

Tribal Transportation Bridge Program (TTBP)

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Topics

- TTBP under MAP-21
 - Funding
 - Eligible activities
 - Criteria for eligibility for funding
 - Submission package for PE or CN
- IRRBP Accomplishments
- TTBP Bridge Inspection
- TTBP Inventory

TTBP under MAP-21

- Question 12: Will the IRR Bridge Program Continue to operate under its current regulations?
 - Answer 12: Yes, the TTP Bridge Program will function in the same manner as the IRR Bridge Program established in SAFETEA-LU.





TTBP under MAP-21

- Funding under MAP-21
 - \$9 million/yr (FY13-FY14)
 - \$4.1 million - (FY13 CR)
- Funding under SAFETEA-LU
 - \$14 million/yr (FY05-FY12)

TTBP under MAP-21

- Eligible Activities
 - Construction (CN)
 - Construction Engineering (CE)
 - Preliminary Engineering (PE)
 - Rehab or replace only existing bridges



TTBP under MAP-21

- Criteria for Eligibility
 - Have opening of 20 ft. or more
 - Be on the TTP inventory
 - Structurally deficient or functionally obsolete
 - Be recorded on the FHWA NBI





TTBP under MAP-21

- Submission Package for PE
 - Approved TTBP TIP
 - SI&A sheet
 - Certification checklist
 - Project scope of work
 - Detailed cost for PE
 - Tribal resolution for Non-BIA bridge and the min. 20% funding match

TTBP under MAP-21

- Submission Package for CN
 - Approved TTBP TIP
 - Approved PS&E
 - SI&A sheet
 - Certification checklist
 - Tribal resolution for Non-BIA bridge and the min. 20% funding match



TTBP under MAP-21

23 CFR Part 661.23: How will a bridge project be programmed for funding once eligibility has been determined?

(a) All projects will be programmed for funding after a completed application package is received and accepted by the FHWA. At that time, the project will be acknowledged as either BIA and Tribally owned, or non-BIA owned and placed in either a PE or a construction queue.



