or competitively apply for Federal grants

- **Ownership** | Local governments own 72% of rural roads, but most are ineligible for Federal formula funds
- **Resources** | Local agencies lack resources for capital improvements and creating applications for Federal grants/funds
- **Financing** | USDOT innovative financing programs just recently adapted to rural challenges and needs



# The R.O.U.T.E.S. Initiative

Rural Opportunities to Use Transportation for Economic Success



**R.O.U.T.E.S. is a new USDOT initiative that will...**

- 1. Collect input** from stakeholders on the benefits rural projects offer for safety and economic outcomes, as well as the type and degree of assistance rural projects require
- 2. Provide user-friendly information** to rural communities to enhance understanding about USDOT's infrastructure grant options
- 3. Improve USDOT's data-driven approaches** to better assess needs and benefits of rural transportation infrastructure projects

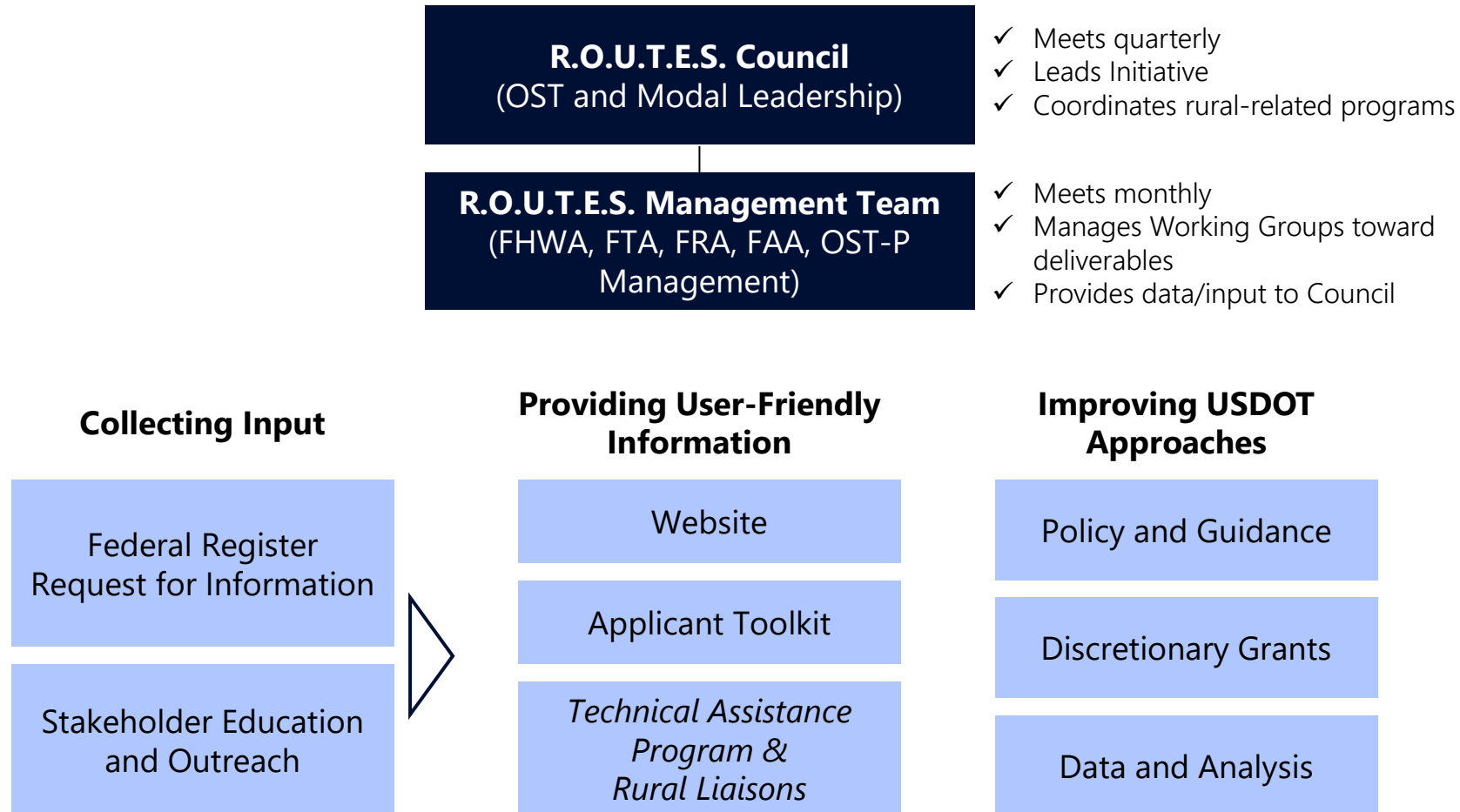
Established by **DOT Order 5050.1**



R.O.U.T.E.S.  
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR  
ECONOMIC SUCCESS



# R.O.U.T.E.S. Initiative Structure



America's rural heartland is the primary source of many of the goods and products that supports our nation's economy and way of life. It also is home to a significant share of the nation's population and many of its natural resources and popular tourist destinations. The strength of the nation's rural economy is heavily reliant on the quality of its transportation system, particularly the roads and highways that link rural America with the rest of the U.S. and to markets in other countries. The importance of the rural transportation system as the backbone of the nation's energy, food and fiber supply chain has been heightened during the response to the COVID-19 pandemic.

**RURAL CONNECTIONS: CHALLENGES AND OPPORTUNITIES IN AMERICA'S HEARTLAND**, TRIP, May 2020, [https://tripnet.org/wp-content/uploads/2020/05/TRIP Rural Roads Report 2020.pdf](https://tripnet.org/wp-content/uploads/2020/05/TRIP_Rural_Roads_Report_2020.pdf)



## RURAL CONNECTIONS: CHALLENGES AND OPPORTUNITIES IN AMERICA'S HEARTLAND

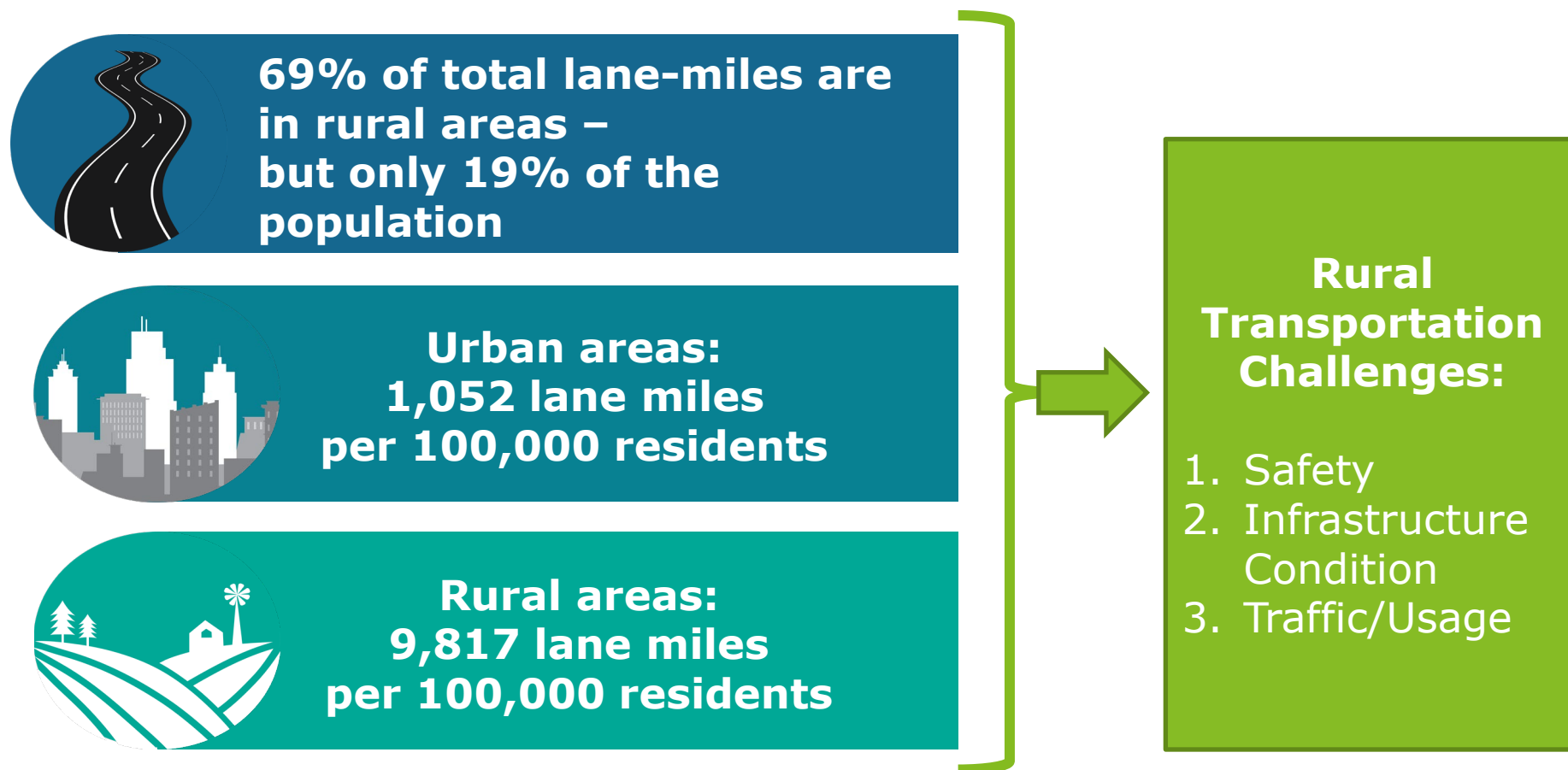


**TRIP** | A National  
Transportation  
Research  
Nonprofit  
MAY 2020

Founded in 1971, [TRIP](#)® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.



# Rural Challenges



**Sources:** U.S. Department of Transportation, Federal Highway Administration, Office of Highway Information Management, *Highway Statistics*, table HM-60, available at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>.

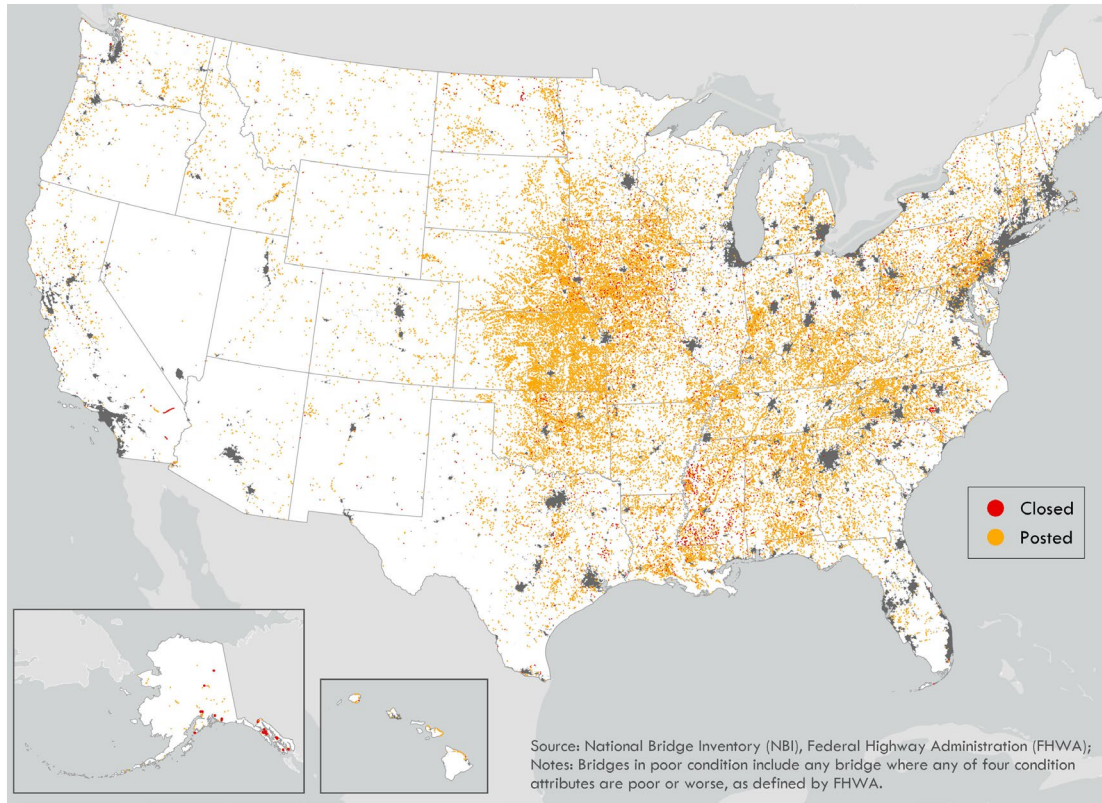
**Notes:** Total does not add due to rounding. Urban = Census urbanized area, rural otherwise



## Rural Transportation Challenges

19% of Americans live in rural areas, but 68% of our nation's total lane-miles are in rural areas

### Posted and Closed Bridges



Posted = 53,924

Closed = 3,290

### Safety

- The fatality rate per 100 million vehicle-miles traveled is **2.1 times** greater in rural areas
- **45%** of highway fatalities occur on rural roads

### Infrastructure Condition

- **80%** of closed bridges and **90%** of posted bridges are in rural areas
- Detours required by a closed or posted bridge are **3 times** longer in rural areas

### Traffic and Usage

- **44%** of rural passenger vehicle traffic are urban residents traveling to destinations outside their urban home
- **47%** of truck VMT occurs in rural areas and **2/3** of rail freight originates in rural areas
- **62%** of rural transit operators only provide demand-response service

# Rural Challenges

Many States are Seeing Declining Volumes on Rural Roadways, Particularly Non-Interstates

**U.S. Total: 3.9% difference in functional system travel from 2013-2018**

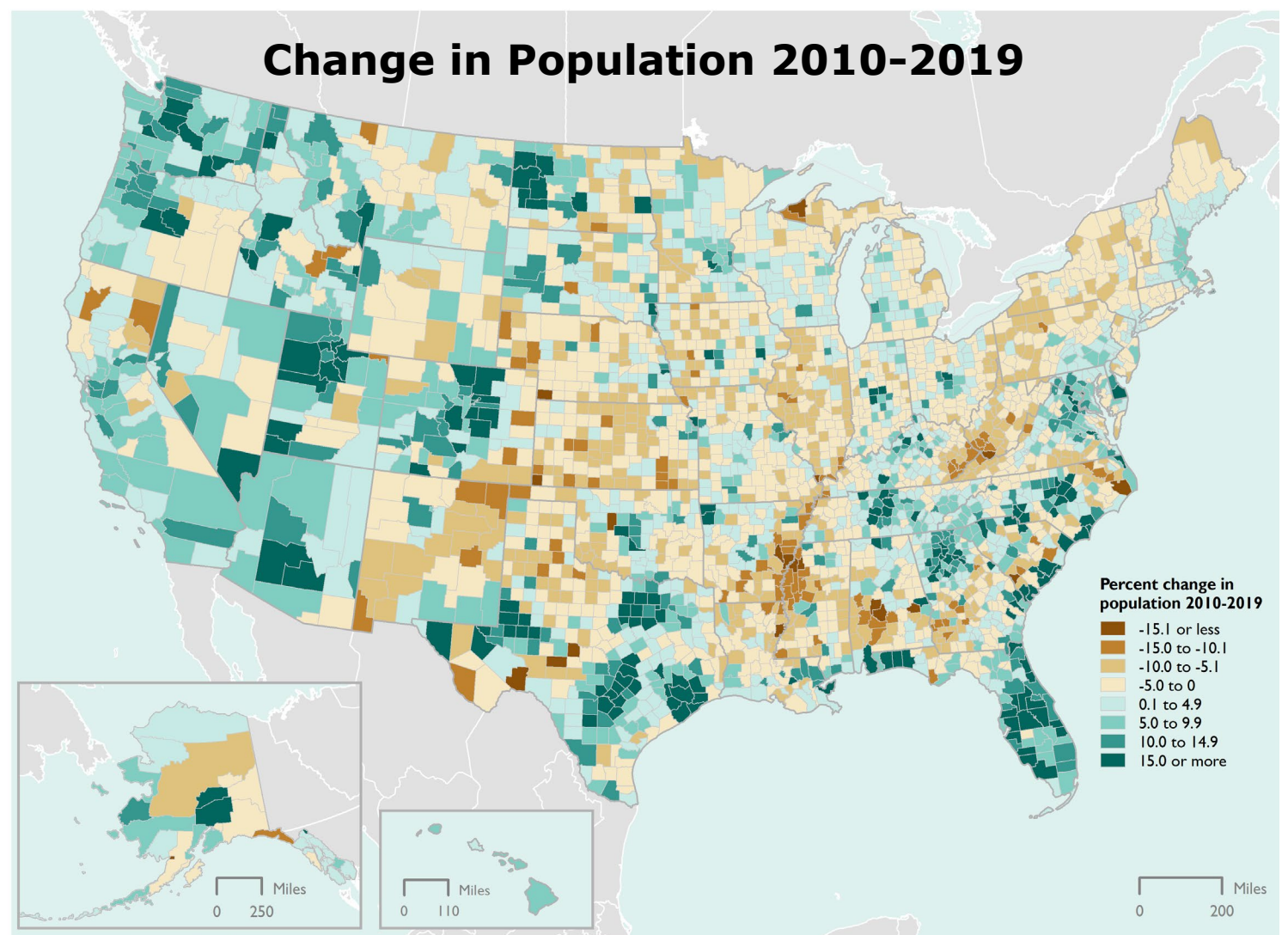
- Interstate: 14.5%
- Arterial: 1.9%
- Collector: -5.9%
- Local: 4.9%

