



Alaska Department of Transportation & Public Facilities

Moving Ahead for Progress in the 21st Century: Current Federal Transportation Policy

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Outline

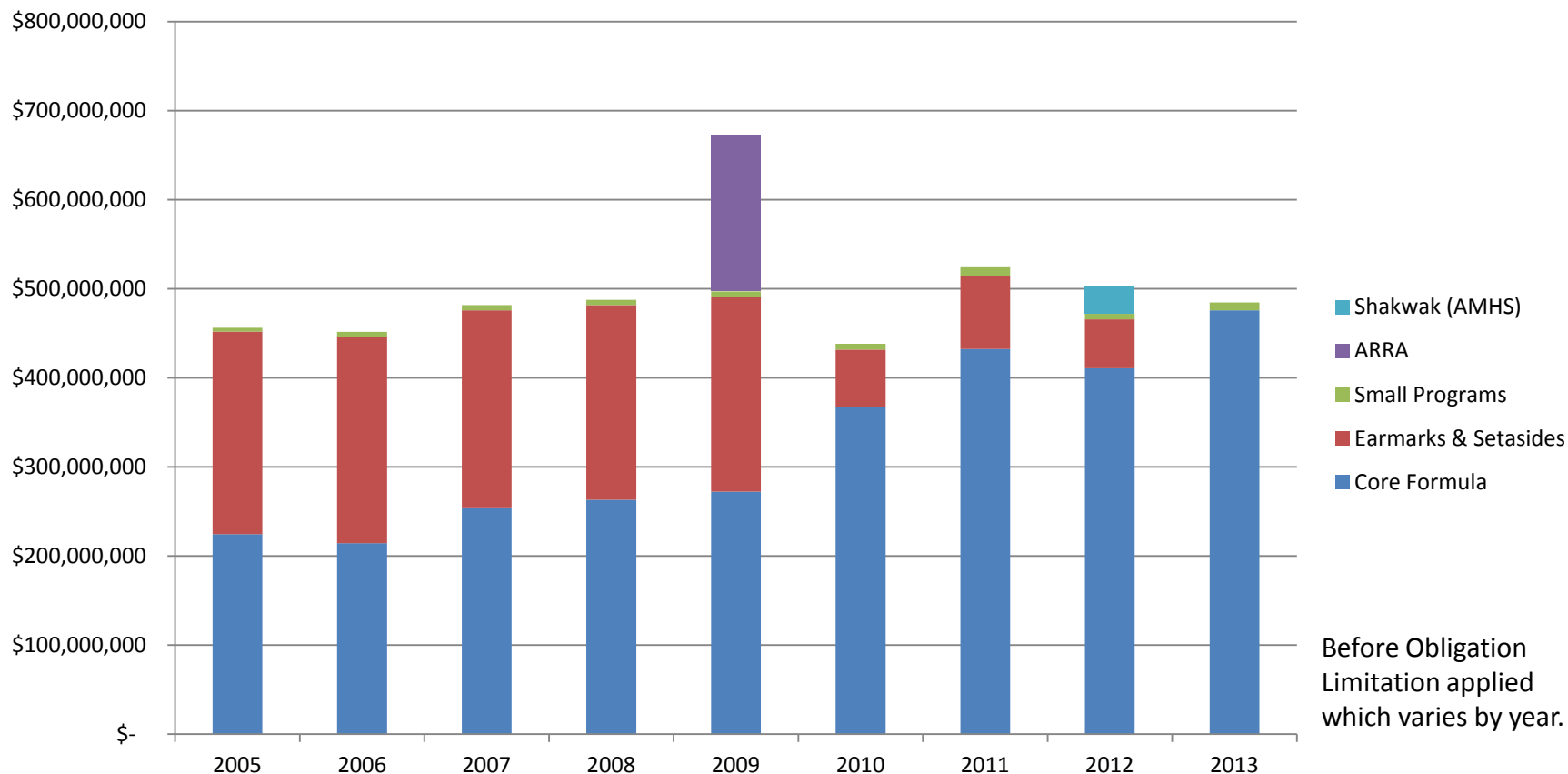
- Historical Funding Review
- Moving Ahead for the 21st Century (MAP-21)
Highway Reauthorization



