



History of Modern Road Building in Indian Country Federal Highway Administration



Topics

- Three Transportation Era's in Indian Country
- History of Federal policy as it relates to road building in Indian Country



End of subsistence living and slow assimilation into the workforce modal society



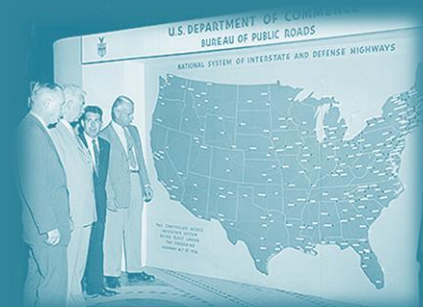
Two Shaping Factors for Road Building

1. Transition from Ration System to Self-Sufficiency
2. Workforce Development





Era's of Modern Road Building In Indian Country



Transportation Era's in Indian Country

Labor Era

114 yrs.

1900



1974

Decision Makers Era

40 yrs.



1998

Administrators Era

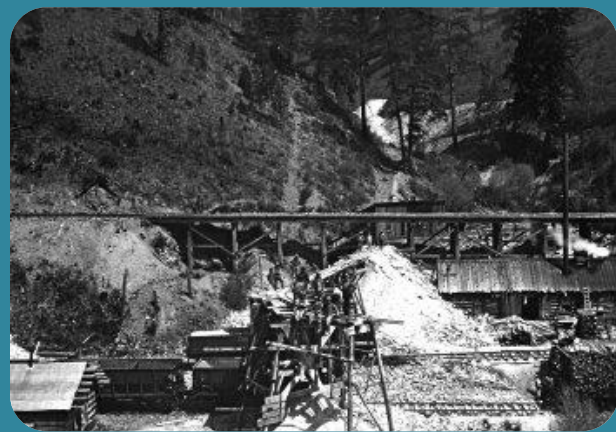
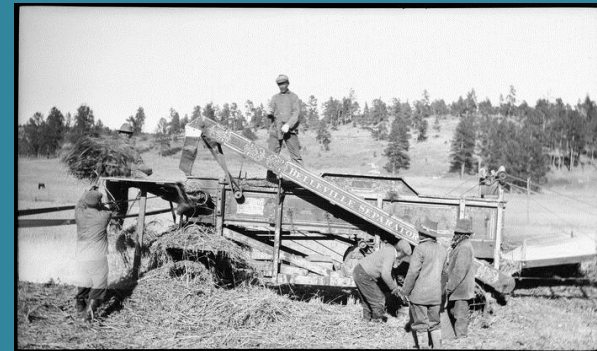
16 yrs.

Codified Federal Regulation



2004

Labor Era



REPORT OF AGENT FOR NAVAHO AGENCY.

NAVAHO AGENCY,

Fort Defiance, Ariz., August 20, 1900

ment on this reservation, that at Two Gray Hills, conducted by the mission which is established there. The attendance, I am informed, is small, not having yet got the full equipments for conducting the school as they anticipate doing.

Road work.—Our Indians are taking more interest in repairing and extending the roads on the reservation and have completed about 12 miles this season. The more wagons they get the greater the necessity for more and better roads.

Missionary work.—The missionary work on the reservation is confined to Two Gray Hills, superintended by Mrs. Mary L. Eldridge, and the one here at the agency by Rev. Freyling, who also superintends the one at Little Water, with

ning to realize that they must work in order to live. We explain to them that when they get to the point where their labor is in demand as much as that of the white people, then they can compete, and there will be no trouble in getting work, showing them that persistent labor and economy on the part of the white people have made it possible for this Government to do for the Indians what is now being done for them. They also begin to realize that the resources of this reservation will not support their people as they once did.

The rainfall is steadily decreasing, consequently the grass and other products of the country dependent upon the rain are failing. The winter of 1898-99 we had unusually deep snow, which remained all winter, and in the spring the snow



Labor Era

Workforce Development



Roosevelt Dam Road Construction Crew
1906

Construction of Roosevelt Dam Road



Fish Creek Hill on the Mesa to Roosevelt Road
1905



Tonto Highline Road

Labor Era

- 1921 Federal Highway Act – 100% funding for highways across Indian Land.

