



**MEMORANDUM**

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Dean Lookingbill, Transportation Director  
**DATE:** January 29, 2013  
**SUBJECT:** **Moving Ahead for Progress in the 21st Century (MAP-21) National Highway Performance Program**

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***AT A GLANCE – DISCUSSION***

*The purpose of this memorandum is to provide the RTC Board with information on compliance with the new Federal Transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21) focusing on the National Highway Performance Program (NHPP) and National Highway System (NHS). RTC staff will provide the RTC Board with information on the NHS and NHPP as part of an agenda item that will review transportation networks and introduce the Board to performance-based transportation planning and investment decision-making.*

**BACKGROUND**

Throughout 2013 there will be recurring agenda items related to bringing the regional transportation planning process into compliance with Moving Ahead for Progress in the 21st Century (MAP-21). The February agenda item will focus on MAP-21's National Highway Performance Program (NHPP), the federal funding program that funds the National Highway System (NHS). The NHS is a sub-set of the Metropolitan Transportation Plan's Designated Transportation System and is composed of the highest order roadways having a federal functional classification of interstates, expressways and principals. Background information on these components of the transportation system is provided below.

**TRANSPORTATION SYSTEMS**

Federal Functional Classification of Roadways

Functional classification is the grouping of highways, roads, and streets by the character of service they provide; some providing greater mobility for through traffic and others providing for more land access to immediate, adjacent land uses. Functional classification defines how a route serves the flow of trips through a highway network. Interstate freeways, classified as divided principal arterials, are designed to provide for the highest degree of mobility for large volumes or long-distance traffic. Collector facilities generally provide equal emphasis upon mobility and land use accessibility. Local facilities emphasize access to land.

The State transportation agency, WSDOT, has the primary responsibility for developing and updating a statewide highway functional classification per Federal Highway Administration (FHWA) Directive 23 CFR 470 and does so in cooperation with RTC as the MPO/RTPO. WSDOT's website provides information on functional classification as well as the classification map for Clark County at <http://www.wsdot.wa.gov/MapsData/Tools/FunctionalClass/>.

### Metropolitan Transportation Plan, Designated Regional Transportation System

As a Regional Transportation Planning Organization, RTC is required by state law to designate a regional transportation system. The designated regional transportation system is the focus for transportation planning in the Metropolitan Transportation Plan which is the long-range regional transportation plan for the Clark County region. Consistent with the state's Regional Transportation Planning Program Planning Standards, the designated MTP regional transportation system includes:

- All state transportation facilities and services including state highway, rail, and marine facilities. Highways include I-5, I-205, SR-14, SR-500, SR-501, SR-502 and SR-503.
- All local freeways, expressways, and principal arterials. Examples include Mill Plain Blvd, Fourth Plain Blvd, N.E. 78th Street, Padden Parkway, N.E. 112th Avenue, SE/NE164th/162nd Avenues and segments of St. John's Blvd and Andresen Road.
- All high-capacity transit systems including the Locally Preferred Alternative identified in the I-5 Columbia River Crossing Project and HCT corridors identified in the Clark County High Capacity Transit System Study adopted by RTC in December 2008. Future HCT corridors include Fourth Plain Blvd, Highway 99, Mill Plain Blvd, and I-205.
- All other transportation facilities and services that the RTPO considers necessary to complete the regional plan including the C-TRAN public transit system and facilities, air, rail and marine facilities.

The map of the full Designated Regional Transportation System is available on RTC's website at: [www.rtc.wa.gov/reports/mtp/Mtp2011SystemMapE.pdf](http://www.rtc.wa.gov/reports/mtp/Mtp2011SystemMapE.pdf)

### National Highway System

The National Highway System (NHS) is designated to focus federal investment on a set of high priority routes of the highest functional classification. Prior to MAP-21 (see attached Pre MAP-21 map), the National Highway System (NHS) system in Clark County comprised of:

- I-5 Oregon State Line to Clark County line (north)
- I-205 Oregon State Line to I-5 Interchange
- SR-14 I-5 to Clark County line (east)
- SR-500 I-5 to SR-503/Fourth Plain intersection
- SR-501 I-5 to Port of Vancouver access
- SR-502 I-5 to SR-503 intersection
- SR-503 SR-500/Fourth Plain intersection to SR-502 intersection

As of October 1 2012, per MAP-21, all arterials having a federal functional classification of Principal Arterial are added to the NHS system (see attached NHS MAP-21 map). This

increases the NHS in Clark County from about 78.5 centerline road miles to about 148.5 centerline road miles.

### **NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)**

The federal National Highway Performance Program (NHPP) provides funding support for preservation and improvement of the National Highway System (NHS). To underline the importance of the NHS to the economy of the United States, the NHPP is the largest of federal funding programs under MAP-21. Nationwide, \$21.88 billion in NHPP funding is available in 2013 compared with \$10.0 billion available under the Surface Transportation Program (STP) program. At the Washington State level, an estimated \$364 million in NHPP funding is available in 2013 and an estimated \$167 million in STP funding.

