

Performance Management Form (PMF)

Input Fields: Full Performance Period (FPP) Progress Report.

Due October 1, 2026, and every 4 years thereafter.

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U.S. Department of Transportation
Federal Highway Administration

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Change Log

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

Page or Question	Revision

Table of Contents

CHANGE LOGII

TABLE OF CONTENTS.....III

INTRODUCTION TO INPUT FIELD DOCUMENT FOR THE FULL PERFORMANCE PERIOD (FPP) PROGRESS REPORT.....1

PIDP HOME PAGE.....3

POP-UP BOX FOR INITIATING THE FULL PERFORMANCE PERIOD PROGRESS REPORT4

 INITIATING THE FULL PERFORMANCE PERIOD PROGRESS REPORT 4

OVERVIEW TAB.....5

 OVERVIEW: SECTION 1 5

 OVERVIEW: SECTION 2 5

ATTACHMENT TAB6

PAVEMENT TAB - NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR ASSESSING PAVEMENT CONDITION (23 CFR 490.307)7

 OVERVIEW: PAVEMENT PERFORMANCE 7

 STATEWIDE PERFORMANCE TARGET FOR THE PERCENTAGE OF PAVEMENTS ON THE INTERSTATE SYSTEM IN GOOD CONDITION 7

 STATEWIDE PERFORMANCE TARGET FOR THE PERCENTAGE OF PAVEMENTS ON THE INTERSTATE SYSTEM IN POOR CONDITION 10

 STATEWIDE PERFORMANCE TARGET FOR THE PERCENTAGE OF PAVEMENTS ON THE NON-INTERSTATE NHS IN GOOD CONDITION 12

 STATEWIDE PERFORMANCE TARGET FOR THE PERCENTAGE OF PAVEMENTS ON THE NON-INTERSTATE NHS IN POOR CONDITION 15

BRIDGE TAB - NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR ASSESSING BRIDGE CONDITION (23 CFR 490.407) 18

 OVERVIEW: BRIDGE PERFORMANCE 18

 STATEWIDE PERFORMANCE TARGET FOR BRIDGES ON THE NHS CLASSIFIED AS IN GOOD CONDITION 18

 STATEWIDE PERFORMANCE TARGET FOR BRIDGES ON THE NHS CLASSIFIED AS IN POOR CONDITION 21

RELIABILITY TAB – NATIONAL PERFORMANCE MANAGEMENT MEASURES TO ASSESS PERFORMANCE OF THE NATIONAL HIGHWAY SYSTEM (23 CFR 490.507 (A)) 24

OVERVIEW: TRAVEL TIME RELIABILITY PERFORMANCE	24
STATEWIDE PERFORMANCE TARGET FOR THE PERCENT OF THE PERSON-MILES TRAVELED ON THE INTERSTATE THAT ARE RELIABLE.....	24
STATEWIDE PERFORMANCE TARGET FOR THE PERCENT OF THE PERSON-MILES TRAVELED ON THE NON-INTERSTATE NHS THAT ARE RELIABLE	27
FREIGHT TAB - NATIONAL PERFORMANCE MANAGEMENT MEASURES TO ASSESS FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM (23 CFR 490.607)	30
OVERVIEW: FREIGHT RELIABILITY (MOVEMENT) PERFORMANCE	30
STATEWIDE PERFORMANCE TARGET FOR THE TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX.....	31
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)	34
OVERVIEW: ANNUAL HOURS OF PEAK HOUR EXCESSIVE DELAY (PHED) PER CAPITA PERFORMANCE	34
URBANIZED AREA TARGET #1 - ANNUAL HOURS OF PEAK HOUR EXCESSIVE DELAY PER CAPITA.....	34
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)	36
OVERVIEW: PERCENT OF NON-SINGLE OCCUPANCY VEHICLE (NON-SOV) TRAVEL PERFORMANCE	36
URBANIZED AREA TARGET #1 - PERCENT OF NON-SINGLE OCCUPANCY VEHICLE (NON-SOV) TRAVEL.....	36
EMISSIONS TAB - NATIONAL PERFORMANCE MANAGEMENT MEASURES FOR ASSESSING THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM – ON-ROAD MOBILE SOURCE EMISSIONS (23 CFR 490.807).....	39
OVERVIEW: TOTAL EMISSION REDUCTION PERFORMANCE	39
STATEWIDE TOTAL EMISSION REDUCTION PM2.5 TARGET #1	41
STATEWIDE TOTAL EMISSION REDUCTION NOX TARGET #2.....	43
STATEWIDE TOTAL EMISSION REDUCTION VOC TARGET #3.....	45
STATEWIDE TOTAL EMISSION REDUCTION PM10 TARGET #4	47
STATEWIDE TOTAL EMISSION REDUCTION CO TARGET #5.....	49

