



FY 2023 Safe Streets and Roads for All
Planning & Demonstration Grant
Application

Fort Peck Assiniboine & Sioux Tribes Safety Action Plan

Project Name	Assiniboine & Sioux Tribes Safety Action Plan
Project Type	Planning & Demonstration Grants
Project Costs	\$399,408
FY23 SS4A Request	\$319,526
Local Cash Match	\$79,882

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Supporting information available at:

<https://www.srfconsulting.com/fortpeckreservation-2023-ss4a/>

Project Introduction

The Fort Peck Tribes, Montana (herein known as the Tribes) is home to two distinct American Indian Nations – the Assiniboine and Sioux, each composed of numerous bands and divisions. The Canoe Paddler and Red Bottom bands comprise the Assiniboine. The Hunkpapa, Sisseton, Wahpeton and Yankton groups constitute the Sioux. The Fort Peck Reservation is approximately 110 miles (east to west) in length and 50 miles in width (north to south) and is the ninth largest Indian Reservation in the United States. The Tribes are requesting \$319,526 through the FY 2023 SS4A Planning and Demonstration grants program for the development of a comprehensive Safety Action Plan (herein known as the Plan). The Tribes have a strong working relationship and will collaborate during the development of the Plan, to ensure cohesive leadership commitments, goal setting, public engagement, equitable investments, and a consistent systemic data-analysis approach is adopted across the roadway networks.



Selection Criteria #1: Safety Impact

- Total count of roadway fatalities using FARS dataset from 2017-2021 = 14
- The average annual fatality rate (2017-2021) = 28 fatalities per 100,000 persons, which is approximately 2.4 times greater than the [FARS national fatality rate](#) of 11.78 per 100,000 persons (2020).

Selection Criteria #2: Equity

- One hundred percent of the population in the jurisdiction of Fort Peck Reservation resides within Federally Recognized Tribal land which is designated as an underserved community per the NOFO (see [map](#)).

Selection Criteria #3: Additional Safety Context

Scope of Work

The Tribes will develop the Safety Action Plan over a period of [12 months](#) by hiring consultants who specialize in transportation safety countermeasures. The scope of work consists of the [traditional eight components](#) of plan development (as defined in SS4A NOFO) in addition to Project Management and Report Development tasks. A summary of all tasks is noted below, and the corresponding detailed budget is linked [here](#):

- **Task 1 – Project Management:** This task includes overall management of the project as well as coordinating tasks between Tribal staff and the Consultants over a period of one year.
- **Task 2 – Leadership Commitment and Goal Setting:** This task includes developing goals and objectives, as well as seeking official commitment by Tribal Council towards achieving an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating all roadway fatalities and serious injuries.
- **Task 3 – Planning Structure:** This task includes development of a task force with oversight of the Action Plan development, implementation, and monitoring.
- **Task 4 – Safety Analysis:** This task includes collection of crash data across 519 miles of paved roads and 1,355 miles of gravel roads within the tribal jurisdiction (state, county, BIA, and local roads) to establish existing conditions and historical trends. A GIS database will be developed and maintained to analyze crash locations, severity, contributing factors, and crash types. Analysis of systemic and specific safety needs will be performed to generate both reactive as well as proactive solutions. Based on the analysis, a High-Injury Network (HIN) will be developed.
- **Task 5 – Engagement & Collaboration:** Robust engagement will be conducted through two in-person events as well as several virtual events. Due to the rural nature of the location, efforts will be made to reach the public through community meetings, pop-up events, door-to-door outreach, interactive online mapping, social media, and other established engagement strategies.

- **Task 6 – Equity Considerations:** This task includes conducting equity impact assessments and developing strategies based on the results of engagement and outreach activities.
- **Task 7 – Policy and Process Changes:** This task includes review of current policies and procedures, identification of opportunities to prioritize transportation safety, and its adoption in the new plan.
- **Task 8 – Strategy and Project Selections:** This task will identify and prioritize targeted strategies and countermeasures by location, deployment timeframe, and funding opportunities.
- **Task 9 – Progress and Transparency:** This task will measure progress over time after the Action Plan is developed through annual public reporting on progress toward reducing roadway fatalities and serious injuries and will post the Plan online.
- **Task 10 – Action Plan Report Development:** This task includes preparation of the draft and final Action Plan.

Due to the remoteness of the Reservation as well as limited connectivity to major airports and urban centers, a significant amount of expenses will occur as travel costs.

Roadway Safety Issues

According to the FARS raw data within the Fort Peck Reservation, 14 fatal crashes with 15 fatalities were reported between 2017 and 2021. Further using the Montana Department of Transportation (MDT) crash database, it was found that 946 total crashes occurred within the Reservation between 2016 and 2020, of which 90 were either fatal or serious injury crashes. A preliminary analysis of this data revealed that the fatal/serious crashes are associated with factors such as speeding, drunk driving, driving under dark conditions, run-off-road collisions, among others. Due to the rural location of the Reservation, one in every nine crashes is resulting in fatal or serious injury because of speeding and riskier behavior.

These underlying roadway safety issues are commonly found on Indian Reservations as the Tribes face challenges such as lack of infrastructure, poverty, limited economic opportunities, substance misuse, etc. Through the development of this Safety Action Plan, the Tribes will have an opportunity to prioritize transportation safety and develop equitable solutions through low-cost, high-impact proven safety countermeasures and vet strategies that will solve the unique challenges faced by the Tribes.

Development of Action Plan/Identification of Projects and Strategies

As outlined in the Scope of Work section above, the tasks funded through this SS4A grant funds will lead to the development of the Safety Action Plan based on a [Safe System Approach](#). The Tribes recognize that the deaths and injuries are preventable and want to make a change. The Tribal Council fully supports this initiative and will commit to achieving an ambitious goal of reducing or eliminating all roadway fatalities and serious injuries. In addition, low-cost, high-impact [proven safety countermeasures](#) from Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) such as speed advisory signs, curve warning signs, intersection lighting, pavement markings, sidewalk additions, etc. will be identified based on the safety analysis and High Injury Network (HIN). These strategies will be prioritized and implemented as solutions to address fatal/serious crashes as well as near-miss crashes.



To further understand the safety concerns on all roadways within the Tribal boundaries, the project team will develop a Safety Plan Stakeholder Group that will involve engaging with a variety of public and private stakeholders, including key partners such as members of the Tribes, non-Indians residents that live on ceded lands, MDT, Counties, and various townships within the Reservation. Equity, engagement, and collaboration will help shape the list of high priority locations and evidence-based strategies to be included in the Plan.