



➤ 10TH ANNUAL ◀

# SOUTH DAKOTA TRIBAL TRANSPORTATION SAFETY SUMMIT

OCTOBER 22-23, 2019

DAKOTA SIOUX CASINO  
*Near Watertown, South Dakota*



U.S. Department of Transportation  
Federal Highway Administration

**TPS**  
SOUTH DAKOTA  
DEPARTMENT  
OF PUBLIC SAFETY  
*prevention - protection - enforcement*



**KLJ**  
ENGINEERING, REIMAGINED



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Prepared For

Tribal Transportation Safety Summit Planning Committee

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## Introductions

The 10<sup>th</sup> Annual South Dakota Tribal Transportation Safety Summit (Summit) was hosted by the Sisseton Wahpeton Oyate on October 22-23, 2019, at the Dakota Sioux Casino near Watertown, South Dakota. On its tenth successful year, this annual event provides an opportunity for Tribes, the State of South Dakota, law enforcement, federal agencies, and other safety partners to jointly address transportation safety on Tribal lands. Participating in the Summit provides a way for Tribes to collaborate on the effective practices used to address challenges in providing safe transportation on their respective Reservations, as well as government agencies and elected officials to align their safety priorities with Tribal needs. Please see the appendices for a full list of attendees and copies of presentations provided during the Summit.

The 10th Annual Summit was a collaborative effort by representatives from the Bureau of Indian Affairs (BIA), Federal Highway Administration (FHWA), South Dakota Department of Public Safety (DPS), South Dakota Department of Transportation (SDDOT), elected officials, and South Dakota Tribes.

## Summit Overview

The purpose of the annual Summit is to allow the exchange of information and ideas to improve Tribal transportation safety. The Tribal Transportation Safety Summit Planning Committee plans the summit with the goal of engaging Tribal leaders working toward the common goal of improving safety, quality of life, and transportation networks for drivers and pedestrians.



*Figure 1: The Dakota Sioux Casino was the venue for the 10th Annual South Dakota Tribal Transportation Safety Summit.*

## Summit Goals and Recommendations

Each year, goals and recommendations from the previous year's Summit are reviewed. Goals and recommendations from the 9<sup>th</sup> Annual Summit, held in 2018, included the following:

- Transportation Support During Emergency Events
- Data Collection Essentials and Innovative Practices
- Driver Behavior
- Pedestrian Safety
- Low Cost Safety Improvements
- National Safety Trends
- Safety Management System Committee Update

## 2019 South Dakota Tribal Transportation Summit Topics

Each year's Summit topics evolve as federal programs change, new challenges arise, and new innovative solutions are introduced. Discussion topics for this year's Summit included the following:

- Flooding Events
- Bridge Monitoring
- Strategic Highway Safety Plan
- Funding for Safety Improvements
- National Safety Updates

## Welcome, Opening Prayer and Introductions

The 10<sup>th</sup> Annual Tribal Transportation Safety Summit began with opening remarks offered by Sisseton Wahpeton Oyate member Butch Felix. The opening ceremony continued with an opening prayer, honor song, flag song, and the presentation of colors by Legion Post 314 of Agency Village, South Dakota.



*Figure 2: The presentation of colors was led by Legion Post 314 of Agency Village, South Dakota.*



*Figure 3: Sisseton Wahpeton Oyate member Butch Felix offered the opening prayer.*



*Figure 4: The drum group performed an honor song and flag song as part of the opening ceremony of the Summit.*

## Best Practices and Success Stories

Tribes attending the Summit were invited to share their stories on utilizing resources, implementing improvements, and identifying and overcoming obstacles relating to transportation safety on their respective Reservations. The ten Tribes invited to the summit include the Cheyenne River Sioux, Crow Creek Sioux, Flandreau Santee Sioux, Lower Brule Sioux, Oglala Sioux, Rosebud Sioux, Sisseton Wahpeton Oyate, Standing Rock Sioux, Spirit Lake Tribe, and Yankton Sioux.

The image below illustrates the location of each Tribe invited to the Summit. Please see the appendices for full presentations and supporting materials.



Figure 5: Location of each American Indian Reservation in South Dakota.

Source: SD Department of Tribal Relations

Emergency Relief for Federally-owned Roads (ERFO)/Federal Emergency Management Agency (FEMA) Information Session & Panel Discussion

**Presenter: Mark Clausen (FHWA), Mark Petit (FEMA) & Tyler Steen (SD Office of Emergency Management)**

Mark Clausen, FHWA South Dakota Division Office, provided an overview of 2019 ER Disaster events and the eligibility requirements associated with disaster events.