Full Performance Period (FPP) Progress Report

Introduction to Input Field Document for the Full Performance Period (FPP) Progress Report

This document represents Federal Highway Administration's (FHWA's) web-based Performance Management Form (PMF) for the Full Performance Period (FPP) Progress Report described in 23 CFR 490.107. It provides the fields in the PMF and illustrates the general functionality of the web-based form.

What is 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). Access to the PMF requires an active UPACS account. The instructions for requesting PMF access by both State DOTs and Division Offices are sent to the Divisions' official mailboxes in the Spring of each reporting year.

The PMF Portal has the following nine tabs (worksheets). The input fields for each tab are provided in this document. Any question number marked with an asterisk (*) is 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)

What are the Biennial Reports in the PMF?

The State DOT's biennial performance reports are due October 1 of each even year, per 23 CFR 490.107(b). There are three types of biennial reports: Baseline Performance Period Report (BPP), Mid Performance Period Progress Report (MPP), Full Performance Period Progress Report (FPP).

While the State DOT is preparing the FPP Progress Report and closing out the 4-year performance period, it is also preparing the BPP Progress Report for the next performance period. The State DOT submits both reports at the same time via the PMF.

What are the Reporting Performance Periods in the PMF?

A performance period covers four years and defines the data collection and analysis periods for each measure. [23 CFR 490.105(e)(4)]

For the pavement, bridge, travel time reliability, freight movement, and traffic congestion measures, the performance period follows the calendar year. The 2026 Performance Period is January 1, 2026 - December 31, 2029. The 2030 Performance Period is January 1, 2030 – December 31, 2034.

For the on-road mobile source emissions performance measure only, the performance period follows the Federal Fiscal Year. The 2026 Performance Period is October 1, 2025 – September 30, 2029. The 2030 Performance Period is October 1, 2029 – September 30, 2033.

The 4-year performance period is named after the year the BPP for that performance period is due, not the year the performance period starts. This is to accommodate the difference between the start of the performance period for the on-road mobile source emissions performance measure and the other measures.

What does a 'prepopulated value' mean within the PMF?

FHWA's method of calculating the measures for the purposes of determining baseline data, actual condition/performance, minimum condition/performance, and significant progress, as applicable to each measure and individual State, is intended to be consistent and transparent. FHWA has provided measure computation procedure documents that detail the data used and

Full Performance Period (FPP) Progress Report

calculation processes on its TPM website under Guidance. For all prepopulated values in the PMF, if the State DOT feels that an error has been made, please contact the FHWA Division Office in your State as soon as possible.

Additional information on using and preparing the PMF:

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 User Guide can be found within the PMF Portal, under Help.

FHWA has prepared the TPM Biennial Performance Reporting Manual which provides more detail on the required fields and the process that will be used to review and finalize the PMF. The TPM Biennial Performance Reporting Manual can be found on the TPM website on the Guidance Page. <https://www.fhwa.dot.gov/tpm/guidance>.

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

Full Performance Period (FPP) Progress Report

[PIDP Home Page](#)

[After logging in, the Home Page will display the following message.]

Performance Management Form (PMF) for Transportation Performance Management (TPM). 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 (FHWA's) review and acceptance, including:

- a. Baseline Performance Period Report
- b. Mid Performance Period Progress Report
- 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 or impose any requirements. Written information, data, and attachments submitted in the PMF may be provided verbatim in the FHWA State Performance Dashboard and Reports, or in other FHWA reports.

Data collection for this PMF is authorized by OMB Control Number #2125-0656.

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 basis for the targets. The dashboard may include any additional information provided to FHWA that helps describe the State's performance.

