



Oneidas bringing several hundred bags of corn to Washington's starving army at Valley Forge, after the colonists had consistently refused to aid them.

Oneida Tribe of Indians of Wisconsin

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UGWA DEMOLUM YATEHE
Because of the help of this Oneida Chief in cementing a friendship between the six nations and the Colony of Pennsylvania, a new nation, the United States, was made possible.

RESOLUTION # 5-29-91-B

- WHEREAS: the Oneida Tribe of Indians of Wisconsin is a federally recognized Indian government and a treaty tribe recognized by the laws of the United States; and
- WHEREAS, the Oneida General Tribal Council is the governing body of the Oneida Tribe of Indians of Wisconsin; and
- WHEREAS, the Oneida Business Committee has been delegated the authority of Article IV, Section 1 of the Oneida Tribal Constitution by the Oneida General Tribal Council; and
- WHEREAS, the Native American Transportation Association (NATA) is a National organization of Indian tribes, with associate membership of Indian individuals and organizations, whose mission is to improve transportation infrastructure on Indian reservations and in Indian communities; and
- WHEREAS, the present day condition of road systems on Indian reservations are comparable to the rural roads systems of the United States in the 1940's; and
- WHEREAS, traffic accidents are the leading cause of death on many Indian reservations; and
- WHEREAS, the severe problems experienced by Indian people in the fields of education, health, housing, economic development, and law enforcement cannot be adequately resolved without adequate roads; and
- WHEREAS, NATA recognizes that beyond the construction of badly needed roads, the IRR program provides significant social and economic impacts to each local reservation economy; and
- WHEREAS, the reservation roads needs are now met by funding under the Federal-Aid Highway Act from the Highway Trust Fund with current statutory allocation for the Indian Reservation Road (IRR) system as a part of the Federal Lands Highway Program of \$80,000,000 annually; and
- WHEREAS, a 1990 Bureau of Indian Affairs report notes that \$80,000,000, is grossly inadequate; that \$95,000,000 annually is needed simply to maintain the existing level, and that \$227,000,000 annually would be needed to upgrade the IRR to an acceptable level over 25 years; and

WHEREAS, the Surface Transportation Assistance Act of 1987, including reauthorization of funding for the federal-Aid Highway act, must be reauthorized by Congress for fiscal year 1992 and beyond; and

WHEREAS, the Administration's proposed legislation for reauthorization, as contained in S.610 and H.R. 1351, contain a funding level for the IRR far below that recommended in the BIA Report; and

WHEREAS, Senator Domenici of New Mexico and Senator Inouye of Hawaii have jointly introduced S.515 authorizing IRR funding at \$225,000,000 annually and Congressman Miller of California recently introduced a House bill authorizing IRR funding at \$227,000,000; and

WHEREAS, other provisions of the Surface Transportation Assistance act should be re-enacted or modified to meet Indian needs;

NOW THEREFORE, BE IT RESOLVED, that the Oneida Business Committee support the NATA at a convention in Albuquerque, New Mexico on April 29-30 an May 1st, on the following:

The NATA supports the more realistic funding levels for IRR for fiscal years 1992-1 996 as provided in S.515 and the bill of Congressman Miller of California;

The NATA also supports appropriate amendments to the reauthorization legislation as may best serve the interests of Indian tribes and communities including, among others, provisions to--


- (1) ensure that the obligation of the States to fairly and equitably provide road construction services to Indian reservation areas as provided in existing law is enforced;
- (2) ensure that the technical assistance funding for the education and training of federal, state, and local highway employees be made available to Indian tribes,
- (3) ensure that State Officials are required to consult with tribal officials as "appropriate local officials" in the designation of the state highway system and selection of each state highway project on or near an Indian reservation;
- (4) provide that at least 2% of the annual IRR allocation be made available to Indian tribes, under appropriate criteria, for tribal IRR administration costs, and 2 1/2% of the annual IRR allocation be made available to Indian tribes for tribal transportation planning efforts;
- (5) enhance funding of Indian Highway Safety Programs under the highway Safety Act. This program should include incentives for tribes to develop meaningful highway safety programs and codes;
- (6) ensure that tourism development is encouraged as set out in S.540 by Senator Burns on Montana;

- (7) Authorize funding for the construction of major IRR bridges that qualify under the Major Bridge Discretionary Program, namely at Four Bears on Fort Berthold, Fort Yates on Standing Rock, and Birdsprings on the Navajo Indian Reservation. These projects are recommended in the BIA's 1990 report;
 - (8) BIA should be directed to develop guidelines for demonstration projects which will demonstrate the effectiveness of tribal programs which incorporate construction and public transit programs in a multiple use concept to stimulate economic development, reduce unemployment and improve the quality of life on Indian reservations. These guidelines should include a requirement for an independent evaluation and report on the effectiveness of such programs;
 - (9) Make Public Law 93-6348, the Indian Self-Determination and Education Assistance Act, apply in its entirety to all funds authorized from the Highway Trust Fund for the IRR program;
 - (10) Provisions of the Buy Indian Act should continue to apply to all funds authorized for the IRR program. The BIA should be directed to promulgate Buy Indian Act regulations by a reasonable but definite date;
 - (11) BIA should be directed to consult with tribal representatives and Indian owned businesses to address the issues identified by the Special Committee on Investigations of the Senate Select Committee on Indian Affairs in its Final Report and Legislative Recommendations with regard to procurement under the Buy Indian Act and certification of Indian contractors;
 - (12) the Federal Highway Administration and BIA should be required to include tribal representation in the Memorandum of Agreement through which all IRR funds are administered.
- (c) That NATA supports such other provisions or amendments of the reauthorization legislation as may best meet tribal interests, and

BE IT FURTHER RESOLVED: that the officer, staff and consultants of NATA take all necessary steps to carry out the provisions of this resolution, including such contacts with congressional committees and staff as may be necessary.

C E R T I F I C A T I O N

I, the undersigned, as Secretary of the Oneida Business Committee, hereby certify that the Oneida Business Committee is composed of 9 members of whom 5 members constitute a quorum. 9 members were present at a meeting duly called, noticed and held on the 29th day of May, 1991; that the foregoing resolution was duly adopted at such meeting by a vote of 8 members for; 0 members against, and 0 members not voting; and that said resolution has not been rescinded or amended in any way.


Amelia Cornelius, Tribal Secretary
Oneida Business Committee