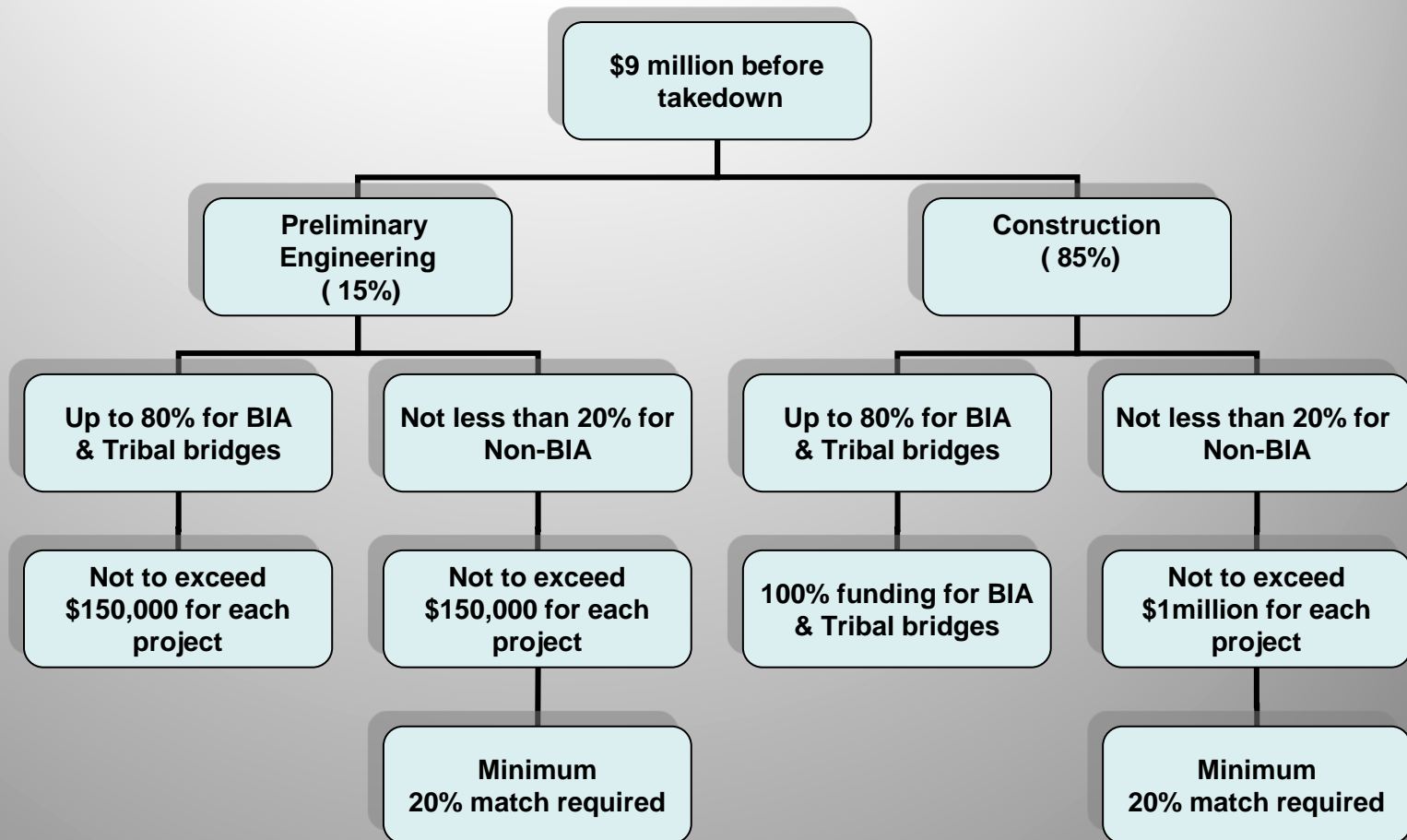


TTBP under MAP-21

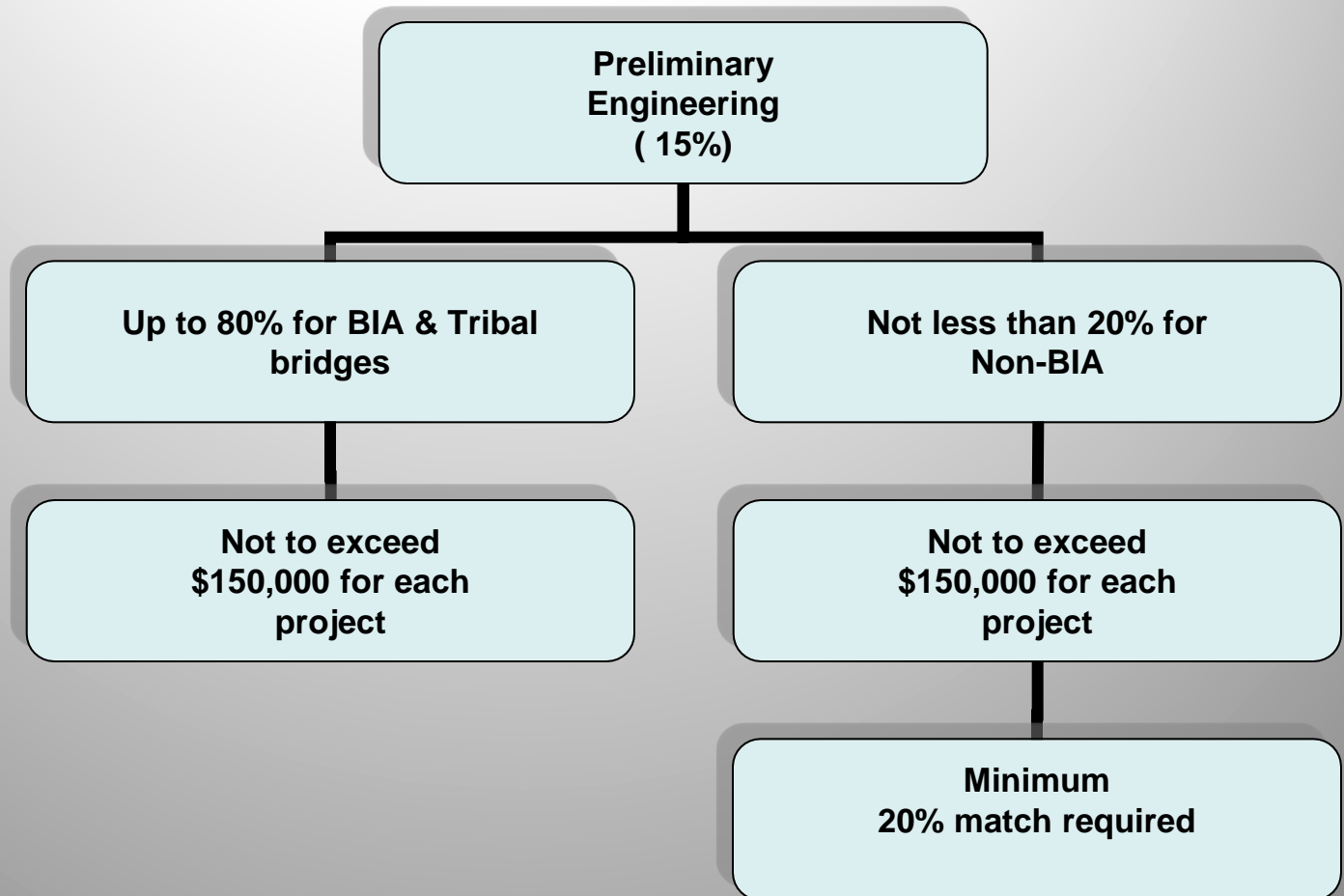
(b) All projects will be ranked and prioritized based on the following criteria:

- (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.

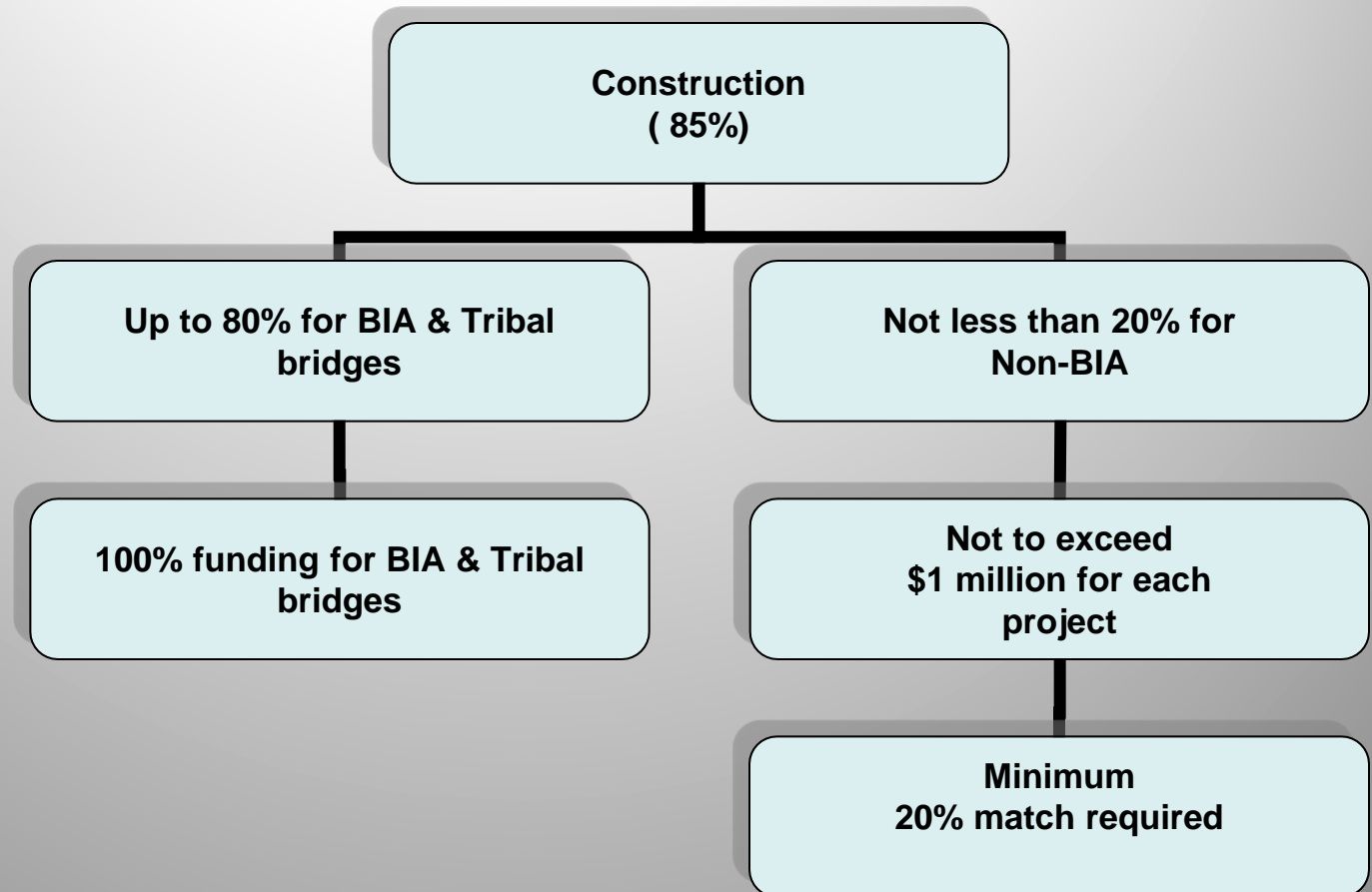
Annual Bridge Program Funding



Annual Bridge Program Funding



Annual Bridge Program Funding



IRRBP Accomplishments (FY05 thru FY12)

IRRBP Accomplishments:*						
Fiscal Year	No. of BIA Owned CN	No. of BIA Owned PE	No. of Non-BIA Owned CN	No. of Non-BIA Owned PE	Total CN	Total PE
2005	16	0	28	0	44	0
2006	14	0	26	5	40	5
2007	12	2	14	0	26	2
2008	9	2	6	0	15	2
2009	8	6	16	4	24	10
2010	10	9	5	0	15	9
2011	5	7	7	1	12	8
2012	7	4	5	0	12	4
TOTAL	81	30	107	10	188	40
* No. of bridge applications funded						
		<u>FY05 thru FY12</u>				
	CN	188				
	PE	40				
	Total	228				



IRRBP Accomplishments (FY05 thru FY12)

IRRBP Accomplishments:					
Fiscal Year	BIA Owned CN	BIA Owned PE	Non-BIA Owned CN	Non-BIA Owned PE	Total
2005	\$4,225,963.00	\$0.00	\$18,552,490.00	\$0.00	\$22,778,453.00
2006	\$6,090,876.00	\$0.00	\$17,899,219.00	\$220,000.00	\$24,210,095.00
2007	\$4,218,184.00	\$293,500.00	\$8,290,460.00	\$0.00	\$12,802,144.00
2008	\$9,842,082.00	\$135,136.00	\$3,733,059.00	\$0.00	\$13,710,277.00
2009	\$14,021,638.00	\$520,314.00	\$8,652,182.00	\$71,600.00	\$23,265,734.00
2010	\$8,921,820.00	\$1,720,512.00	\$3,260,000.00	\$0.00	\$13,902,332.00
2011	\$6,143,460.00	\$1,080,000.00	\$5,683,328.00	\$72,000.00	\$12,978,788.00
2012	\$8,819,118.00	\$452,392.00	\$3,202,743.00	\$0.00	\$12,474,253.00
TOTAL	\$62,283,141.00	\$4,201,854.00	\$69,273,481.00	\$363,600.00	\$136,122,076.00
		<u>FY05 thru FY12</u>			
	CN	\$131,556,622.00			
	PE	\$4,565,454.00			
	Total	\$136,122,076.00			

TTBP under MAP-21

- MAP-21 will now require the inspection of all public bridges including tribal bridges, and the reporting of data into the FHWA National Bridge Inventory.
- Challenge to the BIA, FHWA, and the Tribal Governments.



TTP Bridge Inspection

25 CFR Part 170.504: When and how are bridge inspections performed?

- IRR bridge inspections must be performed at least every 2 years to update the NBI using criteria that meets or exceeds applicable Federal standards (23 CFR 650.305).
- (a) Federal standards for bridge inspections are found in 23 CFR part 650, subpart C.
- (b) Tribes may develop alternative bridge inspection standards, provided that these standards meet or exceed applicable Federal standards





TTP Bridge Inspection

25 CFR Part 170.505: How must bridge inspections be coordinated?

- This section applies to bridge inspectors working for BIA; for tribes under an ISDEAA contract or self-governance agreement; or for State, county, or local governments. Before performing an inspection, inspectors must:
 - (a) Notify affected tribes and State and local governments that an inspection will occur;
 - (b) Offer tribal and State and local governments the opportunity to accompany the inspectors; and
 - (c) Otherwise coordinate with tribal and State and local governments

TTP Bridge Inspection

25 CFR Part 170.506: What are the minimum qualifications for certified bridge inspectors?

- The person responsible for the bridge inspection team must meet the qualifications for bridge inspectors as defined in 23 CFR part 650, subpart C.