- Event A: March 16<sup>th</sup>
- Event B: May 21<sup>st</sup>
- Event C: June 30<sup>th</sup>
- Event D: September 10<sup>th</sup>

After a disaster event occurs, Clausen stated SDDOT contacts area offices, counties, cities, and towns to gather damage estimates for federal-aid routes.

In order to be eligible, disaster costs must total at least \$700,000 (federal share), and up to \$5,000 is available per site. Damage needs to be within the right-of-way, and sites must be identified on county maps with photos of damage and estimate of repairs.

Clausen described roads and bridges on the Federal-Aid System (FAS) as eligible for funding. Clausen also directed users to the SDDOT website (Interactive Road System Maps) to identify any road shown in green as eligible:

<http://sdbit.maps.arcgis.com/apps/webappviewer/index.html?id=93bd565a70a94f138f90ceed29ce1b12>

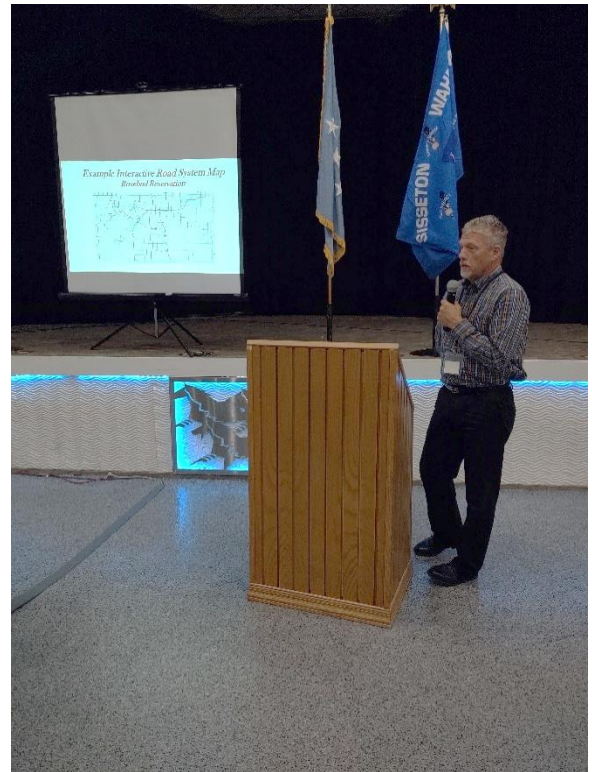


Figure 6: Mark Clausen, FHWA SD Division Office, provided an overview of 2019 ER Disaster events and the eligibility requirements associated with disaster events.

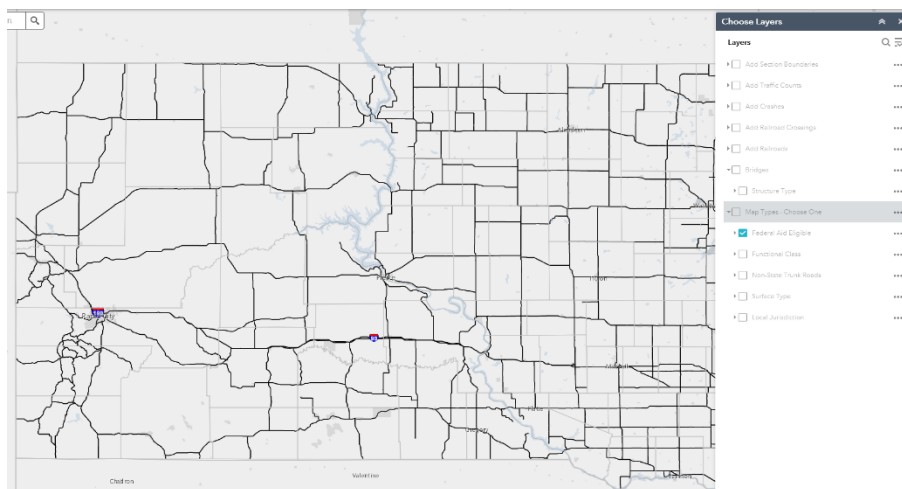


Figure 7: The SDDOT website has interactive road system maps that identifies Federal-Aid System routes in green.



## FEMA

**Presenters: Mark Petit (FEMA) and Tyler Steen (South Dakota Office of Emergency Management)**

Tyler Steen, Recovery and Mitigation Manager with South Dakota Office of Emergency Management and Mark Petit, Tribal Recovery Specialist with FEMA, stepped the group through the process following disasters as it relates to the FEMA Public Assistance Grant Program. Both Steen and Petit shared the process and best practices associated with determining the extent of damage following a disaster event.