Historical Funding Review

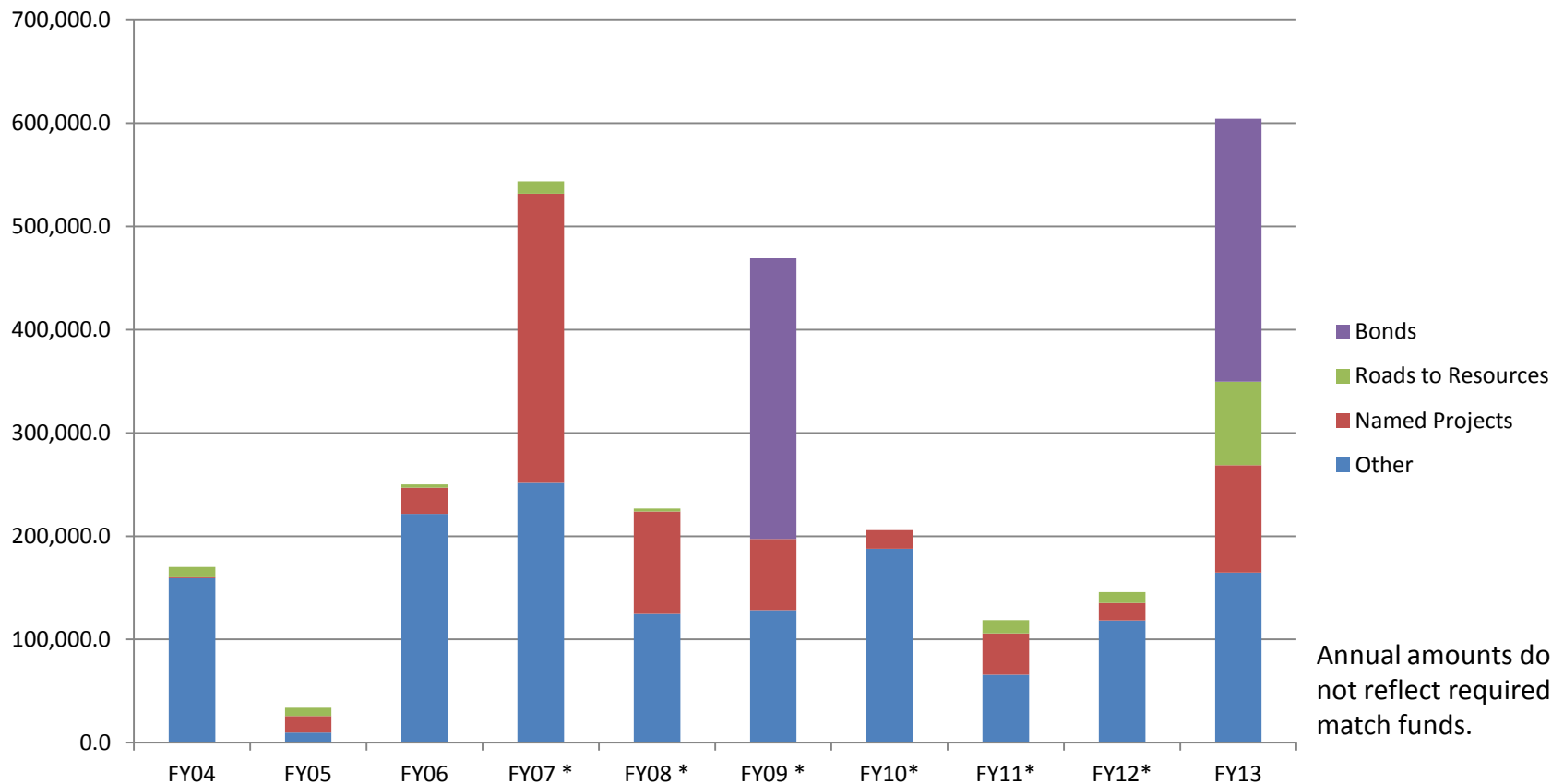


Federal Capital Program





State Capital Program





Map-21 Highway Reauthorization



MAP-21

- 2-year highway and transit bill for Federal years 2013 & 2014
- Relies on General Fund appropriations and other funding transfers; no new taxes or fees to sustain level funding
- Significant new policies, including some streamlining of difficult federal processes
- Numerous other policy changes



