

03 / 29 / 16
OVERVIEW:
HR 2029,
REPURPOSING
ALASKA'S
EARMARKS

<TARGET><BILL>HR2029</BILL><SUBJECT>03-29-16 OVERVIEW
HR 2029, REPURPOSING ALASKAS
EARMARKS</SUBJECT><COMM>STRA29</COMM></TARGET>





Alaska Department of Transportation & Public Facilities

H.R. 2029 Consolidated Appropriations Act 2016

Repurposing Alaska's Earmarks

Commissioner Marc Luiken
Program Development Director Mike Vigue
March 29, 2016

Keep Alaska Moving through service and infrastructure



Our DOT&PF People: Alaskans Serving Alaskans



- Miles Brookes
 - **Position:** Research Analyst III
 - **Education:** University of Alaska Anchorage, 2011, B.A.
 - **Family:** Heather (wife), Egan (3), Elsie (1)
 - **Current Hobby:** Started playing organized hockey at 31 in the Fall of 2015.
- Miles collects, analyzes, and disseminates fatal crash data to engineers, law enforcement, and the public. He uses this data to administer federal grants some of which are;
 - Fairbanks Police Department's DUI Enforcement Unit
 - Homer Police Department's Project Drive Youth Impaired Driving Prevention Program
 - Alaska State Troopers, Anchorage, Fairbanks, Wasilla, Kenai, Homer, Palmer, and Sitka Police Departments for High Visibility DUI Enforcement periods
- Using the data and grant programs, Miles keeps Alaskans moving through service and infrastructure by providing for the safe and efficient movement of people and goods on Alaska's highways.
- Miles' work supports not only the DOT&PF mission, but other state agency missions as well. He is never hesitant to collaborate his findings with DOT&PF engineers for effective road project construction, or Troopers for efficient data targeted enforcement to support the safe movement of Alaskans. His actions support the One DOT&PF initiative by obtaining results through trust and teamwork between his state co-workers and himself.





Overview

- Bill language
- FHWA Requirements
- DOT&PF Strategy



Language

- **Section 125**
 - Provides the authority for a State to repurpose any earmark that was designated on or before September 30, 2005
 - Earmark must be less than 10% obligated or from a project that has been final vouchered and closed in the FHWA financial system
 - The repurposed funds may be obligated on a new or existing project in the State within 50 miles of the original earmark designation
 - The project must be eligible under section 133(b) of title 23
 - The repurposing is available to be applied in FFY2016





FHWA Requirements

- The State must identify the specific amount for each project when the request to repurpose is made. Once funds are repurposed for a specific project, the funds may not be changed to a different project.
- The State must identify the corresponding amount of applicable special or allocated obligation limitation to be transferred with the earmark, if available. Earmarks with insufficient obligation limitation must use the State's annual formula obligation limitation when obligating the repurposed funds.





FHWA Requirements

- The repurposed earmark funds must be obligated before September 30, 2019.
- If the State intends to obligate the repurposed funds before the end of FFY2016 (September 30), the request must be submitted to the FHWA CFO by August 29, 2016
- If the State intends to obligate the funds in subsequent fiscal years, the request must be submitted to the FHWA CFO by September 12, 2016
- After the funds are repurposed, the State must provide quarterly reports to FHWA on the identified projects





DOT & PF Strategy

- Most of these earmarks were deductive from Alaska's Federal-aid Formula Program in SAFETEA-LU
- Identify candidate projects that are currently in the 2016-2019 STIP
- Identify available obligation limitation and assess the impact on formula obligation limitation
- Provide project selection recommendations and options to Governor and Legislature
- Contact communities where existing earmarks have balances to discuss identified projects
- Submit repurposing request to FHWA by August deadline





FAQ's

- **Do earmarks have to be repurposed?**
 - No, if an earmark is not repurposed it will remain unchanged and available.
- **Do all earmark repurposing requests have to be submitted this Federal Fiscal Year?**
 - Yes, by September 12, 2016. Any earmarks not repurposed will remain unchanged.
- **How long are the funds and associated obligation authority available?**
 - Repurposed earmark funds must be fully obligated by September 30, 2019 or they will lapse.
- **If an earmark is repurposed under this provision, can it be changed again?**
 - No. Once repurposed, the funding cannot be further repurposed.





Thank you!

Questions?



U.S. Department of Transportation

Federal Highway Administration

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202-366-4000

Earmark Repurposing

The Consolidated Appropriations Act of 2016 allows States and territories to repurpose certain funds originally earmarked for specific projects more than 10 years ago. Please see the links below for more information.

Section 125 of the Department of Transportation Appropriations Act, 2016 (Pub. L. No. 114-113, Division L, Title I)

Sec. 125. (a) A State or territory, as defined in section 165 of title 23, United States Code, may use for any project eligible under section 133(b) of title 23 or section 165 of title 23 and located within the boundary of the State or territory any earmarked amount, and any associated obligation limitation, provided that the Department of Transportation for the State or territory for which the earmarked amount was originally designated or directed notifies the Secretary of Transportation of its intent to use its authority under this section and submits a quarterly report to the Secretary identifying the projects to which the funding would be applied. Notwithstanding the original period of availability of funds to be obligated under this section, such funds and associated obligation limitation shall remain available for obligation for a period of 3 fiscal years after the fiscal year in which the Secretary of Transportation is notified. The Federal share of the cost of a project carried out with funds made available under this section shall be the same as associated with the earmark.

(b) In this section, the term "earmarked amount" means--

(1) congressionally directed spending, as defined in rule XLIV of the Standing Rules of the Senate, identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the fiscal year in which this Act becomes effective, and administered by the Federal Highway Administration; or

(2) a congressional earmark, as defined in rule XXI of the Rules of the House of Representatives identified in a prior law, report, or joint explanatory statement, which was authorized to be appropriated or appropriated more than 10 fiscal years prior to the fiscal year in which this Act becomes effective, and administered by the Federal Highway Administration.

