Performance Management Form (PMF)
Input Fields: Full Performance Period (FPP) Progress Report
Due October 1, 2022

January 27, 2022

The contents of this document do not have the force and effect of law. However, all of the cited statutes and regulations must be complied with as noted. This document is intended only to provide clarity to State DOTs regarding existing reporting requirements under the law or agency policies.

U.S. Department of Transportation
Federal Highway Administration

Change Log

The following changes have been made since the document was first posted:

Page/Field	Revision
Tab No. - P2	Second paragraph changed Non-Interstate to Interstate
Page 50	Added Tab No. - D1 and D2

Table of Contents

Introduction

This document represents Federal Highway Administration's (FHWA's) web-based Performance Management Form (PMF), which will be open for use September 1, 2022. This document includes all the required contents for the 2022 Full Performance Period (FPP) Progress Report described in 23 CFR 490.107, and illustrates the input options and general functionality of the web-based form. The 2022 submission season will also require that submission of the 2022 Baseline Performance Report for the performance period in the PMF.

The PMF is a component of the Policy Information Data Portal (PIDP), which is an application

of the FHWA User Profile and Access Control System (UPACS). UPACS and the PMF require the use of Internet Explorer 10 or Internet Explorer 11 web browsers.

Access to the PMF requires an active UPACS account. The instructions for requesting PMF access were sent to the FHWA Division Offices' official mailboxes in April 2022 with the subject: "ACTIONS Due by May and June 2022: Division Offices and State access to Performance Management Form."

The PMF Portal has the following nine tabs (worksheets). The inputs for each tab are provided in this document. Any input fields marked with an asterisk (*) are required. The form cannot be submitted without a value or text in these fields.

1. Overview
2. Attachment
3. Pavement (4 measures)
4. Bridge (2 measures)
5. Reliability (2 measures)
6. Freight (1 measure)
7. PHED (1 measure, depending on CMAQ Applicability)
8. Non-SOV (1 measure, depending on CMAQ Applicability)
9. Emissions (1 measure, depending on CMAQ Applicability)

The FHWA has a User Guide on the mechanics of assigning user permission levels, inputting data into the form, and submitting or returning a form. The FHWA has a Reporting Guide that provides more detail on the inputs required, and the process that will be used to review and finalize the PMF.

Questions or comments regarding Transportation Performance Management reporting can be sent to vicki.miller@dot.gov.

PIDP Home Page

[After login, the Home Page will display the following message]

> **Performance Management Form (PMF)** for Transportation Performance Management. Departments of Transportation (DOTs) from all States, including the District of Columbia and Puerto Rico, can input, edit, and submit State Biennial Performance Report information per 23 CFR 490 for the Federal Highway Administration's review and acceptance, including:
>
>   a. Baseline Performance Period Report,
>   b. Mid Performance Period Progress Report, and
>   c. Full Performance Period Progress Report.
>
>   The purpose of this PMF is to meet the reporting requirements of 23 U.S.C 150 and 23 CFR part 490. The PMF is the electronic template by which States shall report biennial performance information. [23 CFR 490.107(a)(3) and 23 CFR 490.107(b)] This reporting form supports the requirements in 23 CFR 490. It does not change any requirements or provide any guidance. Written information, data, and attachments submitted in the PMF may be provided verbatim in FHWA's State Performance Dashboard and Reports, or other FHWA reports.
>
>   Data collection for this PMF is authorized by OMB Control Number #2125-0656.
>
>   The FHWA has created an online [State Performance Dashboard and Reports (State dashboard)](#) to display State DOT performance. The State dashboard includes States' performance data, trends, targets, and the basis for the targets, and may include any additional information provided to FHWA that helps describe the State's performance.
>
>   Please refer to the PMF Biennial Reporting Guide for assistance, which is located under Help.

Pop-Up Box for Initiating the Full Performance Period Progress Report

[A user will be asked to select a State and a report year. The user can only select the State(s) that have been assigned to them.]