For assistance, please refer to the TPM Biennial Performance Reporting Manual, which is located on the [TPM website](#), on the Guidance page.

Full Performance Period (FPP) Progress Report

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	Response Field
*Select the State for which this performance report is applicable.	Select from dropdown.
*Select the year of this performance report.	Select from dropdown.
Report Type	Full Performance Period Progress Report [Prepopulated]
Performance Period [23 CFR 490.105(e)(4)(i)]	20XX-20XX [Prepopulated]
Performance Report Due Date	10/01/20XX [Prepopulated]

Full Performance Period (FPP) Progress Report

Overview Tab

Overview: Section 1

Question No.	Description	Response Field
O1	Overview General Comments: Please use this space to provide any general comments that may assist FHWA in its review of the State’s submission. You can use this space to provide greater context for the targets and the actual condition/performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field
O2*	Investment Strategy Discussion: Assess the effectiveness of implementing the investment strategies for the National Highway System (NHS) documented in the State’s Asset Management Plan (AMP). Discuss the factors that contributed to the effectiveness. [23 CFR 490.107(b)(3)(ii)(C)]	Text Field
O3	Significant Progress Additional Reporting: As of mid-summer, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. [23 CFR 490.109(f)(2)] Did you upload the additional reporting for target(s) achievement to the PMF on the Attachment tab? Note: This field is visible to all States. However, it will only accept information from those States that didn’t make significant progress on one or more performance measures and had not submitted the required information by mid-summer.	Select one: Yes No This question will be visible to all States. It will only accept information from States that didn’t make significant progress on one or more performance measures and have not submitted the required report(s). If “No” is selected, the following sub questions will require a response.
O3a	Explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required. [23 CFR 490.109(f)(2)]	Text Field

Overview: Section 2

Question No.	Description	Response Field
O4*	Who should FHWA contact with questions?	Text Field
O5*	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
O6*	What is the email address for this contact?	Email Field

Full Performance Period (FPP) Progress Report

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.

In the BPP, each State DOT is required to upload a freight bottleneck report [23 CFR 490.107(b)(1)(ii)(E)].

In the MPP and FPP, if O4 on the Overview Tab states that the State DOT is required to provide additional reporting related to significant progress, that information must be uploaded here. [23 CFR 490.109(f)(2)]

For all 3 Reports, any required MPO CMAQ Performance Plans listed on the Emissions tab must be uploaded here. [23 CFR 490.107(b)(1)(ii)(G)].

In addition, for all 3 Reports, State DOTs can provide optional supplementary information for FHWA consideration by uploading it here.

Whenever possible, please also provide a weblink for any uploaded information that is accessible without a password.

Full Performance Period (FPP) Progress Report

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

Any question number marked with an asterisk (*) is required.

Overview: Pavement Performance

Question No.	Description	Response Field
P1	General Comments: 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 the targets and the actual condition, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text field

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

Question No.	Description	Response Field
P2*	Baseline: Percentage of Pavements on the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)] This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field
P3*	2-year Actual Condition: Percentage of Pavements on the Interstate System in Good Condition. [23 CFR 490.107(b)(2)(ii)(A)] This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.	Prepopulated Numeric Field
P4*	2-year Target: Percentage of Pavements on the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P5*	<p>4-year Actual Condition: Percentage of Pavements on the Interstate System in Good Condition. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
P6*	<p>4-year Target: Percentage of Pavements on the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
P7*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the Percentage of Pavements on the Interstate System in Good Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
P8*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of Pavements on the Interstate System in Good Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
P9*	<p>Extenuating Circumstance(s): 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 Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P9a	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)]	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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
P9b	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 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 Target for the Percentage of Pavements on the Interstate System in Poor Condition

Question No.	Description	Response Field
P10*	<p>Baseline: Percentage of Pavements on the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.</p>	Prepopulated Numeric Field
P11*	<p>2-year Actual Condition: Percentage of Pavements on the Interstate System in Poor Condition. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
P12*	<p>2-year Target: Percentage of Pavements on the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
P13*	<p>4-year Actual Condition: Percentage of Pavements on the Interstate System in Poor condition. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
P14*	<p>4-year Target: Percentage of Pavements on the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P15*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the Percentage of Pavements on the Interstate System in Poor Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	
P16*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of Pavements on the Interstate System in Poor Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
P17*	<p>Extenuating Circumstance(s): 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 Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P17a	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)]	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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
P17b	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 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