TTP Bridge Inspection

25 CFR Part 170.507: Who reviews bridge inspection reports?

- The person responsible for the bridge inspection team must send a copy of the inspection report to the BIA regional office. The regional office:
 - (a) Reviews the report and furnishes a copy to the affected tribe for review, comment, and use in programming transportation projects; and
 - (b) Sends the report to BIADOT for quality assurance and inclusion in the National Bridge Inventory (NBI).



TTP Bridge Inspection

- **BIA Owned Bridges.** Procedures when FHWA Agreement Tribe performs BIA-owned bridge inspection on behalf of the BIA:
 1. The Tribe hires a consultant to perform the bridge inspection.
 2. Provide FHWA-FLH the bridge inspection report using BIA's pre-filled inspection report form and the 432 character text file of the bridge.
 3. FHWA-FLH will forward the data to EFLHD to review the inspection report and the text file

TTP Bridge Inspection

Continuation:

4. Once it is approved, FHWA-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).
5. BIA will submit the data to FHWA Office of Bridge Technology and the bridge is recorded in the FHWA NBI.





TTP Bridge Inspection

- **Tribally Owned Bridges.** Procedures for a tribally owned bridge inspection data to be included in the FHWA National Bridge Inventory (NBI):
 1. The Tribe hires a consultant to perform the bridge inspection.
 2. Provide FHWA-FLH the 432 character text file of the bridge inspected.
 3. FHWA-FLH will forward the data to EFLHD to review the text file.

TTP Bridge Inspection

Continuation:

4. Once it is approved, the data is sent to FHWA Office of Bridge Technology and the bridge is recorded in the FHWA NBI.

Will these tribally owned bridges be included in the BIA's Bridge Management System (BMS)?



TTP Bridge Inspection



Year: 12 State: OK Structure: 16982000000000 Federal Agency: N

USE OF THIS DOCUMENT IS SUBJECT TO 23 USC SEC 409.

*****IDENTIFICATION*****				*****CLASSIFICATION*****			
(1) STATE NAME:	OKLAHOMA	CODE:	40	SUFFICIENCY RATING:			19.9
(8) STRUCTURE NUMBER:			16982000000000	STATUS:			Structurally Deficient
(5) INVENTORY ROUTE (ON/UNDER):			151037340				
(2) HIGHWAY AGENCY DISTRICT:			08	(112) NBIS BRIDGE LENGTH:	Yes		Y
(3) COUNTY CODE:	115	(4) PLACE CODE:	1620	(104) HIGHWAY SYSTEM:	Route Not On Nhs		0
(6) FEATURES INTERSECTED:			TAR CREEK	(26) FUNCTIONAL CLASS:	Urban Collector		17
(7) FACILITY CARRIED:			FAU 3734 (CENTRAL	(100) STRAHNET HIGHWAY:	Rte Not A Strahnet Hwy		0
(9) LOCATION:			0.1 MI W ELM CENTRAL	(101) PARALLEL STRUCTURE:	None Exists		N
(11) KILOMETERPOINT:			2.156	(102) DIRECTION OF TRAFFIC:	2-Way Traffic		2
(12) BASE HIGHWAY NETWORK:		CODE	0	(103) TEMPORARY STRUCTURE:	Not Temporary		
(13) LRS INVENTORY ROUTE & SUBROUTE:				(105) FEDERAL LANDS HIGHWAYS:	Indian Reserv Rd-Hrr		1
(16) LATITUDE:	36 DEG	52 MIN	28.94 SEC	(110) DESIGNATED NATIONAL NETWORK:	Not On Net		0
(17) LONGITUDE:	94 DEG	51 MIN	45.77 SEC	(20) TOLL:	On Free Road		3
(98) BORDER BRIDGE STATE CODE:		% SHARE:	0	(21) MAINTAIN:	City or Municipal Highway Agency		04
(99) BORDER BRIDGE STRUCTURE NUMBER:			-	(22) OWNER:	City or Municipal Highway Agency		04
				(37) HISTORICAL SIGNIFCANCE:	Not Eligible		5
*****STRUCTURE TYPE AND MATERIAL*****				*****CONDITION*****			
(43) STRUCTURE TYPE MAIN - MATERIAL:		Steel Contin		(58) DECK:			5
TYPE:Strng/Multi-Beam Or Girder		CODE	402	(59) SUPERSTRUCTURE:			3
(44) STRUCTURE TYPE APPR - MATERIAL:		Not Applicable		(60) SUBSTRUCTURE:			2
TYPE:Not Applicable		CODE	000	(61) CHANNEL AND CHANNEL PROTECTION:			6
(45) NUMBER OF SPANS IN MAIN UNIT:			3	(62) CULVERTS:			N
(46) NUMBER OF APPROACH SPANS:			0	*****LOAD RATING AND POSTING*****			
(107) DECK STRUCTURE	Concrete-C-	CODE:	1	(31) DESIGN LOAD:	HS20 or MS 18		5
				(32) OPERATING RATING:			

