

# STANDING ROCK SIOUX TRIBE

## FORT YATES SHARED USE PATH EXTENSION TTPSF GRANT APPLICATION



### BASIC PROJECT INFORMATION

Project Name	Fort Yates Shared Use Path Extension
Project Sponsor	Standing Rock Sioux Tribe
Project Type	Infrastructure improvement and other eligible activities as listed in 23 U.S.C. 148(a)(4)
TTPSF Request Amount	\$1,429,948
Total Project Cost	\$2,895,430

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Supporting Information can be found at: [www.srfconsulting.com/srst-fort-yates-sup-ttspf/](http://www.srfconsulting.com/srst-fort-yates-sup-ttspf/)

## Contents

<b>Project Abstract</b> .....	<b>1</b>
<b>Applicant Information</b> .....	<b>1</b>
1) Tribe Name .....	1
2) Descriptive Title of Applicant’s Project .....	1
3) Funding Category.....	1
<b>Project Description</b> .....	<b>1</b>
<b>Coordination with Other Entities</b> .....	<b>5</b>
<b>Selection Criteria</b> .....	<b>5</b>
Criterion 1: Strategic Safety Planning.....	5
Criterion 2: Supporting Safety Data.....	6
Criterion 3: Expected Crash Reduction.....	8
Criterion 4: Facility Ownership .....	9
Criterion 5: Time Elapsed Since Previous TTPSF Construction Award.....	9
<b>Departmental Selection Criteria</b> .....	<b>9</b>
<b>Status of Prior TTPSF Awards</b> .....	<b>10</b>
<b>Supporting Documentation</b> .....	<b>11</b>

## List of Figures

Figure 1. Project Location Map .....	2
Figure 2. Funding Breakdown .....	4
Figure 3. Project Schedule .....	5
Figure 5. 2005-2013 Standing Rock Crash Analysis .....	6
Figure 4. Safety Survey Comments .....	6
Figure 6. Climbing Car Prices - Average Cost of New, Used, and Trade-In Vehicle .....	8
Figure 7. Standing Rock Sioux Tribe's Gravel Pit .....	10

## List of Tables

Table 1. Project Budget Table .....	4
Table 2. Demographic Data.....	7

## Project Abstract

The Fort Yates Shared Use Path Extension Project (Project) consists of constructing a new ten-foot-wide asphalt shared use path on the east side of North Dakota Highway (ND) 24 within existing North Dakota Department of Transportation (NDDOT) right-of-way from the existing shared use path at the northwest corner of the intersection of ND 24 and the South Fort Yates High School Street to 1.5-miles north. The Project will also add an additional at-grade crossing of ND 24 at the North Fort Yates High School Street intersection to connect the new path to an existing shared use path on the east side of the road. Lighting is proposed for the entire path and Rectangular Rapid Flashing Beacons (RRFB) are also included as part of the proposed crossing to enhance safety to-and-from the Standing Rock Elementary, Middle, and High Schools. The Project will provide safety benefits to the Standing Rock Sioux Tribe and local community of Fort Yates, a large percentage of which is transportation disadvantaged and will greatly benefit from a safer walking and bicycling infrastructure. The Project has been awarded \$1,465,482 of fiscal year (FY) 2024 Transportation Alternative (TA) Program funds through NDDOT however, the Tribe has a funding gap and is requesting Tribal Transportation Program Safety Funds to deliver the Project and build on significant historic investment in alternative transportation infrastructure.

## Applicant Information

### 1) Tribe Name

Standing Rock Sioux Tribe

### 2) Descriptive Title of Applicant's Project

Fort Yates Shared Use Path Extension

### 3) Funding Category

Infrastructure Improvement and Other Eligible Activities as Listed in 23 U.S.C. 148(a)(4)