**Percent Difference in Functional System Travel (2013-2018)**

STATE	Rural				Total
	Interstate/Expwy	Arterial	Collector	Local	
Alabama	7.2%	-7.0%	-12.6%	-5.4%	-5.0%
Alaska	-21.3%	-13.2%	1.6%	78.3%	-2.1%
Arizona	14.7%	20.1%	12.1%	4.1%	14.8%
Arkansas	15.0%	11.5%	6.3%	8.3%	10.6%
California	33.2%	-12.1%	-3.2%	151.8%	12.7%
Colorado	10.7%	5.4%	4.5%	7.1%	7.1%
Connecticut	-23.8%	-13.0%	-10.6%	-23.4%	-17.2%
Delaware		-45.5%	0.3%	-17.0%	-19.1%
Florida	15.8%	6.8%	4.5%	-12.8%	5.8%
Georgia	17.3%	38.3%	51.3%	-7.5%	28.4%
Hawaii		22.8%	7.9%	-15.3%	2.8%
Idaho	41.4%	4.2%	-2.5%	-5.7%	9.6%
Illinois	13.4%	3.0%	-14.3%	-9.5%	1.2%
Indiana	9.5%	11.1%	-16.1%	6.2%	1.8%
Iowa	13.7%	9.3%	4.5%	-3.0%	8.3%
Kansas	15.1%	3.1%	-0.6%	3.8%	6.1%
Kentucky	10.3%	-9.5%	-7.0%	-7.2%	-2.0%
Louisiana	11.6%	7.9%	-18.8%	-15.0%	-1.3%
Maine	-2.7%	-1.6%	2.0%	0.0%	-0.5%
Maryland	27.2%	-4.8%	-12.8%	3.9%	0.9%
Massachusetts	13.2%	14.9%	50.2%	0.6%	18.7%
Michigan	18.5%	10.7%	8.6%	0.3%	11.2%
Minnesota	10.6%	5.1%	3.2%	7.5%	5.8%
Mississippi	32.1%	0.1%	1.1%	11.2%	8.1%
Missouri	22.0%	-4.8%	0.4%	50.4%	16.4%
Montana	7.0%	12.0%	-7.9%	-4.4%	4.9%
Nebraska	8.5%	1.9%	-3.4%	3.9%	3.4%
Nevada	16.8%	14.4%	1.8%	12.7%	13.7%
New Hampshire	8.6%	8.1%	8.1%	8.2%	8.2%
New Jersey	4.6%	-0.3%	-10.0%	72.2%	7.1%
New Mexico	4.8%	17.1%	14.5%	15.2%	12.6%
New York	0.7%	-7.4%	-52.2%	4.3%	-22.3%
North Carolina	50.5%	-4.0%	-16.2%	-2.0%	1.4%
North Dakota	-0.7%	-12.0%	-11.3%	-6.3%	-8.5%
Ohio	14.0%	3.5%	0.2%	-4.8%	4.2%
Oklahoma	12.6%	11.1%	3.9%	-5.7%	7.4%
Oregon	-2.6%	-5.4%	-10.0%	18.5%	-2.7%
Pennsylvania	7.8%	-6.3%	-9.5%	-10.7%	-2.8%
Rhode Island	16.4%	-6.8%	-8.8%	-1.6%	1.2%
South Carolina	14.3%	4.8%	1.0%	27.2%	9.3%
South Dakota	29.9%	-8.7%	1.9%	-0.2%	5.6%
Tennessee	-2.1%	-10.0%	-6.3%	-15.0%	-7.3%
Texas	21.6%	2.6%	-19.1%	-2.1%	1.2%
Utah	25.0%	22.1%	19.0%	23.9%	23.0%
Vermont	0.3%	4.4%	-6.1%	-3.6%	-0.8%
Virginia	3.8%	0.5%	-13.9%	-22.3%	-3.6%
Washington	16.0%	13.9%	3.4%	11.5%	11.5%
West Virginia	-19.2%	-9.7%	-9.4%	-6.7%	-12.0%
Wisconsin	17.6%	0.9%	9.6%	14.5%	8.5%
Wyoming	9.0%	4.2%	33.7%	29.7%	14.6%
<b>U.S. Total</b>	<b>14.5%</b>	<b>1.9%</b>	<b>-5.9%</b>	<b>4.9%</b>	<b>3.9%</b>



# Rural Challenges



**Note:** Urban = less than 50% of the county population lived in a rural area (outside of a Census urban area) in 2010, rural otherwise.

**Source:** U.S. Census Bureau, Population and Housing Estimates, 2018.

Average Year-Over Population Change in Counties		
	Rural	Urban
2010-2011	-0.21%	0.64%
2011-2012	-0.35%	0.53%
2012-2013	-0.20%	0.45%
2013-2014	-0.20%	0.44%
2014-2015	-0.20%	0.45%
2015-2016	-0.11%	0.38%
2016-2017	0.11%	0.38%
2017-2018	0.05%	0.43%
2018-2019	-0.08%	0.34%
2010-2019	-1.13%	4.29%

Total counties with decline: 1,683 (urban and rural). Total rural counties with decline = 1217 out of 1885 rural counties.

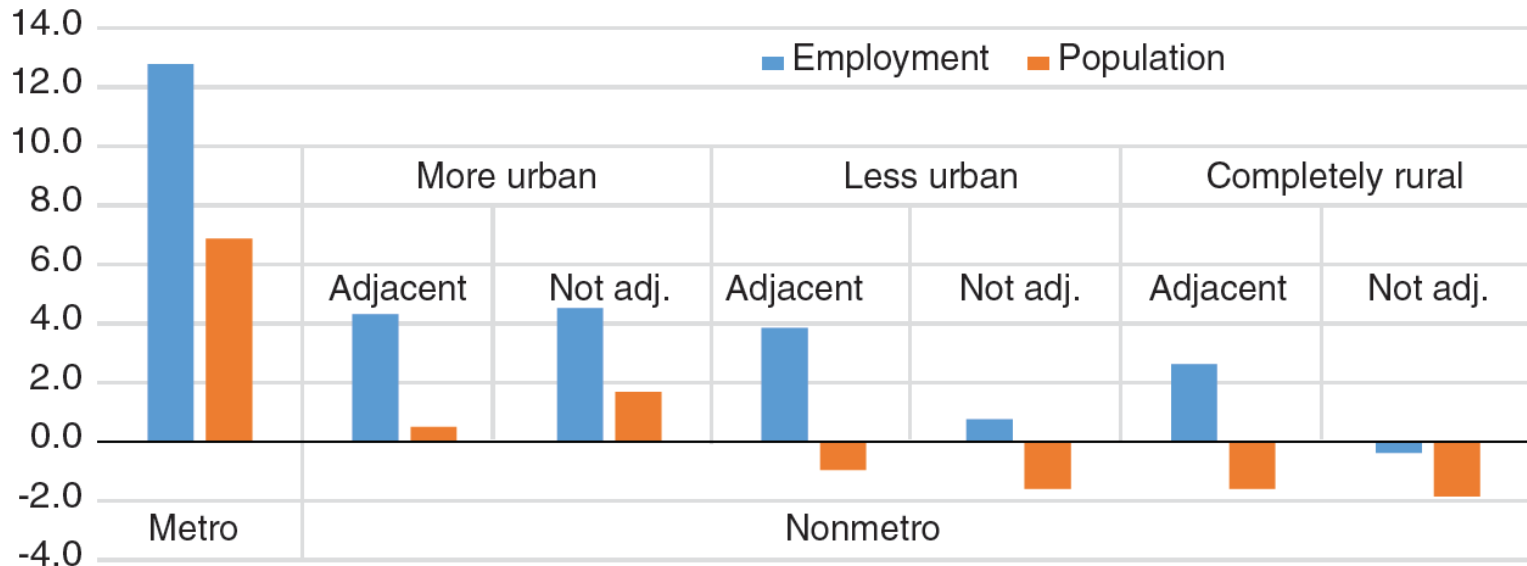
Rural counties on average saw a decline in population from 2010 to 2016 and experienced growth, albeit less than in urban counties, in 2017 and 2018.



## 2010-2018 Population and Employment Trends

**Employment has grown more rapidly than population since 2010 across the rural-urban continuum, but has declined in the most isolated rural areas**

Percent change in employment and population across rural-urban continuum, 2010-18



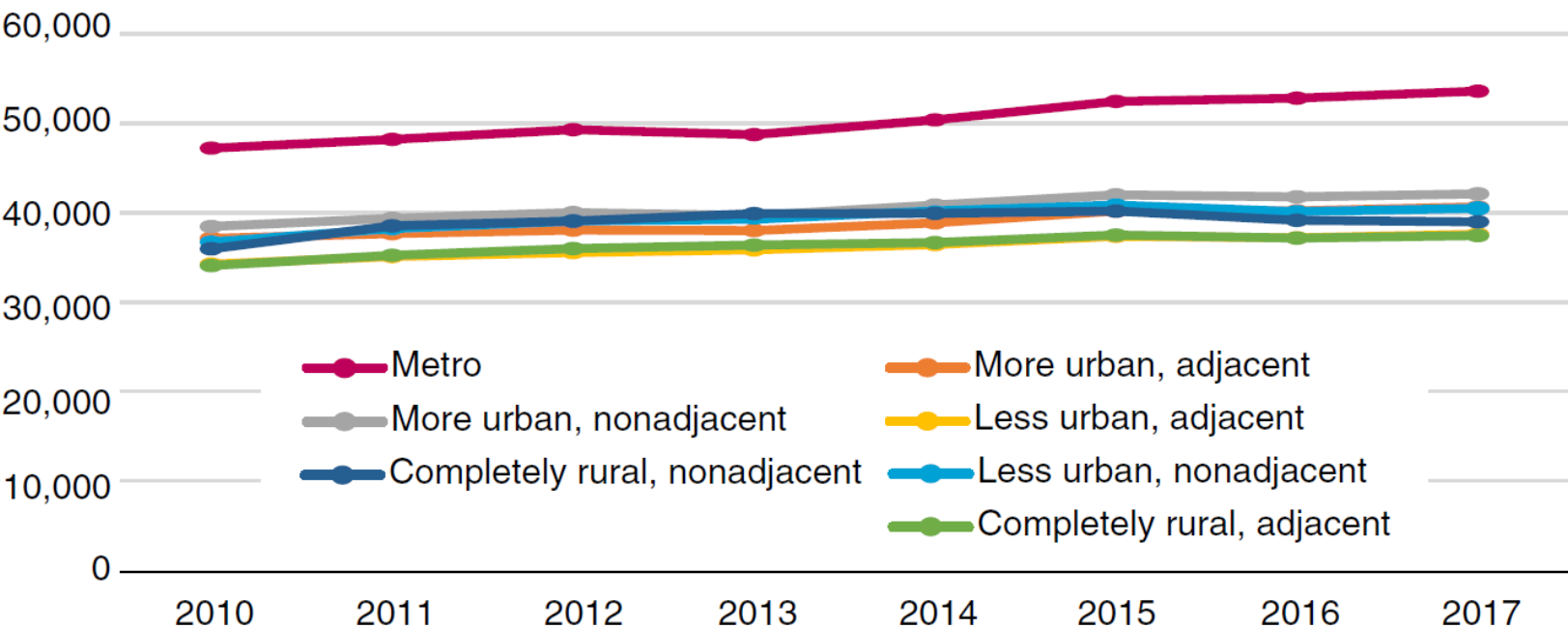
Note: Nonmetro adjacent counties are physically adjacent to one or more metro counties and have at least 2 percent of their workers commuting to metro counties. "More urban" nonmetro counties have an urban population of 20,000 to 49,999, "less urban" nonmetro counties have an urban population of 2,500 to 19,999, and "completely rural" nonmetro counties have an urban population of less than 2,500.

Source: USDA, Economic Research Service using data from the U.S. Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS) and the U.S. Census Bureau, Population Estimates Program.

## Lower and Slower Growing Income in Rural Areas

Real personal income per person is higher and growing more rapidly in metro areas than in non-metro areas

Real personal income per person across the rural-urban continuum (2017 \$)



Note: Nonmetro adjacent counties are physically adjacent to one or more metro counties and have at least 2 percent of their workers commuting to metro counties. "More urban" nonmetro counties have an urban population of 20,000 to 49,999, "less urban" nonmetro counties have an urban population of 2,500 to 19,999, and "completely rural" nonmetro counties have an urban population of less than 2,500.

Source: USDA, Economic Research Service using data from the U.S. Bureau of Economic Analysis.

## The R.O.U.T.E.S. Initiative is always looking for input and suggestions

### *Questions from Us*

- What rural safety needs/priorities should we be thinking about?
- What stumbling blocks should we know about in terms of funding rural safety improvements?
- What kinds of technical assistance would be helpful to rural stakeholders?

### *Questions from You?*

### *Contact Information*

email: [rural@dot.gov](mailto:rural@dot.gov)

[www.transportation.gov/rural](http://www.transportation.gov/rural)



## Feedback from the Request for Information (RFI)

USDOT released a formal RFI to gather information from stakeholders about the experiences and needs of rural communities

**DOCKET: DOT-OST-2019-0167**

- Docket open 11/27/2019 - 1/27/2020
- 182 comments submitted\*

### COMMENTERS



**62 Government Entities** (e.g. State DOTs, Redmond City Government, Richland County Highway Department, Brazos Valley Council of Governments)



**30 Regional Organizations and Associations** (e.g. Illinois Farm Bureau, Headwaters Regional Development Commission, Northern Nevada Development Authority)



**90 Individuals** (including anonymous submissions)



### SAFETY

Safety is a top priority for rural areas, especially as it relates to **road condition**, driver behavior, bicycles and pedestrians, and **highway-rail grade crossings**



### INFRASTRUCTURE CONDITION

Rural areas lack the funding to maintain road and bridge condition or address **resiliency** issues such as flooding and freeze-thaw damage



### USAGE

**Demand for public transportation** is increasing and the capacity of rural roads and bridges is not sufficient to meet the needs of **heavier equipment**



### FUNDING

**Eligibility, funding match requirements**, and lack of local **grant expertise** present obstacles for rural communities in identifying and applying for USDOT funding opportunities

\*As of 2/14/2020

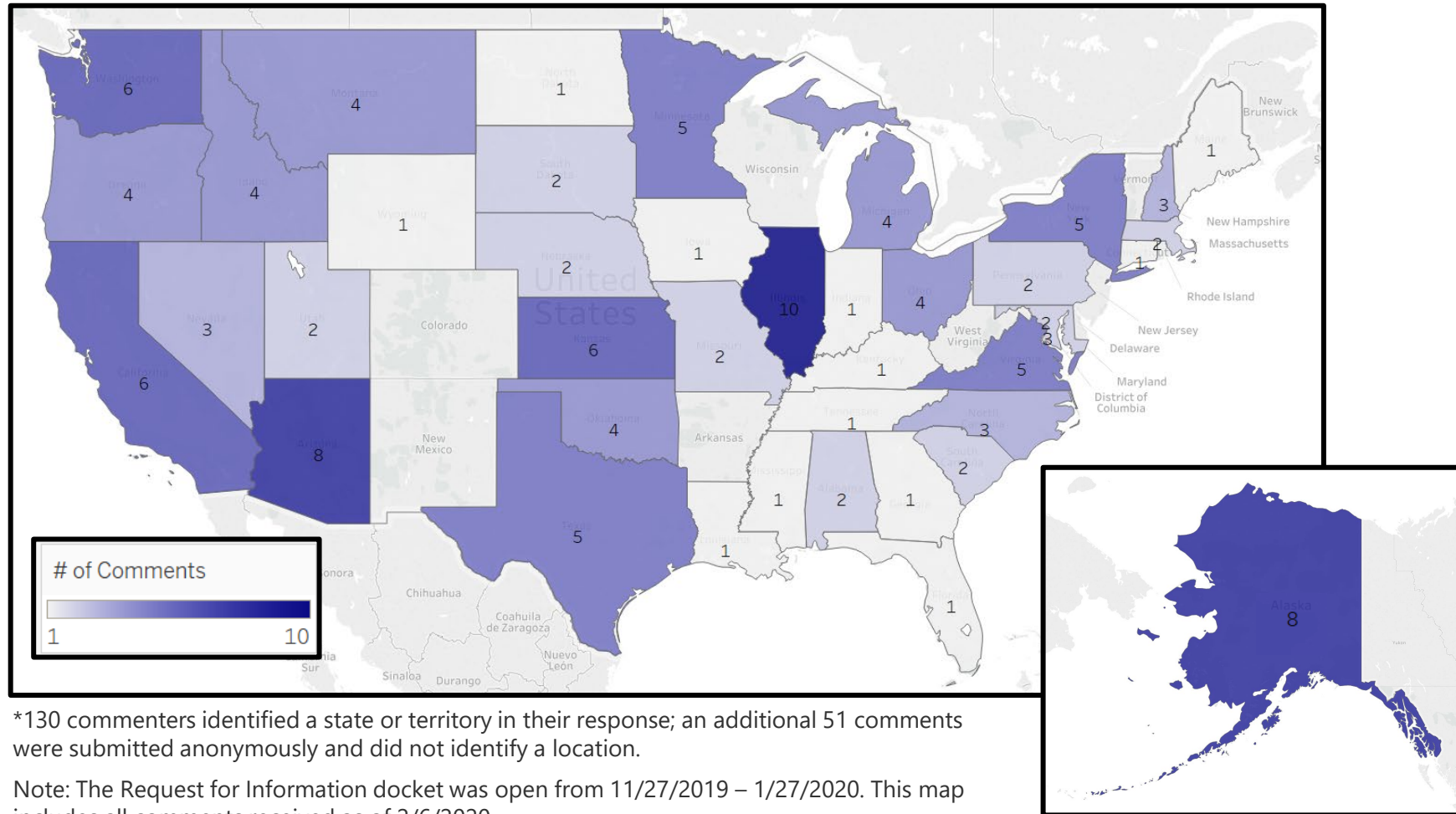


R.O.U.T.E.S.  
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR  
ECONOMIC SUCCESS



## Collecting Input | Request for Information

The map below highlights the number of RFI comments received from each state



\*130 commenters identified a state or territory in their response; an additional 51 comments were submitted anonymously and did not identify a location.