TTP Bridge Inspection

- Sufficiency Rating (SR) - numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence.
- It's a formula developed by FHWA to serve as a rating tool for prioritizing bridges for funding. The SR of a bridge varies from 0 (very poor) to 100 (very good).



TTP Bridge Inspection

- Bridges with SR of 80 or less will be eligible for rehabilitation, and bridges with SR less than 50 will be eligible for replacement or rehabilitation.
- Deficient Bridge - a bridge is designated as "deficient" if it is either structurally deficient or functionally obsolete.
- Structurally Deficient - a bridge becomes structurally deficient when it reaches the set threshold of one of the six criteria from the FHWA NBI.





TTP Bridge Inspection

- A general condition rating (GCR) of 4 or less for:
 - Item 58 - Deck; or
 - Item 59 - Superstructures; or
 - Item 60 - Substructures; or
 - Item 62 - Culverts(or)
- An appraisal rating of 2 or less for:
 - Item 67 - Structural Condition; or
 - Item 71 - Waterway Adequacy

TTP Bridge Inspection

- Functionally Obsolete - is the state in which the deck geometry, load carrying capacity, clearance, or approach roadway alignment no longer meets the usual criteria of which it is an integral part.
- An appraisal rating of 3 or less for:
 - Item 68 - Deck Geometry; or
 - Item 69 - Underclearances; or
 - Item 72 - Approach Roadway Alignment; or
 - Item 67 - Structural Condition; or
 - Item 71 - Waterway Adequacy





TTP Bridge Inventory

FY12 TTP Bridge Inventory (FHWA NBI)

BIA owned TTP Bridges

- = 924 bridges
- = 190 deficient bridges
- = 20.6% deficient

Non-BIA owned TTP Bridges

- = 6,787 bridges
- = 1,780 deficient bridges
- = 26.2% deficient

TTP Bridge Inventory

FY12 TTP Bridge Inventory (FHWA NBI)

Tribally owned TTP Bridges

= 2 bridges

= 2 deficient bridges

= 100% deficient

Total TTP Bridges = 7,713 bridges



TTP Bridge Inventory

As of Nov 2012					
BIA Owned					
The 10yr rule was used in deficiency calculation					
STATE	# Owned	# SD	# FO	Total Def	% Def
ALABAMA	2	0	0	0	
ALASKA	7	0	1	1	
ARIZONA	299	49	24	73	
ARKANSAS	0	0	0	0	
CALIFORNIA	17	2	2	4	
COLORADO	10	0	0	0	
CONNECTICUT	0	0	0	0	
DELAWARE	0	0	0	0	
DIST. OF COL.	0	0	0	0	
FLORIDA	7	1	1	2	
GEORGIA	0	0	0	0	
HAWAII	0	0	0	0	
IDAHO	22	5	3	8	
ILLINOIS	0	0	0	0	
INDIANA	0	0	0	0	
IOWA	3	0	0	0	
KANSAS	43	2	0	2	
KENTUCKY	0	0	0	0	
LOUISIANA	1	0	0	0	
MAINE	1	0	1	1	
MARYLAND	0	0	0	0	
MASSACHUSETTS	0	0	0	0	



