

**Moving Ahead for Progress in the 21st Century Act (MAP-21)**

Performance Measures and Penalties

	FFY 2013				FFY 2014				FFY 2015				Measures	Penalty
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>1. National Highway Performance Program</b> a. USDOT establishes the measures via rulemaking no later than 18 months after enactment  b. States set performance targets within one year after final rulemaking  c. MPOs set target no later than 180 days after the State target is set													1. Bridge Condition on the NHS 2. Pavement Condition of the Interstate 3. Pavement Condition of the NHS 4. Performance of the Interstate System 5. Performance of the NHS	1. If Washington does not achieve or make significant progress toward achieving the targets for two consecutive reporting periods, the state must document in its next report the actions it will take to achieve the targets.  2. If the Interstate pavement conditions falls below the minimum set by USDOT during two consecutive reporting periods, the state must: a. Transfer NHPP funds in an amount equal to the state's FFY 2009 Interstate Maintenance (IM) apportionment (\$94.6 million in Washington). Amount increases by 2% per year for each year Washington fails to comply. b. Transfer funds from the Surface Transportation Program an amount equal to 10% of the state's FFY 2009 IM apportionment.  3. If over a three-year period more than 10% of the total deck area of NHS bridges in Washington is located on structurally deficient bridges , the state must use NHPP funds equal to 50% of the state's FFY 2009 Highway Bridge Program to improve bridge conditions during the following fiscal year (\$73 million in Washington), and each year thereafter if the condition remains below the minimum.
<b>2. Highway Safety Improvement Program</b> a. USDOT establishes the measures via rulemaking no later than 18 months after enactment  b. States set performance targets within one year after final rulemaking  c. MPOs set target no later than 180 days after the State target is set													1. Serious Injuries per VMT 2. Fatalities per VMT 3. Number of Serious Injuries 4. Number of Fatalities	1. If Washington has not met or made significant progress toward meeting performance targets within two years it must set aside an amount equal to the HSIP funding obligated in the prior year to safety projects and submit annually to USDOT a plan to achieve the targets.  2. If the fatality rate on rural roads increases over the most recent two year period then HSIP funds must be set aside for projects on high-risk rural roads.  3. If traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 increase during the most recent 2 year period then the state must document in its highway safety plan strategies to address the increases.
<b>3. Congestion Mitigation Air Quality</b> a. USDOT establishes the measures via rulemaking no later than 18 months after enactment  b. States set performance targets within one year after final rulemaking  c. MPOs set target no later than 180 days after the State target is set													1. Traffic Congestion 2. On-Road Mobile Source Emissions	No Penalty
<b>4. National Freight Movement</b> a. USDOT establishes the measures via rulemaking no later than 18 months after enactment  b. States set performance targets within one year after final rulemaking  c. MPOs set target no later than 180 days after the State target is set													1. Freight Movement on the Interstate	No Penalty