

Federal Contingency Projects

FY2013 Request: \$20,000,000

Reference No: 31376

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Statewide

House District: Statewide (HD 1-40)

Impact House District: Statewide (HD 1-40)

Contact: Pat Kemp

Estimated Project Dates: 07/01/2012 - 06/30/2017

Contact Phone: (907)465-3900

Appropriation: Statewide Federal Programs

Brief Summary and Statement of Need:

Special national discretionary funding for highways, ferries or airports may be accepted through this appropriation. These funds are also used when project costs have increased, a revised program is not feasible and immediate additional funding is required to avoid project delays.

Funding:	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>Total</u>
Fed Rcpts	\$20,000,000						\$20,000,000
Total:	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY2012 - \$20,000,000; FY2011 - \$15,000,000; FY2010 - \$25,000,000; FY2009 - \$15,000,000; FY2008 - \$15,000,000; FY2007 - \$15,000,000; FY2006 - \$15,000,000; FY2005 - \$15,000,000; FY2004 - \$15,000,000; FY2003 - \$15,000,000; FY2002 - \$12,000,000; FY2001 - \$8,000,000; FY2000 - \$8,000,000; FY1999 - \$8,888,900.

Project Description/Justification:

Unanticipated federal funds that become available from the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA) or other federal programs may be accepted through this appropriation.

Routinely, near the end of the federal fiscal year (late August-September), the Federal Aviation Administration (FAA) offers discretionary grants for projects that may not be in the near-term Airport Improvement Program (AIP). These programs may not have sufficient budget authority to accept these grants. Because such funds lapse on September 30, the state must be able to quickly accept the grant. Rather than lose the opportunity to capture funds from these grants, this receipt authority allows the state to accept them.

The prevalence of discretionary grant programs has grown considerably in the past few years. As the Congress has taken steps to reduce or eliminate the practice of earmarking, they have instead authorized the US DOT to award a much larger dollar amount of grants or discretionary program funds. These dollars are allocated to states and MPOs after a grant submittal and award process.

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Timing is often very short, making it impossible to accept these funds after waiting on the full budget making cycle. The largest of these grant programs is the FHWA Tiger program which is now allocating more than \$500 million per grant announcement.

Projects that are underway and require additional budget authority may be approved for use with this appropriation. A revised program may not be possible, or the funds may be needed immediately.

Funds may also be used to program projects that don't have specific legislative authority due to being added or increased in the STIP between budget cycles.

This source may also be used for minor financial adjustments needed at final closure of a project, in the case where the appropriation has already lapsed. This authority allows for the more expedient lapse of older appropriations.

Approval of the Commissioner is required to use this authority.

This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.