Initiating the Full Performance Period Progress Report

Description	Field Type
*Select the State for which this performance report is applicable.	Select from dropdown.
*Select the year of this performance report.	Select from dropdown.
Performance Period The performance periods for the CMAQ Total Emissions Reduction measure is on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. [23 CFR 490.105(e)(4)(i)] The first full performance period is calendar years 2018-2021 and Federal Fiscal Years Oct. 1, 2017 through Sep. 31, 2021.	2018-2021 [Prepopulated based on initial selections]
Performance Report Due Date	10/01/2022 [Prepopulated based on initial selections]

Overview Tab

OVERVIEW SECTION 1

Tab No.	Description	Field Type
O1	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
O2 This will appear only for States that didn't make significant progress on one or more performance measures and have not submitted the required report(s).	As of July 31, 2022, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. Did you upload the additional reporting for target(s) achievement to the PMF on the "attachment" tab?	Dropdown with single selection: Yes No
O2a This field is dependent on the response to O2 and required if O2 response is No.	Please explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required.	Text Field.

Tab No.	Description	Field Type
O3*	Who should FHWA contact with questions?	Text Field
O4*	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	Numeric Field
O5*	What is the email address for this contact?	Email Field

Attachment Tab

[This tab is a space for users to upload required documents for applicable measures. The following text will appear at the top of the Attachment Page.]

The Attachment Tab will accept all file types. Each attached file cannot exceed 50 MB in size. Each State DOT is required to upload a Freight Bottleneck Report [23 CFR 490.107(b)(3)(ii)(D)] and MPO CMAQ Performance Plans, where applicable. [23 CFR 490.107(b)(3)(ii)(H)] Along with the required attachment, the form gives State DOTs the ability to provide a weblink to the document.

State DOTs can provide optional supplementary information for FHWA consideration. Please provide a weblink, accessible without a password, for any supplemental information submitted and/or upload the document in the attachment tab.

Pavement Tab - National Performance Management Measures for Assessing Pavement Condition (23 CFR 490.307)

Pavement Performance Overview

Tab No.	Description	Field Type
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text field

Interstate System Performance Overview

Tab No.	Description	Field Type
P2*	Discuss how the actual condition achieved for the statewide Interstate System [23 CFR 490.105(c)(1)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]	Text field

Statewide Performance Targets for the Percentage of Pavements on the Interstate System in Good Condition

Tab No.	Description	Field Type
P3*	The baseline statewide Percentage of Pavements on the Interstate System in Good Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
P4*	The 4-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field
P5*	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
P6*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Good Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
P7*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P7a This field is dependent on the response to P7 and required if P7 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
P7b This field is dependent on the response to P7and required if P7 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)	Text Field

Statewide Performance Targets for the Percentage of Pavements on the Interstate System in Poor Condition

Tab No.	Description	Field Type
P8*	The baseline statewide Percentage of Pavements on the Interstate System in Poor Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
P9*	The 4-year statewide Percentage of Pavements on the Interstate System in Poor condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
P10*	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
P11*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Interstate System in Poor Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
P12*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P12a This field is dependent on the response to P12 and required if P12 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
P12b This field is dependent on the response to P12 and required if P12 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)	Text Field

Pavement Performance on the Non-Interstate NHS Overview

Tab No.	Description	Field Type
P13*	Discuss how the actual pavement condition achieved for the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Non-Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]	Text Field

Statewide Performance Targets for the Percentage of Pavements on the Non-Interstate NHS in Good Condition Note: For the 2018-2021 performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]

Tab No.	Description	Field Type
P14*	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
P15*	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] For the 2018-2021 performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
P16	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data that was provided in the 2020 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
P17*	The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
P18*	The 4-year statewide Percentage of Pavements on the Non-Interstate in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] For the2018-2021 performance period only, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field
P19	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]	Prepopulated Numeric Field. Only applies to some states. Developers will need a list of applicable states.
P20*	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 mid Performance Period

Tab No.	Description	Field Type
P21*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
P22*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P22a* This field is dependent on the response to P22 and required if P22 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
P22b This field is dependent on the response to P22 and required if P22 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Statewide Performance Targets for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]

