

XIII. Tribal Transportation Program (TTP) - Bridge Program

A. Overview. The Tribal Transportation Facility Bridge Program (TTFBP) is a nationwide priority program for improving structurally deficient and functionally obsolete TTP bridges. Funds provided to Tribes from the TTFBP, also called the TTP Bridge Program, can be used by a Tribe to carry out preliminary engineering (PE), construction, and construction engineering (CE) activities of projects to replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions, or install scour countermeasures for structurally deficient or functionally obsolete TTP bridges, including multiple pipe culverts. The approved TTP Bridge Program funds are transferred to a Tribe through a Referenced Funding Agreement (RFA).

The TTP Bridge Program website is at <http://flh.fhwa.dot.gov/programs/ttp/bridges/ttbp.htm>

B. Definitions.

- **Construction engineering (CE)** is the supervision, inspection, and other activities required to ensure the project construction meets the project's approved acceptance specifications, including but not limited to: additional survey staking functions considered necessary for effective control of the construction operations; testing materials incorporated into construction; checking shop drawings; and measurements needed for the preparation of pay estimates.
- **Functionally obsolete (FO)** is the state in which the deck geometry, load carrying capacity (comparison of the original design load to the State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system of which it is an integral part.
- **National Bridge Inventory (NBI)** means the database of structure inventory and appraisal data collected to fulfill the requirements of the National Bridge Inspection Standards (NBIS) (25 CFR § 170.5).
- **Plans, specifications and estimates (PS&E)** means construction drawings, compilation of provisions, and construction project cost estimates for the performance of the prescribed scope of work.
- **Preliminary engineering (PE)** means planning, survey, design, engineering, and preconstruction activities (including archaeological, environmental, and right-of-way activities) related to a specific bridge project.
- **Structurally deficient (SD)** means a bridge becomes structurally deficient when it reaches the set threshold of one of the six criteria from the FHWA NBI.
- **Structure Inventory and Appraisal (SI&A) Sheet** means the graphic representation of the data recorded and stored for each NBI record in accordance with the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (Report No. FHWA-PD-96-001).
- **Sufficiency rating (SR)** means the numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence.

- ***Tribal transportation facility*** means a public highway, road, bridge, trail, or transit system that is located on or provides access to tribal land and appears on the National Tribal Transportation Facility Inventory described in 23 U.S.C.
- ***Tribal Transportation Program (TTP) bridge*** means a structure located on a designated tribal transportation facility, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

C. Statutory/Regulatory Requirements.

- The FAST Act authorized almost \$14 million in FY 2017 (and more in later years) of distinct and separate funds for the replacement or rehabilitation of structurally deficient or functionally obsolete bridges.
- The Tribal Transportation Facility Bridge Program is authorized and defined under 25 CFR §§ 170.510-512, 23 U.S.C. § 202(d), and set forth in 23 CFR § 661.
- 23 CFR § 661- Tribal Transportation Program (TTP) - Bridge Program at <http://www.gpo.gov/fdsys/pkg/CFR-2011-title23-vol1/pdf/CFR-2011-title23-vol1-part661.pdf>

D. Guidelines/Procedures.

- 1. Eligible activities for TTP Bridge Program funds (23 CFR § 661.15).** TTP Bridge Program funds can be used by Tribes for the following activities:
 - a. Planning, design, engineering, preconstruction, construction, and inspection of a project to replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition.
 - b. Implement any countermeasure for deficient TTP bridges, including multiple-pipe culverts.
 - c. Demolish the old bridge that is being replaced by a new bridge under the TTP Bridge Program.
- 2. Criteria for bridge eligibility (23 CFR § 661.17):**
 - a. Bridge eligibility requires the following:
 - i. Have an opening of 20 feet or more.
 - ii. Be classified as a tribal transportation facility.
 - iii. Be structurally deficient or functionally obsolete.
 - iv. Be recorded in the National Bridge Inventory (NBI) maintained by the FHWA.
 - b. Bridges that were constructed, rehabilitated, or replaced in the last 10 years, are only eligible for seismic retrofit or installation of scour countermeasures.

3. Funding limitations on an individual TTP bridge project (23 CFR § 661.37):

- a. BIA and Tribally owned TTP bridges are eligible for 100 percent TTP Bridge Program funding, with a \$150,000 maximum limit for PE.
- b. Non-BIA owned TTP bridges are eligible for up to 80 percent TTP Bridge Program funding, with a \$150,000 maximum limit for PE and \$1,000,000 maximum limit for construction. The minimum 20 percent local match will need to be identified in the application package. TTP Program construction funds received by a Tribe may be used as the local match.
- c. Requests for additional funds above the referenced funding limitations may be submitted along with proper justification to FLH for consideration. The request will be considered on a case-by-case basis. There is no guarantee for the approval of the request for additional funds.
- d. All applications will be ranked and prioritized based on: (1) Bridge sufficiency rating (SR); (2) Bridge status with structurally deficient (SD) having precedence over functionally obsolete (FO); (3) Bridges on school bus routes; (4) Detour length; (5) Average daily traffic; and (6) Truck average daily traffic.
- e. An existing bridge must have a sufficiency rating of less than or equal to 80 to be eligible for rehabilitation, and a sufficiency rating of less than 50 to be eligible for replacement.
- f. Funding for successful TTP bridge applications will be distributed on a quarterly basis.