Figure 8: Tyler Steen, Recovery and Mitigation Manager with South Dakota Office of Emergency Management and Mark Petit, Tribal Recovery Specialist with FEMA, stepped the group through the process following disasters as it relates to the FEMA Public Assistance Grant.

### After a Disaster Event Occurs

#### Damage Description and Dimensions

Steen and Petit emphasized the importance of developing and collecting thorough documentation of damages, including pictures, estimates, maps/locations, and additional studies, etc. The presenters showed the Damage Assessment Site Worksheet for Roads and Culverts.

Damage Assessment Site Worksheet - Roads and Culverts														All sites must be identified on an attached map. Pictures of each site are required. Label each picture with the site number.
Applicant Name	Name of Local Contact	Contact Phone #	Contact Email	County	Date	CY		CULVERT	Latitude	Longitude	Work Complete %	Total Cost		
Mar Site#	Description of Material	Length in Feet	Width in Feet	Depth in Inches	Depth in Inches	Length in Feet	Width in Inches	Gravel	Base	Cost per foot (Gravel+Base)	Latitude	Longitude	Total Cost	
1	Gravel							0.00					\$0.00	
1	Base								0.00				\$0.00	
1	Culvert												\$0.00	
2	Gravel							0.00					\$0.00	
2	Base								0.00				\$0.00	
2	Culvert												\$0.00	
3	Gravel							0.00					\$0.00	
3	Base								0.00				\$0.00	
3	Culvert												\$0.00	
4	Gravel							0.00					\$0.00	
4	Base								0.00				\$0.00	
4	Culvert												\$0.00	
5	Gravel							0.00					\$0.00	
5	Base								0.00				\$0.00	
5	Culvert												\$0.00	
6	Gravel							0.00					\$0.00	
6	Base								0.00				\$0.00	
6	Culvert												\$0.00	
7	Gravel							0.00					\$0.00	
7	Base								0.00				\$0.00	
7	Culvert												\$0.00	
								CY (Gravel)	CY (Base)	Culverts	Tons (Gravel)	Tons (Base)		
Total cubic yards/Tons (Tons=CY*1.325)								0.00	0.00		0.00	0.00		
Applicant replace cost for work activity. Applicant enters cost per CY								\$ -	\$ -					Total Damage
Total replace cost for sheet								\$ -	\$ -	\$ -				\$ -

### Pre-disaster Condition Versus Post Disaster Condition

One form of documentation recommended for collection is maintenance records. Maintenance records are a key way to documentation showing roads and bridges were in good repair prior to the declared event. Pictures, inventories, and inspection records were highly encouraged.

## Emergency Relief for Federally Owned Roads (ERFO)

### **Presenter: Lorell Duteil (FHWA Federal Lands)**

Lorell Duteil, ERFO Coordinator with Central Federal Lands Highway Division provided an overview and address frequently asked questions as they relate to the ERFO program. According to Duteil, ERFO applies to Federal & Tribal transportation facilities and pays to repair seriously damaged transportation facilities relating to two disaster types:

- *Natural Disasters*
  - Must be an unusual natural occurrence which causes serious damage
    - Floods, hurricanes, tornados, earthquakes, severe storms, landslides
  - Must occur over a wide area
    - Several counties, federal land units, or major drainages
  - Must be over **\$700,000** of damage to be an eligible disaster
- *Catastrophic Disasters*
  - sudden complete failure of a major element or segment of an eligible facility from an external cause
  - must be over \$700,000 of damage to be considered an eligible disaster



*Figure 9: Lorell Duteil, ERFO Coordinator with Central Federal Lands Highway Division, provided an overview and addressed frequently asked questions as they related to the ERFO program.*

### ERFO Summary

- All Tribes apply through BIA to Federal Lands Division
- Federal Lands Highway Division Director declares the disaster separately from other programs
- Does not require a Presidential or Governor's disaster declaration

### Types of Facilities Covered

Any facilities within NTTFI, NFLTFI, or other federally owned roads. Facility types includes roads, trails, parking areas, and transit facilities. In order to be eligible for ERFO, a facility must be open to the public, on official inventory, actively maintained, and roads designed to accommodate standard passenger vehicles. ERFO typically covers 100 percent of eligible costs.

### ERFO Damage Eligibility

- Disaster related damage only
- Only "serious damage" is eligible
- Repairs must exceed \$5,000 per site
- Not maintenance or routine repair activities
- ERFO covers Emergency & Permanent repairs at 100%

## Damage Survey Report (DSR)

A DSR must be completed for each site and includes site data, location, damage pictures, sketches, cost estimate, and quantity calculations.

