



# Alaska Department of Transportation & Public Facilities

## MAP-21: Current Federal Transportation Policy

January 2013



# Outline

- Historical Funding Review
- MAP-21 Highway Reauthorization

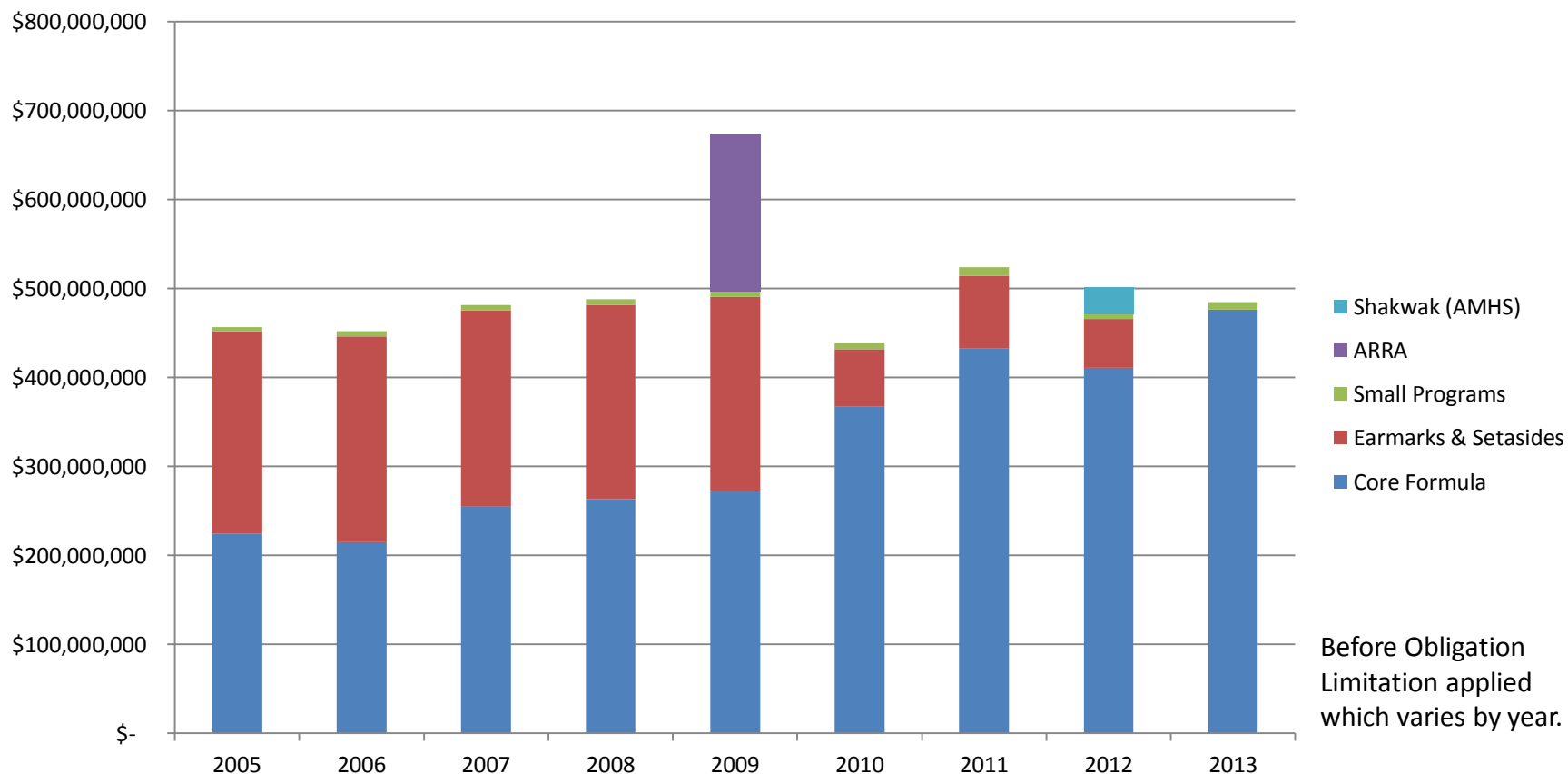