Note: The Request for Information docket was open from 11/27/2019 – 1/27/2020. This map includes all comments received as of 2/6/2020.

## Stakeholder Feedback Theme | Safety

Safety is a top priority for rural areas, especially as it relates to road condition, driver behavior, highway-rail grade crossings, and bicycles/pedestrians

### KEY TAKEAWAYS

- Stakeholders noted the need for **safety interventions and solutions** to address driver behavior, roadway departure, and seatbelt usage
- Intersections, rail grade crossings, and posted bridges are **common safety concerns** in rural areas
- **Pedestrian and bicycle safety** are all highly important and commonly overlooked needs. Very limited or no sidewalk infrastructure in rural areas also limits mobility and accessibility options
- **Coordination** with between state, regional, and local transportation providers and regulators is needed to prioritize and fund projects to improve safety, particularly across modes

### QUOTES

"The mix of increased traffic, higher rates of speed, and **narrow lanes and shoulders** result in dangerous conditions where drivers are more easily **forced out of the lane** and off the road."

-Association of Oregon County Engineers and Surveyors

"Separating **roadway and rail rights of way** would make rural communities safer. It would also have the added benefit of improving on-road travel times."

-Duchesne County (UT) Board of County Commissioners

"This initiative is **music to our ears**. 30% of all rural fatalities were happening on 5% of the state's network. We realized that **all the money was going to urban areas**, so we launched a rural interstate funding program."

-South Carolina DOT



## Stakeholder Feedback Theme | Infrastructure Condition

Rural areas lack the funding to maintain road and bridge condition or address resiliency issues such as flooding and freeze-thaw damage

### KEY TAKEAWAYS

- Rural areas are more likely than urban areas to encounter damaged infrastructure and **resiliency issues** due to **weather conditions** and environmental factors. The rapid freezing and thawing in some areas is causing significant deterioration of rural infrastructure
- Stakeholders identified that **roads and bridges** located in rural regions were in poor condition and communities did not have the funding for repair and preservation
- Some rural communities are facing **shrinking tax bases**, which further compounds their ability to invest in improving infrastructure

### QUOTES

"The mix of increased traffic, higher rates of speed, and **narrow lanes and shoulders** result in dangerous conditions where drivers are more easily **forced out of the lane** and off the road."

-Association of Oregon County Engineers and Surveyors

"Separating **roadway and rail rights of way** would make rural communities safer. It would also have the added benefit of improving on-road travel times."

-Duchesne County (UT) Board of County Commissioners

"This initiative is **music to our ears**. 30% of all rural fatalities were happening on 5% of the state's network. We realized that **all the money was going to urban areas**, so we launched a rural interstate funding program."

-South Carolina DOT



## Stakeholder Feedback Theme | Funding

Eligibility, funding match requirements, and lack of local grant expertise present obstacles for rural communities in identifying and applying for USDOT funding opportunities

### KEY TAKEAWAYS

- Stakeholders advocated for **match reduction or elimination** given local resource constraints
- Lack of funding reliability, inconsistent funding cycles, and limited knowledge of grants management create difficulties in **local financial planning efforts**
- In some cases, program definitions limit **eligibility** (e.g., the 20' depth requirement of the Port Infrastructure Development Program's definition of 'port')
- **Streamlining** the application and related processes may allow for faster and lower-cost projects
- **Virginia DOT's Smart Scale** or alternative project evaluation metrics may present an innovative model for considering the economic impact a rural project may have on a region

### QUOTES

"Applying for discretionary grant and credit programs can be a burden for many rural communities...because they frequently **lack the time, resources, or funding** to submit competitive applications."

-New York Association for Mobility Management

"We would like to see funding **metrics based on return on investment**, increased quality of life and/or access to community services (i.e. health care and food)."

-Brazos Valley Council of Governments

"If you can't pay for your school buses, you can't pay for a **funding match** for a major project."

-Tennessee DOT

"The required local match funding is **insurmountable** or administrative requirements are **overwhelming**."

-North Carolina DOT



## TECHNICAL ASSISTANCE | R.O.U.T.E.S. Stakeholder Feedback

### KEY TOPICS

- Program awareness
- Grant writing expertise
- Centralized resources, trainings, and sample materials
- Coordination across state or local entities

*\*Mentioned in 42 RFI comments*

### QUOTES

"Having specialists within DOT or each state who can coordinate and assist DOT's with the application would be helpful, as well a system by which states could have access to 'best practices' examples of funded projects to review"  
-Heartland Expressway Association

"Rural communities often lack capacity and struggle to compete for federal funding due to lacking grant writing and grants administration expertise."  
-National Association of Development Organizations

"Rural county governments have limited resources when it comes to planning, data gathering, analysis and program administration staff...Membership in and support from MPOs and RTPOs to provide technical assistance is vital."  
-Mid-Ohio Regional Planning Commission

### TAKEAWAYS & RECOMMENDATIONS

- A lack of **program awareness** or **grant writing expertise** may deter a community from applying for a grant
- Local staff value **resources** that help write applications, including a comprehensive webpage, best practices, and step-by-step instructions for technical sections like the benefit-cost analysis
- **Training opportunities** outlining federal and state requirements should be held consistently due to high turnover of local staff
- Membership in and support from **MPOs and RTPOs** to provide technical assistance is vital



# Preliminary USDOT Discretionary and Formula Grant Dollars

The chart below represents at-award discretionary and formula dollars from Grants Notification System (GNS) notifications to Congress from FY17 to FY19

## Funding Support

Fiscal Year	Total Awarded	Formula Programs Represented	Formula Grant Dollars Awarded	Discretionary Programs Represented	Discretionary Grant Dollars Awarded (Rural Dollars Identified to Date*)	Discretionary Grant Dollars Percent (Rural Dollars Percent to Date*)
2017	\$61.823B	25	\$52.209B	36	\$9.613B (\$478.116M)	15.5% 0.7%
2018	\$65.232B	26	\$53.840B	39	\$11.392B (\$2.022B)	17.5% 3.09%
2019**	\$50.622B	11	\$44.535B	21	\$6.087B (\$1.044B)	**
2020						

\*Represents self-reported OA data collected through R.O.U.T.E.S. data gathering exercise from November 2019 to December 2019

\*\*Some FY19 competitions were still active at the time data was received from the Office of the Chief Information Officer (OCIO) in November 2019 so these figures may not be complete



## Improving DOT Approaches: Discretionary Grant Programs

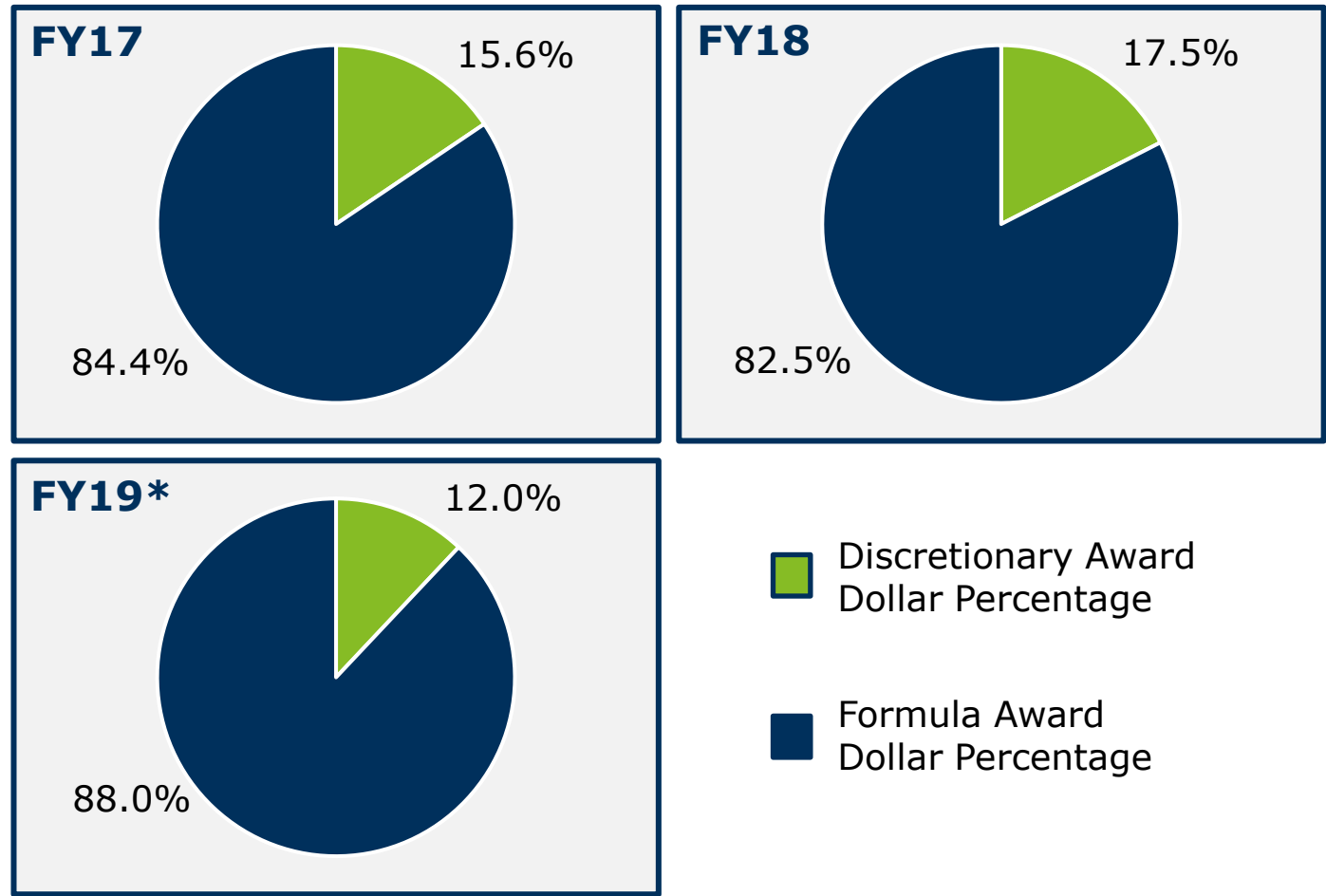
**R.O.U.T.E.S. is taking a multi-pronged approach to making the discretionary grant program more rural friendly**

- Enhancing outreach to rural stakeholders (RFI, listening sessions, Toolkit). For example:
  - BUILD program held webinars focused on tribal/rural applicants and on preparing BCAs DOT publishes a Benefit-Cost Analysis Guidance document for grant applicants
- Ensuring rural considerations are included in all relevant NOFOs
- Tweaking program evaluation criteria (where allowed)
- Tracking rural vs. urban awards
- Developing a NOFO calendar



# Preliminary USDOT Discretionary and Formula Grant Dollars

The pie charts below show the percentage of discretionary and formula award dollars identified from the Grants Notification System (GNS) notifications to Congress from FY17 – FY19



\*Some FY19 competitions were still active at the time data was received from the Office of the Chief Information Officer (OCIO) in November 2019 so these figures may not be complete



## Improving DOT Approaches: FY20 NOFOs

**R.O.U.T.E.S. and rural-related language has been incorporated into FY20 Notices of Funding Opportunity (NOFO) that have been published this year**

- DOT has incorporated rural considerations into all infrastructure and safety NOFOs published this year
- To date, 18 FY20 NOFOs\*, **representing approximately \$2.88B**, mention R.O.U.T.E.S. and reference rural policy statements

"Consistent with the R.O.U.T.E.S. Initiative, the Department may consider how projects will address the **challenges faced by rural areas** under the Port Infrastructure Development Grant program. A project that effectively addresses those challenges is more competitive than a similar project that does not."

- Port Infrastructure Development Grant Program, MARAD

"Consistent with the Department's R.O.U.T.E.S. Initiative, the Department encourages applicants to describe how activities proposed in their application would address the **unique challenges facing rural transportation networks**, regardless of the geographic location of those activities."

- 4 FMCSA Programs

"Given the complexity of some aspects of the application process, **technical assistance** is available to **rural** applicants and **inexperienced or under-resourced applicants** to help with the application process. Please contact the primary point of contact listed in Section G."







- 7 PHMSA Programs

\* Represents NOFOs published as of March 4, 2020



## Providing User Friendly Info: Technical Assistance

One of the goals of ROUTES is to provide technical assistance to help applicants access DOT funds

	Component	Proposed Focus Areas
	<b>Resource Consolidation</b>	<ul style="list-style-type: none"> <li>Enhance R.O.U.T.E.S. website content</li> </ul>
	<b>Tailored Resource Creation</b>	<ul style="list-style-type: none"> <li>Provide additional BCA or other resources</li> <li>Share pre-approved materials and talking points</li> </ul>
	<b>USDOT Resources Map</b>	<ul style="list-style-type: none"> <li>Centralize points of contact by topic, region, and/or program</li> </ul>
	<b>Online Program Eligibility Tool</b>	<ul style="list-style-type: none"> <li>Assist applicants in understanding eligibility requirements for USDOT discretionary grant programs</li> </ul>
	<b>Webinars &amp; Peer Exchanges</b>	<ul style="list-style-type: none"> <li>Connect successful rural applicants to their peers (virtually or in-person)</li> </ul>
	<b>Newsletter &amp; NOFO Notification</b>	<ul style="list-style-type: none"> <li>Provide content for relevant DOT modal newsletters</li> <li>Create a R.O.U.T.E.S.-specific newsletter</li> </ul>

## Providing User Friendly Info: Rural Applicant Toolkit

The R.O.U.T.E.S. Rural Applicant Toolkit will provide user-friendly information to help applicants understand of USDOT discretionary grant funding programs. *Expected release: April 2020*



### **Contents:**

Overview of Funding and Financing At USDOT

USDOT Discretionary Grants Process

**USDOT Discretionary Grants Matrix and Resource Descriptions**

USDOT Financing Resources

Project Spotlights

Maximizing Award Success



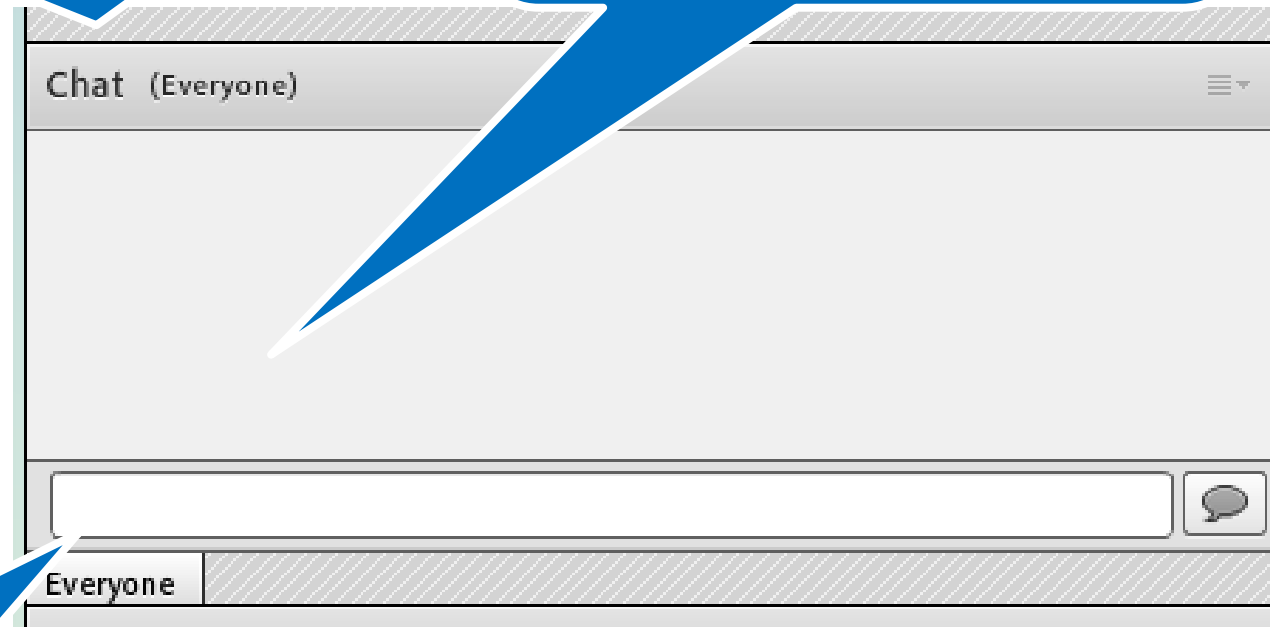


## Directing Your Questions via the Chat Pod

1. Chat pod is on left side of screen between attendees pod & closed caption pod

3. Answers will appear here unless addressed verbally

2. Type your question or comment here





**Rajesh Subramanian**  
**NHTSA**



**National  
Center**  
for  
**Rural  
Road  
Safety**

Identify the contributions of rural transportation infrastructure to national transportation performance.

Distinguish rural safety needs.

Interpret new rural safety data.

Compare rural and urban safety data.

Identify implications for rural safety resources.