## ERFO Key Policies

- ERFO is a least cost, repair in-kind program
- ERFO funds can only be used on approved ERFO sites
- ERFO funding is based on documented actual costs (excess funds must be returned)
- ERFO is a reimbursement program, however when funds are available it may provide upfront funds

## MSAR App and Web Portal

All disasters use the FHWA MSAR app and web portal for all ERFO approvals and tracking.



The screenshot shows the MSAR app interface on a mobile device. At the top, the status bar shows 'Verizon' and '9:07 AM'. The app header includes the 'MSAR' logo and a menu icon. Below the header is the 'U.S. Department of Transportation Federal Highway Administration' logo. The main content area is titled 'Default Information' and contains several dropdown menus: 'Event' (2017 CA Jan FWS), 'Applicant Agency' (US Fish and Wildlife), 'State' (6 - California), 'County' (67 - Sacramento), and 'Report Type' (DSR). A red 'CREATE REPORT' button is positioned below these fields. At the bottom, there is a 'Saved Reports' section with the text 'There is 1 report on this device.' and two links: 'VIEW ALL' and 'UPLOAD ALL'.

## Events

Open ERFO CFL events for DSR writing:

- SD2019-1-BIA Midwest Flooding 3/12/19 - 6/24/19
- NE2019-1-BIA Midwest Flooding 3/12/19 - 6/24/19
- KS2019-1-BIA Midwest Flooding 3/12/19 - 6/24/19
- CA2019-1-BIA Feb 14 Storm & Flooding 2/14/19 - 2/17/19

## Questions from the Audience



*Figure 10: Several questions came from the Oglala Sioux Tribe as disasters have had significant impacts in 2019 on the Pine Ridge Reservation.*



*Figure 11: BIA Great Plains Region has been working to assist South Dakota Tribes in assessing damages from disasters that impacted South Dakota in 2019.*

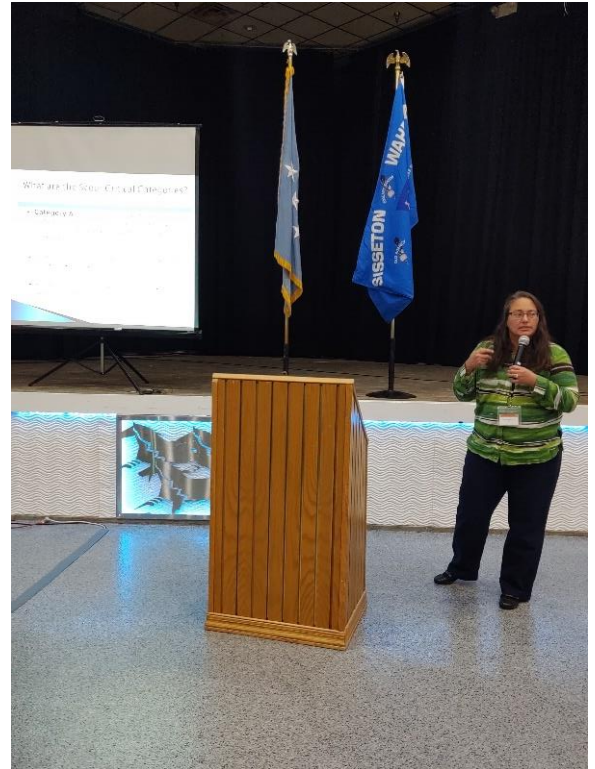
## Bridge Monitoring During Flooding

**Presenter: Brenda Red Wing, Regional Transportation Engineer – BIA Great Plains Regional Office**

Redwing described the process to monitoring bridges and assessing scour before, during, and after flood events. Scour is streambed erosion caused by flowing water. Scour caused by floodwaters can remove large amounts of foundation materials from under the footings of a bridge. Scour can make the bridge unstable and dangerous for people to cross.