# Historical Funding Review



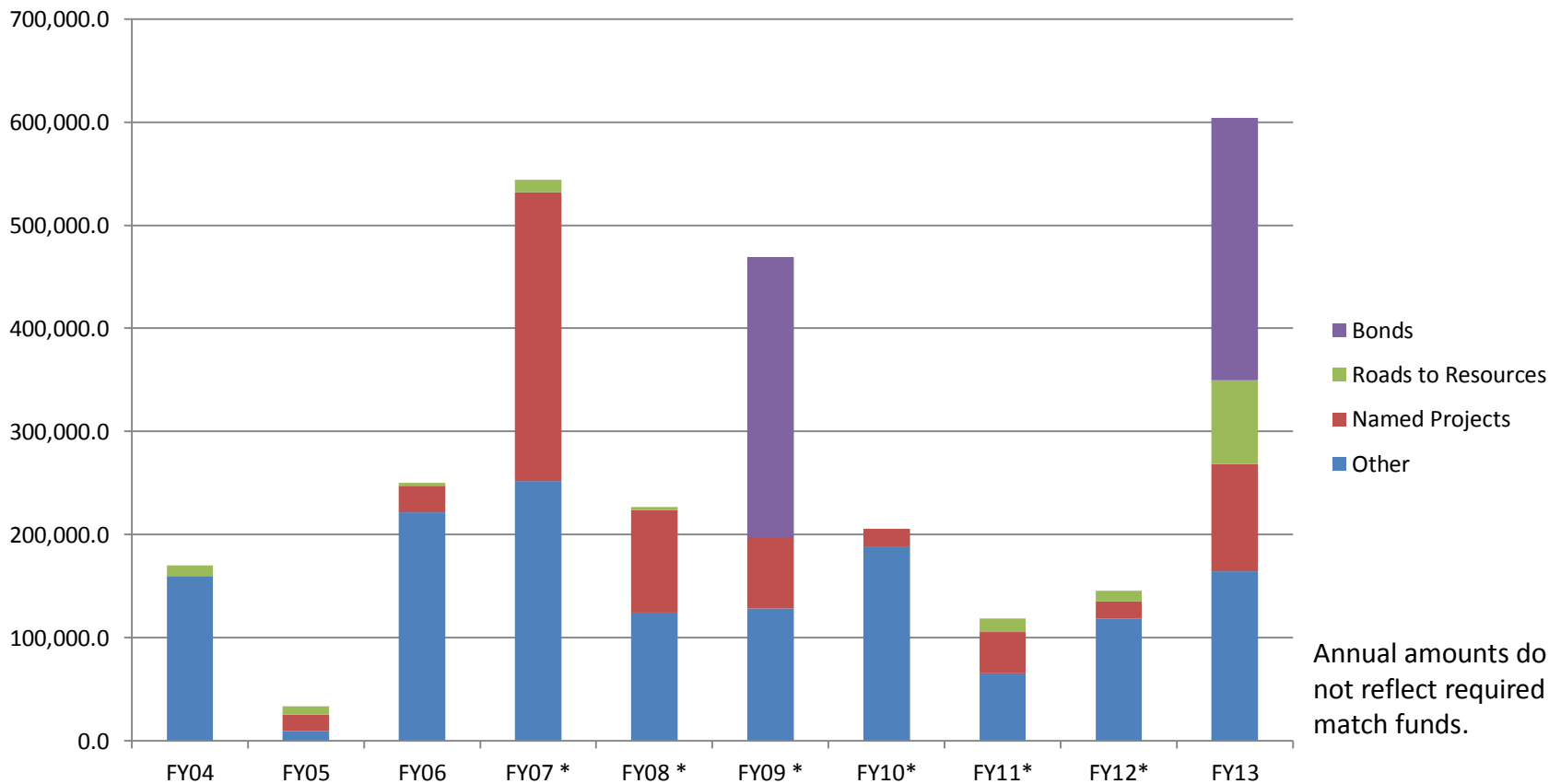


# Federal Capital Program





# State Capital Program





# Map-21 Highway Reauthorization



# MAP-21

- 2-year highway and transit bill for Federal years 2013 & 2014
- Relies on GF 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