Indian Reservation
Cooperative Road
Construction



State DOT

*Man on tractor pulls
grader circa:1930*



Department of the Interior. Bureau of Indian Affairs. Aberdeen Area
Office. Cheyenne River Agency



*Corduroy work on the
farm station truck trail
1934*



Record creator: Department of the Interior, Bureau of Indian Affairs, Red Lake Agency. (1964)



Funding during Labor Era

BIA Funds – Construction & Maintenance local



Bureau of Public Roads – Federal Aid – Construction & Maintenance main arterial and highways



Special Appropriations – congressional any road



Local Roads - BIA

- 1931 - BIA Forestry is given responsibility of road work



Bureau of Public Roads/ Office of Indian Affairs

- 1944 Public Roads Administration in charge of approving the location, type, and design of all IRR roads and Bridges.
- 1946 the two agencies entered into their first agreement to jointly administer statutory requirements for the IRR Program
- 1957 BPR publishes policies and procedures for Indian Reservation Roads



Movement to a New Era

1968

Indian Civil Rights Act

1970

President Nixon delivers a speech to Congress on Indian Affairs stressing the importance of genuine Indian self-determination and empowerment

1971

The Alaska Native Claims Settlement Act is passed which creates regional and village corporations to own and manage 44 million acres of land

1973

Member of the American Indian Movement (AIM) become involved in 10 week standoff with federal law enforcement agents on the *Pine Ridge Reservation* in South Dakota. This violent siege becomes known as "*Wounded Knee II.*"

Also, Indian activists occupy the BIA building in Washington DC for 6 days.

1975

The Indian Self-Determination and Education Act is passed which recognized the right of Indian tribes to self-government "as domestic dependent nations, Indian tribes exercise inherent sovereign powers over their members and territory"



The Decision Makers Era

POLICY

Tribal Leaders are asked to participate in road decisions

BIA and FHWA entered into two separate agreements which set out the joint and individual statutory responsibilities of FHWA and BIA for constructing and improving Indian reservation roads and bridges.



Decision Makers Era

Federal Lands Highway 1982

- Federal Lands Highway Program is created under Surface Transportation Assistance Act (STAA)
 - The IRR Program is a funding category of this program
 - FHWA determines the amount of funds available for construction
 - BIA and FHWA responsibilities are described in a MOA between the two agencies
 - The BIA works with tribal governments and tribal organizations to develop an annual priority program of construction projects which is submitted to FHWA for approval based on available funding.



Decision Makers Era

TEA-21 1998

- Established a Negotiated Rulemaking Committee
 - Leads to developing policies and procedures governing the Indian Reservation Roads (IRR) Program
 - Establishes a funding distribution methodology
- 25CRR170 published 6 years later in 2004



The Administrator Era

Transportation Equity Act of 21st
Century 1998(TEA-21)

25CFR170

July 19, 2004 Final Rule



- Pete Red Tomahawk
- Chuck Tsoodle
- Bernie Tibbetts
- John Smith
- Bo Mazzetti
- Sherwin Racehorse
- Sampson Begay
- John Healy
- Rick Galloway
- Ted Walezak
- Jacque Hostler
- Edward (Sam) Thomas
- Tim Ramirez
- JoAnn Polston
- Zac Hawkins
- Michael Marchand
- Scott Quinn
- Raymond Concho Jr.
- Jim Garrigan
- Sandra Shade
- Paulson Chaco
- Robert Endicott
- Dan Moreno Jr
- Everett Waller
- Erin Forrest
- Davis Pecusa
- Art Muller
- Tim Rossette

Transportation Era's in Indian Country

Labor Era

114 yrs.

Road development is governed by Federal policies

1900



1921

Federal Highway Act – 100% funding for highways across Indian Land.
Indian Reservation Cooperative Road Construction

Decision Makers Era

40 yrs.

1974



1998

TEA-21 Established the Negotiated Rulemaking Committee

Administrators Era

16 yrs.

Codified Federal Regulation



2012 MAP-21, funding formula changes

2004 25CFR170 Establishes funding formula

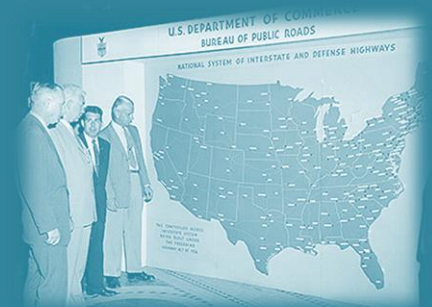


Next Phase

- Technical Era
 - Tribal Colleges
 - Transportation organizations/committee's – ITA, NCAI transportation committee, NTTC, Transportation Research Board, TTPCC, APA
 - Native American Professional
 - American Indian Science and Engineering Society (AISES) -The mission of the American Indian Science and Engineering Society (AISES) is to substantially increase the representation of American Indians and Alaskan Natives in engineering, science, and other related technology disciplines
 - Tribal Technical Assistance Program



Thank You



Take Down

- Administration
- Maintenance
- Indirect
- Transit

Activity	CURRENT FY	CURRENT FY+1	CURRENT FY+2	CURRENT FY+3	CURRENT FY+4	TOTAL
Administration						\$0
Planning						\$0
Preliminary Engineering						\$0
Construction						\$0
Construction Engineering						\$0
Transit						\$0
Maintenance						\$0
TOTAL						\$0