Tab No.	Description	Field Type
P23*	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] For the 2018-2021performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph).	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
P24*	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] For the 2018-2021 performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
P25	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated an actual condition using "Full Distress + IRI" data that was provided in the 2020 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	Prepopulated Numeric Field
P26*	The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
P27*	The 4-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] For the 2018-2021 performance period only, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field
P28	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]	Prepopulated Numeric Field Only applies to some states. Developers will need a list of applicable states.
P29*	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Baseline Mid Performance Period Performance Report

Tab No.	Description	Field Type
P30*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	
P31*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P31a* This field is dependent on the response to P31 and required if P31 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
P31b This field is dependent on the response to P31 and required if P31 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Bridge Tab - National Performance Management Measures for Assessing Bridge Condition (23 CFR 490.407)

Bridge Performance Overview

Tab No.	Description	Field Type
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
B2*	Discuss how the actual condition achieved for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to the bridge condition measure area. [23 CFR 490.107(b)(3)(ii)(C)]	Text Field

Statewide Performance Targets for Bridges on the NHS Classified as in Good Condition

Tab No.	Description	Field Type
B3*	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
B4*	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
B5*	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
B6*	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
B7*	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
B8*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
B9*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
B9a This field is dependent on the response to B9 and required if B9 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
B9b This field is dependent on the response to B9 and required if B9 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Statewide Performance Targets for Bridges on the NHS Classified as in Poor Condition

Tab No.	Description	Field Type
B10*	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
B11*	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The actual 2-year condition derived from the latest data collected through the midpoint of the 2018-2021 performance period that was reported in the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
B12*	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value Carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
B13*	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field
B14*	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
B15*	Discuss the decisions and/or investments that contributed to the actual condition, and if they were effective in achieving the intended condition. For the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, this discussion: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
B16*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
B16a This field is dependent on the response to B16 and required if B16 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
B16b This field is dependent on the response to B16 and required if B16 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Reliability Tab – National Performance Management Measures to Assess Performance of the National Highway System (23 CFR 490.507 (a))

Travel Time Reliability Performance Overview

Tab No.	Description	Field Type
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
R2*	Discuss how the actual performance achieved for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)]	

Statewide Performance Targets for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Tab No.	Description	Field Type
R3*	The baseline statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
R4*	The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field
R5*	The 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
R6*	The 4-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field Value Carried over from the 2020 Mid Performance Period Progress Report
R7*	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Progress Period Report
R8*	Discuss the decisions and/or investments that contributed to the actual Performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
R9*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
R9a This field is dependent on the response to R9 and required if R9 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
R9b This field is dependent on the response to R9 and required if R9 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable, and quantify the impacts that resulted from these circumstances, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Statewide Performance Targets for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Tab No.	Description	Field Type
R10*	The baseline Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
R11*	The 4-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
R12*	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Baseline Performance Period Progress Report
R13*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
R14*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
R14a This field is dependent on the response to R14 and required if R14 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
R14b This field is dependent on the response to R14 and required if R14 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Freight Tab - National Performance Management Measures to Assess Freight Movement on the Interstate System (23 CFR 490.607)

Freight Reliability (Movement) Performance Overview

Tab No.	Description	Field Type
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
F2*	Discuss how the actual performance achieved for statewide freight movement on the Interstate System [23 CFR 490.105(c)(6) during the performance period, which indicates the near-term direction or trend, supports both the long-term national freight movement performance goal of improving the National Highway Freight Network, strengthening access to trade markets, and supporting economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)]	Text Field

Tab No.	Description	Field Type
F3*	Discuss the State DOT's efforts to address congestion at truck freight bottlenecks through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Programs (TIP); regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System, and the progress that these efforts have made towards addressing freight bottlenecks. [23 CFR 490.107(b)(3)(ii)(E)) If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated discussion of efforts to address congestion at truck freight bottlenecks is needed. [23 CFR 490.107(b)(3)(ii)(D) and 23 CFR 490.107(b)(3)(ii)(E)] Please upload related document(s) in the "Attachment" tab.	Text Field

Statewide Performance Targets for the Truck Travel Time Reliability (TTTR) Index

Tab No.	Description	Field Type
F4*	The baseline statewide Truck Travel Time Reliability Index. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value Carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
F5*	The 2-year statewide Truck Travel Time Reliability Index. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value Carried over from the 2020 Mid Performance Period Progress Report
F6*	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value Carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
F7*	The 4-year statewide Truck Travel Time Reliability Index. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
F8*	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
F9*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the statewide Truck Travel Time Reliability Index, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	Text Field
F10*	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
F10a This field is dependent on the response to F10 and required if F10 response is Yes.	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data due to lack of funding. 6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.