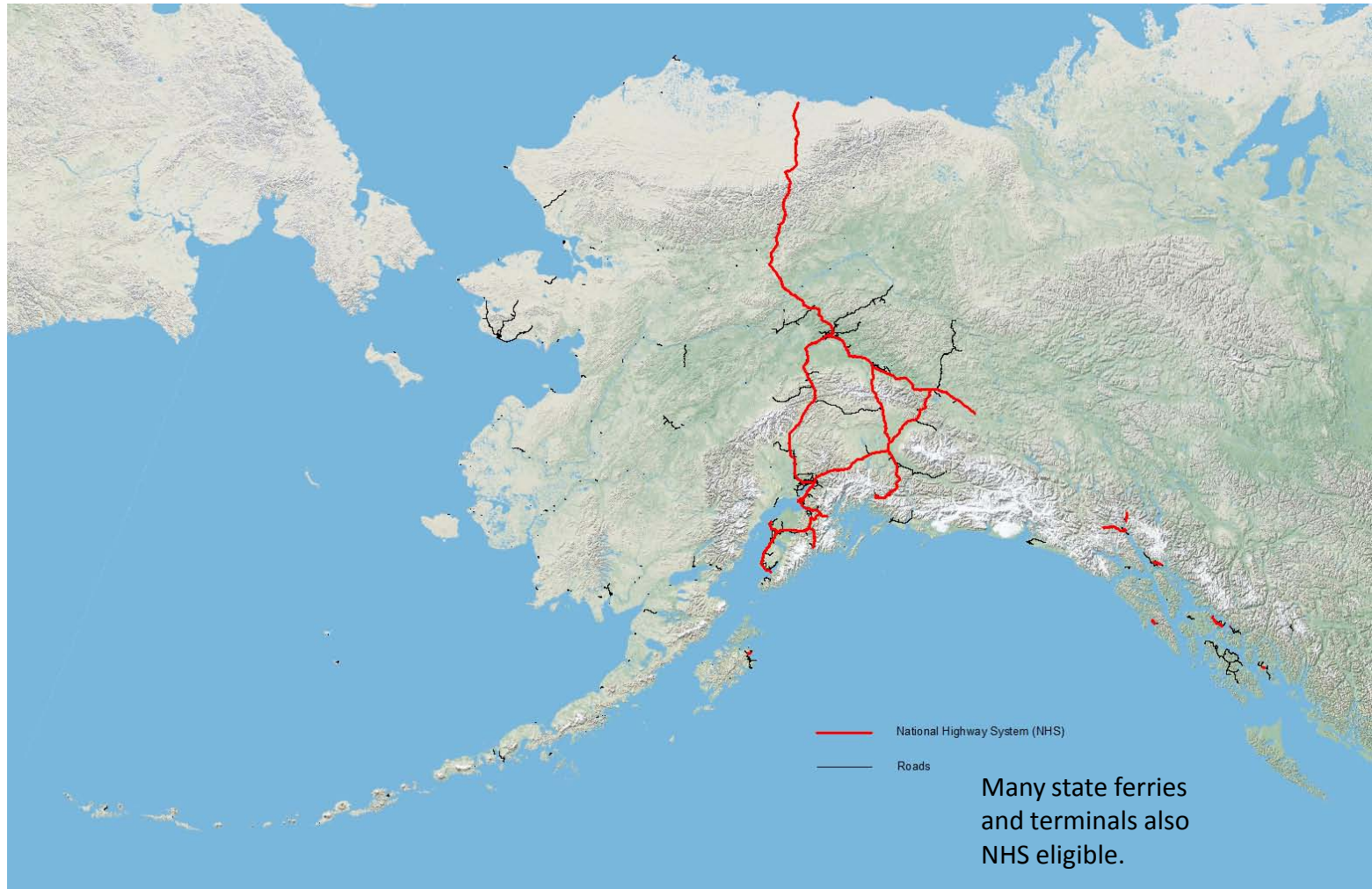
MAP-21 Funding

- Highway funding down from \$520 Million to \$485 Million
 - Similar reduction felt in all other states
- Transit funding at \$43 Million, plus new ferry funding of yet unknown amount
- Significant streamlining of funding categories
- New federal priorities:
 - National Highway System (expanded)
 - Highway Safety
 - Meeting performance standards on National Highway System
 - Urban areas > 200,000 population



MAP-21 Redefines Federal Interest

- Federal-Aid System narrowed to just the Interstate and National Highway System routes.
 - NHS broadened to include all Principal Arterials.
 - Added 90 miles (~4%) to Alaska's National Highway System (NHS)
- 57% of funding focused on the National Highway System (NHS)
- 27% of funding focused on lower-tier roads
- 7% of funding directed to safety (+5% sanctions)
- 9% to several other minor categories