(c) The authority under subsection (a) may be exercised only for those projects or activities that have obligated less than 10 percent of the amount made available for obligation as of the effective date of this Act, and shall be applied to projects within the same general geographic area within 50 miles for which the funding was designated,



except that a State or territory may apply such authority to unexpended balances of funds from projects or activities the State or territory certifies have been closed and for which payments have been made under a final voucher.

(d) The Secretary shall submit consolidated reports of the information provided by the States and territories each quarter to the House and Senate Committees on Appropriations.

Guidance

- [Guidance Memorandum](#)
- [Attachment 1: Repurposing Process](#)
- Attachment 2: Modified Transfer Form
 - [Form FHWA-1575 \(ERP\)](#) (Excel, 771 KB)
 - [\(Example\) Form FHWA-1575 \(ERP\)](#) (Excel, 772 KB)
- [Program Code Crosswalk](#) (Excel, 20 KB)
- [Frequently Asked Questions](#)

Project List

- [Allocated Earmarks Less than 10% Obligated](#) (PDF, 854 KB)
- [Allocated Earmarks More than 10% Obligated](#) (PDF, 1.74 MB)
- [Unallocated Earmarks Less than 10% Obligated](#) (PDF, 147 KB)
- [Unallocated Earmarks More than 10% Obligated](#) (PDF, 186 KB)
- [Unobligated Earmarks Balances as of 12-18-2015](#) (Excel, 774 KB)

Page last modified on March 8, 2016



U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Earmark Repurposing

Guidance Memorandum

Memorandum

Subject: **ACTION:** Repurposing of Earmarks FY 2016

Date: March 8,
2016

From: //original signed by//
Brian R. Bezio Chief Financial Officer

In Reply HCF-1
Refer
To:

To: Associate Administrators
Division Administrators
Division Directors

The Consolidated Appropriations Act, 2016 allows States and territories to repurpose certain funds originally earmarked for specific projects more than 10 years ago. This memorandum provides the implementing guidance for this provision.

Background

Section 125 of the Department of Transportation Appropriations Act, 2016 (Pub. L. No. 114- 113, Division L, Title I, hereinafter "Repurposing Provision") provides the authority for a State or territory (hereinafter "States") to repurpose any earmark that was designated on or before September 30, 2005, and is less than 10 percent obligated or final vouchered and closed. The repurposed funds may be obligated on a new or existing project in the State within 50 miles of the earmark designation. The project must be an eligible project under the Surface Transportation Block Grant Program (STBG) (23 U.S.C. 133(b)), or the Territorial and Puerto Rico Highway Program (THP) (23 U.S.C. 165). The Repurposing Provision is available to be applied in FY 2016.

Earmark Eligibility for Repurposing

For an earmark to be eligible for repurposing, it must meet **all** of the following conditions:

- **Meets the definition of an earmark.** An earmark is defined as funding in a provision of law or report language directing a specific amount of discretionary budget authority, contract authority, or other spending authority for a project, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district. This definition includes any discretionary program funding (e.g., Ferry Boat Discretionary, Interstate Maintenance



Discretionary, Bridge Discretionary, etc.) that was congressionally designated to a specific project identified in a report accompanying legislation such as appropriations acts.

- **Authorized or designated on or before September 30, 2005.** This includes Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) earmarks which were authorized in FY 2005 but were allocated from FY 2005 through FY 2009. This also includes earmarks identified in Division H of the Consolidated Appropriations Act, 2005 and applicable earmarks for which the description was subsequently revised by Congress.
- **Administered by FHWA.** Projects administered by other Federal agencies are not eligible for consideration. However, if the project was completed by another Federal agency and excess funding for the earmark is retained by FHWA, the excess funding may be repurposed.
- **Less than 10 percent obligated or the project has been completed and closed.** Except as provided below, the earmark must have less than 10 percent obligated, of the funds made available, as of December 18, 2015. Funds may not be deobligated after that date to meet this threshold.

If a State has obligated 10 percent or more of the funds originally made available for an earmark, all projects that used the earmarked funds must have final voucher of payments processed and closed in the Fiscal Management Information System (FMIS) for the remaining unobligated earmark funds to be eligible for repurposing.

A list of earmarks with unobligated funds that may be eligible for repurposing is available at <http://www.fhwa.dot.gov/cfo/earmarkrepurposing/>. The list may not include the universe of earmarks that will be eligible under the provision. However, it will give States a good idea of the projects that should be considered. States should work with their FHWA division office to ensure all earmarks and allocated funds listed or otherwise identified meet the repurposing eligibility criteria and the amount of funds available. If additional earmarks are identified that are not on the list, the FHWA division office should contact the appropriate program office to determine if they are eligible for repurposing.

Requirements for Obligating Repurposed Funding

The following criteria must be met to obligate funding that has been repurposed from an earmark to one or more new or existing projects:

- **Type of Project.** The repurposed funding must be obligated on an STBG (for States) or THP (for Puerto Rico or territories) eligible project.
- **Location of Project.** The project(s) receiving the repurposed funding must be within the State that received the original earmark and within 50 miles of the original earmark description. If the earmark was for a geographic area (e.g., city, county, corridor), a project will be considered to meet this location requirement if it is within 50 miles of the area's boundary.
- **Period of Availability.** The repurposed earmark funds must be obligated on or before September 30, 2019.
- **Federal Share.** The applicable maximum Federal share for obligating the repurposed earmark funds is the same as originally provided for the earmark funds.

Other Requirements

The State must identify the corresponding amount of applicable special or allocated obligation limitation to be transferred with the earmark, if available. Earmarks with insufficient associated limitation available (i.e., excess funds) must use the State's annual formula obligation limitation when obligating those repurposed funds.