## Project Description

1. The Project is in a historically disadvantaged community on the Standing Rock Indian Reservation in the community of Fort Yates, North Dakota and completely within an area of persistent poverty (Census Tract 9409). The proposed new shared use path would connect on the east side of ND 24 from the existing shared use path at the northwest corner of the intersection of ND 24 and the South Fort Yates High School Street to 1.5-miles north. The Project is located directly across from the Standing Rock Elementary, Middle, and High School campuses and will add an at-grade crossing of ND 24 at the North Fort Yates High School Street intersection to connect the new path to an existing shared use path on the east side of the road. The Project enhances bicycle and pedestrian connection from the City of Fort Yates (population 176) to the grade-school campuses on the west side of ND 24 and to essential goods and services located north of town such as the Family Dollar grocery store and laundromat on the east side of ND 24.
  - a. Length of Project: 1.5 miles
  - b. Project Limits: on the east side of ND 24 (NTTFI Route 24 Section 30)
    - i. From: South Fort Yates High School Street (NTTFI Route 3702 Section 10) intersection with ND 24
    - ii. At-grade crossing of ND 24 at North Fort Yates High School Street (NTTFI Route 3702 Section 10)
    - iii. To: 1.5 miles north to Family Dollar grocery store

Figure 1. Project Location Map



Fort Yates Shared Use Path Extension

 0 250 500 1,000 1,500 2,000 Feet	<p>Legend</p> <p>— Proposed Path Extension</p>	
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2. The Project will provide for site preparation and construction of a ten-foot-wide asphalt shared use path within ND 24 right-of-way, install lighting along the path, and add an at-grade crossing of ND 24 complete with RRFB signal at the North School Loop intersection.

The Project enhances bicyclist and pedestrian safety along ND 24 by providing a dedicated off-street facility, adding an additional at-grade crossing with RRFB signal, and including lighting of the path to increase visibility during low-light conditions.

**What are the safety needs and how does this Project address them?**

Compared to the State of North Dakota, households and people on the Standing Rock Indian Reservation have less access to vehicles. Fort Yates has the highest percentage of zero-vehicle households and poverty of the geographies analyzed through this application. There is also a higher percentage of youth (less than 15 years old) and age dependency as compared to other parts of the State. The Project helps to address inequities associated with the Standing Rock Indian Reservation by enhancing bicyclist and pedestrian safety and mobility to critical everyday needs such as the Standing Rock grade-school campuses and the Family Dollar grocery store and laundromat. See Table 2 below for more information.

**What are the strategic goals or priorities of the strategic safety planning document that are addressed by the Project?**

The 2015 [Tribal Transportation Safety Plan](#), the Standing Rock Sioux Tribe’s current transportation safety plan, identifies the development of multi-use separated paths as one of the many strategies to proactively address bicyclist and pedestrian safety across the Standing Rock Indian Reservation.

The need for these pathways has been present for some time and has increased as new Tribal housing has been developed and the need for access to Tribal communities, facilities, *schools* [emphasis added], cultural sites, Pow Wow grounds, and *commercial businesses* [emphasis added] has continued to expand. (Tribal Transportation Safety Plan, 2015, pg. 22)

The Fort Yates Shared Use Path Extension Project is identified as a top priority within the safety plan:

There is currently a pathway in Fort Yates, ND that starts in town, crosses the causeway and proceeds west out to ND 1806 [ND 24. ND 24 & 1806 share an alignment in several locations], where it crosses the highway and provides access to the Tribal school and facilities in the area. The pathway also extends south of town along ND 1806 [ND 24] to access businesses and facilities, but currently does not extend to the north. North of Fort Yates is a *local grocery store* [emphasis added] and *laundromat* [emphasis added] that members of the community access, many of them by walking. A pathway extension in this area would provide for much better and safer pedestrian access. (Tribal Transportation Safety Plan, 2015, pg. 25)

**Is this a complete project or part of a larger phased project?**

The Fort Yates Shared Use Path Extension is a complete project and not part of a larger phased project.

**What is the intended outcome?**

The intended outcome of the Project will increase the safety of bicyclists and pedestrians who rely on alternative transportation options to go about their everyday lives. An additional RRFB-signalized

Standing Rock Sioux Tribe  
Fort Yates Shared Use Path Extension

crosswalk to the Elementary, Middle, and High School campuses will increase the safety of students crossing ND 24 and preserve the viability of alternative transportation to school. Lighting the shared use path during low-light times will increase visibility and safety for every bicyclist or pedestrian using the path.

