

# **STIP Considerations for Locally Administered Projects**

WSUAMPO Federal-aid Funding Workshop  
November 27, 2017

## *Expectations for use of Federal funds*

- Title 23 of the United States Code – Highways
- Reimbursement basis – ***not a grant program***
- Typically 80% reimbursement – must be matched locally, per NCBOT policy
- Federal reimbursement for any phase of work constitutes a commitment to complete the project in its entirety

## *How a LAP gets programmed in the STIP*

- Basis for adding a project
  - NCDOT Pn.0 prioritization
  - STI “alternate criteria” Federal formula funding
  - Directed Federal funds
- Process for adding a project
  - Request to MPO for funding
  - Funding approval by MPO TAC/Board
  - MPO amends TIP and requests NCDOT to amend STIP

## *NCDOT Pn.0 prioritization*

- Typically will be a bicycle/pedestrian project due to STI requirement for non-STI match source – other projects would default to NCDOT delivery if funded
- Typically would be Division Needs category funding, based on preceding
- 2 opportunities per normalization
  - 4% minimum non-highway
  - 6% any mode

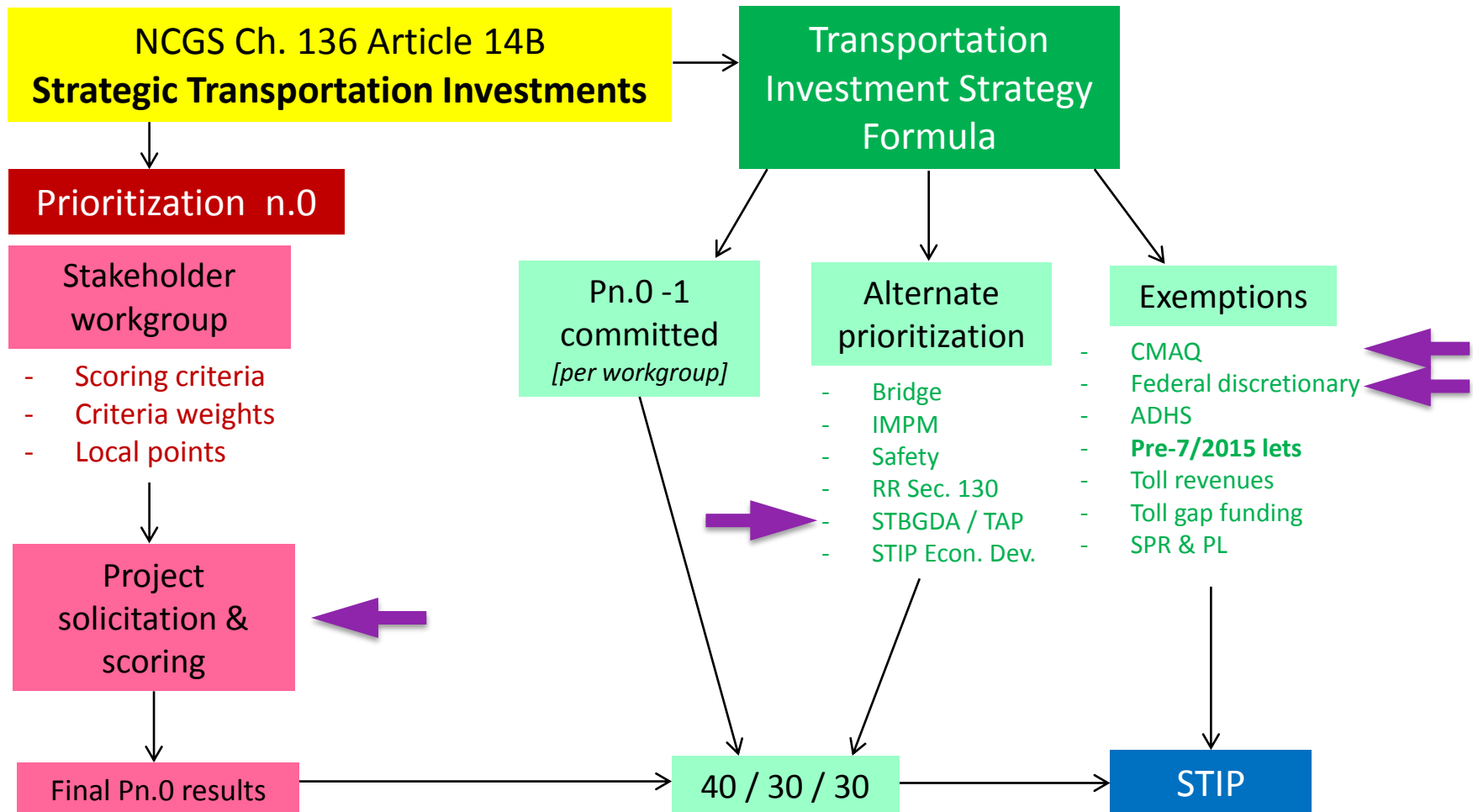
## *Federal core program funding*

- Federal surface transportation program sub-allocations to urbanized areas >200K population – “Direct Allocation (DA)”
  - STBGDA – facility must be classified on Federal-aid system as a collector or higher, with a few exceptions (e.g. bike/ped, hazard elimination)
  - TAPDA – transportation alternatives
- Congestion Mitigation / Air Quality (CMAQ) – NCDOT sub-allocates a portion to MPOs, RPOs in eligible counties

## *Directed Federal funds*

- Examples
  - Congressional earmarks
  - TIGER
  - FASTLANE
- Match funds and any additional funding required to complete project are responsibility of recipient municipality

# LAP candidates and STI prioritization



## *Process for adding a project*

- Request to MPO for funding
  - Location (route, termini, municipality)
  - Scope of work – if under a group project, must fit group description, e.g. “intersection improvements”
  - Schedule – by fiscal year
  - Cost – by phase (preliminary engineering, right of way, construction)
- Approval of funding by MPO
  - Verification of eligibility for proposed funding source
  - Eligible phases of work
  - Delivery timelines
  - Funding participation – sources and amounts by phase
- MPO amends TIP and requests NCDOT to amend STIP



## *Programming vs. funding authorization*

- STIP programming – funding plan / blueprint; no actual funds to spend
- Funding authorization – formal Federal commitment to reimburse, assuming all Federal laws, rules, policies and regulations are followed; authority to begin expending funds

## *Federal requirements regarding STIP programming*

- Federal STIP – first 4 years of program
- Funding must be programmed in order for a phase of work to receive funding authorization
- STIP revisions required as follows (up to 2-month process):
  - When a project is added or deleted
  - When schedule for a phase of work advances into or is delayed out of the 4-year Federal STIP (NOTE: NCDOT policy also requires a revision if a schedule crosses a fiscal year)
  - When project cost increases by more than \$2 million and by more than 25% of reference cost

## *Project status updating requirements*

- Project completion
- Project cancellation
- Project accelerations or delays, if changing a Federal fiscal year
  - Defined completion dates – changes may require supplemental municipal agreement
  - 10-year rule for completion of preliminary engineering phase

# Questions ?