The State must identify specific projects (i.e., location and scope of work) for the full unobligated balance of the earmark for repurposing. Repurposed funds may be identified for one or more new or existing projects, or any combination thereof, but must be obligated by the end of FY 2019. The State must identify the specific amount for each project when the request to repurpose is made. Once funds are repurposed for a specific project, the funds may not be changed to a different project at a later date. Cost underruns released from one Federal-aid agreement may be obligated for increased costs only on a different project previously identified at the time of repurposing for the same earmark.

Once funds are repurposed under the Repurposing Provision, they may not be again repurposed because the funds no longer meet the requirements for repurposing since they have been moved off of the original Congressionally designated earmark.

Process for Requesting and Approving Repurposing

The State, FHWA division office, and the Office of the Chief Financial Officer (OCFO) will process earmark repurposing requests as provided in the attached procedures using a modified transfer request form (FHWA-1575 (ERP)). The Division Administrator's review and approval of a State's repurposing request constitutes FHWA's concurrence that (1) the repurposed earmark request meets the criteria for repurposing, and (2) any new proposed projects are STBG (or THP) eligible, within 50 miles of the earmark description, and within the State.

The State may submit a request to repurpose at any time prior to the submission deadlines. The submission deadlines will ensure State requests are processed prior to the end of this fiscal year. Each FHWA division office should work with its respective State to ensure the division office has adequate time to review, approve, and submit all modified transfer forms prior to the submission deadlines:

- If the State intends to obligate the repurposed funds before the end of the fiscal year, the FHWA division office must submit the completed request for repurposing to the OCFO by August 29, 2016.
- If the State does not intend to obligate the repurposed funds before the end of the fiscal year, the FHWA division office must submit the completed request for repurposing to the OCFO by September 12, 2016.

If the funds to be repurposed are not currently available in FMIS, the State must notify their FHWA division office in writing of their intent to repurpose such funds at least 30 days before the above deadlines. The division office must contact the appropriate FHWA program office to allocate the funds and applicable obligation limitation in FMIS, if available, following normal procedures, noting that the purpose is for repurposing the earmark. Once the funds are allocated in FMIS, the State may then submit the request to repurpose the funds on the modified transfer form to the division office.

FHWA will not consider repurposed funding requests that are not in conformance with this guidance or not received by the submission deadline.

Required Congressional Quarterly Reports on Repurposed Earmarks

After the funds are repurposed, the States must provide quarterly reports to FHWA on the identified projects. To meet this requirement, FHWA will provide States a compiled list of projects submitted during the quarter. The State will provide the FHWA division office a letter certifying that the list of projects is accurate and will be obligated in accordance with the Repurposing Provision with the project list attached. The FHWA will provide the States the quarterly lists by July 15 and October 15, 2016. State certification letters should be received by FHWA's OCFO by July 31 and October 31, 2016.

Additional Information

We will provide FAQs on FHWA's Repurposing website. If you have specific questions, please direct them to the "Repurposed Earmarks" mailbox found in MS Outlook.

cc: Chief Counsel
Directors of Field Services

Attachments:

- Attachment 1 – FY 2016 Earmark Repurposing Process
- Attachment 2 – Modified Transfer Request Form (FHWA-1575(ERP))

Page last modified on March 8, 2016



U.S. Department of Transportation

Federal Highway Administration

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202-366-4000

Earmark Repurposing

Guidance

Frequently Asked Questions

The purpose of these questions and answers is to provide technical advice to the Federal Highway Administration's (FHWA) division offices and State departments of transportation (State DOTs) on matters associated with the repurposing of earmarked funding for Federal-aid projects pursuant to section 125 of the Department of Transportation Appropriations Act, 2016 (Pub. L. No. 114-113, Division L, Title I) (hereinafter "provision").

Question 1: What is the purpose of this provision?

Answer 1: The purpose of the provision is to make funding available from earmarks and designated projects that have not been advanced by State DOTs. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program (STBG) (23 U.S.C. §133(b)), or the Territorial and Puerto Rico Highway Program (THP) (23 U.S.C. §165).

Question 2: Do earmarks have to be repurposed?

Answer 2: No. If an earmark is not repurposed, then it will remain unchanged and available for obligation.

Question 3: Does the list of earmarks and allocated funds prepared by the FHWA's Office of the Chief Financial Officer (OCFO) identify the only earmarks and allocated funds that can be considered for repurposing?

Answer 3: No. The list may not include all the earmarks and funding programs that may be eligible under the provision. However, it will give States a summation of the projects that could be considered. States should work with their FHWA division offices to ensure all earmarks and allocated funds listed or otherwise identified meet the repurposing eligibility criteria and the amount of funds is available. If a State identifies an earmark that is not listed, they should provide the name, the original amount, and the legislation for the earmark. The funds must be allocated in FMIS before the repurposing process can take place.



Question 4: How long are the funds and obligation authority available for obligation?

Answer 4: From the date a repurposing request is submitted by the State, funds may be obligated up to 3 years after the fiscal year of the request. Therefore, obligations for requests received in FY 2016 must be obligated by September 30, 2019. Unobligated balances will lapse on that date but the properly obligated contract authority funds will remain available for expenditure. 23 U.S.C. 118(c)(2) will apply to contract authority from the Highway Trust Fund. Any General Funds (Budget Authority) will be cancelled 5 years after the funds expire.

Question 5: Is obligation limitation associated with repurposed funds subject to August Redistribution?

Answer 5: No. While some obligation limitation may be subject to August Redistribution prior to repurposing, such as the limitation for allocated programs, once funds are repurposed they are no longer subject to August Redistribution.

Question 6: Do all earmark repurposing requests have to be submitted this Federal Fiscal Year?