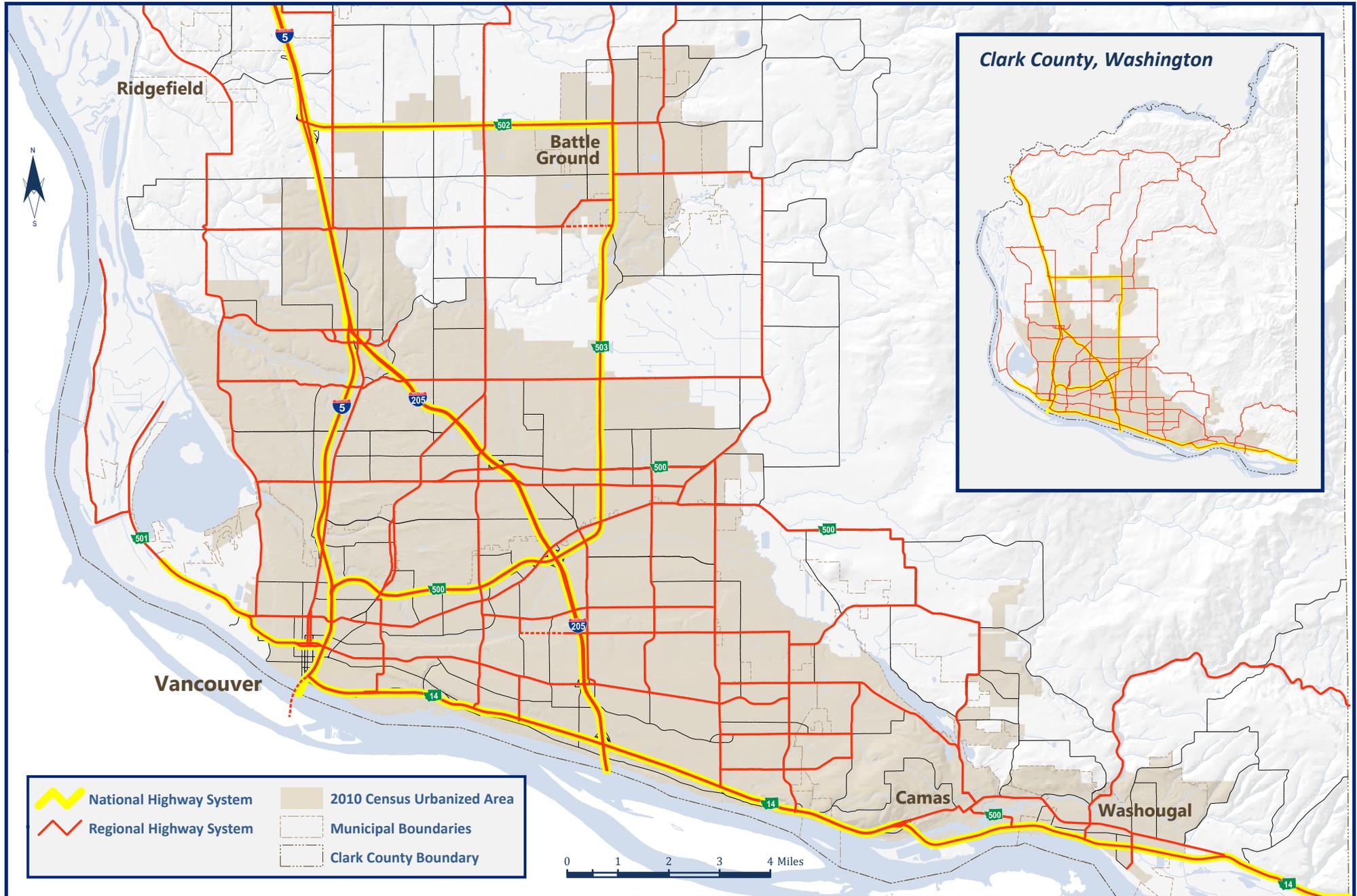
NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

### **IMPLEMENTING MAP-21**

RTC's 2013 Work Plan (RTC Board, December 2012) outlined the work RTC will need to focus on in the upcoming year to meet the changed federal emphasis under MAP-21; changes toward making performance-managed transportation system investments. Throughout the year staff will bring the primary preparatory MAP-21 elements to the Board in order to make these required changes. Establishing a clear direction for the future of the region's transportation vision, setting appropriate targets to work toward, and monitoring of transportation system performance are key elements in the process for implementing MAP-21. RTC staff will report to the Board at regular intervals to update the Board on progress toward MAP-21 implementation.

Attachments

# National Highway System, Pre MAP-21



# National Highway System, MAP-21 (2013)