# Agenda

---

Data and Definitions

*10-Year Trends in Traffic Fatalities*

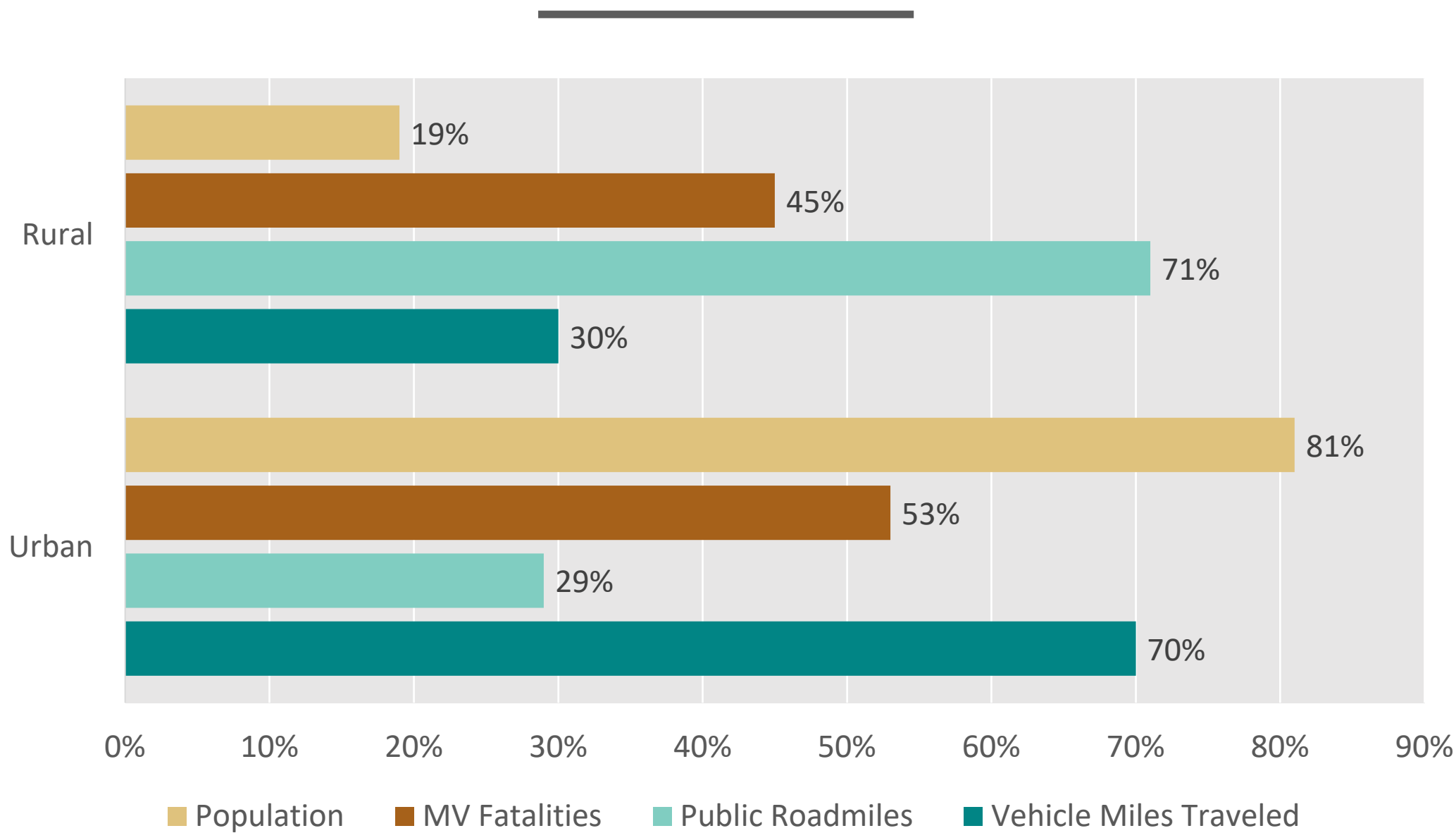
*Geospatial Analysis of Rural Traffic Fatalities*

*Publications Release*



- NHTSA's Fatality Analysis Reporting System (FARS) is the source for information on fatal crashes and fatalities
  - *All graphs exclude unknown LAND USE*
- Census's Urban Areas TIGER/LINE shapefile is the source for defining "urban areas."
  - *Urbanized Areas (UAs) of 50,000 or more people.*
  - *Urban Clusters (UCs) of at least 2,500 and less than 50,000 people.*
  - *"Urban areas" = UAs + UCs*
  - *"Rural" encompasses all population, housing and territory not included within an urban area.*
- FARS uses State-adjusted boundaries, as submitted by the States to Federal Highway Administration (FHWA) for coding urban and rural crashes.

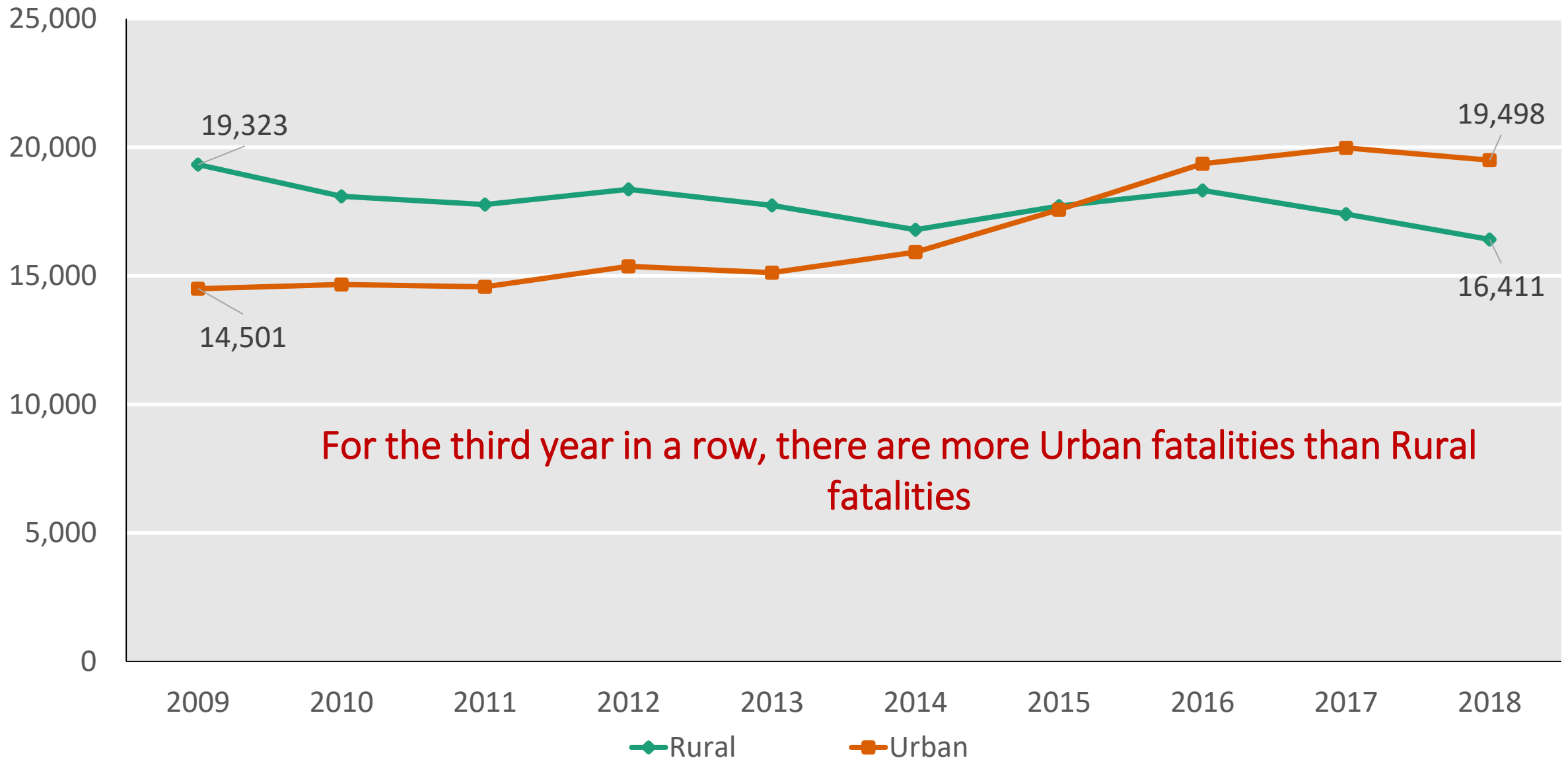
# Population, Fatalities, Road Miles and Vehicle Miles Traveled (VMT)



Sources: FARS 2018 Annual Report File (ARF); 2010 Census; FHWA Office of Highway Policy Information, Highway Statistics 2018;

# Fatalities by Land Use

39



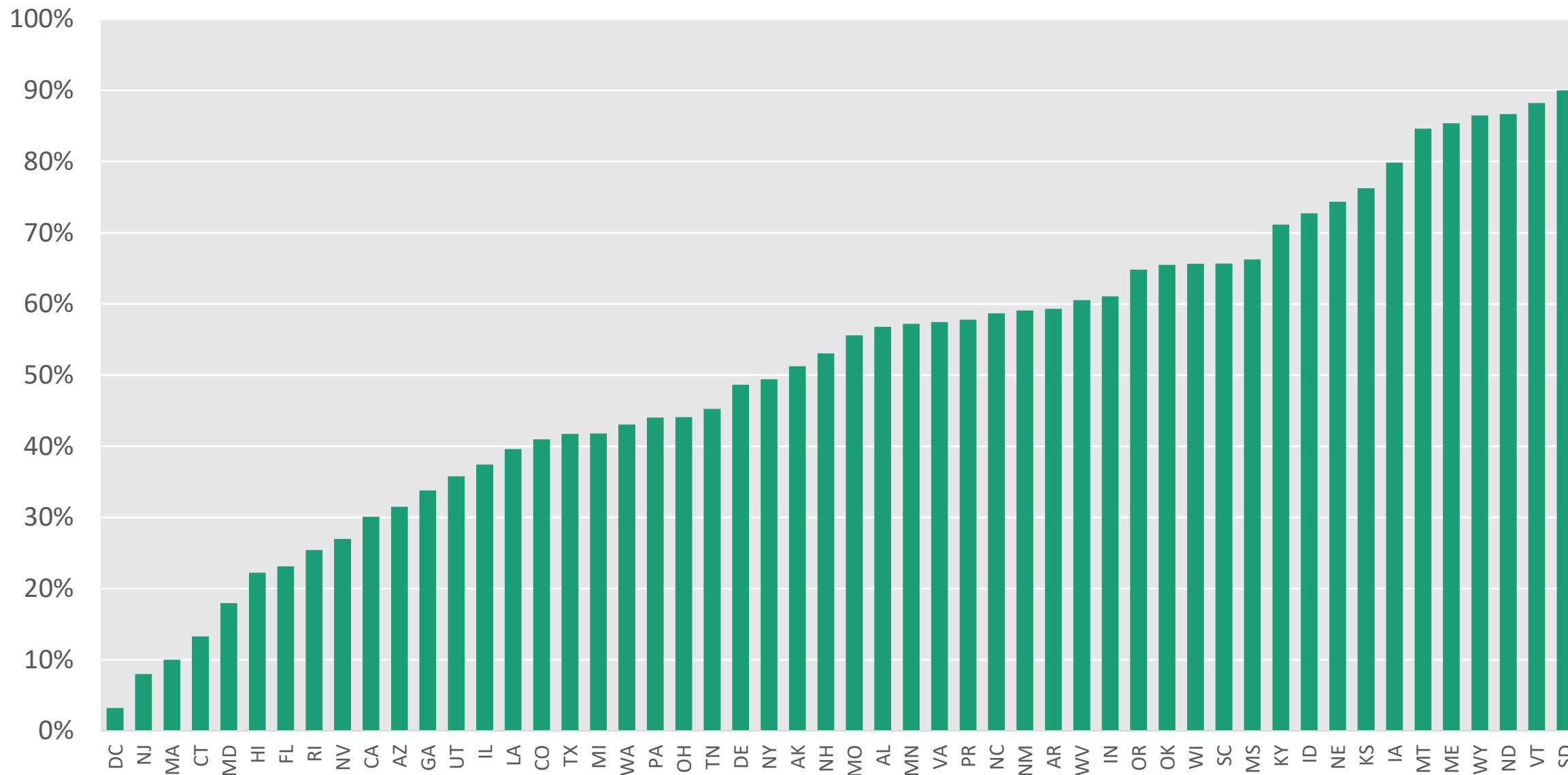
# Fatalities by Land Use

---

- Rural areas saw 16,411 fatalities in 2018.
  - This represents a 15% *decrease* since 2009.
  - Rural VMT *decreased* 2% from 2009 to 2018.
  - Rural fatality rate per 100 million VMT *decreased* 13% from 2009 to 2018 (1.97 in 2009 down to 1.68 in 2019).
  - Rural fatality rate is about twice the urban fatality rate.
- Urban areas saw 19,498 fatalities in 2018.
  - This represents a 34% *increase* since 2009.
  - Urban VMT *increased* 14% from 2009 to 2018.
  - Urban fatality rate per 100 million VMT *increased* 18% from 2009 to 2018 (0.73 in 2009 to 0.86 in 2018).

# Portion of Fatalities in Rural Areas by State, 2018

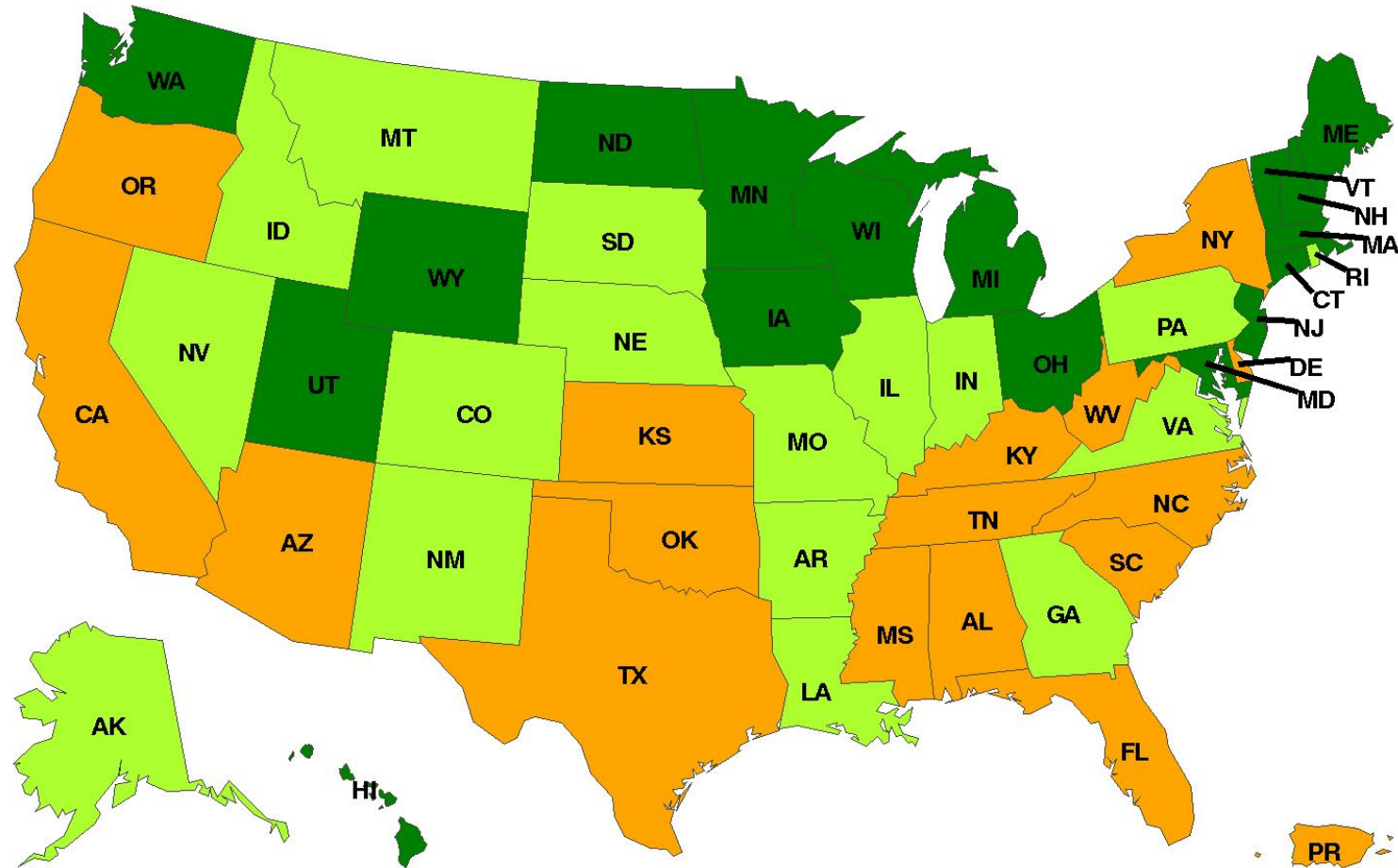
41



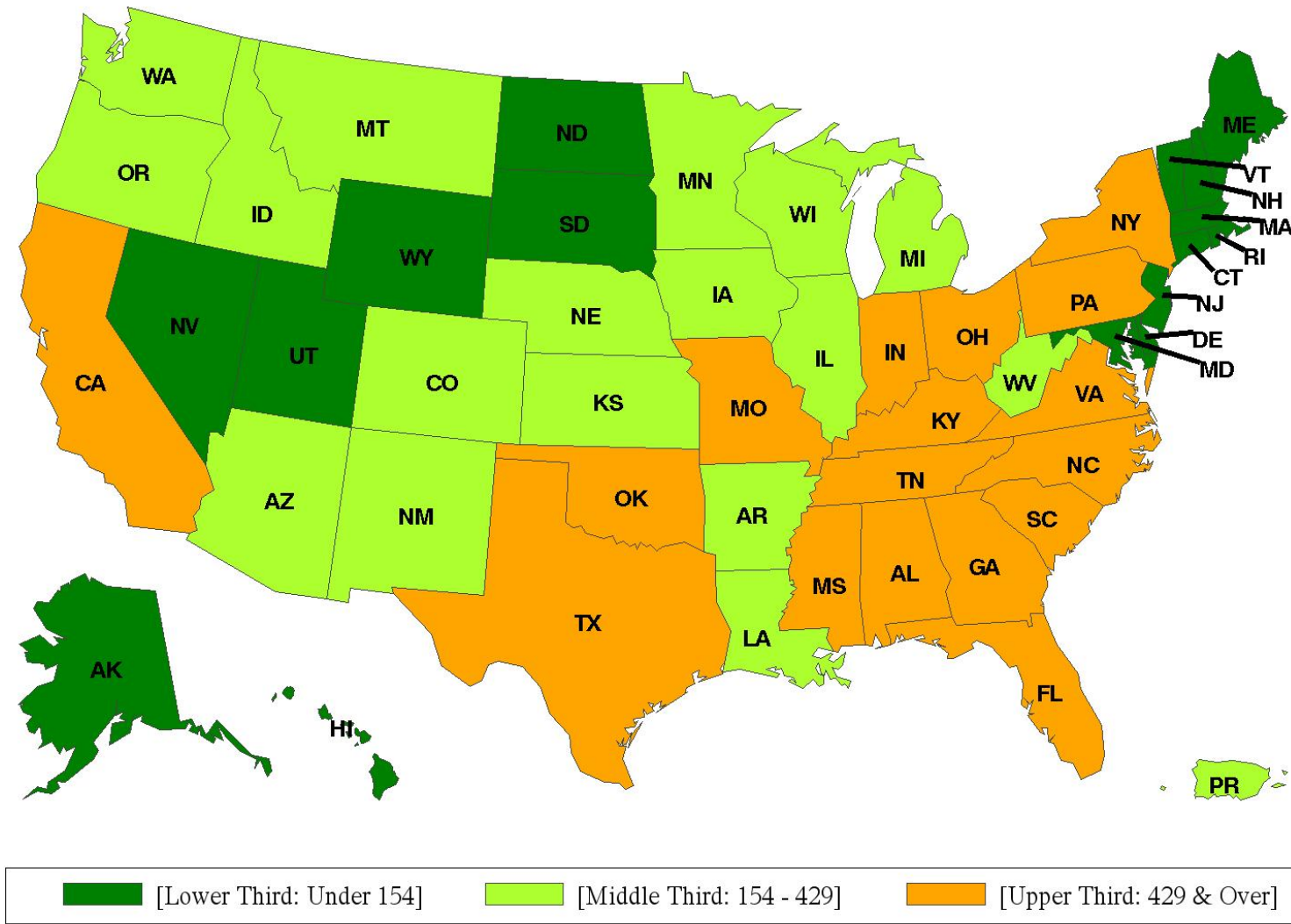
Source: FARS 2018 ARF

# Rural Fatality Rate per 100 Million VMT by State, 2018

42



# Rural Fatalities by State, 2018



Source: FARS 2018 ARF; FHWA Office of Highway Policy Information;



DC excluded due to lack of rural VMT.

