

XVI. Tribal Transportation Program (TTP) - Bridge Program

Overview. The Tribal Transportation Facility Bridge Program (TTFBP) is a nationwide priority program for improving structurally deficient and functionally obsolete TTP bridges. Funds provided from the TTFB, also called the TTP Bridge Program, can be used 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 deicing compositions, or install scour countermeasures for structurally deficient or functionally obsolete TTP bridges, including multiple pipe culverts. TTP Bridge Program funds can be transferred to the Tribe under the FHWA/Tribal program agreement.

A. 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 aggregation of structure inventory and appraisal data collected to fulfill the requirements of the National Bridge Inspection Standards (NBIS).
- **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.

B. Statutory/Regulatory Requirements.

- Authorizes \$9 million of distinct and separate funds per year for the replacement or rehabilitation of structurally deficient or functionally obsolete bridges.
- The Tribal Transportation Facility Bridge Program is authorized and defined under 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>

C. Guidelines/Procedures.

1. Eligible activities for TTP Bridge Program funds (23 CFR 661.15):

- a. TTP Bridge Program funds can be used to carry out any 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; and
- b. to implement any countermeasure for deficient TTP bridges, including multiple-pipe culverts; and
- c. to demolish the old bridge that is being replaced by a new bridge under the TTP Bridge Program.

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.

2. Funding limitations on individual TTP bridge project (23 CFR 661.37):

- a. BIA and Tribally owned TTP bridge is eligible for 100 percent TTP Bridge Program funding, with a \$150,000 maximum limit for PE.

- b. Non-BIA owned TTP bridge is 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.

3. Application Package for Preliminary Engineering

Any time during the year, in accordance with 23 CFR 661.25, the Tribe will submit the application package for preliminary engineering (PE) request to the Tribal Coordinator, who will review the submittal and resolve any issues with the Tribe, before submitting the package to FHWA-FLH Headquarters (TTP Bridge Program Coordinator).

The application package should contain the following:

- a. TTP Bridge Program Certification Checklist (see [Exhibit 16.2](#)).
- b. An approved TTP bridge TIP with the candidate project shown thereon,
- c. A detailed Project scope of work (SOW),
- d. Detailed cost itemization for PE tasks, and
- e. [Structure Inventory and Appraised \(SI&A\) sheet](#) (see [Exhibit 16.1](#)).

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.

FHWA-FLH 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 for revision and resubmission along with a notation providing the reason for return.

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

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.

4. Application Package for Construction

Any time during the year, in accordance with 23 CFR 661.27, the Tribe will submit the application package for construction request to the Tribal Coordinator, who will review the submittal and resolve any issues with the Tribe, before submitting the package to FHWA-FLH Headquarters (TTP Bridge Program Coordinator).

A candidate bridge rehabilitation or replacement project must be “shovel ready”; i.e., ready for solicitation of bids. A complete application package for construction of such a project will consist of the following documents:

- An approved PS&E, with PE stamp and signature (PE registered in the same state as project)
- TTP Bridge Program Certification Checklist (see [Exhibit 16.2](#)).
- [Structure Inventory and Appraised \(SI&A\) sheet](#) (see [Exhibit 16.1](#))
- An approved TTP bridge TIP with the candidate project shown thereon.

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.

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.

FHWA-FLH 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 for revision and resubmission along with a notation providing the reason for return.

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

If timely construction of a bridge project is required prior to availability of bridge program funds, other sources of funds (TTP Construction funds, 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.

5. Bridge Inspection:

- a. Tribally Owned Bridges.** Procedures for a tribally owned bridge inspection data to be included in the FHWA National Bridge Inventory (NBI):
- i. The Tribe hires a consultant to perform the bridge inspection.
 - ii. Provide FHWA Office of Federal Lands Highway (FLH) the 432 character text file of the bridge inspected.
 - iii. FLH will forward the data to Eastern Federal Lands Highway Division (EFLHD) 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.** Procedures when FHWA Agreement Tribe performs BIA-owned bridge inspection on behalf of the BIA:
- i. The Tribe hires a consultant to perform the bridge inspection.
 - ii. Provide 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 EFLHD 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.