

COMMITTEE REPORT

TRANSPORTATION COMMITTEE

Affiliated Tribes of Northwest Indians
Wildhorse Resort and Casino,
Pendleton, Oregon, on September 21 – 25, 2014

DISCUSSION

The Transportation Committee had a lower attendance than normal. The National Tribal Transportation Conference happened to meet at the same time as this convention and most members attended that conference. We received an update on national transportation funding:

Presently

1. We have 67% of the full year authority (May 31, 2015)
2. We would have 19.7% of the full year limitation
3. **The CR provides funding through December 11, 2014**
4. Result: We would have 19.7% of full FY15 funding made available to start with.
 - a. Remaining funds will be made available as future Congressional action is taken.

Senate proposal

- FY 14 is final year of MAP-21
- Senate Environment and Public Works Committee has passed the “**MAP-21 Reauthorization Act**” which is a 6 year Bill
- The Tribal Transportation Program presently has no changes, and would be funded at \$450 million/year through FY 2020

The Administration’s Reauthorization Proposal sent to Congress

GROW AMERICA ACT “Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America”

1. 4 year Bill
2. The Tribal Transportation Program is included with increase in program.
 - a. No change in the funding distribution formula with some change in takedowns
 - b. Brings High Priority Program back into the primary program, this program is for small tribes to fund their highest priority transportation project.
3. The funding for the Tribal Transportation Program is as follows:
 - a. Authorized Amounts
 - b. FY15 - \$507 million
 - c. FY16 - \$517 million
 - d. FY17 - \$527 million
 - e. FY18 - \$538 million
 - f. Takedowns
 - i. 6% PM&O
 - ii. 4% Bridge
 - iii. 3% Planning
 - iv. 2% Safety; and
 - v. 7% HPP

The Committee is still deeply concerned about the Tribal Transit Program funding distribution. Nearly every tribe in ATNI will or has lost significant transit funding. The Federal Transit Administration could easily have prevented this by using their discretionary funds to keep existing transits whole, but has chosen not to do that. ATNI has already passed resolutions addressing this issue; it will likely require a coordinated effort by Tribal leaders to engage federal elected officials to keep this crisis from becoming worse.

Finally, we heard a presentation from the Washington Traffic Safety Commission. They announced that six tribes in Washington State will receive safety awards. She encouraged representatives from tribes in other states to contact her peers, since all states have a traffic safety office, to ensure that they can access highway safety funds.

ADOPTED AND RECOMMENDED TO GENERAL ASSEMBLY

None

COMMITTEE - TABLED

None

Minutes/Report submitted by: Kirk Vinish & Michael Cardwell
Committee Chair