Answer 6: Yes. States may submit a request to repurpose earmarks at any time prior to September 12, 2016. Any earmarks not repurposed will remain unchanged with the same original period of availability.

Question 7: If Congress changed the description of an earmark at any point prior to this provision, can it still be repurposed?

Answer 7: Yes. The repurposing should be based on the latest project description, including applicable earmarks for which the original description was subsequently revised by Congress.

Question 8: If an earmark is repurposed under this provision, can it be changed again?

Answer 8: No. Once repurposed under this provision, the project description no longer meets the requirement of the provision that the project be described in applicable legislation or a report identified by Congress and, as such, cannot be further repurposed after September 12, 2016.

Question 9: Can the repurposed funds be used to replace previously obligated funds on an existing project?

Answer 9: No. Pursuant to 23 CFR 630.110(a), properly obligated funds may not be replaced. A State may use repurposed funds to add additional funds to a project due to a need for additional obligations or to convert advance construction as long as that project is identified at the time the repurposing is originally requested.

Question 10: What does the requirement that the project be within the same geographic area and within 50 miles of the earmark mean?

Answer 10: The repurposed funds may be obligated only on a new or existing project within 50 miles of the original earmark designation in the State. Fifty miles can be considered from any reasonable point from the location of the earmark; but the new or existing project must remain within the State.

Question 11: Who has the authority to request repurposing of an earmark that appears to be for a local agency?

Answer 11: The provision provides the authority for a State to repurpose any earmark that was designated on or before September 30, 2005 “located within the boundary of the State or territory”. The only requirement for the State is that the repurposed project must be within 50 miles of the designation, within the State, and eligible for STBG.

Question 12: What is the basis for the requirement that applicable earmarks be designated before October 1, 2005?

Answer 12: The provision states an earmark must be “more than 10 fiscal years prior to the fiscal year in which this Act becomes effective.” The Act became effective in FY 2016. As such, 10 years before FY 2016 is FY 2006, which began on October 1, 2005. More than 10 years, therefore, is before October 1, 2005.

Question 13: Can discretionary awards made by the Secretary without Congressional identification be repurposed?

Answer 13: No. If the project was not identified by Congress in applicable legislation or report and the Secretary used full discretion to select projects in a discretionary program, the funds may not be repurposed under this provision.

Question 14: If a repurposed project is completed, can excess funds due to cost underruns deobligated from the project be re-obligated on another project?

Answer 14: If a repurposed project is completed and excess funds are deobligated, the unobligated funds may be used only on another project from the same earmark identified on the modified transfer request form submitted before September 12, 2016. In addition, for contract authority funding after the period of availability, the reobligation must occur in the same fiscal year as the deobligation. Moreover, the original obligation must have been proper (an amount was not obligated in excess of the estimate to complete the project authorized or before the project was ready to proceed), and the deobligation must have been for a valid reason complying with 23 CFR 630.110(a).

Question 15: Can the repurposed funds be transferred to another agency or Federal Lands to carry out a project or projects?

Answer 15: Yes, based upon authorized transfer procedures as described in FHWA Order 4551.1.



Question 16: Can earmarked funds that were transferred to another agency be repurposed under this provision?

Answer 16: No. The provision applies only to funds being administered by FHWA.

Question 17: Are earmarks that are not subject to obligation limitation required to use annual formula limitation after repurposing?

Answer 17: No. Only funds that are subject to obligation limitation and do not have obligation limitation remaining available will need to use annual formula obligation limitation.

Question 18: If earmarked funds were deobligated after December 18, 2015, can the project be qualified for the “less than 10%” provision without further justification?

Answer 18: No. The provision provides a specific cut-off date for the 10% requirement, which is the effective date of the provision, December 18, 2015. The earmark still must be treated as 10% obligated. Earmarks that are obligated 10% or more as of the effective date of the act must be closed in FMIS and final vouchered before they can be considered for repurposing. All of the funds deobligated from the closed project(s) for the earmark may be considered for repurposing. Project closure may occur at any time before the deadline for repurposing earmarks.

Question 19: Can funds deobligated after December 18, 2015, also be repurposed?

Answer 19: Yes. But if the obligation amount exceeded 10% on December 18, 2015, the earmark project(s) must still be final vouchered and closed in FMIS.

Question 20: What does “have been closed and for which payments have been made under a final voucher” really mean for earmarks that are 10% or more obligated?

Answer 20: A closed project means closed in FMIS. If the project is not a FMIS project, the State must certify the project is closed. Final voucher paid means the State has requested final payment from FHWA based on final project estimates. The State should consider if additional funding is needed to make the started earmark project functional before it considers repurposing the remaining earmark funds. All projects related to the earmark must have a final voucher and be closed for the funds to be eligible to be repurposed.

Question 21: How detailed does the new project description on the repurpose request need to be?

Answer 21: The project description should clearly define the scope of work and the project location that the funds will be obligated on before the end of the availability period. Please see the OCFO memo titled “Project Funds Management Guide for State Grants” dated October 29, 2014, for additional information. The project description does not need to specify the phase of work, i.e., P.E., right-of- way, or construction.

Question 22: Can the State choose an “area wide” project, such as a guardrail replacement program project in a specific city or county?



Answer 22: Yes; however, to ensure the integrity of the earmark and use of funds, the “area wide” project must be limited to work within the 50-mile area of the original earmark, and the project description must be clearly defined and eligible under FHWA project authorization guidance. For example, the State may not repurpose an earmark for an unidentified list of resurface projects in the 50-mile area.

Question 23: If the earmark was for ‘Highway xx in an identified city,’ is the 50-mile range from anywhere in the city?

Answer 23: No. The 50-mile radius is from any point on the specified highway or work location in the identified city.

Question 24: Does preliminary engineering or right-of-way payback apply to the original earmark?