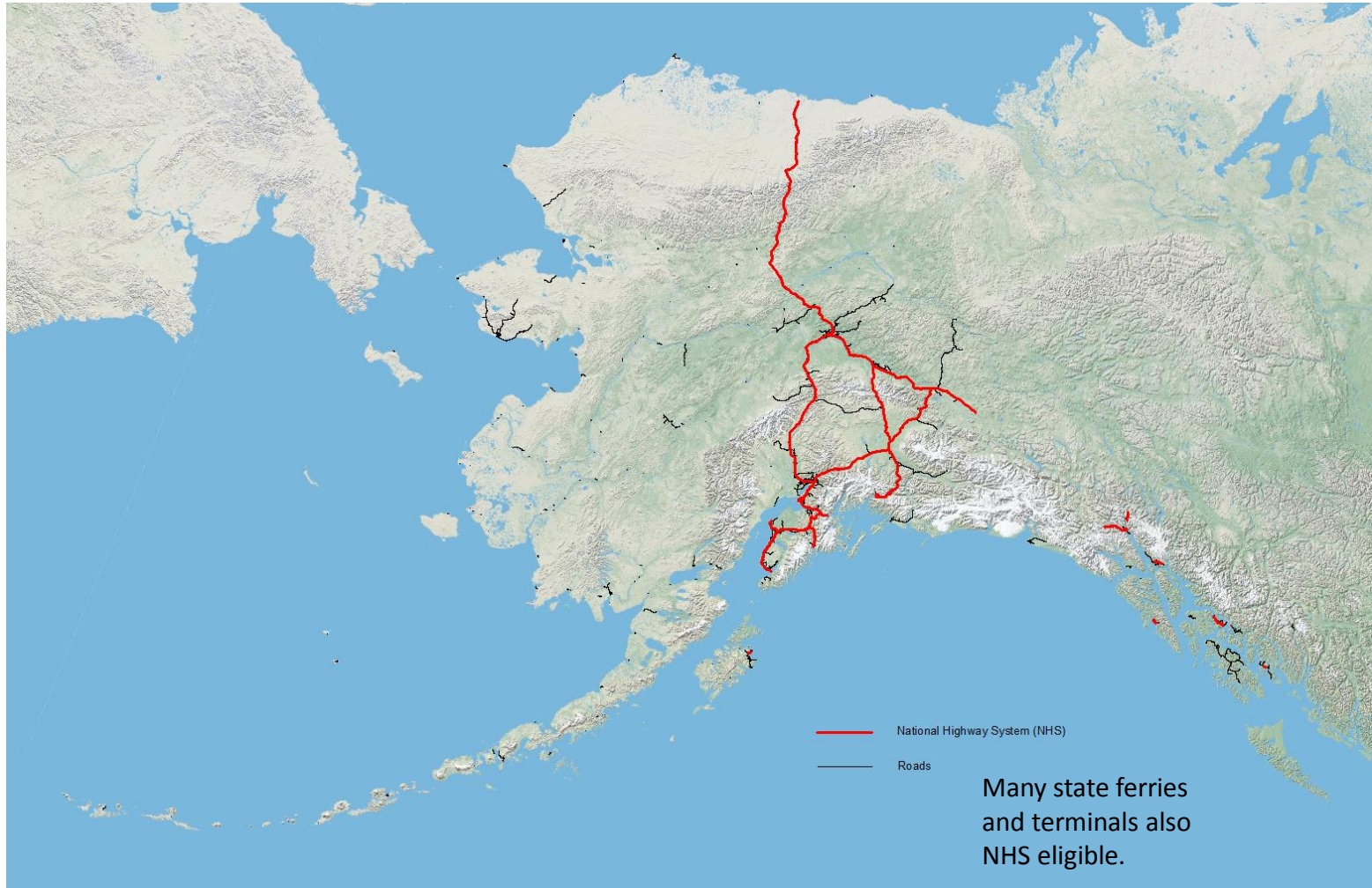
- Highway funding down from \$520 M to \$485 M
  - Similar reduction felt in all other states
- Transit funding at \$45 M, plus new ferry funding of yet unknown amount
- Significant streamlining of funding categories
- New federal priorities:
  - National Highway System (expanded)
  - Highway Safety
  - Meeting performance standards on NHS
  - Urban areas > 200,000 population