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition

Question No.	Description	Response Field
P18*	Baseline: Percentage of Pavements on the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)] This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field
P19*	2-year Actual Condition: Percentage of Pavements on the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(2)(ii)(A)] This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P20*	<p>2-year Target: Percentage of Pavements on the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
P21*	<p>4-year Actual Condition: Percentage of Pavements on the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
P22*	<p>4-year Target: Percentage of Pavements on the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
P23*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the Percentage of Pavements on the Non-Interstate NHS in Good Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
P24*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of Pavements on the Non-Interstate NHS in Good Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P25*	Extenuating Circumstance(s): 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 Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.107(b)(3)(ii)(F)]	Select one: Yes No If “yes” is selected, the following sub questions will require a response.
P25a	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)]	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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
P25b	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 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 Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition

Question No.	Description	Response Field
P26*	<p>Baseline: Percentage of Pavements on the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.</p>	Prepopulated Numeric Field
P27*	<p>2-year Actual Condition: Percentage of Pavements on the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
P28*	<p>2-year Target: Percentage of Pavements on the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
P29*	<p>4-year Actual Condition: Percentage of Pavements on the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
P30*	<p>4-year Target: Percentage of Pavements on the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P31*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition, for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
P32*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of Pavements on the Non-Interstate NHS in Poor Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
P33*	<p>Extenuating Circumstance(s): 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 Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
P33a	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)]	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
P33b	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 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)

Any question number marked with an asterisk (*) is required.

Overview: Bridge Performance

Question No.	Description	Response Field
B1	General Comments: 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 the targets and the actual condition, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field

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

Question No.	Description	Response Field
B2*	Baseline: Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)] This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field
B3*	2-year Actual Condition: Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(2)(ii)(A)] This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.	Prepopulated Numeric Field
B4*	2-year Target: Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.	Prepopulated Numeric Field
B5*	4-year Actual Condition: Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(3)(ii)(A)] This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period. The value is reported to the nearest tenth of a percent.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
B6*	<p>4-year Target: Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
B7*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
B8*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of deck area of Bridges on the NHS Classified as in Good Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
B9*	<p>Extenuating Circumstance(s): 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 Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
B9a	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)]	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
B9b	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 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 Target for Bridges on the NHS Classified as in Poor Condition

Question No.	Description	Response Field
B10*	<p>Baseline: Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the Performance Period.</p>	Prepopulated Numeric Field
B11*	<p>2-year Actual Condition: Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
B12*	<p>2-year Target: Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year condition at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
B13*	<p>4-year Actual Condition: Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year condition derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
B14*	<p>4-year Target: Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year condition at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
B15*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year condition to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
B16*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
B17*	<p>Extenuating Circumstance(s): 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 Percentage of deck area of Bridges on the NHS Classified as in Poor Condition? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
B17a	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)]	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [Reserved]
B17b	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 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

Full Performance Period (FPP) Progress Report

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

Any question number marked with an asterisk (*) is required.

Overview: Travel Time Reliability Performance

Question No.	Description	Response Field
R1	General Comments: 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 the targets and the actual performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field

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

Question No.	Description	Response Field
R2*	Baseline: Percent of the Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)] This value is carried over from the Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field
R3*	2-year Actual Performance: Percent of the Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(2)(ii)(A)] This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.	Prepopulated Numeric Field
R4*	2-year Target: Percent of the Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year performance at the midpoint of the Performance Period.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
R5*	<p>4-year Actual Performance: Percent of the Person-Miles Traveled on the Interstate That Are Reliable.</p> <p>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)]</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
R6*	<p>4-year Target: Percent of the Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year performance at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
R7*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the Percent of the Person-Miles Traveled on the Interstate that are Reliable. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
R8*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percent of the Person-Miles Traveled on the Interstate that are Reliable. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
R9*	<p>Extenuating Circumstance(s): 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 Percent of the Person-Miles Traveled on the Interstate that are Reliable? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
R9a	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)]	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [Reserved]
R9b	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 Percent of the Person-Miles Traveled on the Interstate that are Reliable, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

