



Office of Federal Lands Highway

U.S. Department of Transportation
Federal Highway Administration

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Federal Lands Highway provides planning, design, and engineering services to support the highways and bridges that provide access to and within federally owned lands.

Indian Reservation Roads Program Manager

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See <http://www.fhwa.dot.gov/flh/> for sources

Federal Lands Highway Program (FLHP)

Improving transportation to and within federal and tribal lands



Indian Reservation Roads IRR

What is the Indian Reservation Roads Program? The Indian Reservation Roads (IRR) Program was established by the Surface Transportation Assistance Act of 1982. The IRR Program addresses transportation needs of over 560 Indian Tribes and Alaska Native Villages by providing funds for planning, designing, construction, and maintenance activities. The program is jointly administered by the Federal Highway Administration's Office of Federal Lands Highway (FLH) and the Bureau of Indian Affairs (BIA)

in accordance with a memorandum of understanding. The IRR system provides safe and adequate transportation and public access to, within, and through Indian reservations for Native Americans, visitors, recreational users, resource users, and others, while contributing to the health and safety and economic development of Native American communities. Since the establishment of the IRR Program, the federal construction in the IRR system has exceeded \$4.5 billion.



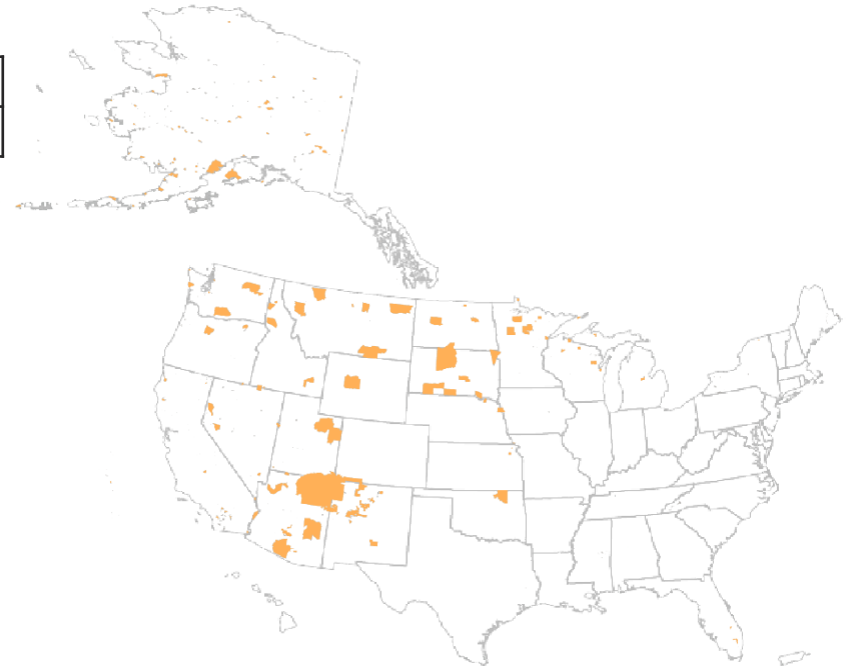
Road to Standing Rock Indian Reservation

SAFETEA-LU Authorizations (\$ Millions)

FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
\$300.0	\$330.0	\$370.0	\$410.0	\$450.0

Indian Reservation Roads (IRR) Program

The IRR system consists of nearly 33,000 miles of public roads and 940 bridges owned by the BIA and Tribal governments and over 61,000 miles of public roads owned by State and local governments and other entities. Of the BIA or Tribal-owned Indian reservation roads, 22 percent are paved. More than 2 billion vehicle miles are traveled annually on the IRR system.



■ Indian Reservations/Tribal Governments

Indian Reservation Roads Program Highlights

Program Goals

Enhance economic development – Constructing and maintaining roads in Indian country improves access to basic goods and services, enhancing the quality of life and economic security of reservation residents.

Promote seamless transportation systems –The IRR program enhances connectivity across federal, state, local, and tribal jurisdictions and ensures a high standard of safety, security and emergency services.

Preserve and protect cultural and natural resources –Tribal transportation systems must be properly planned and implemented to preserve the rich cultural and natural resources on reservation lands.

Support partners – FLH works closely with tribal, federal, state and local officials to support the objectives of tribal officials by enhancing mutual cultural understanding and improving the coordination of system improvements. FLH encourages tribal governments to leverage IRR funds by utilizing them as the non-federal share on state and local projects.

Government to Government Relations

To date, more than 10 Tribes have signed historic government-to-government IRR program agreements with FLH allowing the tribes to directly manage their Highway Trust Fund dollars for transportation improvement and road safety – the Standing Rock Sioux Tribe from North and South Dakota, the Ramah Navajo Chapter from New Mexico, the Chickaloon Native Village from Alaska, the Assiniboine and Sioux Tribes of the Fort Peck Reservation from Montana, and the Oglala Sioux Tribe from South Dakota. Under these direct agreements, the amount a Tribe receives equals the amount of funding that the Tribe would otherwise receive in accordance with the formula for distributing IRR Program funds, plus an amount, as determined by the Department of Transportation, that would otherwise be withheld by BIA for program or project administration. A Tribe assumes all powers, functions, and duties that the Secretary of Interior would have performed and that are not inherently Federal or cannot be transferred.

Road Safety Audits

The Road Safety Audit is an ambitious and comprehensive program aimed at reducing traffic fatalities. Motivation for the Road Safety Audit project on Indian reservation roads stemmed from the concern that motor vehicle crashes are the leading cause of death for American Indians aged 5 to 44. Road Safety Audits are a proactive tool, generally performed on existing or future roads or intersections by independent audit teams. Team members have various backgrounds in traffic safety, engineering, planning, design, construction, and law enforcement. Audits can be done during any phase of the construction process, and the team's findings are often incorporated into the design to improve safety.



Desert road HWY 163, Monument Valley Navajo Tribal Park



Crack Sealing Project - Jicarilla Nation



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