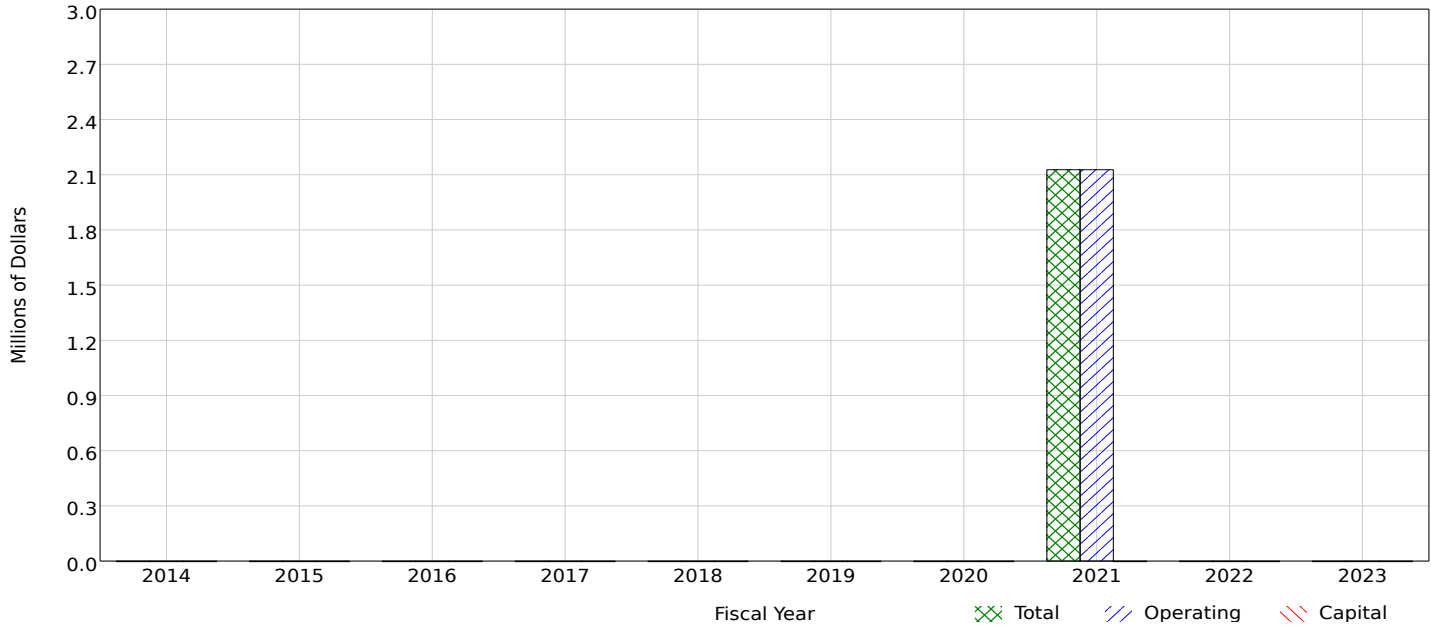


# Fund Source Report

## 1270 FHWA CRRSA Federal Highway Administration CRRSAA Funding

**Year Authorized** 2021    
 **Year Repealed**    
 **Active?** Yes    
 **Mental Health?** No    
 **Duplicated?** No    
 **Fund Group** Federal Receipts

### Operating and Capital Appropriations



**Legal Authority**

AS 37.05.050 - Legislative Finance Division tracking code specifically for FHWA CRRSAA funding

**Source of Revenue**

Federal receipts provided through various economic stimulus packages adopted by Congress.

**Restrictions on Use**

Funds are eligible to be obligated as follows:

1. Activities eligible under section 133(b) of title 23, U.S.C.;
2. Costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses.

**Description and History**

The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), title IV of division M, Public Law (Pub. L.) 116-260, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP) through the Federal Highway Administration (FHWA). Of that amount, \$9,840,057,332 was set aside and apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (and such other purposes as specified in the CRRSAA). The State received \$113,107,702, and Anchorage, as an urbanized area with a population over 200,000, received an additional \$11,294,432. This brought the total coming to Alaska to \$124,402,044. There is no state match requirement for receipt of this federal funding. This funding will be administered by the Department of Transportation and Public Facilities.

The funds are available for obligation until September 30, 2024. Any amounts not obligated by the State on or before September 30, 2024, shall lapse.

The State may transfer funds to State, multi-State, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel, or a ferry system that provides a public transportation benefit, and that was in operation within the state in fiscal year (FY) 2020 for costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system.

The creation of the FHWA CRRSAA 1270 fund code was in response to the windfall of Federal COVID-19 relief funding coming in from the federal

## Fund Source Report

government in FY20, FY21, and FY22. The legislature desired to have some control over the administration's choices of where to expend these specific types of federal funds. Creating a specific fund code provides better budget tracking of those specific funds and control of where those specific funds are spent. The use of federal COVID funding in FY20 and FY21 was enabled by large open ended federal authority placed in agency budgets early on in the pandemic. The administration took wide latitude in deciding where and what federal source to spend from. This made it difficult for legislators to tell where specific types of federal funding were being spent by agencies. In FY22 the legislature created additional fund codes to track different types of COVID related funding.