Answer 24: If the earmark, as written, was specifically for preliminary engineering (PE) (e.g., design activities) or right-of-way acquisition, then consistent with the FHWA PE Order, the project is not subject to PE or right-of-way reimbursement to FHWA because the earmark had a specific limited purpose. If the State did use part of earmarked funds for PE or right-of-way activities that were intended to include construction prior to repurposing and the amount obligated was less than 10% of the earmark, the earmark may be repurposed but the expended funds for PE or right-of-way activities will be subject the applicable reimbursement provisions. If the State spent 10% or more of the earmark intended for construction for PE or right-of-way activities, the project cannot be considered complete. If the State promptly pays back those activities, the funds could be considered for repurposing.

Question 25: How can the State determine how much obligation limitation is available for the earmark?

Answer 25: If the funds have not been allocated in FMIS, the relevant program office should be able to provide that information. If the funds have been allocated, first go to the “Fund Control Menu” in FMIS and look up the applicable program code. See the “Limitation Type” column. Then go back to the “Fund control” menu, select “Limitation – Balances”. Select the appropriate limit type and determine if the limit is “Limit by Demo”.

Question 26: If a portion of the funds for an earmark was previously transferred to another agency, can the remaining balance retained by FHWA be used for repurposing?

Answer 26: Yes. The State must certify that the project is closed and may repurpose the remaining balance that is administered by FHWA. Stated differently, if funds were previously transferred to another agency, only funds returned to FHWA (currently administered by FHWA) can be repurposed under this provision.

Question 27: Why are there negative unobligated balances on the FMIS N25A report for some earmarks (or Demo IDs)?



Answer 27: Some Demo contract authority was permitted to be used on other demos for various reasons, including advance funding authority under the High Priority Projects program. If your State has a Demo with a negative unobligated balance, you must identify which Demo was used to balance the funds. A State cannot transfer funds if the funds were used under a different Demo even if the balance appears on the N25A as unobligated.

Question 28: Does FHWA have to approve the project selected for repurposing?

Answer 28: No. The Division Administrator's approval represents the FHWA's concurrence on eligibility of each earmark requested for repurposing and the identified project is qualified. The FHWA divisions are to work with States to ensure the provision's requirements are met for repurposing, such as: if an eligible earmark has less than 10% of the funds obligated or the State demonstrated that it was complete; and, if the repurposed project is for an eligible activity within 50 miles of the original location and is in the same State as the original earmark.

Question 29: What are the requirements to obligate funds repurposed under this provision?

Answer 29: Standard Federal-aid requirements will apply for obligation. The obligation of the funds must be for the project identified during repurposing. Please see the OCFO memo titled "Project Funds Management Guide for State Grants" dated October 29, 2014, for additional information.

Question 30: Can the Division Administrator delegate approval of these requests?

Answer 30: The Division Administrator can delegate the approval only to the Assistant Division Administrator. The Division Administrator's signature is required to ensure the appropriate level of and multi-discipline review has been completed. The Division Administrator's approval of a State's repurposing request constitutes FHWA's concurrence that (1) the repurposed earmark request meets the criteria for repurposing, and (2) any new proposed projects are STBG (or THP) eligible, within 50 miles of the earmark description, and within the State.

Question 31: Can States request an extension beyond September 12, 2016, to submit earmark repurposing requests?

Answer 31: No. Extensions cannot be considered beyond September 12, 2016. For requests to be processed before the end of the fiscal year and to be considered valid for processing, FHWA division offices must submit repurposing requests to the OCFO's "FHWA Transfers" e-mail address by September 12, 2016. To ensure repurposed funds are available for obligation before the end of the fiscal year, the request must be submitted by August 29, 2016.

Question 32: What is the purpose of the earmark certification box?

Answer 32: The certification statements for both the State DOTs and the FHWA Division Administrator are to provide clearly defined and consistently applied assurance that the requested repurposing meets the eligibility criteria set forth in the provision.

Question 33: Does the State have to use the transfer form to request repurposing?

Answer 33: Yes. This form was slightly modified for the earmark repurposing requests and to ensure the necessary information is provided for the OCFO to efficiently complete the repurposing process and meet the requirements of the provision.

Question 34: Will the State have to do any quarterly reporting?

Answer 34: Yes. States must submit quarterly reports as required by the law providing the authority. However, FHWA will facilitate these reports by providing the States a consolidated report each quarter containing the project identified and approved for repurposing. The State will provide the FHWA division office a letter certifying the accuracy of the list. The reports are required only from States that made a request to repurpose earmarks.

Question 35: Why are some of the demo ID's repeated on the earmark lists?

Answer 35: Some demo ID have multiple program codes and were identified from more than one law so it the report filter created more than one line for the demo. Please refer to the FMIS N25A report for details on the correct program code and the amount of funding available for each program code.

Question 36: Is there a limited time period to expend obligations?

Answer 36: For funds from the Highway Trust Fund (i.e., contract authority), the obligated funds are available until expended; but the project can become inactive if it is not proceeding. For funds from the General Fund (i.e., budget authority), the funds will be cancelled 5 years after the period of availability, September 30, 2024, and will no longer be available for expenditure.

Question 37: Can the repurposed funds be used to convert advance construction (AC)?

Answer 37: Yes. As long as the project was properly identified during the repurposing process the funds may be used to convert AC.

Question 38: Can "placeholder" or "backup" projects be identified during repurposing process?

Answer 38: No. The actual projects the State plans to obligate funds on must be identified with the amount of repurposed funds to be obligated on that project. Token amounts of funding for a project will not be considered.

Question 39: Does the Federal-aid number need to be identified at the time of repurposing?

Answer 39: No, the Federal-aid number can be identified later at the time of obligation.