# Fatalities by Land Use

---

From 2009 to 2018, of fatalities with known land use:

- Passenger vehicle occupant fatalities:

- *Decreased* 19% in rural areas.
- *Increased* 21% in urban areas.

- Pedestrian fatalities:

- *Increased* 0.1% in rural areas.
- *Increased* 69% in urban areas.

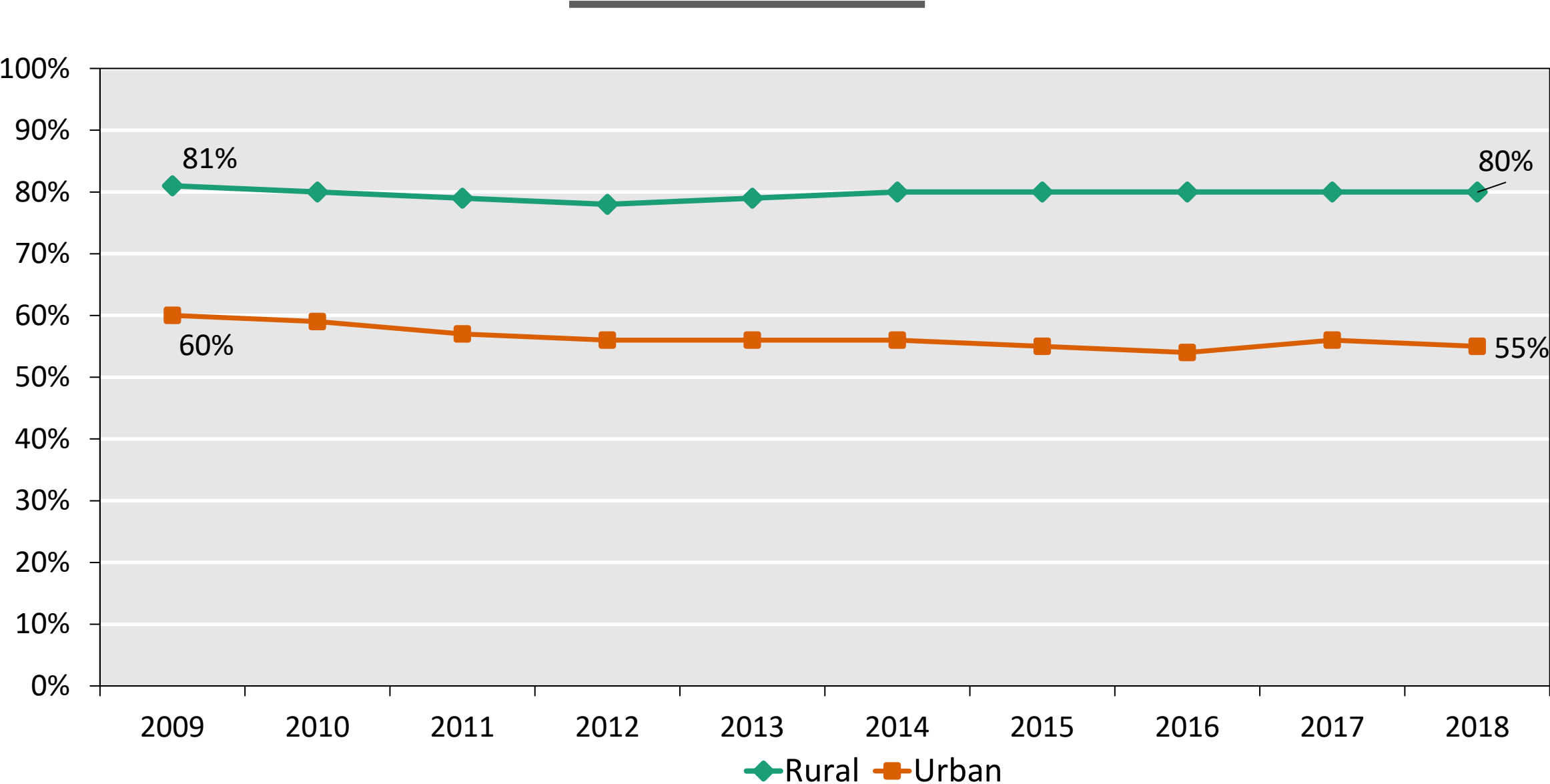
- Pedalcyclist fatalities:

- *Decreased* 9% in rural areas.
- *Increased* 48% in urban areas.

- Motorcyclist fatalities:

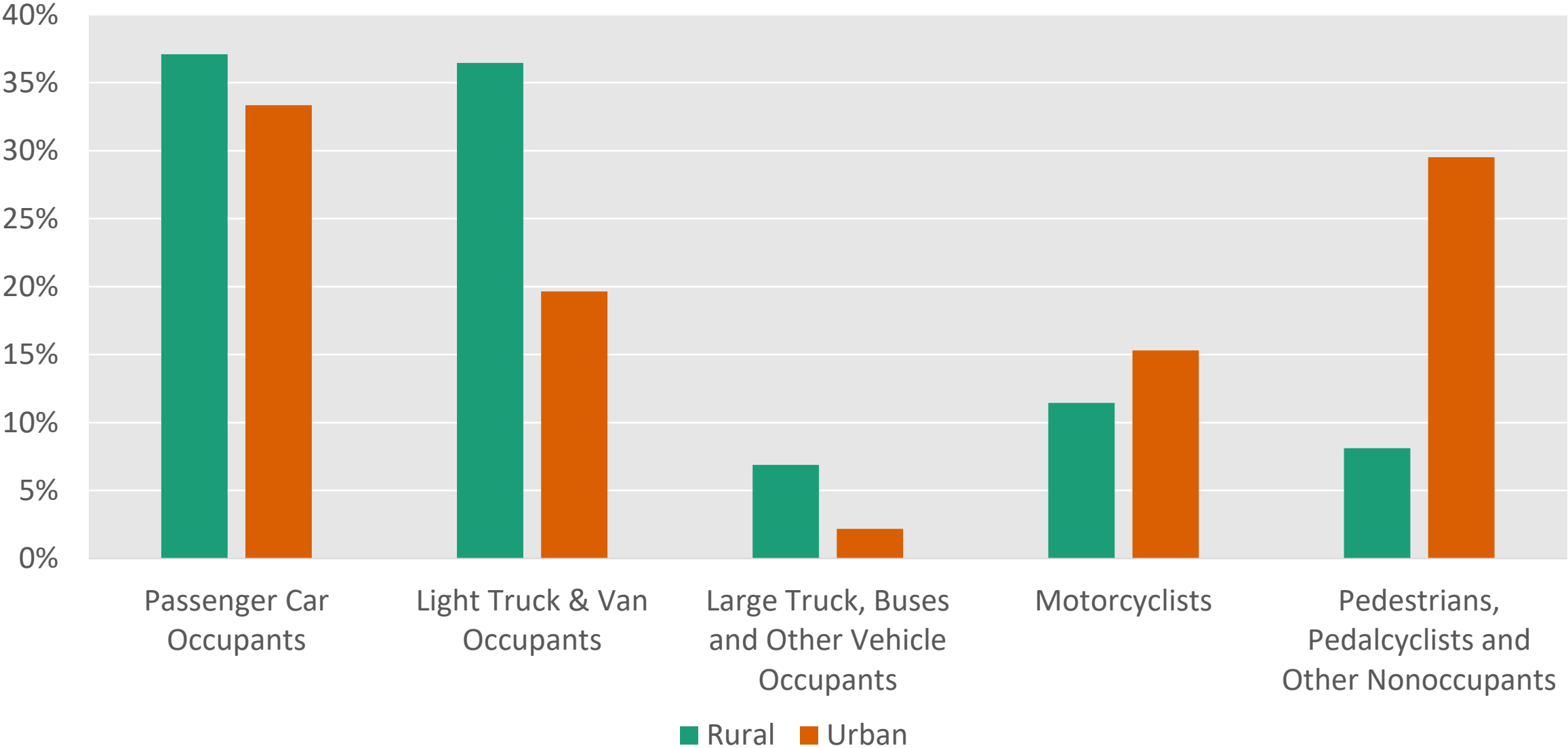
- *Decreased* 15% in rural areas.
- *Increased* 33% in urban areas.

# Portion of Fatalities Inside the Vehicle by Land Use, 2009-2018\*



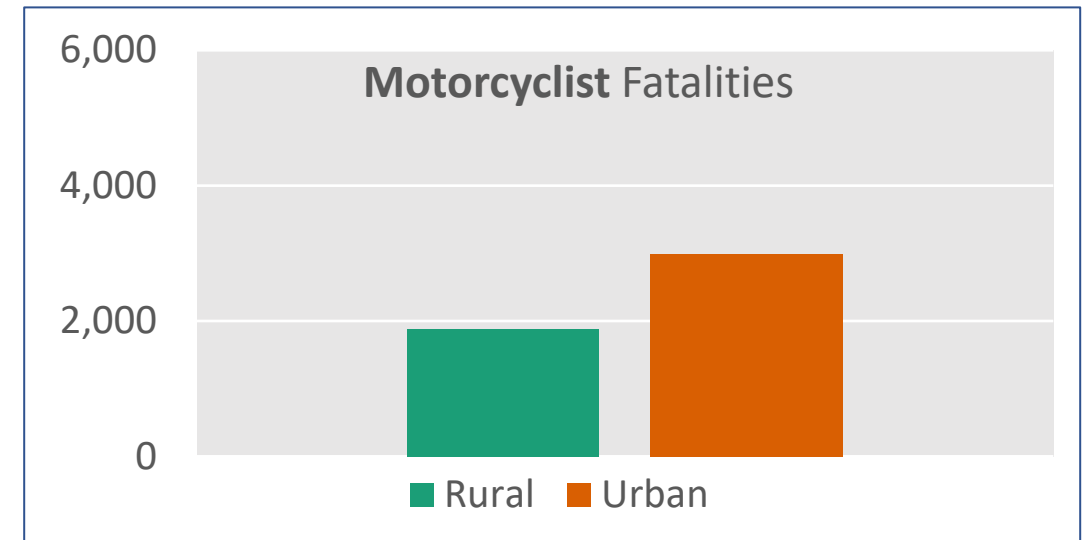
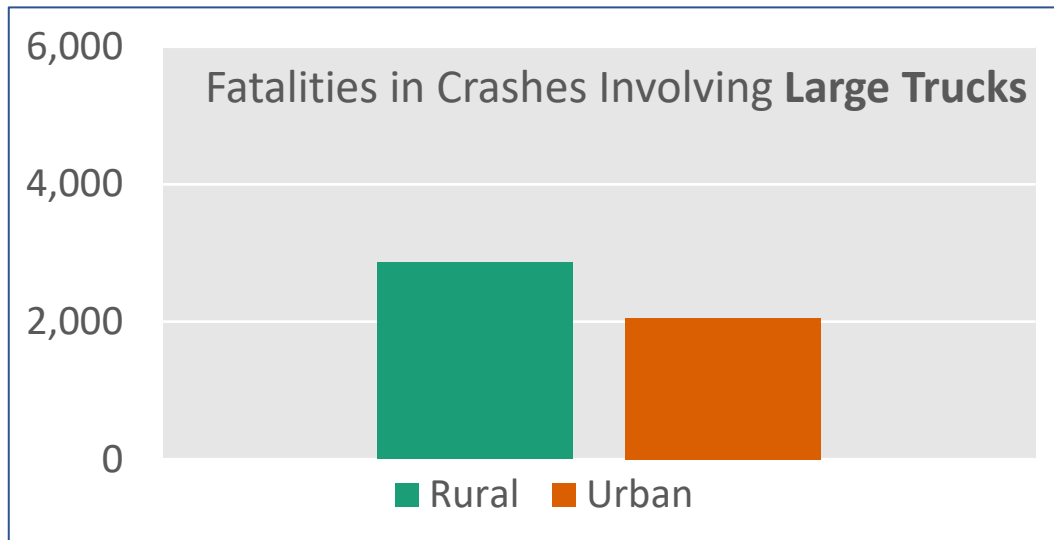
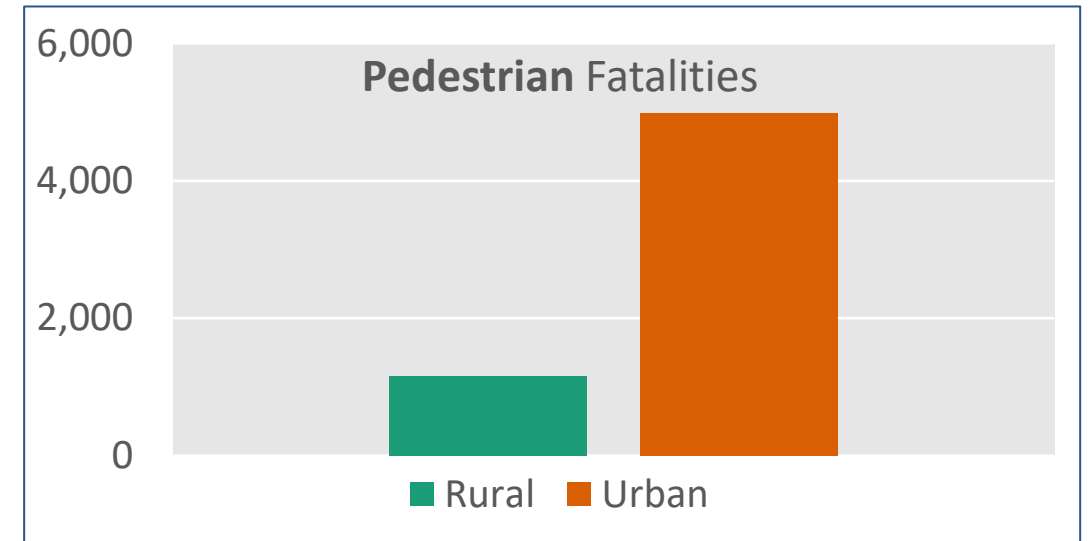
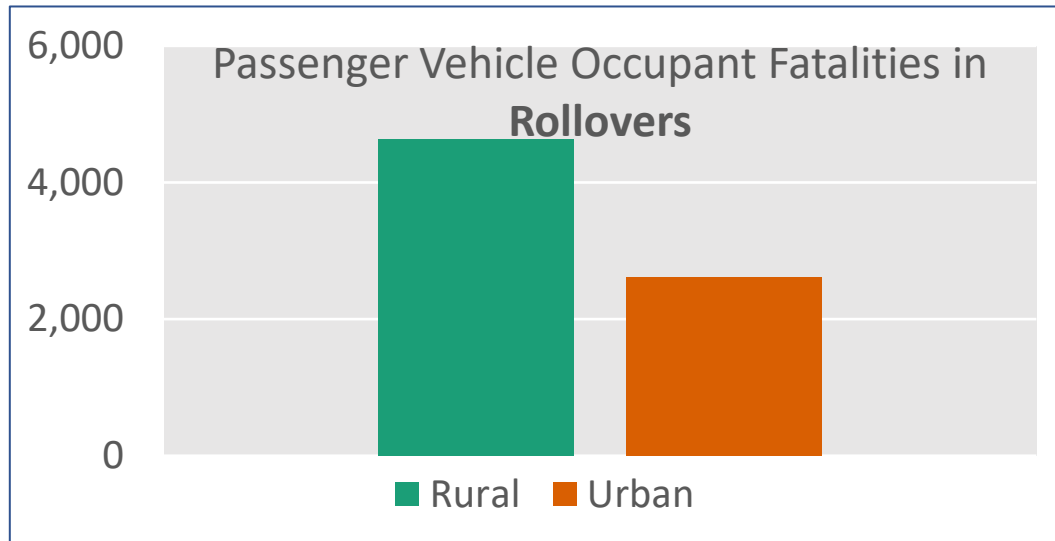
Source: FARS 2009-2017, FARS 2018 ARF