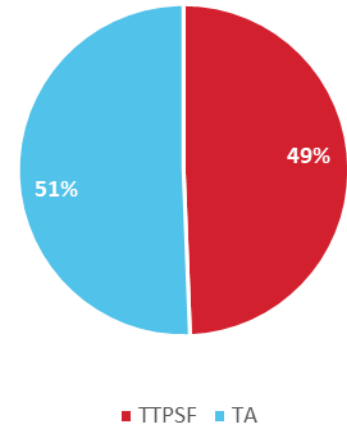
**What is the status of compliance with the National Environmental Policy Act for the project?**

The Project is just starting with preliminary engineering and environmental documentation. NEPA compliance is anticipated by the end December 2023.

3. Amount of TTPSF Funds Requested, Funding Packages, and Cost Estimate:

A [detailed cost estimate](#) has been prepared for the Project construction. Standing Rock Sioux Tribe received a fiscal year (FY) 2024 Transportation Alternative Program Award of \$1,465,482 however, there is still a funding gap. The TTPSF is needed to help fill this gap and deliver the Project.

*Figure 2. Funding Breakdown*



**TTPSF Request:** \$1,429,948

**FY 2024 TA Program Funds:** \$1,465,482

**Total Project Cost:** \$2,895,430

**Partial Funding:** Partial funding may be acceptable to the Tribe. By removing the Preliminary Engineering, NEPA Compliance, and Final Design task with associated TERO fee, a partially funded amount of \$1,129,344 may be acceptable. The Tribe is committed to delivering the Project and can use other Tribal Transportation Program funds for Preliminary Engineering, NEPA Compliance, and Final Design of the Project.

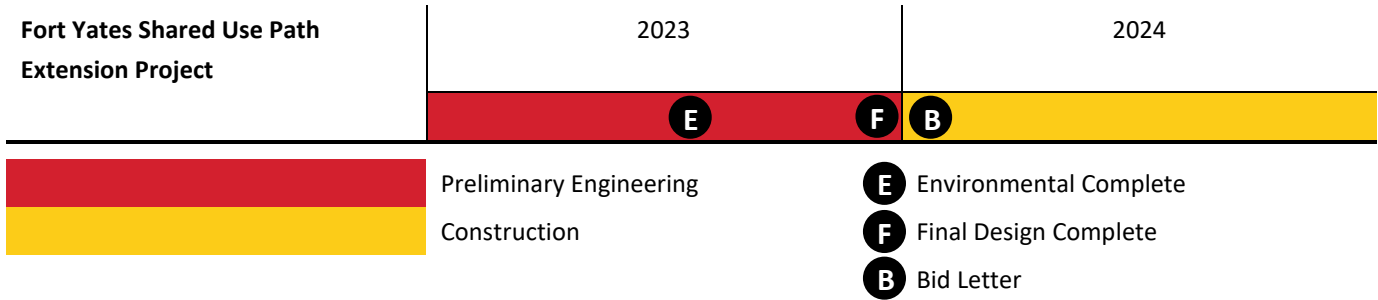
*Table 1. Project Budget Table*

Fort Yates Shared Use Path Extension (Construction)	Funding by Source		
	TTPSF	TA	Standing Rock Sioux Tribe
<b>Construction</b>			
<b>Project Costs</b>	\$1,429,948	\$1,465,482	0
<b>Total Construction</b>	<b>\$2,895,430</b>		

4. Project Schedule:

A project schedule identifying major Project milestones is presented below. All planning agreements, permitting, review periods, and approvals have been considered. Standing Rock Sioux Tribe anticipates construction will begin in Spring 2024 and will be completed in Fall 2024. Funds will be obligated within one year of the date the funds are made available.

Figure 3. Project Schedule



## Coordination with Other Entities

1. Previous Federal Funds Contributed to This Project:  
Standing Rock Sioux Tribe received [a FY 2024 Transportation Alternatives \(TA\) Program award](#) through NDDOT's most recent solicitation of eligible FY 2024 & 2025 projects. The NDDOT's TA selection committee awarded \$1,465,482 for the Project. Standing Rock Sioux Tribe is coordinating the contract for preliminary engineering, NEPA documentation, and final design of the Project.
2. Commitment of Other Funds:  
If a partial award is the only option to forward Project delivery, Standing Rock Sioux Tribe is committed to providing the \$300,604 funding from other sources available through the Tribal Transportation Program.
3. Project Administration:  
The Project is being administered by the Standing Rock Sioux Tribal Government.