Page last modified on March 8, 2016



AKDOT&PF EARMARK REPURPOSE

March 2016

Demo ID

Current Earmark Language

Unobligated Balance

Earmarks with Less than 10% obligated

AK004	Construct capital improvements to intermodal freight and passenger facilities servicing the Alaska Marine Highway and other related transportation modes in Seward provided that the state public author	\$531,443.00
AK008	Construct Coffman Cove ferryboat	\$326,474.00
AK010	Extend Kenai Spur Highway-North Road in Kenai Peninsula Borough	\$5,663,801.02
AK016	Construct capital improvements to marine transportation facilities for Prince of Wales Island	\$106,825.00
AK018	CONSTRUCT NEW ACCESS ROUTE TO SHIP CREEK ACCESS AND CONSTRUCT CAPITAL IMPROVEMENTS TO INTERMODAL MARINE FREIGHT AND PASSENGER FACILITIES AND ACCESS THERETO IN ANCHORAGE (SEE SEC. 1105, FY 2002 DEPARTMENT OF DEFENSE APPROPRIATIONS ACT.)	\$2,307,734.43
AK019	CONSTRUCT BRADFIELD CANAL ROAD	\$88,464.02
AK053	Ship Creek Improvements, Alaska	\$1,000,000.00
AK068	Ship Creek Improvements, Alaska	\$657,887.24
AK073	Unalaska, AK Construction of AMHW ferry terminal including approach, staging, and upland improvements	\$7,499,131.55
AK079	Bridge and road work at Little Susitna River Access road in Matanuska-Susitna Borough	\$1,001,475.00
AK080	Emergency evacuation road at Point Hope in North Slope Borough.	\$2,954,425.00
AK081	Bogard/Sheldon Extension in Matanuska-Susitna Borough.	\$406,299.00
AK083	Improve roads, sidewalks, and road drainage, City of Seward	\$2,708,772.50
AK084	Planning, design, and EIS of Bradfield Canal Road.	\$203,150.00
AK085	Point MacKenzie in Matanuska-Susitna Borough plan and design road access	\$101,576.00
AK088	Realign rail track to eliminate highway-rail crossings and improve highway safety and transit times.	\$507,875.00
AK089	For completion of the Shotgun Cove Road, from Whittier, Alaska to the area of Decision Point, Alaska	\$406,299.00
AK095	Construct access road and a bridge crossing the Naknek River terminus points in South Naknek-King Salmon Highway.	\$3,004,425.00

AK098	Wideband multimedia mobile emergency communications pilot project Wasilla, Alaska	\$4,677,118.57
AK099	Improve marine dry-dock and facilities in Ketchikan	\$1,422,050.00
AK107	Float Plane Road in Aleknagik.	\$1,001,475.00
AK111	Construction of a trail between Lake Lucille and Big Lake in Matanuska- Sustina Borough.	\$2,002,950.00
AK116	Improvements to Lake Camp Road in Bristol Bay Borough.	\$304,725.00
AK121	Bristol Bay: Transportation improvements to the access road and a bridge crossing at the Naknek River.	\$3,004,425.00
AK125	Chignik: Inter-Village Road, for design, engineering, permitting, and construction	\$5,007,375.00
AK133	Crooked Creek: Road to Donlin Mine, for design, engineering, permitting, and construction	\$2,002,950.00
AK134	Kenai: Borough road improvements	\$2,503,688.00
AK138	Southeast: Planning, design, and EIS of Bradfield Canal Road	\$203,150.00
AK144	Anchorage: handicapped and pedestrian access construction, surfacing and other improvements for 2006 National Veterans' Wheelchair Games	\$300,761.00
AK147	Fairbanks: O'Connor Road Bridge Replacement	\$250,369.00
AK162	McGrath: Road erosion control along the Yukon River	\$48,101.25
TOTAL		\$52,205,194.58

Earmarks with More than 10% obligated

AK003	CONSTRUCT SPRUCE CREEK BRIDGE IN SOLDOTNA	\$218,477.73
AK005	Improve roads in Kotzebue	\$153,233.20
AK006	Construct Pt. Mackenzie Intermodal Facility	\$814,627.78
AK011	EXTEND WEST DOUGLAS ROAD	\$1,332,696.13
AK012	Construct a bridge joining the Island of Gravina to the Community of Ketchikan on Revilla Island	\$707,077.37
AK013	Construct Gravina Island Bridge in Ketchikan	\$1,876,158.00
AK014	Construct N.W. Alaska Road/Rail access	\$380,377.65
AK015	Construct North Denali access route - Total TEA21 authorization \$1,539,501	\$821,446.76
AK017	Improve marine dry dock and facilities in Ketchikan - Total TEA21 authorization Sec 577 \$2,309,253 & Sec 1496 \$769,751	\$381,218.31
AK033	Bypass Road in Nome, Alaska	\$11.11