# Composition of Motor Vehicle Traffic Fatalities by Land Use, 2018

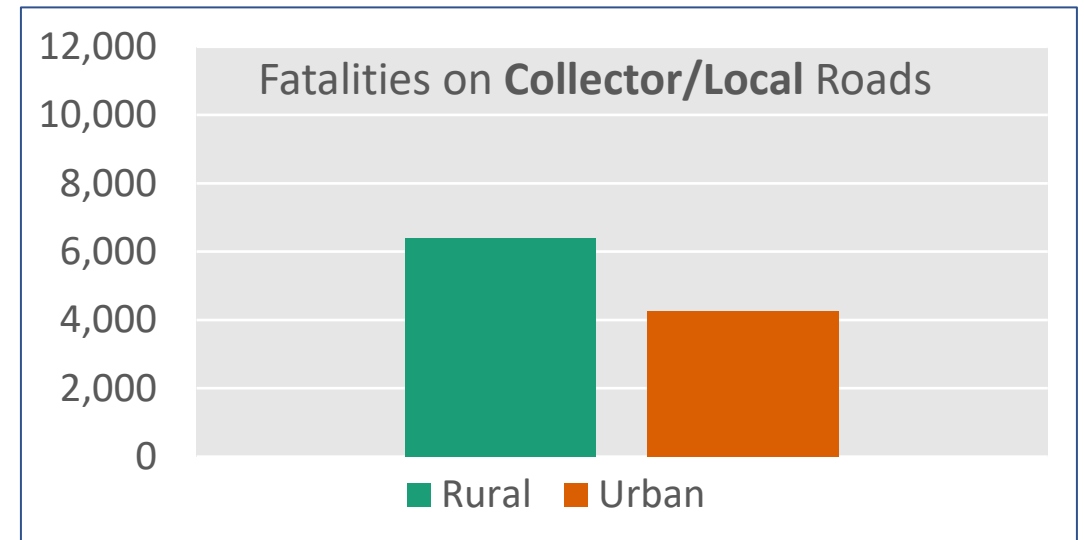
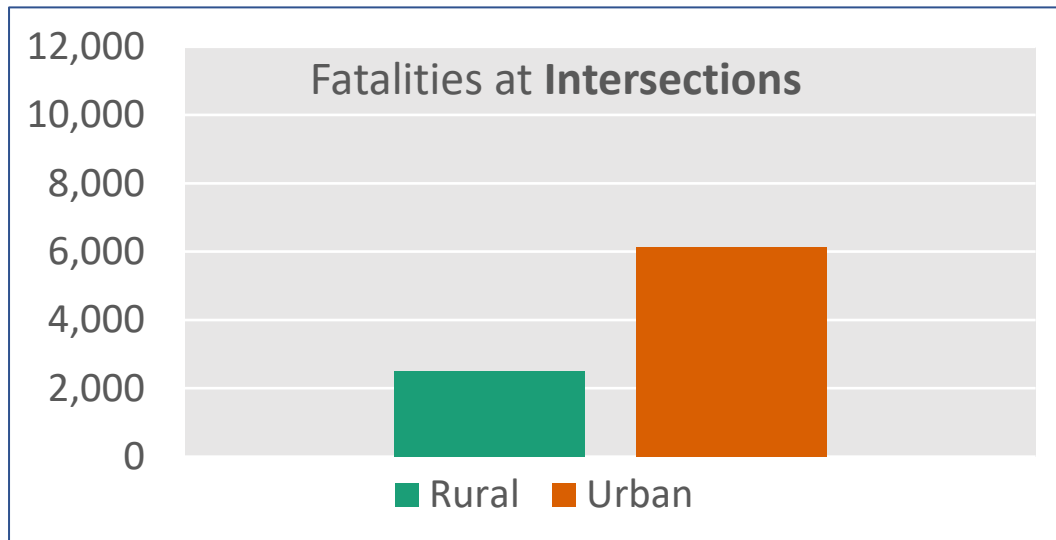
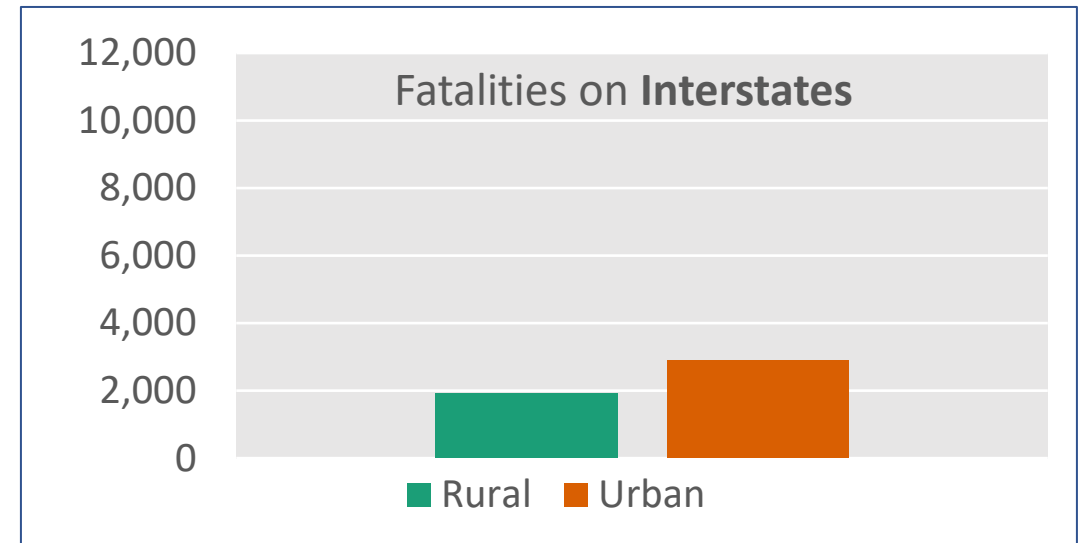
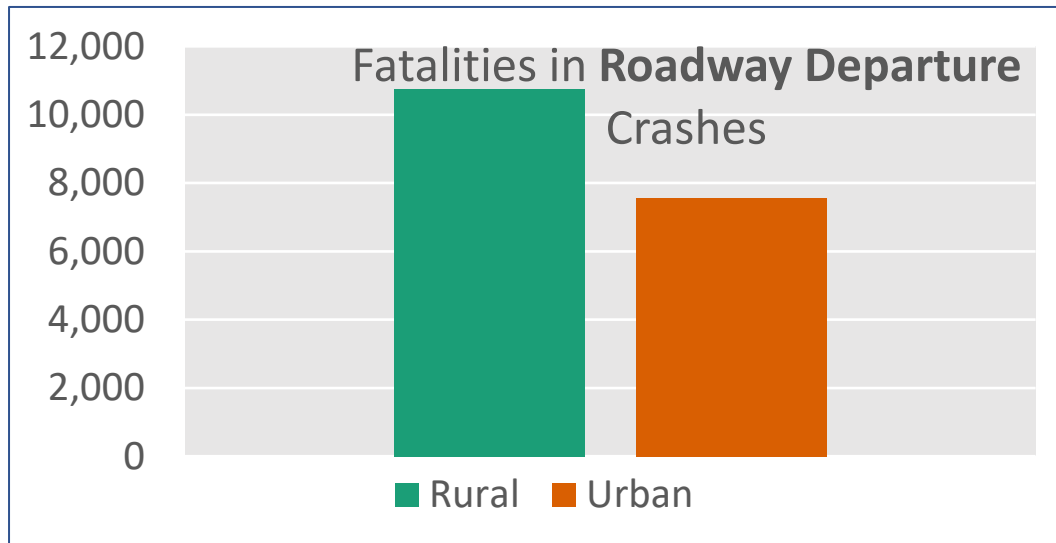


# Rural/Urban Breakouts – key statistics in 2018

48

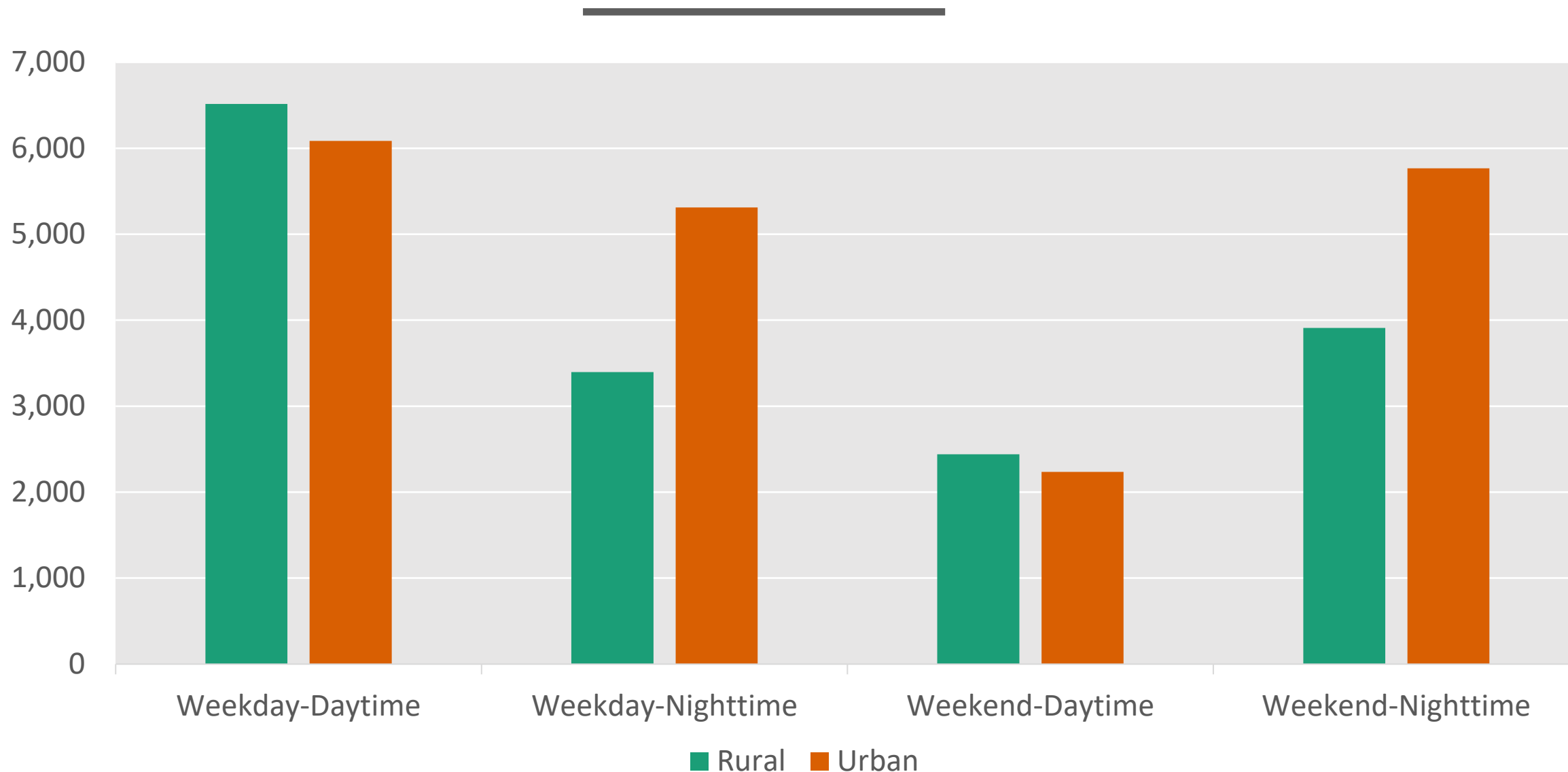


# Rural/Urban Breakouts – key statistics in 2018



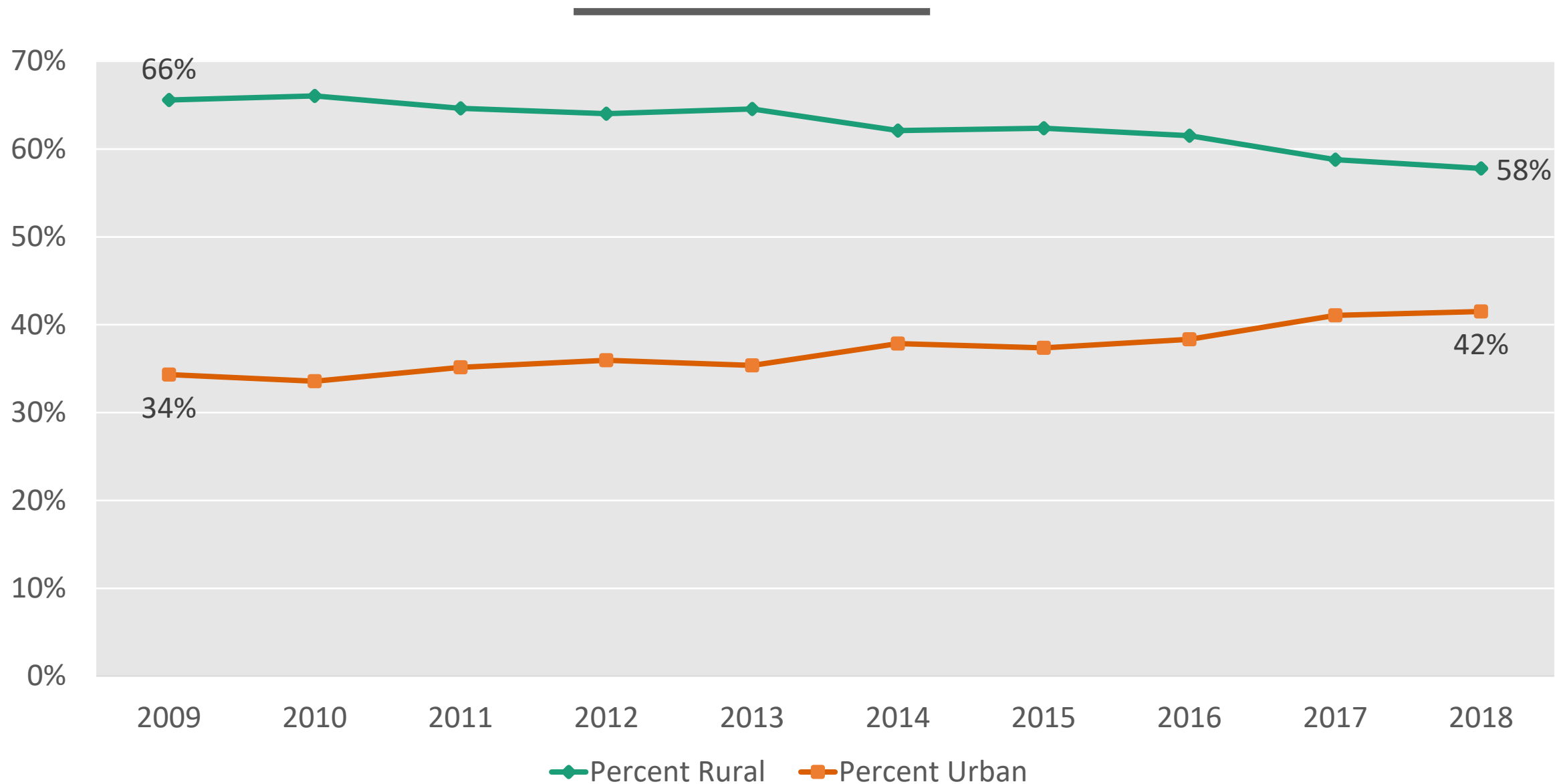
# Rural/Urban Breakouts – Fatalities by Time of Day & Day of Week, 2008