TTP Bridge Inventory

MICHIGAN	8	0	0	0	
MINNESOTA	11	0	0	0	
MISSISSIPPI	20	0	0	0	
MISSOURI	0	0	0	0	
MONTANA	87	12	3	15	
NEBRASKA	14	2	0	2	
NEVADA	8	1	0	1	
NEW HAMPSHIRE	0	0	0	0	
NEW JERSEY	0	0	0	0	
NEW MEXICO	129	25	11	36	
NEW YORK	0	0	0	0	
NORTH CAROLINA	36	4	2	6	
NORTH DAKOTA	4	0	0	0	
OHIO	0	0	0	0	
OKLAHOMA	0	0	0	0	
OREGON	26	4	3	7	
PENNSYLVANIA	0	0	0	0	
RHODE ISLAND	0	0	0	0	
SOUTH CAROLINA	2	0	0	0	
SOUTH DAKOTA	67	12	3	15	
TENNESSEE	0	0	0	0	
TEXAS	0	0	0	0	
UTAH	9	4	1	5	
VERMONT	0	0	0	0	
VIRGINIA	0	0	0	0	
WASHINGTON	40	5	1	6	
WEST VIRGINIA	0	0	0	0	
WISCONSIN	30	3	0	3	
WYOMING	21	3	0	3	
PUERTO RICO	0	0	0	0	
TOTALS	924	134	56	190	20.6%



TTP Bridge Inventory

As of Nov 2012					
Non-BIA Owned					
The 10yr rule was used in deficiency calculation					
STATE	# Owned	# SD	# FO	Total Def	% Def
ALABAMA	45	1	10	11	
ALASKA	86	9	12	21	
ARIZONA	534	19	27	46	
ARKANSAS	0	0	0	0	
CALIFORNIA	54	5	12	17	
COLORADO	66	4	4	8	
CONNECTICUT	0	0	0	0	
DELAWARE	0	0	0	0	
DIST. OF COL.	0	0	0	0	
FLORIDA	46	0	0	0	
GEORGIA	0	0	0	0	
HAWAII	0	0	0	0	
IDAHO	159	17	12	29	
ILLINOIS	0	0	0	0	
INDIANA	0	0	0	0	
IOWA	30	7	0	7	
KANSAS	5	0	0	0	
KENTUCKY	0	0	0	0	
LOUISIANA	10	1	1	2	
MAINE	0	0	0	0	
MARYLAND	0	0	0	0	



TTP Bridge Inventory

MASSACHUSETTS	2	1	0	1
MICHIGAN	133	26	6	32
MINNESOTA	59	6	1	7
MISSISSIPPI	0	0	0	0
MISSOURI	0	0	0	0
MONTANA	430	26	23	49
NEBRASKA	265	81	20	101
NEVADA	10	0	0	0
NEW HAMPSHIRE	0	0	0	0
NEW JERSEY	2	0	0	0
NEW MEXICO	204	12	22	34
NEW YORK	39	6	5	11
NORTH CAROLINA	13	0	3	3
NORTH DAKOTA	71	1	2	3
OHIO	0	0	0	0
OKLAHOMA	3,654	1,041	152	1,193
OREGON	34	4	2	6
PENNSYLVANIA	0	0	0	0
RHODE ISLAND	1	0	0	0
SOUTH CAROLINA	0	0	0	0
SOUTH DAKOTA	419	86	8	94
TENNESSEE	0	0	0	0
TEXAS	3	0	1	1
UTAH	6	0	0	0
VERMONT	0	0	0	0
VIRGINIA	0	0	0	0
WASHINGTON	304	26	62	88
WEST VIRGINIA	1	0	0	0
WISCONSIN	1	0	0	0
WYOMING	101	15	1	16
PUERTO RICO	0	0	0	0
TOTALS	6,787	1,394	386	1,780
				26.2%



TTP Bridge Inventory

As of Nov 2012					
Tribally Owned					
The 10yr rule was used in deficiency calculation					
STATE	# Owned	# SD	# FO	Total Def	% Def
ALABAMA	0	0	0	0	
ALASKA	2	2	0	2	
ARIZONA	0	0	0	0	
ARKANSAS	0	0	0	0	
CALIFORNIA	0	0	0	0	
COLORADO	0	0	0	0	
CONNECTICUT	0	0	0	0	
DELAWARE	0	0	0	0	
DIST. OF COL.	0	0	0	0	
FLORIDA	0	0	0	0	
GEORGIA	0	0	0	0	
HAWAII	0	0	0	0	
IDAHO	0	0	0	0	
ILLINOIS	0	0	0	0	
INDIANA	0	0	0	0	
IOWA	0	0	0	0	
KANSAS	0	0	0	0	
KENTUCKY	0	0	0	0	
LOUISIANA	0	0	0	0	
MAINE	0	0	0	0	
MARYLAND	0	0	0	0	
MASSACHUSETTS	0	0	0	0	

Questions?