## Selection Criteria

### Criterion 1: Strategic Safety Planning

The Project is identified in the 2015 [Tribal Transportation Safety Plan](#), the Standing Rock Sioux Tribe's current transportation safety plan. The current safety plan identifies the development of multi-use or separated paths (shared use paths) as one of the many strategies to proactively address bicyclist and pedestrian safety across the Standing Rock Indian Reservation.

The need for these pathways has been present for some time and has increased as new Tribal housing has been developed and the need for access to Tribal communities, facilities, *schools* [emphasis added], cultural sites, Pow Wow grounds, and *commercial businesses* [emphasis added] has continued to expand. (Tribal Transportation Safety Plan, 2015, pg. 22)

The Fort Yates Shared Use Path Extension Project is identified as a top priority within the safety plan:

There is currently a pathway in Fort Yates, ND that starts in town, crosses the causeway and proceeds west out to ND 1806 [ND 24. ND 24 & 1806 share an alignment in several locations], where it crosses the highway and provides access to the Tribal school and facilities in the area. The pathway also extends south of town along ND 1806 [ND 24] to access businesses and facilities, but currently does not extend to the north. North of Fort Yates is a *local grocery store* [emphasis added] and *laundromat* [emphasis added] that members of the community access, many of them by walking. A pathway extension in this area



would provide for much better and safer pedestrian access. (Tribal Transportation Safety Plan, 2015, pg. 25)

The *Tribal Transportation Safety Plan* identifies the Tribe’s Transportation Program as the strategy champion to deliver the Project. As for funding, the Plan identifies TTPSF, TTP Construction Funding, and/or NDDOT TA Funding. The current safety plan is being updated by the Tribe.

Although not specifically called out, the Project is supported by North Dakota’s 2018 [Strategic Highway Safety Plan Update 2018-2023](#). The State’s plan establishes five emphasis areas, one of which focuses on increasing pedestrian and bicyclist safety across North Dakota.

## Criterion 2: Supporting Safety Data

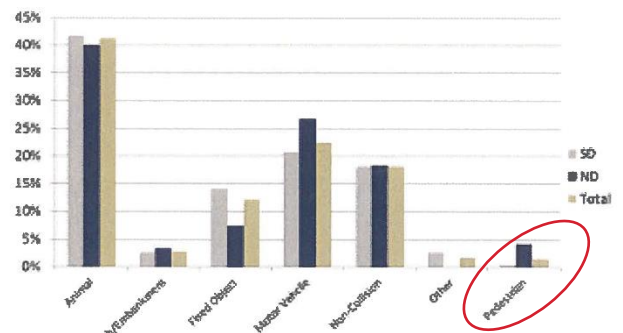
In 2022, the Standing Rock Sioux Tribe began updating its existing Tribal Transportation Plan. Through this process, the Tribe discovered that there are alarming holes in crash data available for the Reservation and Sioux County. For example, for the years 2014 and 2018 through 2021, NDDOT reported no crashes in all Sioux County. The Tribal Transportation Department has put in a data request with the Tribal Police Department and the Bureau of Indian Affairs (BIA) to verify data is being reported and coordinated with NDDOT. As of the writing of this narrative, no additional data has been received. There appear to be issues and validation concerns with five-year (2017-2021) crash data therefore, 10-year (2012-2021) crash data was also analyzed. The 10-year crash data showed no bicycle or pedestrian related crashes near the Project location. Standing Rock Sioux Tribe is working diligently to understand why there are null values for entire years of crash data, and until site specific data is received, the Tribe is focusing on proven proactive safety countermeasures which will be implemented through the Project to improve safety for an underserved community.

Qualitative data was collected through the ongoing safety plan update process and shows that lighting and pedestrian crossing(s) are desirable safety projects in the City of Fort Yates. The Project responds directly to the qualitative data and survey responses received from residents of the Reservation.

Figure 5. Safety Survey Comments



Figure 4. 2005-2013 Standing Rock Crash Analysis



Source: University of Wyoming

The 2015 [Tribal Transportation Safety Plan](#) included a crash analysis from the Wyoming Technology Transfer Center (University of Wyoming) which identified pedestrian crashes as nearly five percent of total crashes on the North Dakota-side (Corson County) of the Standing Rock Indian Reservation. With historically higher prevalence of pedestrian crashes in the area, the Project responds directly to the 2005-2013 crash data to statistically reduce the risk of injury and death from pedestrians walking along or crossing ND 24.