50

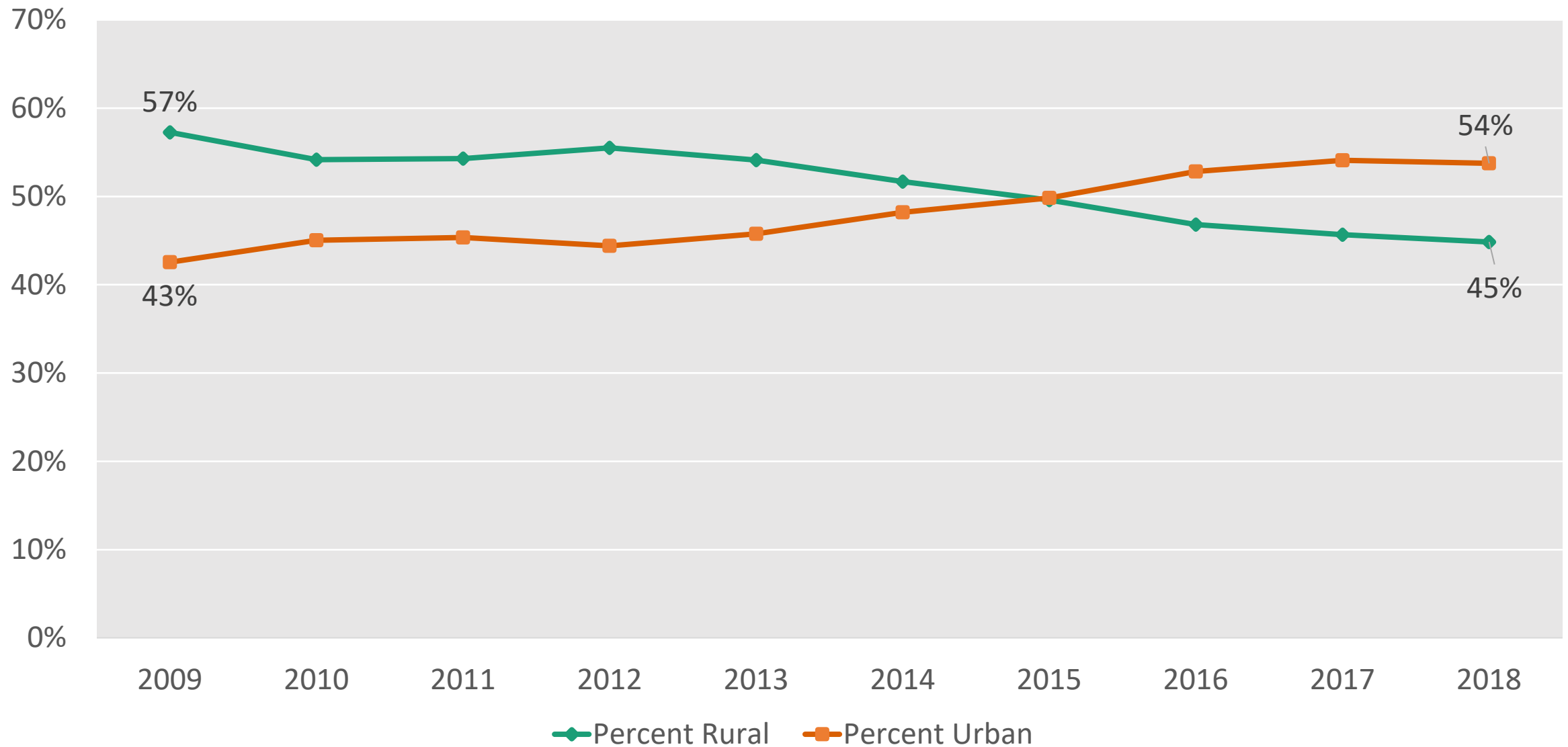


# Large Truck Involved Crash Fatalities by Land Use

51

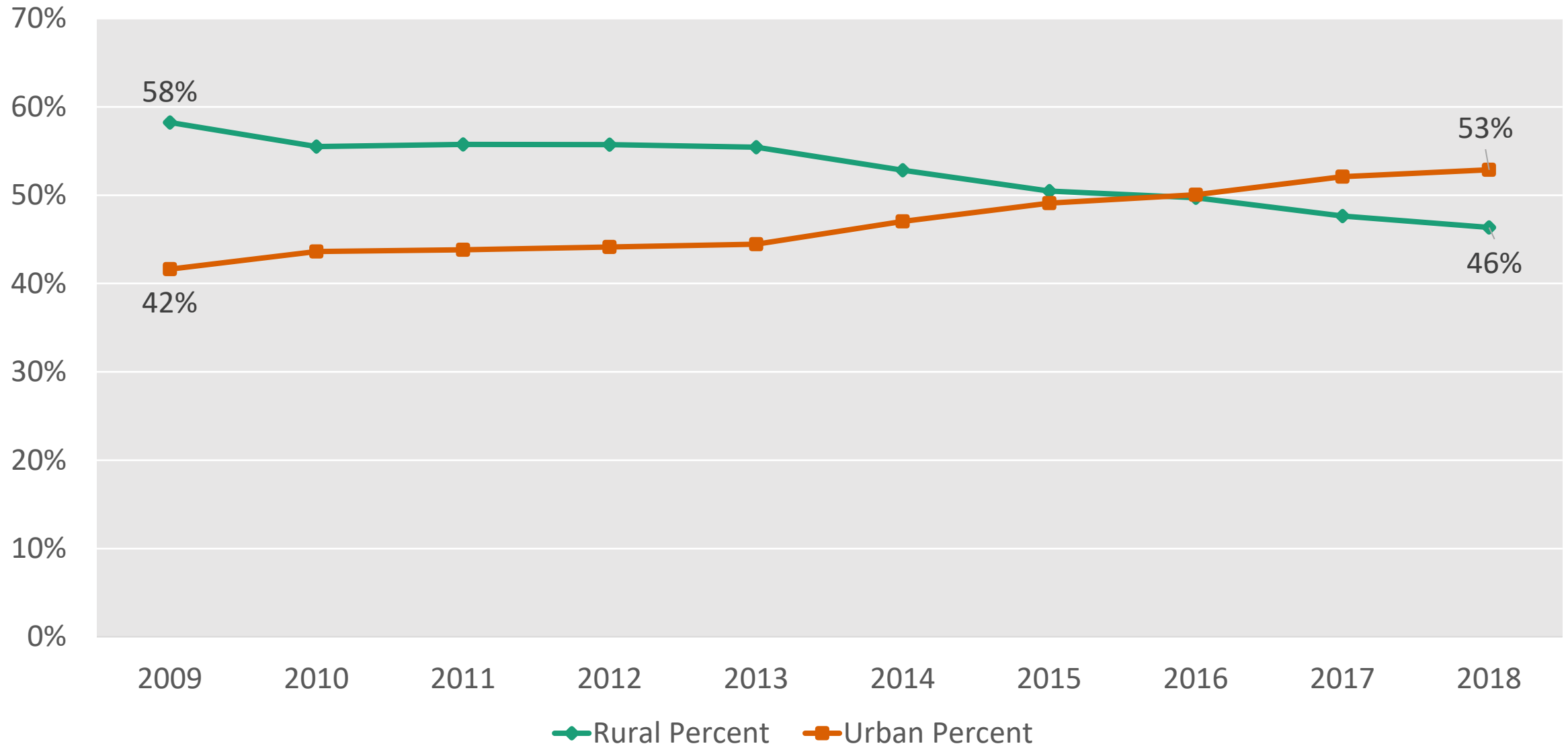


# Alcohol-Impaired Crash Fatalities by Land Use

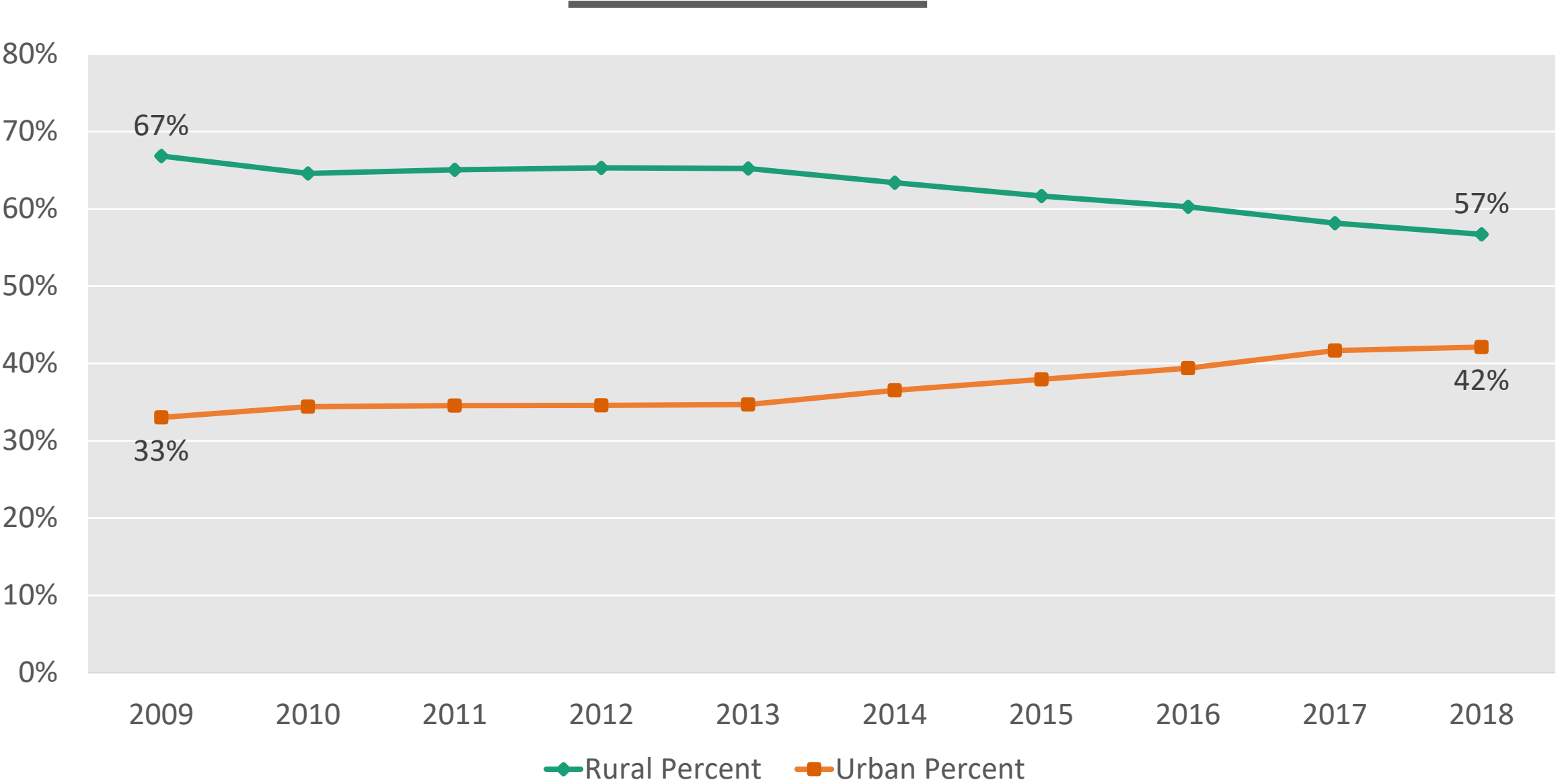


# Speed Involved Crash Fatalities by Land Use

53



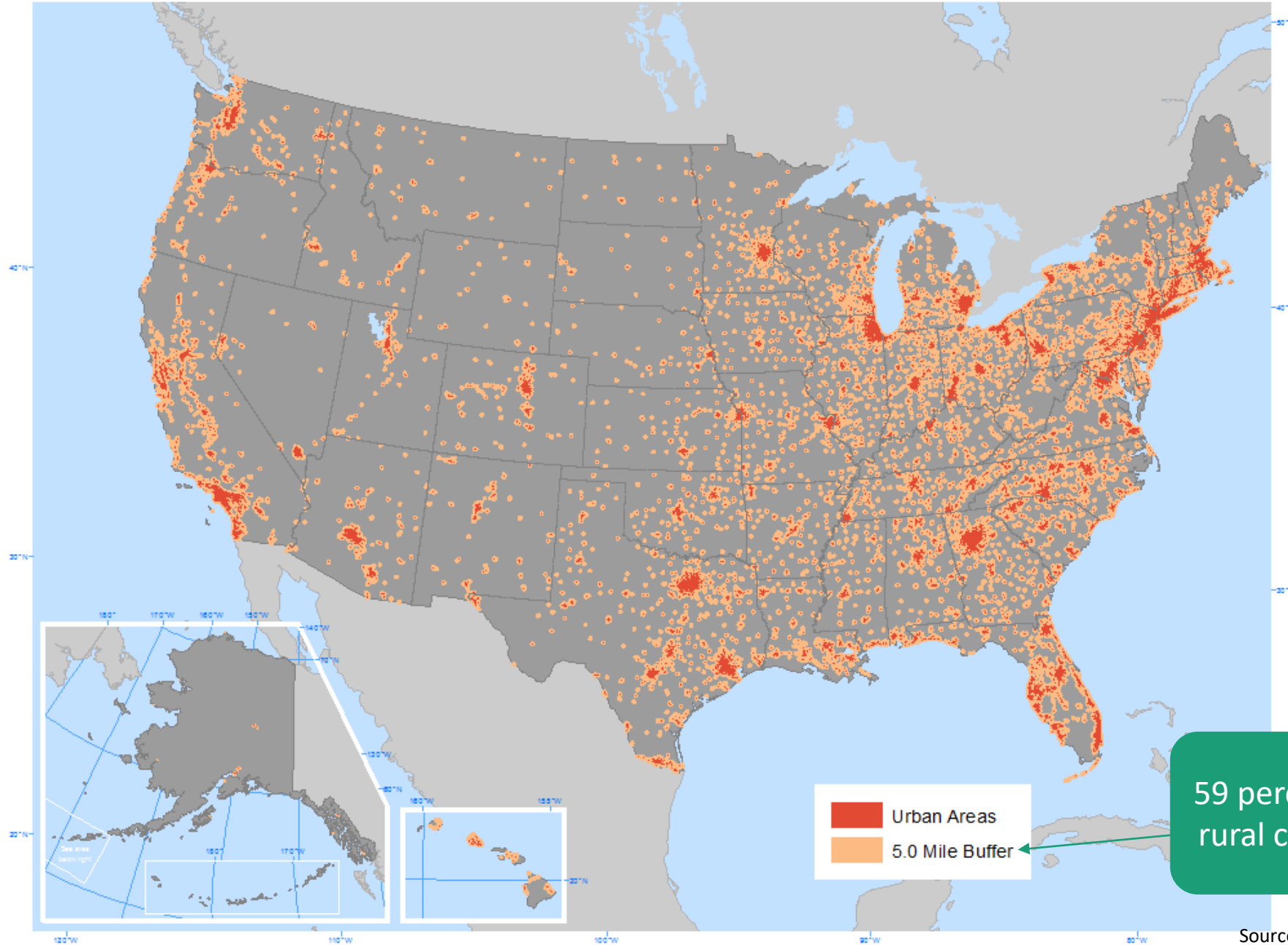
# Unrestrained Passenger Vehicle Occupant Fatalities by Land Use



Source: FARS 2009-2017, FARS 2018 ARF

- Rural America covers ~97% of the land area and 75% of public roadway miles
- Where within rural areas are motor vehicle traffic fatalities occurring?
- What is the proximity of rural crashes to urban boundaries?