There are three scour critical categories:

- **Category A:** serious scour and undermining has occurred; any additional scour could cause the bridge to become unstable
  - Footing is at high risk of becoming unstable due to potential for scour
  - Presents significant safety hazard under high water conditions
  - Must be monitored every 4 hours during flood events
- **Category B:** advanced scour has occurred; moderate amounts of new scour could cause the bridge to become unstable
  - Footing at moderate risk of becoming unstable due to potential for scour
  - Presents moderate safety hazard under high water conditions
  - Must be monitored every 12 hours during flood events
- **Category C:** Minor scour has occurred; significant amounts of new scour could cause the bridge to become unstable
  - Footing at lower risk of becoming unstable due to potential for scour
  - Presents lower safety hazard under high water conditions
  - Must be monitored every 24 hours during flood events



*Figure 12: Brenda Redwing, Regional Transportation Engineer with the BIA Great Plains Regional Office described the process to monitoring bridges and assessing scour following flood events.*

## Tribal Transportation Best Practices- Sisseton Wahpeton Oyate

**Presenter: Cliff Eberhardt, SWO DOT Director**

### SWO 2019 Safety Plan Update

The safety team has been pulled together. The vision for the plan update is “working together to keep our traveling public safe.” The completion of this project is anticipated to be December 2019, and it includes safety projects for the upcoming 4 years.

### LRTP Update

The LRTP is a 20-year plan and is updated every 5 years. SWO has begun the update process. This tool is used to manage Tribal Transportation Funds. The LRTP will include the update of traffic counts, inventory updates, and enhance collaboration between the county, state, local, BIA, and Tribal roads.

### Roadway Safety Improvements; Signing and Rumble Strips Project

SWO received Tribal Transportation Program Safety Funds just over \$300,000 for this project which includes 24 miles of three BIA routes: 3,5, and 8. The project includes the installation of double sets of flashing stop signs at 15 locations and 5 sets of installed at Roberts County intersections. These locations were chosen using crash data to indicate where the improvements were most needed.



Figure 13: Cliff Eberhardt, SWO DOT Director, shared several updates and best practices used to enhance Tribal transportation safety on the Lake Traverse Reservation.



Figure 14: The installation of rumble strips took place in summer 2019.



Figure 15: Rumble strips enhance Tribal transportation safety by enhancing driver alertness.

## Enemy Swim Pathway Project

Located in the Enemy Swim District of the Lake Traverse Reservation, the Enemy Swim Pathway Project included the construction of 1.4 miles of 8-foot-wide asphalt pathway. The project also included a crosswalk with RRFB installed at the intersections. The Enemy Swim Pathway was funded with Tribal Transportation Safety Funds and has enhanced transportation safety by separating vehicular and pedestrian traffic along BIA 500.



*Figure 16: The project included the installation of a crosswalk with RRFB at the intersections.*



*Figure 17: Poor visibility in the morning and evening hours as well as the lack of roadway shoulders made walking and cycling on BIA 500 dangerous. The construction of a separated pathway enhances the safety for motorists and non-motorists traveling this route.*

## Strategic Highway Safety Program Update

**Presenter: Andy Vandel, SDDOT**

Andy Vandel, Highway Safety Engineer with the South Dakota Department of Transportation, provided an update on the Strategic Highway Safety Program (SHSP). The SHSP is required by Federal transportation law and is updated every five years. This plan includes data driven approaches to projects targeted at reducing fatalities and injuries on all public roads. This plan requires multi-disciplinary safety partners, and the Summit provides a great venue to share information and enhance collaboration on transportation safety improvement opportunities.

Vandel outlined the 2019 SHSP emphasis areas, shown below, and recommended strategies to mitigate the safety concerns within each emphasis area.



*Figure 18: Vandel highlighted the SHSP emphasis areas most prevalent in South Dakota, sharing with Tribes the ways they can collaborate and enhance Tribal transportation safety through this program.*

## 2019 SHSP Emphasis Areas

- Drugs and Alcohol
- Intersections
- Lane Departures
- Motorcycles
- Older Drivers
- Speeding and Aggressive Drivers
- Unbelted Vehicle Occupants
- Young Drivers

*Figure 19: Vandel stepped the group through the safety improvements that can be done to address the emphasis areas above.*



## Status of Current Program Funding, SD Funded Safety Programs and Grant Information

**Presenter: Lawrence Robertson, BIA Indian Highway Safety Program**

The United States Department of Interior Bureau of Indian Affairs Indian Highway Safety Program (IHSP) is the federal agency responsible for meeting the traffic safety needs of the 560+ Native American/Alaskan Tribes in the United States. The IHSP is located in Albuquerque, New Mexico, and provides safety services to Indian Country. The mission of this agency is to reduce the number and severity of traffic crashes in Indian Country by supporting Education, Enforcement and Engineering as well as Safe Tribal Community Programs.

The Indian Highway Safety Program provides funding for Tribal programs including Police Traffic Services (PTS) grants, Occupant Protection (CPS) grants, and Impaired Driving Court grants.

### Media and Community Outreach- Tribal Media Project

The Indian Highway Safety Program funds projects to enhance community education and produce and release public safety announcements. According to Robertson, education and awareness is key to influencing driver behavior.