Tab No.	Description	Field Type
F10b This field is dependent on the response to F10 and required if F10 response is Yes.	Explain how the extenuating circumstance(s), listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Peak Hour Excessive Delay (PHED) Tab - National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490.707)

General note: For the 2018-2021 performance period only, the Peak Hour Excessive Delay Measure (PHED) and Percent of non-Single Occupancy Vehicle Travel Measure (Non-SOV), the measures are applicable to urbanized areas (UZA) with a population over 1 million in Nonattainment or Maintenance for any of the criteria pollutants under the CMAQ program. For all other performance periods, the measures are applicable based on a population of over 200,000. [23 CFR 490.105(e)(8)(i) and (ii)] FHWA's applicability tables are available at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/index.cfm

A State DOT will only see the PHED tab if the measure is applicable to that State.

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Tab No.	Description	Field Type
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
D2*	Discuss how the actual performance achieved for Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decisionmaking through performance-based planning and programming [23 U.S.C. 150(a)]	Text Field

Tab No.	Description	Field Type
D3*	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	Prepopulated Numeric Field

Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita

Tab No.	Description	Field Type
D4*	Urbanized Area:	Prepopulated Text Field
D5*	The baseline Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. For the 2018-2021 performance period only, the baseline value is the 2-year actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report
D6*	The 4-year Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	Prepopulated Numeric Field
D7*	The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A)and 23 CFR 490.107(c)(3)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
D8*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the statewide Annual Hours of Peak Hour Excessive Delay Per Capita, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Non-Single Occupancy Vehicle (Non-SOV) Tab - National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490.707)

General note: For the 2018-2021 performance period only, the Peak Hour Excessive Delay (PHED) Measure and Percent of non-Single Occupancy Vehicle Travel (Non-SOV) Measure, the measures are applicable to urbanized areas (UZA) with a population over 1 million in Nonattainment or Maintenance for any of the criteria pollutants under the CMAQ program. For all other performance periods, the measures are applicable based on a population of over 200,000. [23 CFR 490.105(e)(8)(i) and (ii)] FHWA's applicability tables are available at:
https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/index.cfm

A State DOT will only see the Non-SOV tab if the measure is applicable to that State.

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Tab No.	Description	Field Type
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
T2*	Discuss how the actual performance achieved for Percent of Non-SOV Travel for this UZA [23 CFR 490.105(c)(7)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	Text

Tab No.	Description	Field Type
T3*	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	Prepopulated Numeric Field

Urbanized Area Targets #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Tab No.	Description	Field Type
T4*	Urbanized Area:	Prepopulated Text Field
T5*	The baseline Percent of Non-SOV Travel for this UZA. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
T6*	The 2-year Percent of Non-SOV Travel for this UZA. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
T7*	The 2-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
T8*	The 4-year Percent of Non-SOV Travel for this UZA. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 4-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	Prepopulated Numeric Field.
T9*	The 4-year target for the Percent of Non-SOV Travel for this UZA for the 2018-2021 Performance Period. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
T10*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended condition. For the Percent of Non-SOV Travel for this UZA, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Emissions Tab- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions "Total Emissions Reduction Measure" (23 CFR 490.807)

General note: The Total Emissions Reduction measure is the 2-year and 4-year cumulative reported emission reductions, for all CMAQ funded projects, of each criteria pollutant and applicable precursor [carbon monoxide (CO), particulate matter (PM2.5 and PM10), volatile organic compounds (VOC) and oxides of nitrogen (NOx)] under the CMAQ program for which the area is designated nonattainment or maintenance. (23 CFR § 490.807) The Performance Period for the Total Emissions Reduction measure is October 1, 2017 to September 30,2021. [(23 CFR 490.105(e)(4)(i)(B)]