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

Question No.	Description	Response Field
R10*	<p>Baseline: Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the Performance Period.</p>	Prepopulated Numeric Field
R11*	<p>2-year Actual Performance: Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
R12*	<p>2-year Target: Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year performance at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
R13*	<p>4-year Actual Performance: Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year performance derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</p>	Prepopulated Numeric Field
R14*	<p>4-year Target: Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year performance at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
R15*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
R16*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
R17*	<p>Extenuating Circumstance(s): 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 Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable?</p> <p>[23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
R17a	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)]	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]
R17b	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 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

Full Performance Period (FPP) Progress Report

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

Any question number marked with an asterisk (*) is required.

Overview: Freight Reliability (Movement) Performance

Question No.	Description	Response Field
F1	<p>General Comments: 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 the targets and the actual performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)</p>	Text Field
F2*	<p>Progress on truck freight bottlenecks: Discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p>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 analysis of congestion at truck freight bottlenecks must be included via this field or as an attachment. [23 CFR 490.107(b)(3)(ii)(D)]</p> <p>Upload any related document(s) in the Attachment tab.</p>	Text Field

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

Question No.	Description	Response Field
F3*	<p>Baseline: Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the Performance Period.</p>	Prepopulated Numeric Field
F4*	<p>2-year Actual Performance: Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
F5*	<p>2-year Target: Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year performance at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
F6*	<p>4-year Actual Performance: Truck Travel Time Reliability Index. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year performance derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest hundredth.</p>	Prepopulated Numeric Field
F7*	<p>4-year Target: Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year performance at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
F8*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the Truck Travel Time Reliability Index. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
F9*	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 4-year target for the Truck Travel Time Reliability Index measure. 2) Summarize the accomplishments achieved during the Performance Period that demonstrate whether the State DOT expects to make significant progress or not. <p>[23 CFR 490.107(b)(3)(ii)(E)]</p>	Text Field
F10*	<p>Extenuating Circumstance(s): 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 Truck Travel Time Reliability Index measure? [23 CFR 490.107(b)(3)(ii)(F)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>
F10a	<p>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)]</p>	<p>Select all that apply:</p> <ol style="list-style-type: none"> 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 or regulation directing State DOTs to change metric or measure calculation. 7. [RESERVED]

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
F10b	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 Truck Travel Time Reliability Index measure, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	Text Field

Full Performance Period (FPP) Progress Report

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)

Any question number marked with an asterisk (*) is required.

General note: A State DOT will only see the PHED tab if the measure is applicable to their State. The Peak Hour Excessive Delay Measure (PHED) and Percent of non-Single Occupancy Vehicle Travel Measure (Non-SOV) are applicable to urbanized areas (UZA) with a population over 200,000 in Nonattainment or Maintenance for any of the criteria pollutants under the CMAQ program. [23 CFR 490.105(e)(8)(ii)]

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

Question No.	Description	Response Field
D1	General Comments: 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 the targets and the actual performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field
D2*	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in the State are:	Prepopulated Numeric Field

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

Question No.	Description	Response Field
D3*	Urbanized Area:	Prepopulated Text Field
D4*	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] This value is carried over from the Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field
D5*	2-year Actual Performance: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(2)(ii)(A)] This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
D6*	<p>2-year Target: Annual Hours of Peak Hour Excessive Delay Per Capita. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year performance at the midpoint of the Performance Period.</p>	Prepopulated Numeric Field
D7*	<p>4-year Actual Performance: Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year performance derived from the latest data collected through the end of the Performance Period.</p> <p>The value is reported to the nearest tenth.</p>	Prepopulated Numeric Field
D8*	<p>4-year Target: Annual Hours of Peak Hour Excessive Delay Per Capita for this UZA. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year performance at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field
D9*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the Annual Hours of Peak Hour Excessive Delay Per Capita. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field

Full Performance Period (FPP) Progress Report

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)

Any question number marked with an asterisk (*) is required.