4. Roles and Responsibilities for Submitting the Application Package. Any time during the year a Tribe may prepare and submit to their FHWA TC an application package to request funding for bridge preliminary engineering (see 23 CFR § 661.25) or bridge construction (see 23 CFR § 661.27). The TC will assist the Tribe in preparing the application package, review the Tribe's submittal and resolve any issues with the Tribe.

The TC will then submit the completed bridge application package directly to the TTP Bridge Program Coordinator at FHWA-FLH Headquarters.

5. Application Package for Preliminary Engineering Funding (23 CFR § 661.25). The application package should contain the following:

- TTP Bridge Program Certification Checklist (see Appendix C - [Exhibit 13.2](#)).
- An FHWA-approved TTIP with the candidate project shown thereon.
- A detailed Project scope of work (SOW).
- Detailed cost itemization for PE tasks.
- Structure Inventory and Appraisal (SI&A) sheet (see Appendix C - [Exhibit 13.1](#)).
- If Preliminary Engineering funds are being applied for to replace an existing structure that is only eligible for rehabilitation due to its Sufficiency Rating, a Life Cycle Cost Analysis (LCCA) must be submitted with the application showing that it is more cost effective to replace the structure than to rehabilitate it.

NOTE: For **non-BIA TTP bridges**, the application package must also include:

- A Tribal resolution supporting the project, and
- Identification of the required minimum 20 percent local funding match.

- 6. Application Package for Construction funding** (23 CFR § 661.27). A candidate bridge rehabilitation or replacement project must be “shovel ready”; i.e., ready for solicitation of bids. All environmental and archeological clearances (approved NEPA document) and complete grants of public rights-of-way must be acquired prior to submittal of the construction application package.

A complete application package for construction of such a project will consist of the following documents:

- An approved PS&E, with Professional Engineer (PE) stamp and signature. The PE must be registered in the same state as the project.
- TTP Bridge Program Certification Checklist (see [Exhibit 13.2](#)).
- Structure Inventory and Appraised (SI&A) sheet (see [Exhibit 13.1](#)).
- An FHWA-approved TTIP with the candidate project shown thereon (23 CFR § 661.31).

NOTE: For **non-BIA TTP bridges**, the application package must also include:

- A copy of a letter from the bridge’s owner approving the project and its PS&E,
- A Tribal resolution supporting the project, and
- Identification of the required minimum 20 percent local funding match.

If timely construction of a bridge project is required prior to availability of bridge program funds, other sources of funds (such as the Tribe’s TTP Tribal shares, local funds, etc.) may be used for the project and an application submitted for reimbursement of those funds up to the prescribed funding limitations. Such an application **MUST** be submitted prior to completion of construction of the aforementioned bridge project for the project to be considered eligible.

- 7. Project Application Review and Selection Process.** The TTP Bridge Program Coordinator at FHWA-FLH Headquarters will review only complete TTP bridge project application packages and place eligible projects in a queue based upon the ranking factors.

Incomplete application packages will not be eligible and will be returned to the TC, along with a notation providing the reason for return. The TC will provide technical assistance to the Tribe to help the Tribe correct and resubmit the application package.

Funding for the approved eligible projects in the queue will be made available to the Tribe based upon their ranking until all the TTP Bridge Program funds are exhausted. Projects not funded due to unavailability of funds will remain in the queue for potential funding from future TTP Bridge Program funding appropriations.

8. Bridge Inspection:

a. Tribally Owned Bridges. Tribes shall follow the following procedure:

- i. The Tribe hires a consultant to perform the bridge inspection.
- ii. The Tribe provides to the FHWA Office of Federal Lands Highway (FLH) the 432 character text file of the bridge inspected.
- iii. FLH will forward the data to the Federal Lands Bridge Office (FLBO) to review the text file.
- iv. Once it is approved, the data is sent to FHWA Office of Bridge Technology and the bridge is recorded in the FHWA NBI.

Note: A tribally owned bridge does not need to be recorded in the BIA's Bridge Management System (BMS).

b. BIA Owned Bridges. Tribes shall follow the following procedure:

- i. The Tribe hires a consultant to perform the bridge inspection.
- ii. The Tribe provides to the FHWA Office of Federal Lands Highway (FLH) the bridge inspection report using BIA's pre-filled inspection report form and the 432 character text file of the bridge.
- iii. FLH will forward the data to the Federal Lands Bridge Office (FLBO) to review the inspection report and the text file.
- iv. Once it is approved, FLH will submit the final bridge inspection report with the Professional Engineer's stamp and the 432 character text file to the BIA for inclusion in the BIA's Bridge Management System (BMS).
- v. BIA will submit the data to FHWA Office of Bridge Technology and the bridge is recorded in the FHWA NBI.