Robertson shared the success and impact of a recent Tribal Media project that utilized local personal stories to develop a media campaign and public safety announcement to enhance driver behavior as it relates to driving under the influence, seatbelt usage, and distracted driving.

### 2020 Highway Safety Plan Funding

- Police Traffic Service (PTS) grants- \$8.7M to 35 PTS programs
- Occupant Safety Grants- \$146,476 to 16 CPS programs
- BAT Mobile- \$100,000



*Figure 20: Lawrence Robertson, Program Director in the Indian Highway Safety Program, shared updates on 2020 Highway Safety Plan (HSP) funding.*

## Tribal Transportation Best Practices- Lower Brule Tribe

**Presenter: Brenda Red Wing, Regional Transportation Engineer – BIA Great Plains Regional Office;  
Toni Rouillard Lower Brule Tribe**

Brenda Red Wing, Regional Transportation Engineer – BIA Great Plains Regional Office, provided an update from the Lower Brule Tribe on transportation best practices and projects across the Reservation. Red Wing explained the Tribe signed an agreement in August 2019 for the Tribe’s \$12 million TIGER grant. Also, in 2019, the Tribe secured \$682,00 in Tribal Transportation Program Safety Funds for culvert replacements to be done in conjunction with the \$21 million TIGER grant.

Red Wing also provided an update on the development of the Tribe’s Long-Range Transportation Plan. The goal is to advertise for bids winter 2019.



*Figure 21: Brenda Red Wing provided an update on behalf of Toni Rouillard of the Lower Brule Tribe.*

## Discussion on Safety Funded Projects, Lessons Learned, and Plans for Future Projects and Funding Requests

### **Presenter: Craig Genzlinger, KLJ**

Craig Genzlinger, KLJ, facilitated a discussion and provided updates on Tribal safety projects across the State of South Dakota. According to Genzlinger, every Tribe in South Dakota has applied and been funded to complete and update Tribal Transportation Safety Plans. FHWA advocates for the development of strategic Transportation Safety Plans as a means for Tribes to determine how transportation safety needs will be addressed in and around Tribal communities.



*Figure 22: Genzlinger, KLJ, shared several Tribal transportation safety best practices he has observed working with Tribes across the state of South Dakota and the surrounding region.*

Having an up-to-date safety plan allows Tribes to access Tribal Transportation Program Safety Funds (TTPSF) for transportation safety projects to address the prevention and reduction of death or serious injuries. Each year under the FAST Act, two percent of the available TTP funds are set aside to address transportation safety issues across Reservations through a competitive, discretionary program. The grants are awarded annually, and 2019 TTPSF awards are anticipated in December. The next opportunity to apply for TTPSF is anticipated in early 2020.



*Figure 23: The group discussed ways to enhance crash data or unique ways to evaluate data from surrounding areas, similar facility types, and similarly populated areas.*

## Congressional Delegation Listening Session on Transportation Issues

**Presenters: Jordan Cardenas (US Senator John Thune), Kyle Chase (US Senator Mike Rounds) and Ashley Tanner (Congressman Dusty Johnson)**

**Moderator: June Hansen, SDDOT**

A panel from South Dakota's congressional delegation participated in a listening session on transportation safety issues. After introductions were made, the floor was opened for participants to ask questions and share comments with the panel. Topics addressed through the panel discussion included:

### Proposed Roads in NTTFI

The group discussed the removal of under documented proposed roads in the NTTFI. The group expressed frustration that the date for those without proper documentation to be deleted from the inventory was extended beyond November 7, 2019.

### Exclusion of Federal Facilities from BUILD Discretionary Grant

In the 2019 round of BUILD grants, federally owned facilities, which includes BIA roads, were not eligible for BUILD Discretionary grants. The panel shared that when this issue came up in April, the Administration stated this was because federal facilities are funded in appropriation programs and thus should not be eligible to compete for discretionary funding. The group discussed the chronic underfunding of transportation construction and maintenance on BIA roads and the need for the ability to access all forms of funding, including discretionary.

### TTAP Update

During previous South Dakota Tribal Transportation Safety Summits, participants expressed concerns about the restructuring of the Tribal Transportation Assistance Program (TTAP). Building off previous group discussions, Tribes expressed interest in gaining an understanding of future program operations now that the pilot is coming to an end.