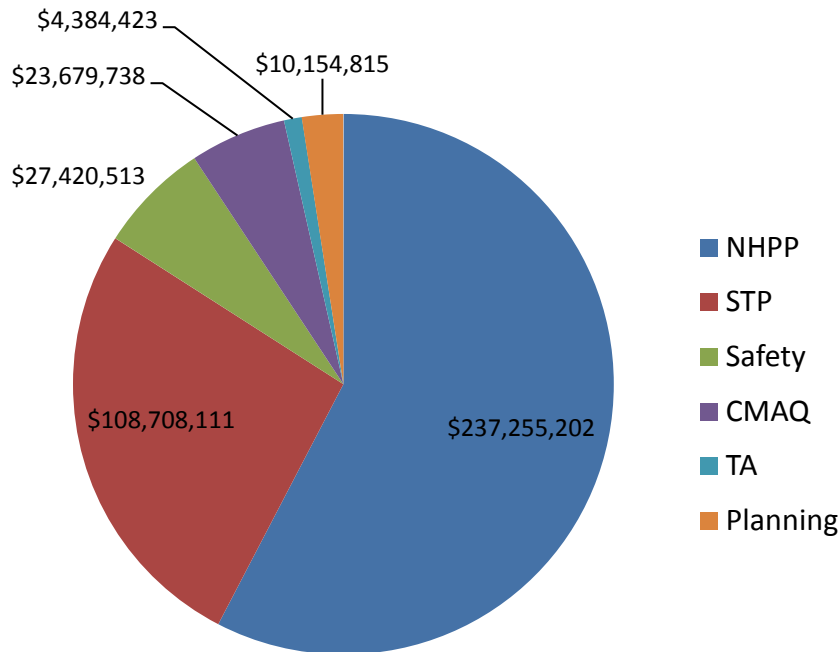


Alaska National Highway System Routes

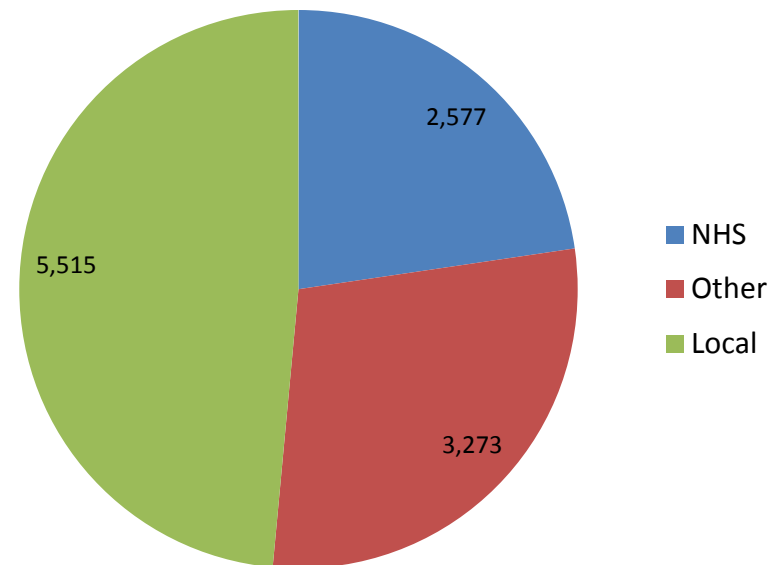


MAP-21 Emphasis is to National Highway System

Federal-aid Funds



Miles of Road

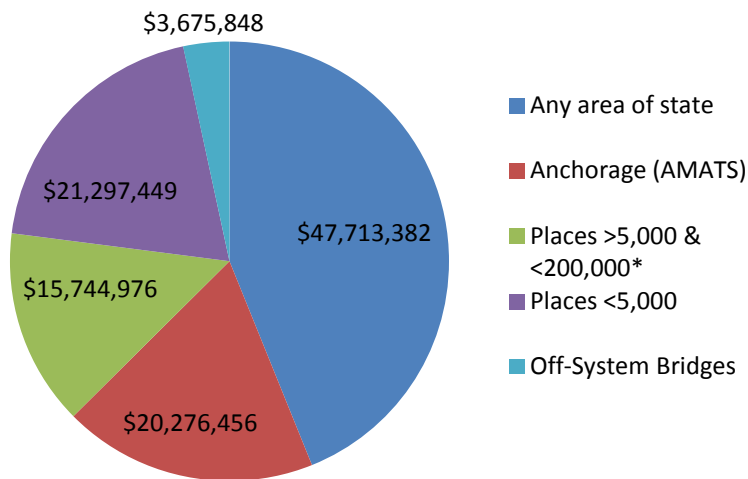


18% of Road Miles Garner 57% of Federal-aid Funding



MAP-21 Allocation to Surface Transportation Program

MAP-21 STP Funds



*Fairbanks, Juneau, Soldotna, Ketchikan, Kodiak, Sitka, Palmer & Wasilla

- All non-National Highway System (NHS) roads will compete for smaller share of funding.
- Dollars available per mile:
 - NHS = \$92,000/mile
 - Other, except local = \$32,100/mile
- Many required work items must be funded from Surface Transportation Program (STP) also.