FHWA's applicability tables are available at:
https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/index.cfm

Statewide Total Emissions Reduction Performance Overview

Tab No.	Description	Field Type
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
E2	Discuss how the actual performance achieved for the statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) during the performance period, which indicates the near-term direction or trend, supports both the long-term national environmental sustainability performance goal to enhance the performance of the transportation system while protecting and enhancing the natural environment identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *If all applicable pollutants and precursors are trending in a similar fashion you may generalize the response.	Text Field

Tab No.	Description	Field Type
E3*	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Prepopulated Dropdown with single selection: Yes No
E4*	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]	Prepopulated Dropdown with single selection: No Significant contributors Yes - NOx only Yes - VOC only Yes - NOx and VOC
E5*	Does the State include any areas designated as nonattainment or maintenance for PM10?	Prepopulated Dropdown with single selection: Yes No
E6*	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	Prepopulated Dropdown with single selection: No Significant contributors Yes - NOx only Yes - VOC only Yes NOx and VOC

Tab No.	Description	Field Type
E7*	Does the State include any areas designated as nonattainment or maintenance for CO?	Prepopulated Dropdown with single selection: Yes No
E8*	Does the State include any areas designated as nonattainment or maintenance for ozone?	Prepopulated Dropdown with single selection: Yes No
E9*	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: [23 CFR 490.107(b)(3)(ii)(H)] This plan needs to address the requirements of 23 CFR 490.107(c)(3)(iv), and include the MPO's targets for the PHED, Non-SOV, and Total Emissions Reduction measures.	Prepopulated Numeric Field This cell will prepopulate with the number of MPOs for the specific State.
E10*	MPO required to submit a CMAQ Performance Plan to the State DOT:	Prepopulated Text Field. This field will prepopulate with the name of an MPO. This field will update based on each MPO.
E11*	Did you upload the plan to the PMF on the "attachment" tab?	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
E11a	Explain why the plan was not uploaded to the PMF.	Text Field. This field is dependent on the response for E11 and required if E11 response is No.

Statewide Total Emissions Reduction PM2.5 Targets #1

Tab No.	Description	Field Type
E12*	The baseline cumulative emissions reductions (total daily kilograms) of PM2.5. This value is from the 2018 Baseline Performance Period Report and is the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Calculated to the nearest one thousandth. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E13*	The 2-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] To calculate the measure, data for Federal Fiscal Years 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E14*	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E15*	The 4-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Years 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field.
E16*	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the Federal Fiscal Years 2018-2021Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
E17*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM2.5, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Statewide Total Emission Reduction NOx Targets #2

Tab No.	Description	Field Type
E18*	The baseline cumulative emissions reductions (total daily kilograms) of NOx. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the 2017-2020 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E19*	The 2-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E20*	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E21*	The 4-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field
E22*	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of NOx for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E23*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the NOx, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Statewide Total Emission Reduction VOC Targets #3

Tab No.	Description	Field Type
E24*	The baseline cumulative emissions reductions (total daily kilograms) of VOC. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
E25*	The 2-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
E26*	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
E27*	The 4-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field

Tab No.	Description	Field Type
E28*	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E29*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Statewide Total Emission Reduction PM10 Targets #4

Tab No.	Description	Field Type
E30*	The baseline cumulative emissions reductions (total daily kilograms) of PM10. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated Emissions Reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E31*	The 2-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E32*	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report

Tab No.	Description	Field Type
E33*	The 4-year statewide Total Emissions Reductions (total daily kilograms) of PM10. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field
E34*	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the Federal Fiscal Year Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E35*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM10, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field

Statewide Total Emission Reductions CO Targets #5

Tab No.	Description	Field Type
E36*	The baseline cumulative emissions reductions (total daily kilograms) of CO. This value is from the 2018 Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
E37*	The 2-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report

Tab No.	Description	Field Type
E38*	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report, which is the same as the 2018 Baseline Performance Period Report
E39*	The 4-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	Prepopulated Numeric Field

Tab No.	Description	Field Type
E40*	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	Prepopulated Numeric Field. Value carried over from the 2020 Mid Performance Period Progress Report
E41*	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Text Field