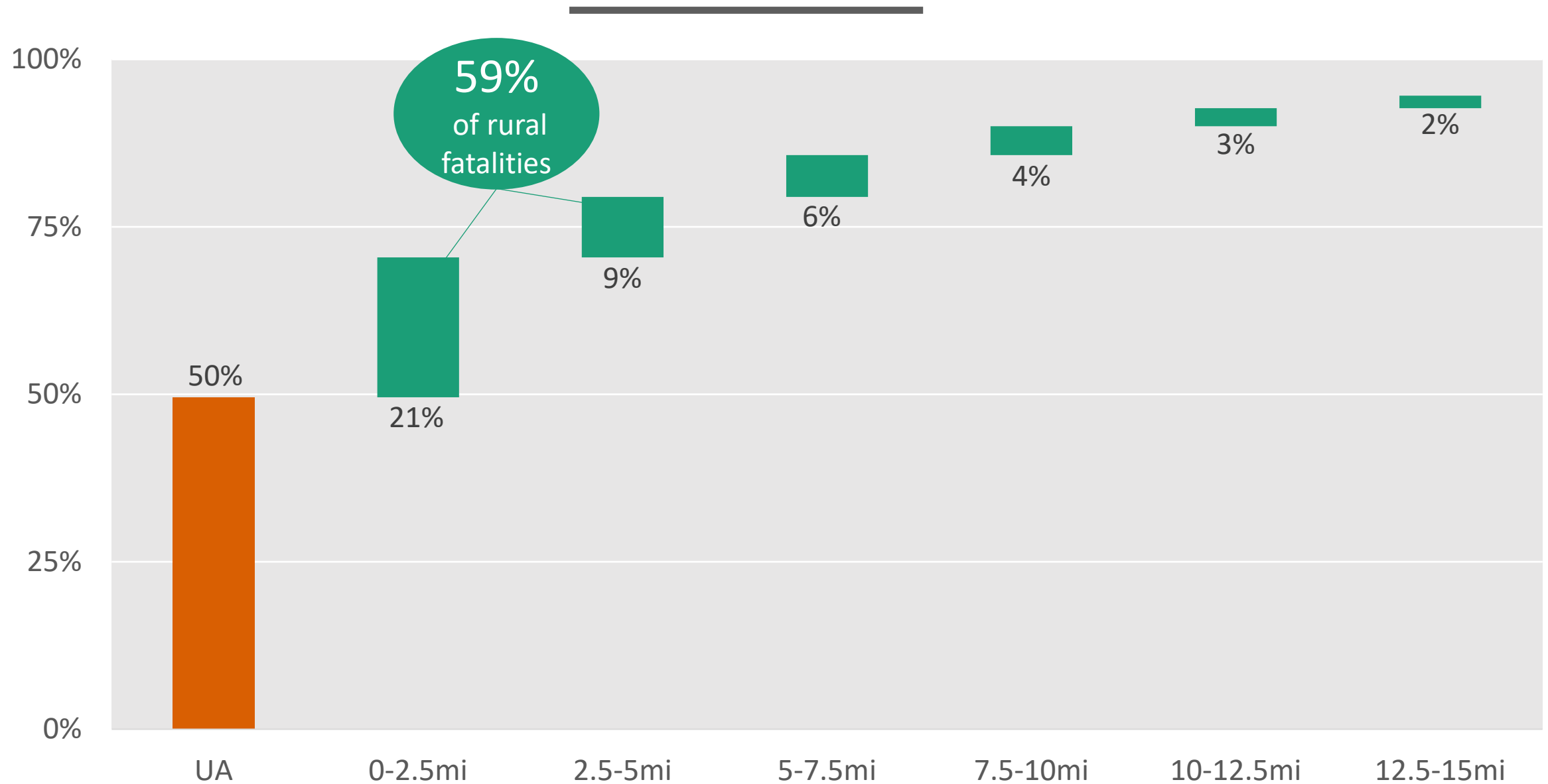
# Spatial Extent of Rural Fatalities



59 percent of  
rural crashes

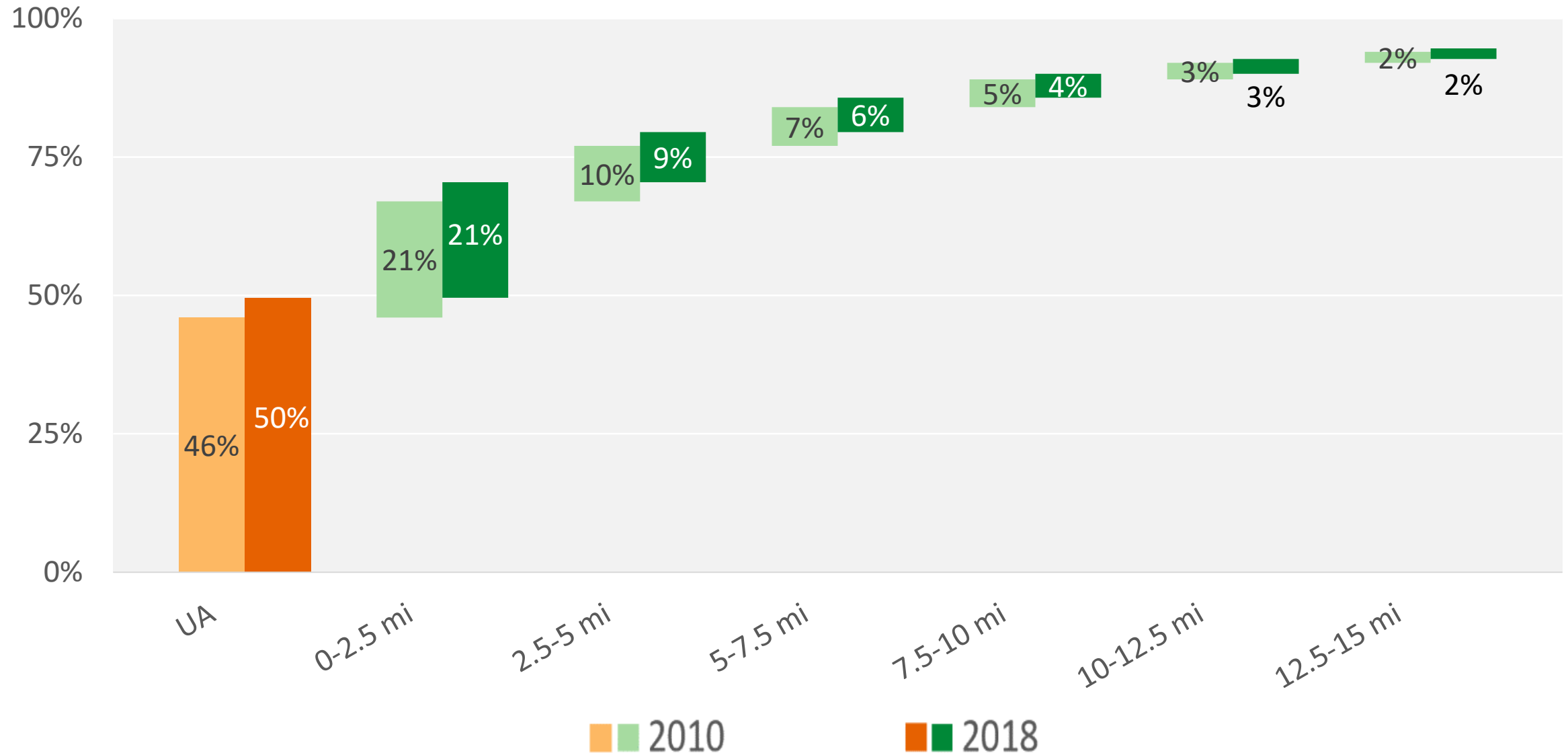
# Spatial Distribution of Crash Fatalities\*

57



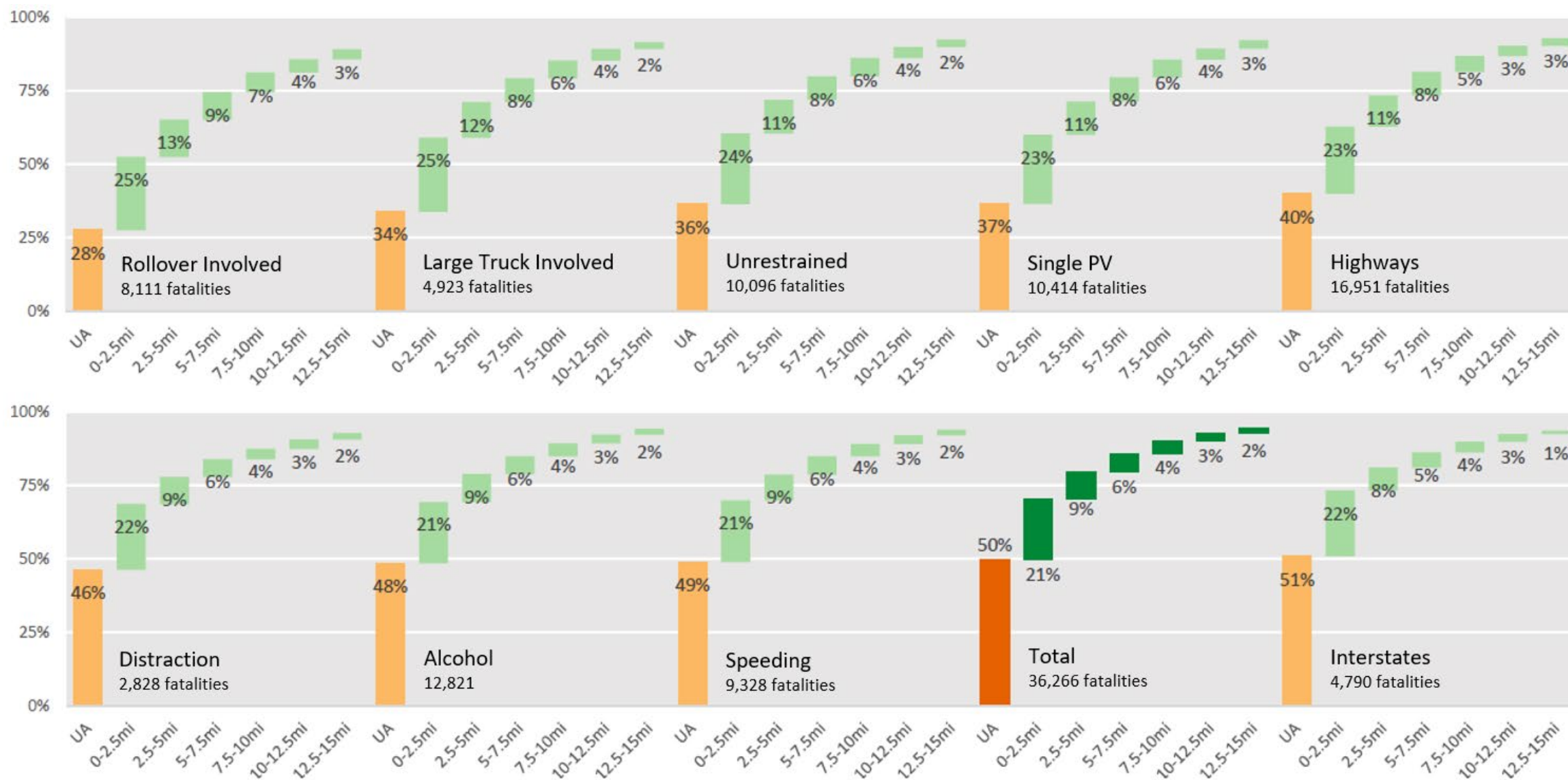
# Spatial Distribution of Crash Fatalities\* Over Time

58



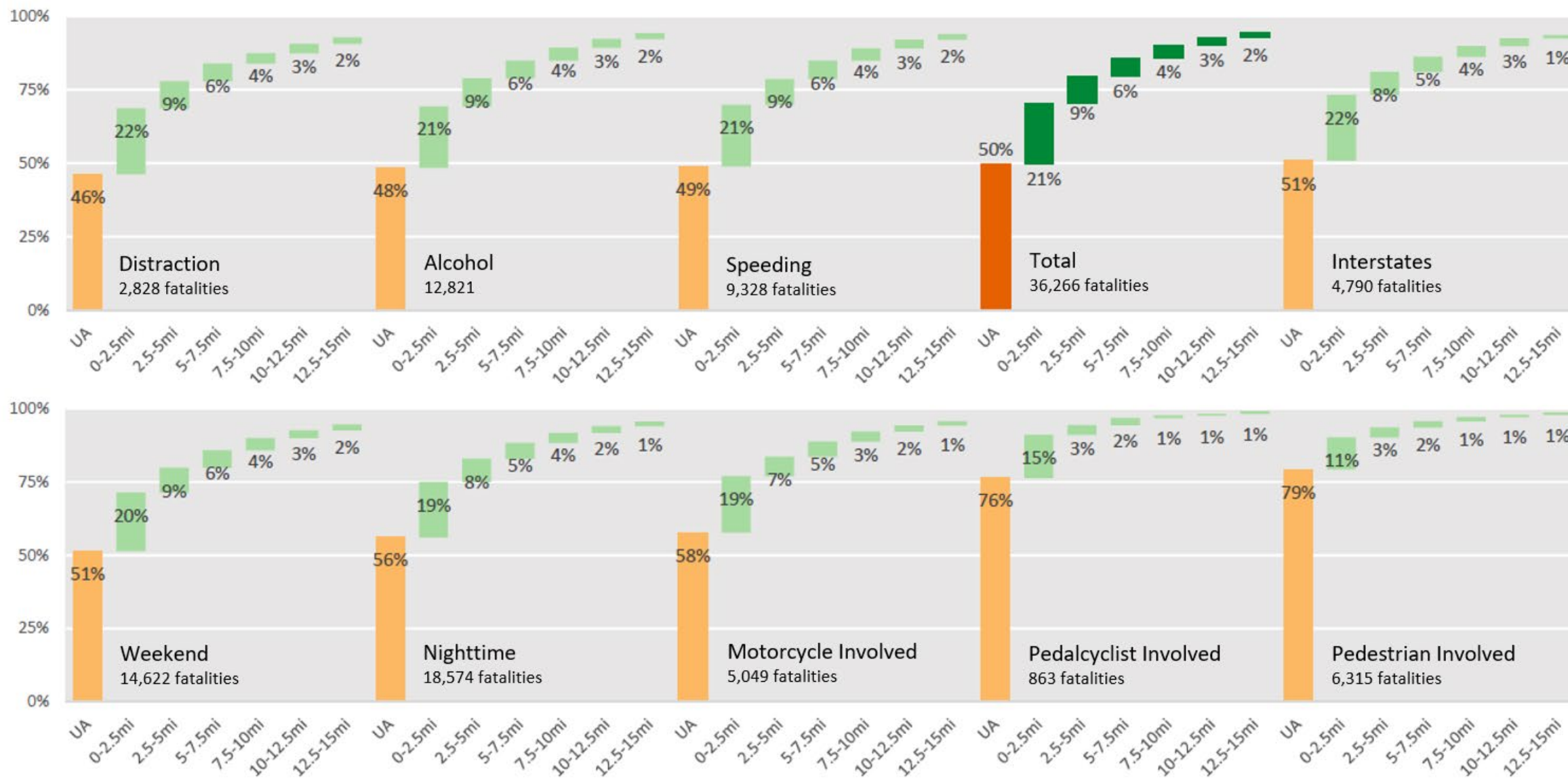
# Spatial Distribution of Crash Fatalities\*, by Areas of Interest

59



# Spatial Distribution of Crash Fatalities\*, by Areas of Interest

60



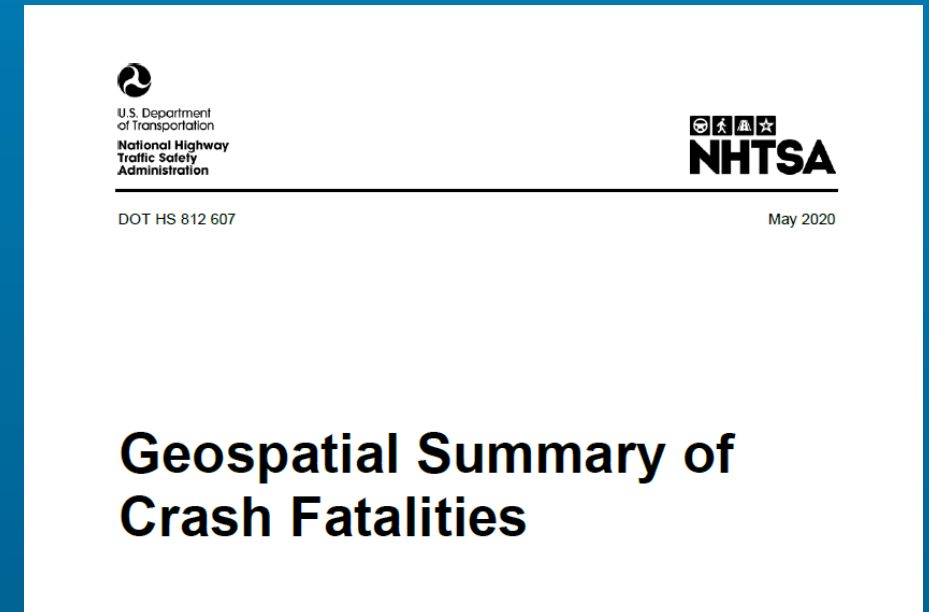
Sources: FARS 2018 ARF; Census TIGER/Line Urban Area 2010;

\*With known location data;

## Rural Urban Factsheet 2018



## Geospatial Summary of Crash Fatalities



*Please see these recent NHTSA publications for more information.*

- NHTSA's Modernized Crash Query Tool
  - <https://cdan.dot.gov/query>
- Geospatial Analysis of Rural Motor Vehicle Traffic Fatalities
  - <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812607>
- Traffic Safety Facts: 2018 Rural/Urban comparison of Traffic Fatalities
  - <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812957>
- Relevant NHTSA publications on rural safety
  - <https://crashstats.nhtsa.dot.gov/#/PublicationList/56>
- Questions/Comments?
  - Email: [ncsarequests@dot.gov](mailto:ncsarequests@dot.gov) or [rajesh.Subramanian@dotgov](mailto:rajesh.Subramanian@dotgov)

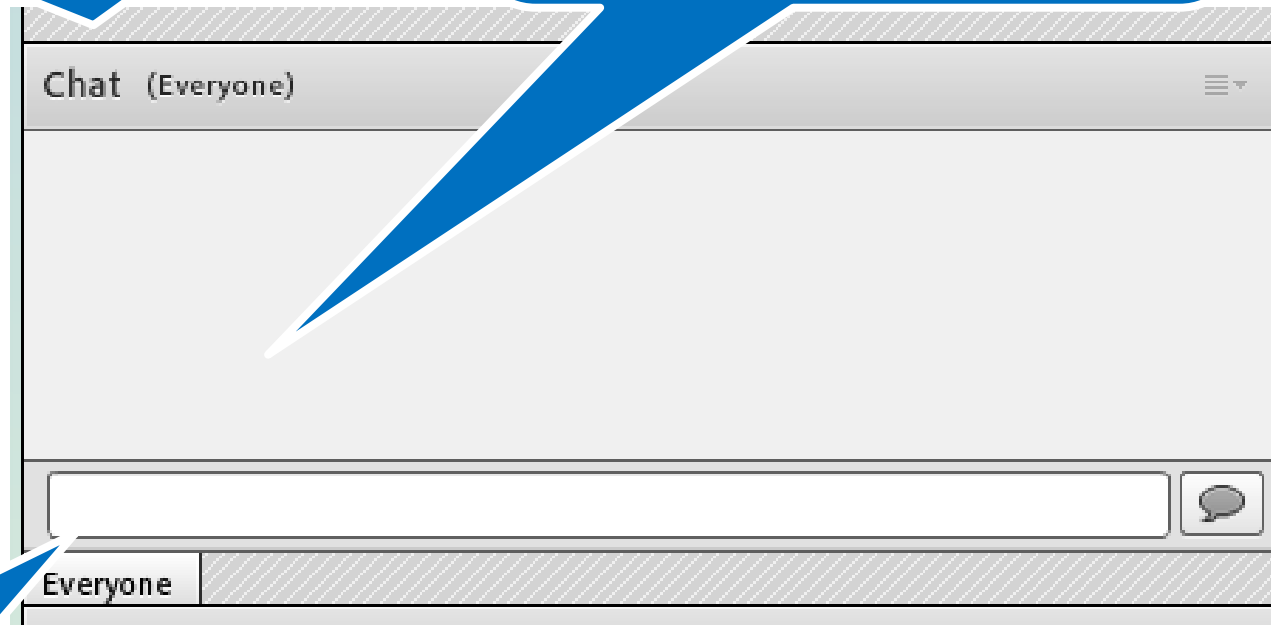


## Directing Your Questions via the Chat Pod

1. Chat pod is on left side of screen between attendees pod & closed caption pod

3. Answers will appear here unless addressed verbally

2. Type your question or comment here





Steve Polzin,  
USDOT



National  
Center  
for  
Rural  
Road  
Safety

## ROUTES Questions for the Audience



# Learning Outcomes

In this webinar, you have learned to:

Identify the contributions of rural transportation infrastructure to national transportation performance.

Distinguish rural safety needs.

Interpret new rural safety data.

Compare rural and urban safety data.

Identify implications for rural safety resources.



## Upcoming 2020 Webinars

- The Human Trafficking Tie to Transportation

June 3, 2020 11:00 AM – 12:30 PM Mountain

- FoRRRwD Systemic Approach: Risk Factors for RwD

June 16, 2020 11:00 AM – 12:30 PM Mountain

## Archived Webinars

[Access the webinar archives](#)





# Join Us for Safety Summit #3

**3rd National Summit on RURAL Road Safety**



## Follow Us on Social Media

- Facebook - @ruralroadsafety
- LinkedIn – national-center-for-rural-road-safety





# Contact Information

***If you have any questions related to this presentation,  
please contact:***

Steve Polzin – [steve.polzin@dot.gov](mailto:steve.polzin@dot.gov)

Rajesh Subramanian - [Rajesh.Subramanian@dot.gov](mailto:Rajesh.Subramanian@dot.gov)

***Or contact the National Center for Rural Road Safety  
Help Desk at:***

(406) 994-7368 or [info@ruralsafetycenter.org](mailto:info@ruralsafetycenter.org)

<http://ruralsafetycenter.org/>