Other data which supports this Project is the demographic data as shown in the table below.

*Table 2. Demographic Data*

<b>Environmental Justice Factors</b>				
	<b>North Dakota</b>	<b>Sioux County</b>	<b>City of Fort Yates</b>	<b>Census Tract 9409</b>
<b>Population</b>	779,094	3,898	176	2,389
<b>Households</b>	318,322	1,112	49	665
<b>Zero-Vehicle Households</b>	5.0%	11.3%	18.4%	13.2%
<b>Population Poverty Status</b>	10.7%	38.2%	50.5%	41.1%
<b>Senior Population (65+)</b>	112,883	343	10	183
<b>Senior Population %</b>	14.9%	7.8%	5.3%	6.9%
<b>Youth Population (&lt;15)</b>	149,908	1,309	48	782
<b>Youth Population %</b>	19.8%	29.9%	25.5%	29.5%
<b>Age Dependency Ratio</b>	61.7	77.9	71.5	79.0
<b>Population with Disability</b>	11.0%	12.0%	7.4%	12.3%
<b>% Non-White</b>	17.1%	89.7%	94.9%	95.3%

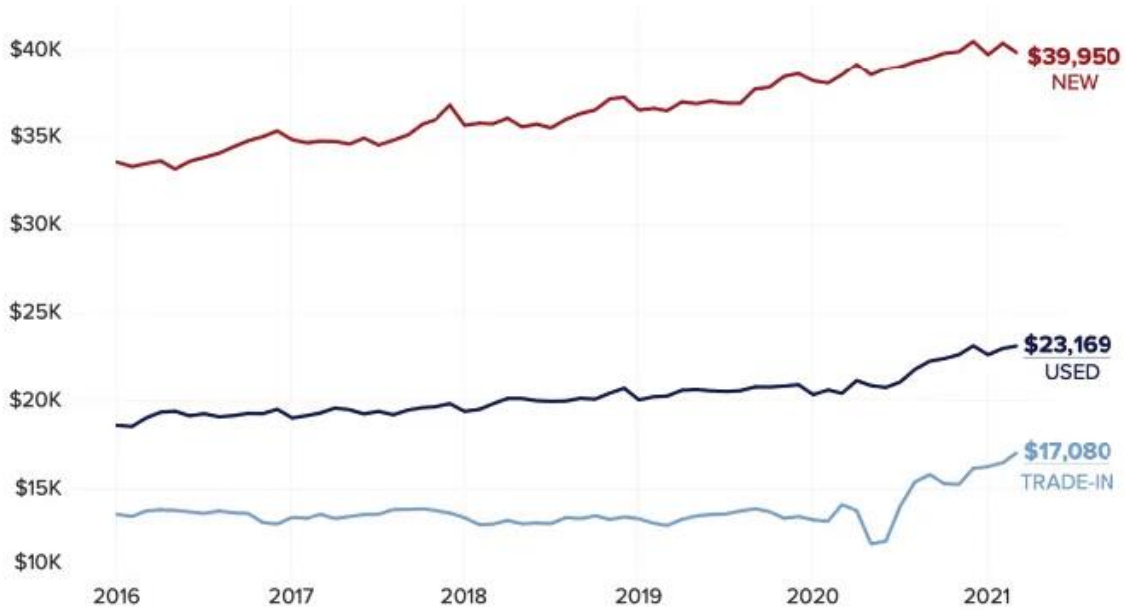
*Source: 2021 ACS 5-Year Estimates*

The Standing Rock Indian Reservation, comprised of Sioux County, ND and Corson County, SD, has significantly higher prevalence of zero-vehicle households than the rest of the State. In the City of Fort Yates, near the Project location, over 18 percent of households do not have access to a vehicle. In addition, over 50 percent of people in Fort Yates are living in poverty and people under the age of 15 make up over 25 percent of the population. Fort Yates and the Project area are within Census Tract 9409, which is designated as an area of persistent poverty. The Reservation is also considered a disadvantaged community.