General note: A State DOT will only see the Non-SOV tab if the measure is applicable to their State. The Peak Hour Excessive Delay (PHED) Measure and Percent of non-Single Occupancy Vehicle Travel (Non-SOV) Measure are applicable to urbanized areas (UZA) with a population over 200,000 in Nonattainment or Maintenance for any of the criteria pollutants under the CMAQ program. [23 CFR 490.105(e)(8)(ii)]

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

Question No.	Description	Response Field
T1	General Comments: 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 the targets and the actual performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field
T2*	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in the State are:	Prepopulated Numeric Field

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

Question No.	Description	Response Field
T3*	Urbanized Area:	Prepopulated Text Field
T4*	Baseline: Percent of Non-SOV Travel for this UZA. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] This value is carried over from the Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the Performance Period.	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
T5*	<p>Data Collection Method: In the Baseline Performance Period Report, the State DOT selected the following data collection method for calculating the Percent of Non-SOV Travel measure for the Performance Period:</p> <p>The actual performance is calculated using the data collection method selected in the Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(I), 23 CFR 490.709(f)(2) and (3)]</p>	<p>Prepopulated Text Field.</p> <p>Options:</p> <p>Method A - American Community Survey</p> <p>Method B - local survey</p> <p>Method C - system use measurement</p>
T6*	<p>2-year Actual Performance: Percent of Non-SOV Travel for this UZA. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p>	<p>Prepopulated Numeric Field</p>
T7*	<p>2-year Target: Percent of Non-SOV Travel for this UZA. [23 CFR 490.107(b)(1)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 2-year performance at the midpoint of the Performance Period.</p>	<p>Prepopulated Numeric Field</p>

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
T8*	<p>4-year Actual Performance: Percent of Non-SOV Travel for this UZA. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the actual 4-year performance derived from the latest data collected through the end of the Performance Period.</p> <p>The value must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] For example, enter 86.5% as 86.5.</p> <p>Note: If the State DOT selected Method A in the Baseline Performance Report (see T5), the actual performance for the UZA based on American Community Survey (ACS) data (Method A) will be prepopulated. If the State DOT selected Method B or C in the Baseline Performance Report (see T5), this field will not be prepopulated. Since the measure is calculated the same way for the entire performance period, the State DOT must calculate the actual performance for the UZA based on the Method selected in the Baseline Performance Report (see T5) and enter it here.</p>	<p>Numeric Field</p> <p>Prepopulated when T5 contains Method A.</p> <p>When T5 contains Method B or C, the State DOT will enter a value.</p>
T9*	<p>4-year Target: Percent of Non-SOV Travel for this UZA. [23 CFR 490.107(b)(3)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the anticipated 4-year performance at the end of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	<p>Prepopulated Numeric Field</p>
T10*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the Percent of Non-SOV Travel for this UZA. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	<p>Text Field</p>

Full Performance Period (FPP) Progress Report

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

Any question number marked with an asterisk (*) is required.

General note: A State DOT will only see the Emissions tab if the measure is applicable to their State. The Emission Reduction Measure is the cumulative 2-year and 4-year reported emissions 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)

Overview: Total Emission Reduction Performance

Question No.	Description	Response Field
E1	General Comments: 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 the targets and the actual performance, provide additional background details or clarification, note any assumptions, or discuss complications. (Response Optional)	Text Field
E2*	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Prepopulated with either: Yes or No
E3*	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx, VOC, or both 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 with one of the following: No Significant contributors Yes - NOx only Yes - VOC only Yes - NOx and VOC
E4*	Does the State include any areas designated as nonattainment or maintenance for PM10?	Prepopulated with either: Yes or No

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
E5*	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx, VOC, or both a significant contributor to PM10 emissions anywhere in the State?	Prepopulated with one of the following: No Significant contributors Yes - NOx only Yes - VOC only Yes- NOx and VOC
E6*	Does the State include any areas designated as nonattainment or maintenance for CO?	Prepopulated with either: Yes or No
E7*	Does the State include any areas designated as nonattainment or maintenance for ozone?	Prepopulated with either: Yes or No
E8*	Number of MPOs within the State that are required to submit a CMAQ Performance Plan to the State DOT: The CMAQ Performance 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 Emission Reduction measures. [23 CFR 490.107(b)(3)(ii)(H)]	Prepopulated Numeric Field. This cell will prepopulate with the number of MPOs for the specific State.
E9*	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.
E10*	Did you upload the CMAQ Performance Plan to the PMF on the Attachment tab?	Select one: Yes or No If “no” is selected, the following sub question will require a response.
E10a	If no plan was uploaded, provide an explanation here.	Text Field