### Reauthorization of New Highway Bill Comments

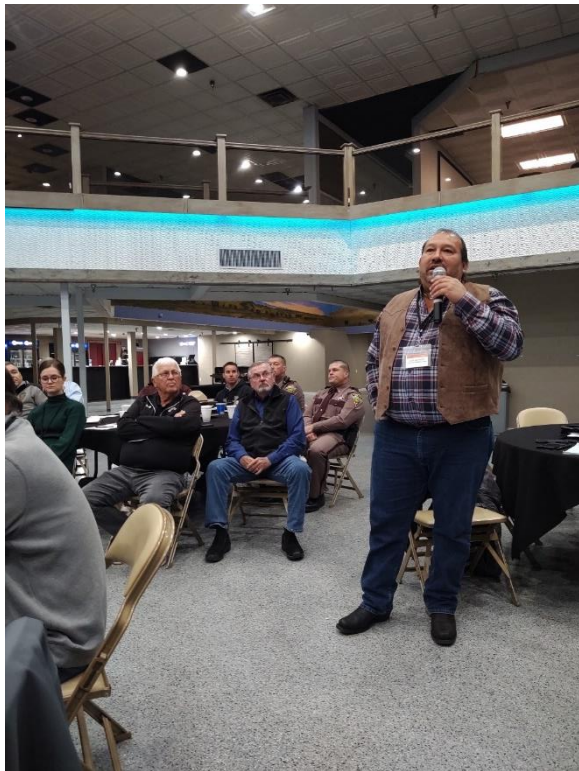
Participants discussed their desire for and the benefits of the passage of a long-term transportation funding authorization. The group shared concerns that result from the passage of Continuing Resolutions instead of long-term reauthorizations. This process often results in delay of funding through BIA for construction and maintenance projects, which detrimentally impacts many Tribes' abilities to execute current projects and plan for future projects. In addition to continuing resolutions, participants discussed the funding formula and how changes to the Native American Housing Assistance and Self Determination Act of 1996 (NAHASDA) housing numbers that are used will significantly affect funding due to major reductions in Tribal population figures in South Dakota.



*Figure 24: The South Dakota Tribal Transportation Safety Summit provides many ways for multi-disciplinary collaboration on transportation safety topics. A Congressional listening panel provides the opportunity for Tribes and other participants to collaborate and share thoughts and concerns with South Dakota's Congressional members.*

## BAT Mobile- CDL exemptions

The United States Department of Interior Bureau of Indian Affairs Indian Highway Safety Program purchased four BAT Mobiles for Tribal use in FY2009 to assist in reducing alcohol related motor vehicle crash injuries and fatalities within the participating Tribes. A limitation to using the BAT mobile in South Dakota stems from state level CDL requirements. Currently, exemptions for ambulance operators, fire fighters, and agricultural users but does not include exemptions for law enforcement. Thus, the inability to retrieve and utilize the BAT mobile by law enforcement officers without a CDL inhibits their ability to utilize this resource.



*Figure 26: Cliff Eberhardt, Sisseton Wahpeton Oyate Transportation Director, shares some feedback with the panel on collaborating with multiple jurisdictions on transportation safety issues and projects.*



*Figure 25: Lawrence Robertson has advocated for CDL exemptions for the operation of the BAT Mobile. Granting a CDL exemption for this vehicle would minimize the limitations and would enhance access for users in South Dakota.*



*Figure 27: Kirk Fredericks, FHWA South Dakota Division Administrator, sheds some light on program requirements associated with several federal discretionary programs.*

## BIA Update

### **Presenter: Brenda Red Wing, BIA**

Brenda Red Wing, Bureau of Indian Affairs Great Plains Region, provided updates from the BIA.

### FAST Act TTP Funding

- FY16 - \$465 million
- FY17 - \$475 million
- FY18 - \$485 million
- **FY19 - \$495 million**
- FY20 - \$505 million
- **TOTAL - \$2.425 billion over 5 years**

