

Highway Infrastructure Program Funds Fact Sheet

BACKGROUND

- FHWA Notice N4510.826 issued on April 25, 2018
 - <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510826/>
- \$1.98 billion appropriated for distribution to the States by formula
- Distributed to the States in the same ratio as the FY 2018 formula obligation limitation
- Suballocated within States:
 - By population (53% - to Local Agencies)
 - Urbanized areas > 200,000 population
 - Areas > 5,000 to 200,000 population
 - Areas 5,000 population or less
 - Any Area (47% - to State)
 - Funding Distribution From CT Transportation Programming
 - http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/hip-2018.pdf
- FHWA Highway Infrastructure Program Guidance
 - <https://www.fhwa.dot.gov/federalaid/projects.pdf#page=78>

AVAILABILITY OF FUNDS

- Must **obligate by September 30, 2021**. Must **expend by September 30, 2026**.
- Funds are not subject to Obligation Limitation. As such, HIP obligations do not count against the Region's/State's balance of formula OA.
- Federal share according to 23 USC 120
 - 90% on interstate, 80% otherwise, subject to sliding scale
 - 100% for certain safety projects

ELIGIBILITY

- Projects eligible according to 23 USC 133(b)(1)(A), similar to STP funds.
- PROJECTS MUST BE ON THE FEDERAL-AID SYSTEM. No projects on roads classified as a local road or minor collector unless:
 - on a Federal-aid highway system on January 1, 1991
 - for bridges (except new bridge at new location)
 - approved by the Secretary

REQUIREMENTS

- Programming and expenditure of funds must be consistent with 23 U.S.C. 134 and 135
 - Projects must be consistent with the Long-Range Statewide Transportation Plan & Metropolitan Transportation Plans
 - HIP funds must be programmed for projects identified in the FTIP/FSTIP prior to obligation
- Disadvantaged Business Enterprises (DBE) rules apply

MISCELLANEOUS

- HIP funds are NOT available to be exchanged for State Cash (as Streets and Highways Code 182.6 allows for RSTP funds)
- Follow Local Assistance Procedures Manual to process HIP funding requests.

Q and A

- Will DLA be allowing Toll Credit to be used for the HIP?
 - **Yes.** The decision to use Toll Credit on a particular project, however, resides with the programming entity (MPO/RTPAs, Bridge/Safety Program coordinators). With the relatively short time frame for which these funds are available, toll credits will help use them faster.
- Can HIP be used for Safety/ATP projects off the Fed-Aid system?
 - **No.** The 2018 guidelines say the funds cannot be used on local roads and rural minor collectors (off fed-aid system). “Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); and (2) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1) allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors does not apply to these funds.”
- Will we have to end up segregating the costs on projects for reporting purposes?
 - **Costs will need to be segregated on engineer’s estimates for dissimilar fund eligibilities as applicable. No special reporting requirements have identified. Separate fund line entries for the HIP funds will be required on the E-76s, Finance Letters, invoices, etc., to allow tracking of the funds usage.**
- Can HIP funds be added to existing projects?
 - **Yes. Eligibility and programming requirements apply.**
- Are Ferry projects eligible under the Highway Infrastructure Program?
 - **No. See eligibility requirements.**