Full Performance Period (FPP) Progress Report

Statewide Total Emission Reduction PM2.5 Target #1

Question No.	Description	Response Field
E11*	<p>Baseline: Estimated cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the Performance Period.</p>	Prepopulated Numeric Field
E12*	<p>2-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E13*	<p>2-year Target: Cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E14*	<p>4-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the 4 Federal fiscal years of the Performance Period.</p> <p>The data needed to calculate the measure came from the CMAQ Public Access System. [23 CFR 490.809(a)]</p> <p>The value is reported to the “nearest one thousandths”.</p>	Prepopulated Numeric Field
E15*	<p>4-year Target: Cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
E16*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for PM2.5. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field

Statewide Total Emission Reduction NOx Target #2

Question No.	Description	Response Field
E17*	<p>Baseline: Estimated cumulative emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the Performance Period.</p>	Prepopulated Numeric Field
E18*	<p>2-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E19*	<p>2-year Target: Cumulative emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E20*	<p>4-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the 4 Federal fiscal years of the Performance Period.</p> <p>The data needed to calculate the measure came from the CMAQ Public Access System. [23 CFR 490.809(a)].</p> <p>The value is reported to the “nearest one thousandths”.</p>	Prepopulated Numeric Field
E21*	<p>4-year Target: Cumulative emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
E22*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for NOx. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field

Statewide Total Emission Reduction VOC Target #3

Question No.	Description	Response Field
E23*	<p>Baseline: Estimated cumulative emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the Performance Period.</p>	Prepopulated Numeric Field
E24*	<p>2-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E25*	<p>2-year Target: Cumulative emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E26*	<p>4-year Actual performance: Estimated cumulative emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the 4 Federal fiscal years of the Performance Period.</p> <p>The data needed to calculate the measure came from the CMAQ Public Access System. [23 CFR 490.809(a)]</p> <p>The value is reported to the “nearest one thousandths”.</p>	Prepopulated Numeric Field
E27*	<p>4-year Target: Cumulative emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

E28*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for VOC. This discussion shall at a minimum:</p> <ol style="list-style-type: none">1) Compare the actual 4-year performance to the 4-year target, and2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field
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Statewide Total Emission Reduction PM10 Target #4

Question No.	Description	Response Field
E29*	<p>Baseline: Estimated cumulative emissions Reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the Performance Period.</p>	Prepopulated Numeric Field
E30*	<p>2-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E31*	<p>2-year Target: Cumulative emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E32*	<p>4-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the 4 Federal fiscal years of the Performance Period.</p> <p>The data needed to calculate the measure came from the CMAQ Public Access System. [23 CFR 490.809(a)]</p> <p>The value is reported to the “nearest one thousandths”.</p>	Prepopulated Numeric Field
E33*	<p>4-year Target: Cumulative emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
E34*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for PM10. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field

Statewide Total Emission Reduction CO Target #5

Question No.	Description	Response Field
E35*	<p>Baseline: Estimated cumulative emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the Performance Period.</p>	Prepopulated Numeric Field
E36*	<p>2-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E37*	<p>2-year Target: Cumulative emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the first 2 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E38*	<p>4-year Actual Performance: Estimated cumulative emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(3)(ii)(A)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the 4 Federal fiscal years of the Performance Period.</p> <p>The data needed to calculate the measure came from the CMAQ Public Access System. [23 CFR 490.809(a)]</p> <p>The value is reported to the “nearest one thousandths”.</p>	Prepopulated Numeric Field
E39*	<p>4-year Target: Cumulative emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value is carried over from the Mid Performance Period Progress Report and reflects the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period. If the target was adjusted in the Mid Performance Period Progress Report, the adjusted value is shown here.</p>	Prepopulated Numeric Field

Full Performance Period (FPP) Progress Report

Question No.	Description	Response Field
E40*	<p>Progress Discussion: Discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for CO. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 4-year performance to the 4-year target, and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(3)(ii)(B)]</p>	Text Field