

RESOLUTION OF THE OGLALA SIOUX TRIBAL COUNCIL  
OF THE OGLALA SIOUX TRIBE  
(An Unincorporated Tribe)

RESOLUTION OF THE OGLALA SIOUX TRIBAL COUNCIL OF THE OGLALA SIOUX TRIBE APPROVING THE SUBMITTAL OF A RAISE PLANNING GRANT APPLICATION FOR THE BIA ROUTE 2 RURAL SAFETY AND REGIONAL ACCESS PROJECT LOCATED FROM THE COMMUNITY OF KYLE TO THE JUNCTION OF SOUTH DAKOTA HIGHWAY 44 BY THE OGLALA SIOUX TRIBE DEPARTMENT OF TRANSPORTATION.

WHEREAS, the Oglala Sioux Tribe adopted its Constitution and By-Laws by referendum vote on December 14, 1935, in accordance with Section 16 of the Indian Reorganization Act of 1934 (25 U.S.C. 5123), and under Article III of the Constitution, the Oglala Sioux Tribal Council is the governing body of the Oglala Sioux Tribe, and

WHEREAS, the Tribal Constitution authorizes the Tribal Council, in Article IV, Section 1(a) to advise and negotiate with the federal government on behalf of the Tribe (f) to manage all economic affairs and enterprises of the Tribe, in Section 1(g) to appropriate for public purposes of the tribe any available Tribal Council funds, and Section 1(w) to adopt laws protecting and promoting the health and general welfare of the Oglala Sioux Tribe and its membership, and

WHEREAS, Transportation is a vital part of the Oglala Sioux Tribe's infrastructure and adequate transportation facilities are essential to sustain and maintain the social and economic wellbeing of the area, and

WHEREAS, the Pine Ridge Indian Reservation already receives visitors from all over the world and this route, being a part of the Tribally designated Crazy Horse Scenic Byway, will attract additional visitors causing a positive impact to the local and regional economy, and

WHEREAS, this route is part of the Tribally designated Crazy Horse Scenic Byway and safety improvements are vital to support the Tribe's application to the South Dakota Department of Transportation for state designation, and

WHEREAS, the engineering design for reconstruction of this route will include tourism pull-off and scenic overlook areas to further support tourism and the Tribally designated Crazy Horse Scenic Byway, and

WHEREAS, this route does not currently have shoulders or a safe location for traffic to pull-over and is used by school buses and mail carriers which need to make frequent stops along the route. Engineering design for reconstruction of this route will include safe mailbox pull-offs and shoulders for school buses to pull-off in a safe location, and

WHEREAS, a substantial amount of aggregate resource has been identified along this route and reconstruction of the route is necessary to widen and improve safety to support truck traffic which would also improve the economy of the Pine Ridge Indian Reservation, and

WHEREAS, Tribal maintenance crews are at risk while working along this road due to the narrow roadway top, lack of shoulders, steep side slopes, sharp curves, and insufficient sight distance, and

WHEREAS, Tribal transit buses use this route and the existing road conditions put drivers and passengers at risk, and

WHEREAS, this route is an arterial route which serves Tribal members for access to employment, education, health care, goods and services, and Tribal programs, and

WHEREAS, this route provides access for Oglala Sioux Tribe, Oglala Lakota County, and Jackson County emergency services, and

WHEREAS, the route was constructed at least 40 years ago to outdated roadway standards and the asphalt surfacing has passed its service life, and

WHEREAS, the engineering design for the reconstruction of the route will include widening the road; improving drainage structures; providing safe shoulders and recoverable side slopes; increasing sight distance by flattening hills, raising valleys, widening curves, and improving intersections; providing safe spaces for pedestrians walking or biking; providing safe spaces for mail carriers and tourists to pull-off; recycling the road's existing asphalt and base materials; avoiding the existing Mni Wiconi water line, overhead power lines, and telecommunication lines to the greatest extent possible; identifying wetland banks for mitigation; and,

WHEREAS, The Consolidated Appropriations Act, 2021 made available \$1 billion for National Infrastructure Investments, otherwise known as RAISE grants for capital investments in surface transportation that will have a significant local or regional impact, and


WHEREAS, the USDOT will award no more than \$30 million for eligible planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or will directly benefit areas of persistent poverty, and

WHEREAS, that the Economic & Business Development Committee met on June 21, 2021, and approved the RAISE Planning Grant application for the BIA 2 Rural Safety and Regional Access Project; now

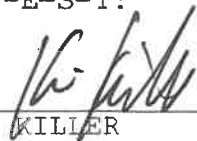
THEREFORE, BE IT RESOLVED, the Oglala Sioux Tribe authorizes the submittal of a RAISE Planning Grant application for the BIA 2 Rural Safety and Regional Access Project. Being an applicant includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules, and regulations.

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

I, as the undersigned Secretary of the Oglala Sioux Tribal Council, of the Oglala Sioux Tribe hereby certify that this Resolution was adopted by a vote of: 17 For; 0 Against; 0 Abstain; and 0 Not Voting; during a REGULAR SESSION held on the 30<sup>th</sup> day of JUNE, 2021.

  
STACY L. TWO LANCE  
Secretary  
Oglala Sioux Tribe

A-T-T-E-S-T:

  
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KEVIN KILLER  
President  
Oglala Sioux Tribe

