

Tribal Transportation Program



U.S. Department of Transportation
Federal Highway Administration



History

The IRR Program was established in 1928 and authorized the Secretary of Agriculture (which had responsibility for Federal roads at that time) to cooperate with State highway agencies and DOI to survey, construct, reconstruct, and maintain Indian reservation roads serving Tribal lands.

In 1982, Congress created the Federal Lands Highway Program (FLHP) under the Surface Transportation Assistance Act of 1982. The FLHP is a coordinated program that addresses access needs to and within Indian and other Federal lands, and the TTP continues as a funding category of this program. *[Administered by The Office of Federal Lands Highway within the Federal Highway Administration. Regulations can be found in 25 CFR 170.]*

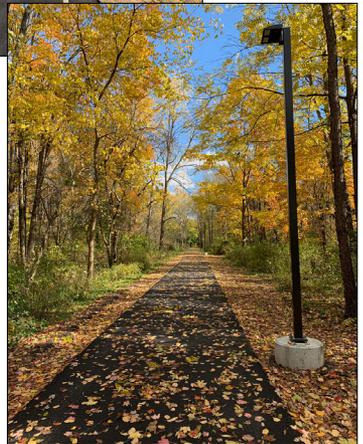
The TTP is jointly managed and administered under a memorandum of agreement between FHWA and BIA that was established in 1983, and amended in 1992. *[25 CFR 170, Background, November 7, 2016]*



Navajo Nation - Littlewater, New Mexico



Hydaburg Fish Passage, Alaska



Pennsy Trail, Salamanca, New York

Purpose

The purpose of the TTP is to provide safe and adequate transportation and public roads that are within, or provide access to, Tribal land, or are associated with a Tribal government, visitors, recreational users, resource users, and others, while contributing to economic development, self-determination, and employment of Indians and Alaska Natives.

[25 CFR 170 Background section, November 7, 2016]

Tribes, Tribal partners, and the Federal government work together to accomplish:

- Safe and adequate transportation for native villages, communities, reservations & Indian lands;
- Contribute economic development, self-determination, and employment of Indians and Alaska Natives.

What policies cover the TTP?

- This part [25CFR170] must be liberally construed for the benefit of Tribes and to implement the Federal policy of self-determination and self-governance.
- Any ambiguities in this part [25CFR170] must be construed in favor of the Tribes to facilitate and enable the transfer of programs authorized by 23 U.S.C. 201 and 202 and title 25 of the U.S.C.

[Full policy statement can be found in 25CFR170.2]

The Secretaries should, to the maximum extent permitted by law, encourage flexibility, innovation and implementation of contracting mechanisms used for delivery of the TTP to the greatest extent authorized by Congress by providing the protections afforded by the ISDEAA to Tribes carrying out eligible activities of the TTP.

[25 CFR 170.102, November 7, 2016]

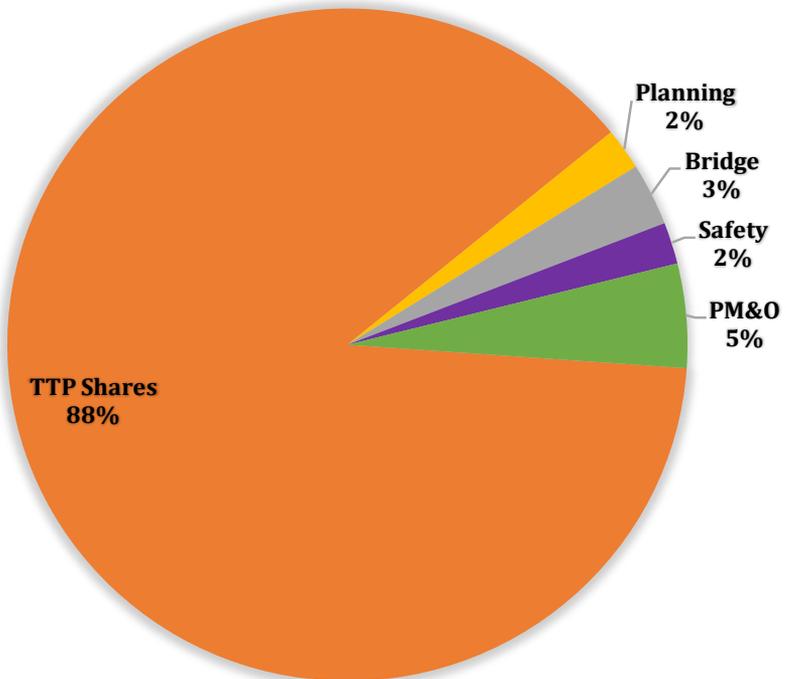
Funding

The TTP is funded in the same way State Federal Aid is funded, through the Highway Trust Fund. Highway-user taxes, which includes taxes on gasoline, tire, heavy vehicle use, etc, is deposited into the Highway Trust Fund.

