



# WHITE MOUNTAIN APACHE TRIBE

A Sovereign Tribal Nation

**( Support for Tribal Transportation Unity Caucus Discussion Draft Bill “John P. Smith Tribal Road Safety and Transportation Infrastructure Act of 2018”)**

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- WHEREAS,** transportation infrastructure on Indian reservations, Tribal territories and in Alaska Native Villages is inadequate and unsafe; and
- WHEREAS,** according to the Center for Disease Control (“CDC”), Native American infants are eight times more likely to die in a vehicle-related crash than non-Native infants, and motor vehicle crashes are the leading cause of unintentional injury for Native American adults; and
- WHEREAS,** the National Highway Traffic Safety Administration (“NHTSA”) has reported that 3 out of 4 deaths in motor vehicle crashes on reservations, the individuals were not wearing seat belts; and
- WHEREAS,** Federal appropriations for the Tribal Transportation Program (“TTP”), Tribal Transit Program, BIA Indian Highway Safety Program, TTP Safety Fund Grant program, and BIA Road Maintenance Program are wholly inadequate to address the documented unmet Tribal transportation infrastructure, transit and highway safety needs; and
- WHEREAS,** these unmet Tribal needs perpetuate transportation barriers for American Indians and Alaska Natives (“AIAN”), undermine the efforts by Tribal governments to address continuing disparities between the general population and Native communities as concerns access to higher education, public safety, health services and economic opportunity, and limit the ability of Tribal governments, as “*public authorities,*” to meaningfully collaborate with federal, State and other local governments regarding transportation infrastructure, transit, and roadway safety needs; and
- WHEREAS,** many of the FAST Act’s discretionary and competitive grant programs, such as the TIGER grant program and Nationally Significant Freight and Highway Projects program (“INFRA”), do not have Tribal set-asides to ensure that Indian tribes can favorably compete, and contain burdensome local match and other application requirements, such as cost-benefit analysis studies, that severely limit the benefits of such federal programs to Indian Country; and
- WHEREAS,** the Congress has long recognized that roads promote economic development and help Tribal nations provide vital governmental services, which are essential for healthy, vibrant and stable tribal communities; and
- WHEREAS,** the Tribal Transportation Unity Caucus (“TTUC”), a coalition of Indian tribes, nations and Alaska Native villages and tribal advocates, in anticipation of the Administration and Congress introducing a multi-year infrastructure plan during the 115<sup>th</sup> Congress, have prepared a discussion draft bill – the “John P. Smith Tribal Road Safety and

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Transportation Infrastructure Investment Act of 2018” – that expands Federal transportation programs serving Tribal nations, reduces burdensome regulations, improves BIA recordkeeping relating to rights-of-way, provides innovative financing tools for Tribes and seeks increased Federal appropriations for tribal transportation infrastructure, transit and safety needs;

**WHEREAS**, to address the disparities in infrastructure, equipment, and resources that exist between the Tribal nations and State and local governments, Tribes, as *public authorities*, must advocate before Congress and the Administration for direct Federal investment in transportation and transit programs required to meet the needs of our Tribal citizens consistent with the Federal government’s trust responsibility to all the Indian Nations and peoples; and

**WHEREAS**, the Tribal Council of the White Mountain Apache Tribe, having reviewed the TTUC draft bill and finding its provisions and finding it beneficial.

**BE IT RESOLVED** by the Tribal Council of the White Mountain Apache Tribe that it hereby declares its support for the Tribal Transportation Unity Caucus’s discussion draft bill, the “John P. Smith Tribal Road Safety and Transportation Infrastructure Investment Act of 2018,” and urges Congress and the Administration to include its provisions in a national infrastructure measure to establish greater parity between the Tribal Nations and State, and local governments so that Tribe’s can address the ongoing unmet transportation, transit and highway safety needs of our citizens and residents.

**BE IT FURTHER RESOLVED** by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event this Resolution directly conflicts with the Tribal Constitution, Tribal Ordinances, or any material facts concerning the issues presented are later found to be false, this Resolution shall be deemed null and void and have no legal effect.

**BE IT FURTHER RESOLVED** by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event that this Resolution conflicts with a prior Resolution or Policy, this Resolution shall supersede and govern over the conflicting subject matter.

**BE IT FURTHER RESOLVED** by the Tribal Council of the White Mountain Apache Tribe that the Chairman, or in his absence, the Vice-Chairman, is hereby authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

The foregoing resolution was on **FEBRUARY 20, 2018** duly adopted by a vote of **SEVEN** for, **ZERO** against, and **ZERO** abstentions by the Tribal Council of the White Mountain Apache Tribe, pursuant to authority vested in it under the enumerated powers listed in Article IV, Section 1 of the WMAT Constitution, so ratified on September 30, 1993, and federally recognized pursuant to Section 16 of the Indian Reorganization Act of June 18, 1934 (48 Stat. 984).

  
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Ronnie Lupe, Tribal Chairman

2/21/18  
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Date

  
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Doreen T. Numkena, Tribal Secretary

2-21-2018  
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Date