

A Brief History of Tribes and Transportation

| Year | Event |
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| ITB | Tribal transportation pre-dates contacts with Europeans. Tribes had extensive transportation routes for travel and exchange of goods. |
| 1887 | The General Allotment Act, initiated a series of rights of way statutes allowing the secretary of the Interior to grant rights of way without landowner consent. |
| 1899 | Railroad Companies were granted easements – or “rights of way” across Indian Lands for their rail lines. |
| 1901 | Authorized the Secretary to grant permission to the proper State or local authority for the establishment of public highways through any Indian reservation or through restricted Indian lands |
| 1904 | Congress authorizes the Secretary of Interior to grant a right-of-way in the nature of an easement for the construction . . . of pipelines for the conveyance of oil and gas through any Indian reservation or through any lands which have been allotted. |
| 1928 | Creation of the Indian Reservation Roads (IRR) program |
| 1930 | Beginning of IRR partnership between Bureau of Indian Affairs (BIA) and FHWA (then under the Department of Agriculture) |
| 1934 | Passage of the Indian Reorganization Act |
| 1936 | Federal-Aid Highway Act requires FHWA approval of location, type, and design of IRR roads and bridges built with BIA funds |
| 1951 | Congress begins annual appropriations for maintenance of BIA-owned roads |
| 1975 | Passage of the Indian Self-Determination Education and Assistance Act |
| 1982 | Creation of the Federal Lands Highway Program (FLHP) under the Surface Transportation Assistance Act; IRR is incorporated into FLHP |
| 1991 | Passage of the Intermodal Surface Transportation Efficiency Act (ISTEA); creates Transportation Enhancements and authorizes creation of the Indian Local Technical Assistance Program (now known as TTAP); also creates set-aside for Indian reservation bridges. Funding increases from \$86 mil to \$191mil for IRR |
| 1993 | BIA begins four-year phase-in of new allocation formula for tribes, replacing one used since 1970 |
| 1998 | Passage of the Transportation Equity Act for the 21st Century (TEA-21); establishes the Indian Reservation Roads Bridge Program, setting aside \$13 million for high-priority IRR bridge repairs |
| 2004 | BIA creates current Final Rule for IRR program; includes creation of IRR Program Coordinating Committee with tribal representation |
| 2005 | Passage of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); includes creation of Tribal Transit Grants under Section 5311(c) through FTA |
| 2012 | MAP-21 – (4thQ FY 2012, FY2013 and FY 2014) Reauthorized through May 31, 2015 – Doubled Tribal Transit, Restructured IRR to TTP with new formula and new program set- a- sides |
| 2014 | Tribal Transportation Unity Caucus develops Tribal position on Reauthorization |
| 2015 | Fixing America’s Surface Transportation Act (FAST Act) |

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Sources include:

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<http://www.wsdot.wa.gov/planning/Tribal.htm>
- TRB NCHRP Synthesis 366 <http://www.wsdot.wa.gov/planning/Tribal.htm>