

FRAMEWORK FOR MAP-21 DECISIONS

SEPTEMBER 21, 2012

Principles for Decisions (Based on steering committee priorities from 9/17/12 meeting)

- Retain existing overall percentage split of funds
- Fund a local bridge program
- Keep Safe Routes to School program whole

Freight

Given the new federal freight policy elements contained in MAP-21, should a portion of STP, NHPP and/or HSIP dollars be directed towards a dedicated freight fund?

Highway Safety Improvement Program (HSIP)

Should HSIP funding continue to be split among the top two priorities in Target Zero? (Intersections and Run-Off-the-Road Crashes)

Transportation Alternatives

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

Congestion Mitigation and Air Quality Program (CMAQ)

Should sub-allocation of all CMAQ funding continue, or should the state retain some of the funds?

National Highway Performance Program (NHPP)

- How should funding for the NHS be allocated?
- How should funding for roads and bridges on the NHS be allocated to ensure roads and bridges are maintained to meet the performance measures established by USDOT?

Surface Transportation Program (STP)

- What is the appropriate funding level for a statewide program for local agency bridges? (For both NHS bridges and bridges on and off the federal-aid system.) Should it be funded from STP or both STP and NHPP?
- How will the flexible funds be distributed? Will the funds be split among all eligible uses? Should flexible funds be used to sustain prior programs that have been consolidated or eliminated by MAP-21?

Policy Statements

- Freight investments and a focus on economic corridors should be a priority in the next Act.
- Decisions regarding performance measures and targets will likely last beyond two years, so state decisions in those areas should plan for a longer time-frame.