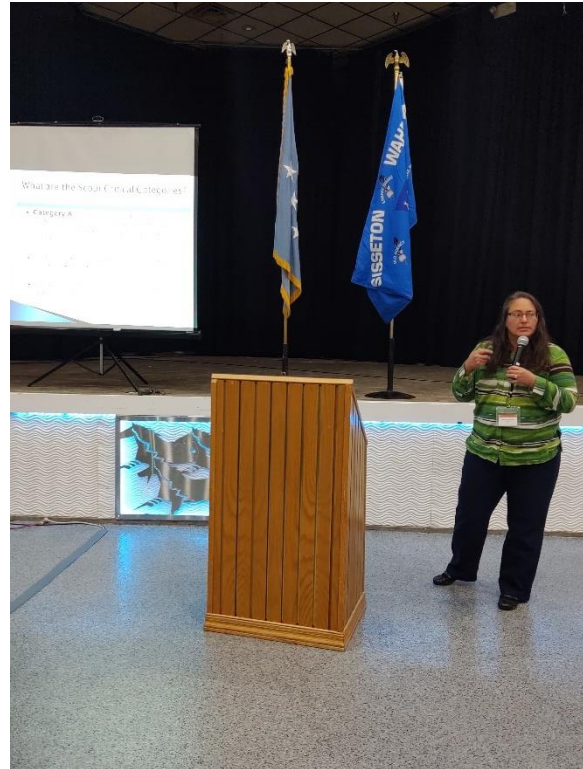
### FAST Act TTP Update

- No change in existing funding formula.
- No change in Safety or Planning set-asides.
- TTP Bridge set aside-increases from 2 percent to 3 percent.
- PM&O set-aside decreases from 6 percent to 5 percent.

### ERFO Update

All ERFO Damage Survey Reports must be submitted to designated Tribal contact:

- Bill Whiteside (Lead) – Cheyenne River Sioux, Oglala, Flandreau, Crow Creek, and Lower Brule
- Mike Hauge – Three Affiliated Tribes, Turtle Mountain, Spirit Lake, Standing Rock, Sisseton-Wahpeton Oyate, and Yankton
- Shane Nedved – Rosebud, Winnebago, Omaha, Santee, and Ponca



*Figure 28: 2019 has been a busy year for the Bureau of Indian Affairs Great Plains Region according to Red Wing.*

## FHWA Safety Updates

**Presenters: Adam Larsen, FHWA Safety Engineer and Program Manager and Kirk Fredericks, FHWA South Dakota Division Administrator**

Adam Larsen and Kirk Fredericks, FHWA, provided updates on a variety of topics including TTP Safety Fund, safety plan update tips, systemic safety approaches, proven safety countermeasures, Tribal crash data toolkit, and NHTSA GO Teams.

### Safety Plan Updates

According to Larsen, FY19 TTPSF awards are expected to be announced by December 2019. The FY20 NOFO is anticipated to be published in February 2020 and will allow Tribes 60 days to apply for funding. The three funding categories are expected to remain consistent:

- Safety plans
- Data assessment, improvement, and analysis
- Infrastructure improvement

FY20 TTPSF is anticipated to add clarification that routes must be official and existing in the National Tribal Transportation Facility Inventory.

### Tribal Transportation Strategic Safety Plan

Larsen explained the Tribal Transportation Safety Plan can be found at [www.tribalsafety.org](http://www.tribalsafety.org). The plan focuses on 7 priority topics.

- Decision Making Process
- Safety Data
- Occupant Protection/Child Seats
- Roadway Departure Crashes
- Alcohol/Drug Impaired Driving
- Pedestrian Safety
- Public Safety Services



Figure 29: Larsen provided updates on several FHWA initiatives.



Figure 30: Fredericks shared insight from FHWA South Dakota Division.

## Systemic Approach to Safety

Larsen emphasized the importance of a systemic approach to safety, which is meant to identify and address safety issues according to risk factors such as traffic volume and shoulder width. This approach provides the opportunity to deploy low cost safety measures across the transportation network. Last year, seven countermeasures were added to the list of FHWA proven safety countermeasures.



## Crash Reporting Toolkit

Coming fall 2020, the crash reporting toolkit is intended to help Tribes improve crash data collection. The toolkit will contain several pieces including a crash form and instructions, database, data analysis tool, and quality control guide. It is anticipated Tribes will have pilot tools for the program in the Spring of 2020 and the final toolkit will be published in fall 2020.



## Meeting Summary and Conclusions

Participants in the Summit were encouraged to continue to collaborate to continue to grow and strengthen programs on their respective Reservations. June Hansen, SDDOT, moderated the discussion for future Summit topics and planning for the 2020 Summit. Hansen informed the group she intends to send out correspondence by email or survey to gather input on whether to continue to host the event annually, and if so, to select a host for the 2020 summit.

Suggestions for 2020 Summit:

- Re-invite the ERFO/FEMA/ER panel for a lessons learned session

Hansen thanked all participants for attending and participating and reminded all participants that a copy of the Tribal Transportation Safety Summit report will be provided and available for continued collaboration.



*Figure 31: June Hansen facilitated a discussion during the wrap up of the 10th Annual South Dakota Tribal Transportation Safety Summit on key takeaways and future Summit topics.*

## Closing, Farewell Prayer, Flag Song, and Thank You Song

The Sisseton Wahpeton Oyate concluded the 10th Annual Tribal Transportation Safety Summit by retiring the flags during song and offering a prayer.