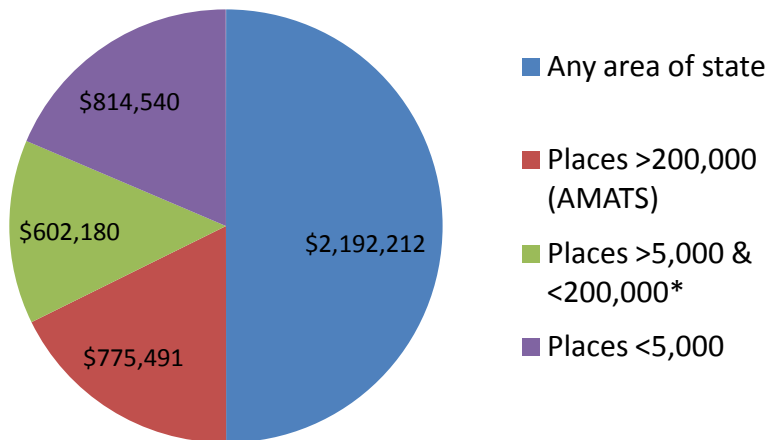
Transportation Alternatives (TA)

- 4 previous programs merged into one funding category:
 - Transportation Enhancements, Scenic Byways, Safe Routes to School and Recreation Trails
 - Recreation Trails allocation set at '09 level
- 50% set-aside by population
- Unusual eligibility language added



MAP-21 Allocation to Transportation Alternatives

MAP-21 TA Funds



*Fairbanks, Juneau, Soldotna, Ketchikan, Kodiak, Sitka, Palmer & Wasilla

- Recreational Trails gets firm set-aside \$1.35 Million
 - Administered by AK Department of Natural Resources
- Remainder: unusual new method of allocation; no final guidance at hand.



MAP-21 Eliminations

- AMHS direct allocations end (\$10 Million annual set-aside and competitive discretionary funds)
 - New national formula program (\$67 Million)
 - 45% of funds allocated on number of vehicles carried
 - 35% of funds allocated on base of route miles
 - 20% of funds allocated on number of passengers carried
- Alaska & Hawaii Surface Transportation Program (STP) formula exemption removed



MAP-21 Eliminations

- Shakwak funding ends
 - \$30 Million annually to Canada for Haines & Alaska Highways
 - Periodic method of funding AMHS needs
- Forest Highway program ends
 - \$9 Million annually to build highways on National Forests
 - Replaced by \$7 Million program on all federal lands



Performance Mandate

- FHWA to set National Highway System (NHS) Performance Measures for:
 - Pavements and Bridges
 - Safety
 - Freight Mobility
 - Congestion
- If National Highway System (NHS) system conditions fall behind:
 - Must divert funding to better performance
 - Later, penalized with higher match requirement



Streamlining

- Environmental streamlining:
 - Greater use of Categorical Exclusions (work within right-of-way, smaller \$ projects)
 - Categorical Exclusions: simplest, fastest level of National Environmental Protection Act (NEPA) compliance (no Purpose and Need, no alternatives consideration)
- Funding streamlining
 - Many fewer categories of funding (though some still retained as “sub” categories)
 - Makes funds management less onerous



Other MAP-21 Categories

- Congestion Mitigation and Air Quality (CMAQ) funding increased overall
 - Provides dollars to address PM 2.5 (fine particulate matter) and similar air quality issues
- Highway Safety projects well funded
 - Statewide, funding nearly double
 - \$26.4 Million for Highway Safety Improvement Program (HSIP)
 - \$1.1 Million for Rail/Highway Crossing improvements
 - \$21.1 Million for Hazard Elimination (NHTSA funded with FHWA oversight)
- Urban planning funds increase by \$.5 Million to \$1.9 Million



MAP-21 Conclusions

- Overall Federal-aid funding remains consistent with SAFETEA-LU average
- Less funding categories but more restrictive and reduced Surface Transportation Program (STP) funding
- No dedicated Bridge Program
- With National Highway System (NHS) focus, less funding available for lower classed roads including Alaska Highway System roads
- Safety funding significantly increased
- Transportation Alternative program makes enhancement type projects such as Safe Routes to School, Bicycle and Pedestrian, Scenic Byways more difficult to fund with Federal-aid
- Performance Measures and Transportation Asset Management requirements will require more resources devoted to data collection and analysis to meet Federal reporting requirements