88% of TTP funds are allocated among Tribes using a statutory formula based on tribal population, road mileage and tribal shares of the former Tribal Transportation Allocation Methodology formula used from 2005 to 2011. [25 CFR 170, Background, November 7, 2016]

Tribal Shares Formula

- 39% Population
- 34% Average FY 05-11 Shares
- 27% Road Miles (BIA and Tribal)

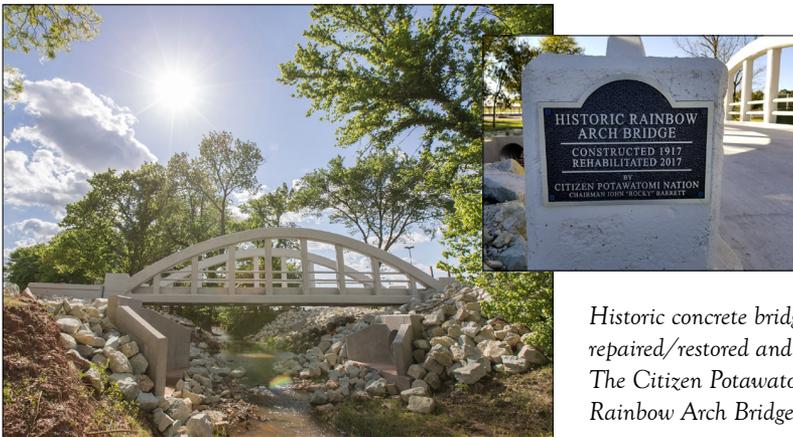


5% of TTP funds are set-aside for Program Management and Oversight, PM&O.

2% of TTP funds are set-aside for Planning [23 USC 202(c)] As defined in 25 CFR Part 170.400 and 410, the purpose of transportation planning is to “clearly demonstrate a Tribe’s transportation needs and to fulfill tribal goals by developing strategies to meet transportation needs.

3% of TTP funds are set-aside for the TTP Bridge Program, Federally recognized Indian tribes may submit an application at any time for eligible tribal transportation bridges for planning, design, engineering, preconstruction, construction, and inspection, or to replace, rehabilitate, seismically retrofit, or paint. Funds may also be used for anti-icing, de-icing, or to implement countermeasures (including multiple-pipe culverts).

For more information: <https://highways.dot.gov/federal-lands/programs-tribal/bridge>



Historic concrete bridge structure repaired/restored and preserved, The Citizen Potawatomi Nation Rainbow Arch Bridge, Oklahoma.

2% of TTP funds are set-aside for the TTP Safety Fund (TTPSF). TTPSF grants are available to federally recognized Indian tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes.

Additional Resources

Surplus & Excess Property

FHWA has established procedures by which surplus and excess government property can be transferred to Tribes to support delivery of activities under their FHWA Tribal Transportation Program Agreement.

For more information: <https://highways.dot.gov/federal-lands/programs-tribal/surplus-excess-property>

There are other discretionary grants such as the BUILD Discretionary Grants, Accelerated Innovation Deployment (AID) Demonstration, and many others.



*Bus Shelter, Santa Ana Pueblo,
New Mexico*



Kongiganak Village Boardroads, Alaska

Cooperation

Section 202(a)(9) of title 23, United States Code encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP).

Tribal Transportation Program Delivery Guide

The Program Delivery Guide is intended to be a valuable resource for Tribal Governments in their administration of the Tribal Transportation Program, providing a source of technical transportation and program information.

For more information: <https://highways.dot.gov/federal-lands/programs-tribal/guide/tribal-transportation-program-delivery-guide>

All TTP funding is subject to annual obligation limitation and may be lower than the amounts authorized.



New transit facility opened, The Chickasaw Nation, Chickasaw Nation Transportation Services, Oklahoma

Mission Statements

FHWA Office of Tribal Transportation

Through mutual respect and understanding,
enhance the quality of life in Tribal communities
by supporting the Tribes' delivery of transportation programs.

BIA Department of Transportation

To provide for and assist tribes
in the development of their capacity to plan,
construct and maintain
safe and efficient transportation networks.

For more information, please contact:

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