On July 6, 2012 President Obama signed a new transportation act passed by Congress known as Moving Ahead for Progress in the 21st Century, or MAP-21. This act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy such as performance based planning and project implementation streamlining.

This memo is focused on the parts of the act that will require decisions within the state of Washington over the next few months. The state faces key decisions on five Federal Highway Administration programs that will deliver an estimated $13 billion to Washington state through September 2014.

The Governor’s office is convening a MAP-21 Steering Committee to make recommendations to the Governor. Membership on the committee will include representatives of cities, counties, the Governor’s office, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, ports, the state legislature, the state’s Secretary of Transportation, transit agencies and tribes.

Two meetings have been scheduled: September 17th 9 a.m.-11 a.m. and September 25th 10 a.m.- noon. Both meetings will be held in the Commission Boardroom, WSDOT Headquarters, 310 Maple Park Ave., SE, Olympia.

The goal is to wrap up by October 1, when new MAP-21 programs take effect.

The five programs are summarized below, along with some initial questions the MAP-21 Steering Committee might consider in making its recommendations.

**National Highway Performance Program**

**MAP-21 for WA: $764 million**
- Focused on preserving the pavements and bridges on the National Highway System, mostly state highways.
- Specific performance measurement requirements.
- Currently, local roads comprise about three percent of the National Highway System — MAP-21 may significantly increase state and local roads included in the system.

**Decisions:**
- Which roads should be added to the National Highway System because of the expanded scope of the system in MAP-21?
- How should funding for local roads on the National Highway System be allocated?

**Surface Transportation Program**

**MAP-21 for WA: $352 million, divided three ways:**

1. Regional project selection: $176 million.
2. Off-system bridges: $46 million.
3. Flexible (at state’s discretion): $130 million.
   - Broad eligibility for roadway, transit, and non-motorized projects.
   - 50% must be sub-allocated by population for regional competitive project selection.
• Requires $46 million for off-system bridges (mostly rural local bridges not on the Federal-aid system).
• Flexible funds can also be sub-allocated and are available for state and local projects.

Decisions:
• How will the flexible funds be split among all eligible uses?
• Should these flexible funds be used to sustain prior programs that have been consolidated or eliminated by MAP-21?
• Should there be a set-aside for bridges not on the National Highway System? If so, what portion?

Transportation Alternatives

MAP-21 for WA: $25 million
Transportation alternatives are defined as: Bicycle and pedestrian facilities — safe routes for non-drivers projects and systems — construction of turnouts, overlooks and viewing areas — vegetation management practices in rights of ways (similar to landscaping and beautification) — historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities — preservation of abandoned railway corridors including for pedestrian and bicycle trails — inventory, control and removal of outdoor advertising — archeological activities related to transportation projects — any environmental mitigation.
• Fifty percent must be sub-allocated by population for competitive regional project selection - the state has discretion over the other half.

Decisions:
• How should the 50% at state discretion to be allocated — retained as a statewide process or sub-allocated to regions?

Congestion Mitigation and Air Quality Improvement Program

MAP-21 for WA: $71 million
• Focus on reducing air emissions in air quality non-attainment areas.
• Currently, WSDOT sub-allocates these funds to air-quality non-attainment regions (Central Puget Sound, Spokane, Thurston, Vancouver and Yakima) for project selection.

Decisions:
• Should sub-allocation of CMAQ continue?

Highway Safety Improvement Program

MAP-21 for WA: $84 million
• Consolidates several safety programs into a larger program. Currently, safety program funds are split by agreement between state and local jurisdictions.

Decisions:
• How should the new program be split among safety objectives and between state and local roads?

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