# MAP-21 Redefines Federal Interest

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

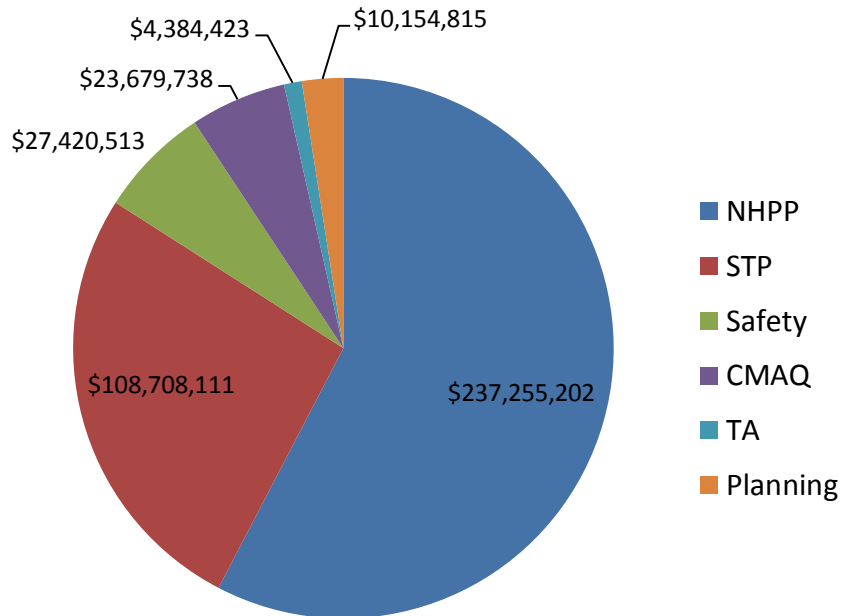


## Alaska NHS Routes

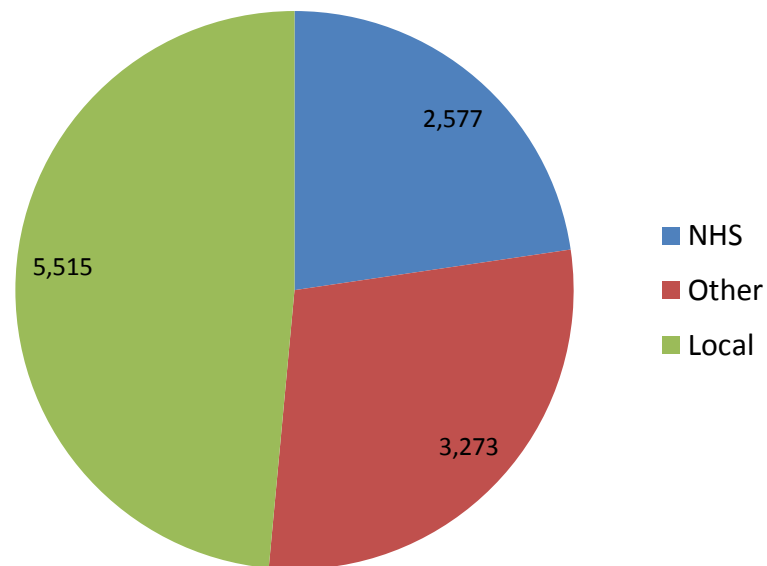


# MAP-21 Emphasis is to NHS

**Federal-aid Funds**



**Miles of Road**



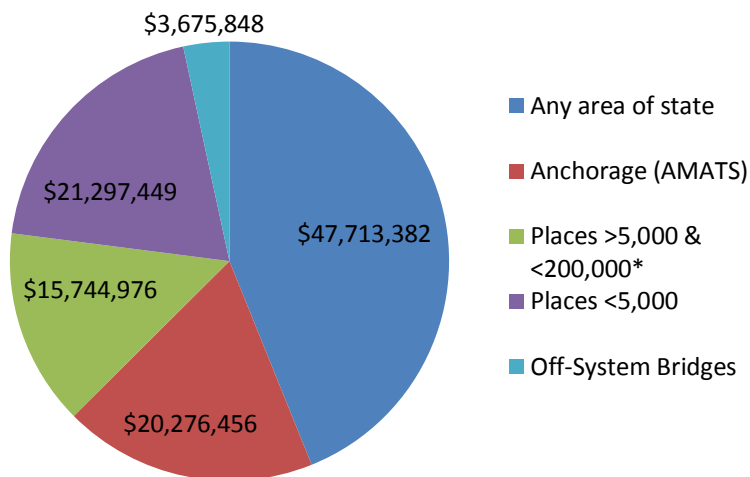
**18% of Road Miles Garner 57% of Federal-aid Funding**





# MAP-21 Allocation to STP

## MAP-21 STP Funds



- All non-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 STP also.

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





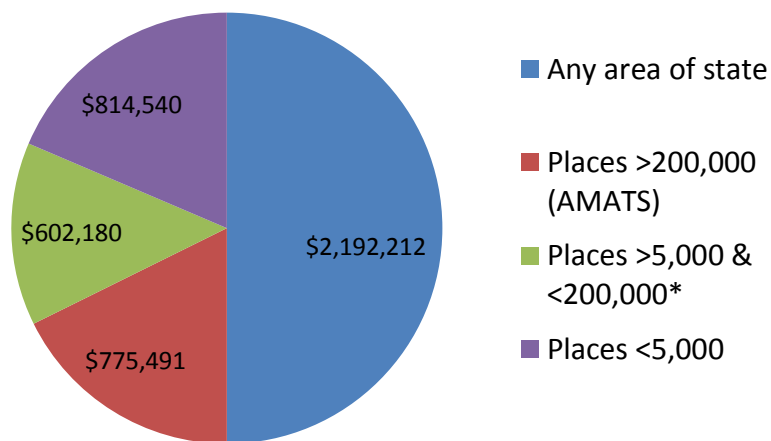
# Transportation Alternatives (TA)

- 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 like STP
- Unusual eligibility language added



# MAP-21 Allocation to TA

## MAP-21 TA Funds



- Rec Trails gets firm set-aside \$1.35 M
  - Administered by DNR
- Remainder: unusual new method of allocation; no final guidance at hand.

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



# MAP-21 Eliminations

- AMHS direct allocations end (\$10 Million annual set-aside and competitive discretionary funds)
  - New national formula program (\$67 M)
  - 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 STP formula exemption removed



# MAP-21 Eliminations

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





# Performance Mandate

- FHWA to set NHS Performance Measures for:
  - Pavements and Bridges
  - Safety
  - Freight Mobility
  - Congestion
- If 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 ROW, smaller \$ projects)
  - Cat-X's: simplest, fastest level of 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

- CMAQ funding increased overall
  - Provides dollars to address PM 2.5 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 \$500K to \$1.9 Million (AMATS & FMATS)



# MAP-21 Conclusions

- Overall Federal-aid funding remains consistent with SAFETEA-LU average
- Less funding categories but more restrictive and reduced STP funding
- No dedicated Bridge Program
- With NHS focus, less funding available for lower classed roads including AHS
- 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