AK046	Matanuska-Sustina Roads Improvement, Alaska	\$14,070.51
AK054	Sitka Road Improvements, Alaska	\$24,414.93
AK055	University of Alaska Transportation Research Center	\$2,685.07
AK056	Williamsport/Pile Bay Road, Kenai, Alaska	\$220,019.87
AK059	Akutan road, Alaska	\$2.80
AK072	Construct False Pass causeway and road to the terminus of the south arm breakwater project	\$977,660.71
AK074	Any purpose eligible under section 133(b) of title 23 U.S.C	\$40,919,037.08
AK074	Any purpose eligible under section 133(b) of title 23 U.S.C	\$6,380,433.26
AK075	Transportation improvements for development of the Williamsport-Pile Bay Road corridor	\$1,533,237.08
AK075	Transportation improvements for development of the Williamsport-Pile Bay Road corridor	\$144,528.00
AK077	Planning, design, and construction of Juneau access roads in Juneau, Alaska	\$7,885,560.79
AK078	Construct linking road from airport to port in Akutan Akutan Airport access [ref P.L. 110-244, Sec 105(a)(19)]	\$152,362.00
AK082	Coffman Cove IFA ferry terminal or IFA vessel debt repayment for MV Prince of Wales Ferry.	\$325,039.08
AK086	Dowling Road extension/reconstruction west from Minnesota Drive to Old Seward Highway, Anchorage	\$304,725.00
AK087	Make necessary improvements to Indian River Road in City and Borough of Sitka.	\$212,680.68
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C	\$1,321,461.62
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C	\$230,724.76
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C	\$20,066.17
AK094	Construction of and improvements to roads at Alaska Pacific University.	\$2,491,142.00
AK096	Anchorage Traffic Congestion Relief.	\$507,875.00
AK097	Earthwork and roadway construction Gravina Access Project	\$11,663,651.76
AK100	Any purpose eligible under section 133(b) of title 23 U.S.C	\$201,760.37
AK104	Various road improvements in Petersburg.	\$3,203.69
AK105	Construction and Improvements at Alaska Pacific University	\$2,608,007.00
AK106	Various road improvements in the City of Kenai	\$68,442.65
AK108	Olympic Circle road paving in Gridwood.	\$50,787.00
AK109	Coffman Cove road paving in Coffman Cove	\$49,448.03
AK113	Access roads for the Barrow Arctic Research Center in Barrow	\$2,482,867.60
AK114	Intermodal ferry dock in Hoonah	\$132,621.16

Alaska's Earmarks Eligible for Repurposing

March 2016

FHWA Demo ID	Current Earmark Language	Unobligated Balance	House District
AK147	Fairbanks: O'Connor Road Bridge Replacement	\$250,369.00	1
AK055	University of Alaska Transportation Research Center	\$2,685.07	4
AK015	Construct North Denali access route - Total TEA21 authorization \$1,539,501	\$821,446.76	6
AK130	Upgrades for road access to McCarthy, AK, for design, engineering, permitting, and construction	\$0.04	6
AK157	Tanana: Dust Control Mitigation	\$79,226.03	6
AK081	Bogard/Sheldon Extension in Matanuska-Susitna Borough.	\$406,299.00	7
AK098	Wideband multimedia mobile emergency communications pilot project Wasilla, Alaska	\$4,677,118.57	7
AK085	Point MacKenzie in Matanuska-Susitna Borough plan and design road access	\$101,576.00	8
AK111	Construction of a trail between Lake Lucille and Big Lake in Matanuska- Sustina Borough.	\$2,002,950.00	8
AK006	Construct Pt. Mackenzie Intermodal Facility	\$814,627.78	8
AK089	For completion of the Shotgun Cove Road, from Whittier, Alaska to the area of Decision Point, Alaska	\$406,299.00	9
AK079	Bridge and road work at Little Susitna River Access road in Matanuska-Susitna Borough	\$1,001,475.00	10
AK046	Matanuska-Sustina Roads Improvement, Alaska	\$14,070.51	99
AK094	Construction of and improvements to roads at Alaska Pacific University.	\$2,491,142.00	17
AK105	Construction and Improvements at Alaska Pacific University	\$2,608,007.00	17
AK148	Anchorage: Transportation Improvements to the Creekside development.	\$454,547.20	17
AK018	CONSTRUCT NEW ACCESS ROUTE TO SHIP CREEK ACCESS AND CONSTRUCT CAPITAL IMPROVEMENTS TO INTERMODAL MARINE FREIGHT AND PASSENGER FACILITIES AND ACCESS THERETO IN ANCHORAGE (SEE SEC. 1105, FY 2002 DEPARTMENT OF DEFENSE APPROPRIATIONS ACT.)	\$2,307,734.43	20
AK053	Ship Creek Improvements, Alaska	\$1,000,000.00	20
AK068	Ship Creek Improvements, Alaska	\$657,887.24	20
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C (Knik Bridge)	\$1,321,461.62	8/20
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C (Knik Bridge)	\$230,724.76	8/20
AK090	Any purpose eligible under section 133(b) of title 23 U.S.C (Knik Bridge)	\$20,066.17	8/20
AK100	Any purpose eligible under section 133(b) of title 23 U.S.C (Knik Bridge)	\$201,760.37	8/20
AK152	IMPROVEMENTS TO THE KNIK ARM BRIDGE	\$3,307,575.11	8/20
AK169	PLANNING, DESIGN, AND CONSTRUCTION OF KNIK ARM BRIDGE.	\$23,063,695.55	8/20
AK086	Dowling Road extension/reconstruction west from Minnesota Drive to Old Seward Highway, Anchorage	\$304,725.00	23
AK108	Olympic Circle road paving in Gridwood.	\$50,787.00	28
AK150	Anchorage: Transportation needs for Glacier/Winner Creek Development.	\$101,576.00	28
AK096	Anchorage Traffic Congestion Relief.	\$507,875.00	99
AK144	Anchorage: handicapped and pedestrian access construction, surfacing and other improvements for 2006 National Veterans' Wheelchair Games	\$300,761.00	99
AK004	Construct capital improvements to intermodal freight and passenger facilities servicing the Alaska Marine Highway and other related transportation modes in Seward provided that the state public author	\$531,443.00	29
AK083	Improve roads, sidewalks, and road drainage, City of Seward	\$2,708,772.50	29
AK010	Extend Kenai Spur Highway-North Road in Kenai Peninsula Borough	\$5,663,801.02	30
AK003	CONSTRUCT SPRUCE CREEK BRIDGE IN SOLDOTNA	\$218,477.73	30
AK106	Various road improvements in the City of Kenai	\$68,442.65	30
AK159	Homer: Intermodal deep-water dock facility improvements	\$192,404.80	31