The demographic indicators highlight the safety need for underserved people on the Reservation and especially for some of the most vulnerable Tribal transportation system users. The Project increases safety for people who must meet their everyday needs through alternative transportation modes such as walking and bicycling. The Project creates a safer connection to the Standing Rock Elementary, Middle, and High School campuses by adding an RRFB signalized at-grade crossing of ND 24, which increases safety and visibility of students who walk and bike to school. The Project also enhances the off-street facilities (shared use paths) that allow pedestrians and bicyclists to meet essential needs and service by extending the shared use path north to critical businesses such as the Family Dollar grocery store and local laundromat.

Given the demographics of residents of the Reservation and City of Fort Yates, impacts related to key indicators such as zero-vehicle households, poverty, and youth population are exacerbated by the [rising price of vehicles](#). The price of a vehicle has climbed significantly over time, as shown in Figure 5 below. The Standing Rock Sioux Tribe understands that the economic pressures associated with owning a vehicle put more priority on providing safe alternative transportation options. The Project helps forward safety and resiliency on the Reservation for alternative transportation infrastructure.

Figure 6. Climbing Car Prices - Average Cost of New, Used, and Trade-In Vehicle



Source: Edmunds.com

### Criterion 3: Expected Crash Reduction

The Project will reduce the likelihood of crash frequency and severity through several [proven safety countermeasures](#) related to bicyclist and pedestrian infrastructure. While no bicyclist or pedestrian involved crashes have occurred in the Project area, the Tribe is pursuing a proactive approach to bicyclist and pedestrian safety by implementing proven safety county measures as published by FHWA.

#### Walkways



The Project extends a 1.5-mile shared use path, an off-street bicyclist and pedestrian facility. The expected reduction in crashes involving pedestrians walking along roadway is 65 to 89 percent.

#### Rectangular Rapid Flashing Beacons (RRFB)



The Project creates an additional crossing with RRFB to enhance the safety of crossing ND 24 to get to and from the Standing Rock grade school campuses. The expected reduction in crashes involving pedestrians crossing the roadway is up to 47 percent.

### Crosswalk Visibility Enhancements



The Project includes lighting for the shared use path and additional crossing of ND 24. The expected reduction in crashes involving pedestrians crossing the roadway is up to 40 percent for high-visibility crosswalks and up to 42 percent for lighting.

### Criterion 4: Facility Ownership

The Project is located along ND 24 (Route 0024 Section 30), owned by the State of North Dakota, and listed as a route on the [NTTFI Great Plains Inventory Report](#). The Project connects with existing shared use path facilities and creates an additional crossing of ND 24 at the intersection with the North Fort Yates High School Street (Route 3702 Section 10), listed as a route on the NTTFI Great Plains Inventory Report, and owned by the BIA.

The Project is [supported by NDDOT](#), who has awarded FY 2024 TA program funding to help with construction:

It is encouraging to see the commitment that Standing Rock Sioux Tribe has made toward providing a new pedestrian facility for an important connection in the community. This project [Fort Yates Shared Use Path Extension Project] is important toward improving pedestrian and bicycle movement to nearby schools, and businesses. (Henke, 2024 TA Program Award Letter, 2022)

### Criterion 5: Time Elapsed Since Previous TTPSF Construction Award

Since 2013, the Standing Rock Sioux Tribe has received [funding through TTPSF](#) for various transportation safety planning and construction projects. The last transportation safety construction project occurred more than five years ago during TTPSF year 2017-2018, to construct the Cannon Ball Pathway Phase 2.

## Departmental Selection Criteria

### *Executive Order 13985*

The safety benefits of the Project will help address a parallel priority objective of USDOT: equity. *Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* provides direction to advance equity for all people, including people of color and others who have historically been underserved, marginalized, and negatively impacted by persistent poverty and inequality<sup>1</sup>. USDOT is focused on the disproportionate negative safety impacts that affect roadways on the Standing Rock Reservation including bicyclists and pedestrians. According to USDOT's National Highway Traffic Safety Administration (NHTSA), people who are American Indian and Alaska Native have roadway fatality rates more than double the national rate on a per population basis<sup>2</sup>. As of 2020, Sioux County, ND within the Standing Rock Indian Reservation (Reservation), has a racial makeup of 81 percent American Indian and Alaska Native, 14 percent White, 4 percent Two or More Races, and less than 1 percent Black or African American.

