Additional Questions & Answers
- What does conditionally approved mean and how does this affect the authorization?

Conditional Approval may be secured first, to allow local agencies to scope and develop the project under the PE phase using federal CPFCDS funds (all we need is a brief description of the project if the scope meets the legislated language). For RW and/or CON, additional review is needed to verify the work items in the detailed estimate to determine eligibility PSA package. Now that more details are available, we need to do an eligibility review before we can approve RW or CON for authorization.

- What is conditionally approved PE-only? Does PE-only mean there will be no RW and/or CON phase?

Same as above. Can program the project in FTIP. PE does not mean there will be no RW and/or CON.

- What about approval of scope, 75% plans? Who does this?

We don't determine approval, we determine eligibility. A project may be entirely, partially, or not eligible.

- What does fully approved mean and how does this affect the process?

Before RW, and CON/CE can be obligated, Full Approval is required. The below documents are required for the application to be considered for full approval: Project Plans (in final design stage of work, after NEPA approval; or after Plans complete), Engineers Estimate (use Exhibit 15-M: Detailed Estimate from LAPM). Plans and Estimate, after the NEPA plan alternative has been selected.

- Can conditionally approved move forward for authorization?

Yes.

- What note goes in FADS?

These are optional, not required. Below are examples:
"Project is conditionally approved."
"Project is fully approved."

- What is the follow up for OPI?

There should not have to be a follow up. Follow up consists of checking RFA attached CPFCDS application for partial or full approval from HQ. The latest CPFCDS application should be included in the RFA, attached to fads.

- Is the application verified/approved by HQ OFP?

Local Agency submits the application to the district, and the district reviews and sends the application to HQ, where HQ approves or rejects the application.

Some other questions:
- Are these already in the DEMO database? Old vs new

Contact District Local Assistance or DLAE for a pdf copy of the earmark in the DEMO database. If the District cannot find the Earmark in the DEMO database, they may contact the Earmark Coordinator

in the Office of Federal Programs for assistance. As an alternative, a one or two pdf copy of the Earmark in the authorizing legislation be provided instead.

We have a second database that should update the available balances, but only if the database is updated daily, or at least weekly. Unfortunately, we are not yet at this point. We will get there, but it will take some time yet. Until then, if the Area Engineers need the balances we can calculate it for them for now.

In summary, the way for Implementation Area Engineers to get Earmark project balances, for now and the short to medium future, is to contact the HQ Program Coordinator.

- If in database, can we add info so we can verify balance, appropriation code, reimbursement ratio?

Not yet, it may be a direction we can go in the near future. The appropriation code, reimbursement ratio should already be in the database. For the latest available balance contact HQ.

- Y928 program code for all earmarks?

Yes the program code for now is Y928 for CPFCDS – Earmarks. The program code for future cycles may change.

- Is the RR = 88.53%, are some 80%, can some be 90%?

The Federal share reimbursement for a project shall not exceed 88.53 percent, except in the case (See 23 U.S.C. 120(b)), unless PROJECT is on the Interstate System and adds high-occupancy-vehicle lanes, auxiliary lanes, or both.

If PROJECT is on the Interstate System and adds high-occupancy-vehicle lanes, auxiliary lanes, or both (See 23 U.S.C. 120(a)), the PROJECT Federal share reimbursement is 90 percent. This only applies to the portion of the project that adds high occupancy vehicle lanes and/or auxiliary lanes. All other portions of the project are reimbursable at the regular federal aid RR of 88.53%.

If project is on the Interstate System adds single occupancy vehicle capacity, that portion of the project shall not exceed 80 percent.

- Do these need to be in FTIP?

Yes projects need to be programmed in FTIP.