AK056	Williamsport/Pile Bay Road, Kenai, Alaska	\$220,019.87	32
AK075	Transportation improvements for development of the Williamsport-Pile Bay Road corridor	\$1,533,237.08	32
AK075	Transportation improvements for development of the Williamsport-Pile Bay Road corridor	\$144,528.00	32
AK128	Transportation improvements for development of the Williamsport-Pile Bay Road corridor	\$73,454.11	32
AK134	Kenai: Borough road improvements	\$2,503,688.00	99
AK011	EXTEND WEST DOUGLAS ROAD	\$1,332,696.13	33
AK139	Gustavus: Dock replacement for the Alaska Marine Highway	\$3,477.00	33
AK077	Planning, design, and construction of Juneau access roads in Juneau, Alaska	\$7,885,560.79	33/34
AK008	Construct Coffman Cove ferryboat	\$326,474.00	35
AK016	Construct capital improvements to marine transportation facilities for Prince of Wales Island	\$106,825.00	35
AK054	Sitka Road Improvements, Alaska	\$24,414.93	35
AK082	Coffman Cove IFA ferry terminal or IFA vessel debt repayment for MV Prince of Wales Ferry.	\$325,039.08	35
AK087	Make necessary improvements to Indian River Road in City and Borough of Sitka.	\$212,680.68	35
AK104	Various road improvements in Petersburg.	\$3,203.69	35
AK109	Coffman Cove road paving in Coffman Cove	\$49,448.03	35
AK114	Intermodal ferry dock in Hoonah	\$132,621.16	35
AK143	Sitka: Improvements to including but not limited to design, engineering, permitting, and construction	\$596.98	35
AK156	Petersburg: Road improvements, including but not limited to design, engineering, permitting, and construction	\$48,101.25	35
AK019	CONSTRUCT BRADFIELD CANAL ROAD	\$88,464.02	36
AK084	Planning, design, and EIS of Bradfield Canal Road.	\$203,150.00	36
AK099	Improve marine dry-dock and facilities in Ketchikan	\$1,422,050.00	36
AK138	Southeast: Planning, design, and EIS of Bradfield Canal Road	\$203,150.00	36
AK012	Construct a bridge joining the Island of Gravina to the Community of Ketchikan on Revilla Island	\$707,077.37	36
AK013	Construct Gravina Island Bridge in Ketchikan	\$1,876,158.00	36
AK017	Improve marine dry dock and facilities in Ketchikan - Total TEA21 authorization Sec 577 \$2,309,253 & Sec 1496 \$769,751	\$381,218.31	36
AK074	Any purpose eligible under section 133(b) of title 23 U.S.C (Gravina)	\$40,919,037.08	36
AK074	Any purpose eligible under section 133(b) of title 23 U.S.C (Gravina)	\$6,380,433.26	36
AK097	Earthwork and roadway construction Gravina Access Project	\$11,663,651.76	36
AK135	Wrangell: Road improvements	\$626.49	36
AK163	Ketchikan: Improve marine dry-dock and facilities	\$709,739.40	36
AK073	Unalaska, AK Construction of AMHW ferry terminal including approach, staging, and upland improvements	\$7,499,131.55	37
AK095	Construct access road and a bridge crossing the Naknek River terminus points in South Naknek-King Salmon Highway.	\$3,004,425.00	37
AK107	Float Plane Road in Aleknagik.	\$1,001,475.00	37
AK116	Improvements to Lake Camp Road in Bristol Bay Borough.	\$304,725.00	37
AK121	Bristol Bay: Transportation improvements to the access road and a bridge crossing at the Naknek River.	\$3,004,425.00	37
AK125	Chignik: Inter-Village Road, for design, engineering, permitting, and construction	\$5,007,375.00	37
AK162	McGrath: Road erosion control along the Yukon River	\$48,101.25	37
AK059	Akutan road, Alaska	\$2.80	37
AK072	Construct False Pass causeway and road to the terminus of the south arm breakwater project	\$977,660.71	37
AK078	Construct linking road from airport to port in Akutan Akutan Airport access [ref P.L. 110-244, Sec 105(a)(19)]	\$152,362.00	37

AK133	Crooked Creek: Road to Donlin Mine, for design, engineering, permitting, and construction	\$2,002,950.00	38
AK141	Bethel: Dust Control Mitigation for Rural Roads	\$447,292.81	38
AK033	Bypass Road in Nome, Alaska	\$11.11	39
AK115	Construction of relocation road in Shishmaref	\$1,607,371.00	39
AK080	Emergency evacuation road at Point Hope in North Slope Borough.	\$2,954,425.00	40
AK005	Improve roads in Kotzebue	\$153,233.20	40
AK113	Access roads for the Barrow Arctic Research Center in Barrow	\$2,482,867.60	40
AK126	Kotzebue: Cape Blossom Road or other roads, for design, engineering, permitting, and construction	\$2,044,380.73	40
AK088	Realign rail track to eliminate highway-rail crossings and improve highway safety and transit times.	\$507,875.00	99
AK014	Construct N.W. Alaska Road/Rail access	\$380,377.65	99
AK117	Study on the feasibility of constructing a natural gas pipeline from the North Star Borough to South Central Alaska along the existing transportation corridors.	\$302,993.61	99
AK122	Statewide: Road culvert replacement and repair	\$18,700.94	99
AK122	Statewide: Road culvert replacement and repair	\$24,820.36	99
AK140	Upgrades on the Richardson Highway, including but not limited to design, engineering, permitting, and construction	\$3,000.00	99
AK154	Upgrades on the Richardson Highway, including but not limited to design, engineering, permitting, and construction	\$48,101.25	99

TOTAL \$172,350,714.95

<u>Earmarks with Less than 10% obligated</u>
<u>Earmarks with More than 10% obligated</u>

AKDOT&PF