<sup>1</sup> <https://www.federalregister.gov/documents/2021/01/25/2021-01753/advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government>

<sup>2</sup> <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813118>

**Innovative Project Delivery**

The Standing Rock Sioux Tribe fully intends to use a Tribe-owned gravel pit and aggregate crusher to source critical aggregate supply for the Project. The gravel pit is located within the Reservation, southeast of the community of Wakpala, SD. The Tribe has an existing pit and approximately 200,000 metric tons of aggregate stockpiled at this location. Materials from the pit is intended for the Tribe to maintain existing roadways and provide an aggregate source for future projects such as the Fort Yates Shared Use Path Extension Project. As of February 2023, aggregate materials from the site are being tested to verify compliance with specifications required to build the Project. Sourcing aggregate from the site would help save on transporting costs associated with bringing aggregate from further distances and supports economic development on the Reservation to help provide good-paying jobs for underserved populations.

Figure 7. Standing Rock Sioux Tribe's Gravel Pit



**Status of Prior TTPSF Awards**

The Standing Rock Sioux Tribe has received [six TTPSF awards since 2013](#).

**Previous TTPSF Awards**

TTPSF Year	Project Name/Description	TTPSF Funded Amount	Status & Outcome
2013	Develop Tribe's First Transportation Safety Plan	\$7,500	<i>Complete.</i> The Tribe's first transportation safety plan helped to forward safer transportation on the Reservation by guiding the Tribal Transportation Program toward safety goals and objectives. The Plan is deemed a success in guiding policy and projects that advanced safety.
2014	Development of Educational Materials for Transportation Safety Campaigns	\$34,500	<i>Complete.</i> The development of educational materials for transportation safety campaigns helped residents on the Reservation engage with the Tribal Transportation Program to learn about forwarding safety. The campaign is deemed a successful approach to address safety systematically and proactively on the Reservation.
2015	Cannon Ball Pathway Phase 1	\$343,200	<i>Complete.</i> The Cannon Ball Pathway provides a safe off-street connection from residential areas of the community to the Elementary School. The Project has been deemed a success for the construction of a pathway and is being utilized by Elementary-aged Cannon Ball students to get to school with reduced risk.

Standing Rock Sioux Tribe  
Fort Yates Shared Use Path Extension

2016	Standing Rock Speed Study	\$2,535	<i>Complete.</i> The Tribe used this funding to acquire speed collection equipment. The speed collection equipment has been deemed a successful tool for gathering safety related data and contributing to safety planning efforts across the Standing Rock Indian Reservation.
2017-18	Cannon Ball Pathway Phase 2	\$664,472	<i>In Progress, Not yet Complete.</i> The Tribe is using this funding for design of the Cannon Ball Pathway Extension from the existing pathway (Phase 1). The Project has been deemed a success as it has already garnered non-profit support and committed alternative investment outside of the Tribe’s typical funding sources.
2019	Update Existing Transportation Safety Plan	\$7,500	<i>In Progress, Not yet Complete.</i> This funding is currently being used to update the Transportation Safety Plan. The Project is ongoing, but procedurally has been deemed a success so far to update the safety plan through a comprehensive and modern approach.

## Supporting Documentation

Links to key supporting documents include:

Letter From Facility Owner – [https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/Fort-Yates-Shared-Use-Path-2024-Director-TA-Award-Letter\\_LGD\\_Standing-Rock-Sioux.pdf](https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/Fort-Yates-Shared-Use-Path-2024-Director-TA-Award-Letter_LGD_Standing-Rock-Sioux.pdf)

Itemized Budget - [https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/Fort\\_Yates\\_SUP\\_Cost\\_Estimate.pdf](https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/Fort_Yates_SUP_Cost_Estimate.pdf)

Regional NTTFI Report – [https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/NTTFI\\_Great\\_Plains.pdf](https://projects.srfconsulting.com/TTPSF/srst-fort-yates-sup-TTPSF/NTTFI_Great_Plains.pdf)

Other Attachments – All supporting documents and the TTPSF grant application narrative are also available to view at the following webpage:

<https://www.srfconsulting.com/srst-fort-yates-sup-ttspf/>