

# Performance Management Form (PMF)

## Input Fields: Mid Performance Period (MPP) Progress Report.

Due October 1, 2028, 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

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## Introduction to Input Field Document for the Mid Performance Period (MPP) Progress Report

This document represents the Federal Highway Administration (FHWA) web-based Performance Management Form (PMF) for the Mid Performance Period (MPP) Progress Report described in 23 CFR 490.107. This document 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 FHWA User Profile and Access Control System (UPACS). Access to the PMF requires an active UPACS account. 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 Congestion Mitigation and Air Quality (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.

## Input Field Document for the Mid Performance Period (MPP) Progress Report

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 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](mailto:TPMreporting@dot.gov).

## 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.

### Pop-Up Box for Initiating the Mid Performance Period Progress Report

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

#### Initiating the Mid 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	Mid 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]

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	Metropolitan Planning Organization (MPO) Coordination: If a 4-year target(s) is adjusted in any of the measure areas, please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(6), 23 CFR 490.105(f)(7), and 23 CFR 490.105(f)(8)] (Response Optional)	Text Field
O3*	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)(2)(ii)(C)]	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
O4	<p>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)]</p> <p>Did you upload the additional reporting for target(s) achievement to the PMF on the Attachment tab?</p> <p>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.</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>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).</p> <p>If "No" is selected, the following sub questions will require a response.</p>
O4a	<p>Explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required. [23 CFR 490.109(f)(2)]</p>	Text Field

**Overview Section 2**

Question No.	Description	Response Field
O5*	Who should FHWA contact with questions?	Text Field
O6*	<p>What is the phone number for this contact?</p> <p>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</p>	Numeric Field
O7*	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 types of files. 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.

**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 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 the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.  The value is to the nearest tenth of a percent.	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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P5*	<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"> <li>1) Compare the actual 2-year condition to the 2-year target, and</li> <li>2) document the reasons the target was or was not met.</li> </ol> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
P6*	<p>4-year Target: Percentage of Pavements on the Interstate System 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 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field
P7*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
P7a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of Pavements on the Interstate System in Good Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P7b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of Pavements on the Interstate System in Good Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
P8*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Interstate System in Good Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
P9*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) 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 2-year target. [23 CFR 490.109(e)(5)]	<p>Select all that apply:</p> <p>1) Natural or man-made disasters that caused delay in NHPP or NHFP project delivery.</p> <p>2) Natural or man-made disasters that caused extenuating delay in data collection.</p> <p>3) Natural or man-made disasters that caused damage/loss of data system.</p> <p>4) Sudden discontinuation of Federal government furnished data due to natural and man-made disasters.</p> <p>5) Sudden discontinuation of Federal government furnished data due to lack of funding.</p> <p>6) New law or regulation directing State DOTs to change metric or measure calculation.</p> <p>7) [RESERVED]</p>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
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 2-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)(2)(ii)(G)]	Text Field

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

Question No.	Description	Response Field
P10*	Baseline: Percentage of Pavements on the Interstate System in Poor 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
P11*	2-year Actual Condition: Percentage of Pavements on the Interstate System in Poor Condition. [23 CFR 490.107(b)(2)(ii)(A)]  This value is the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.  The value is reported to the nearest tenth of a percent.	Prepopulated Numeric Field
P12*	2-year Target: Percentage of Pavements on the Interstate System in Poor 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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P13*	<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> <p>1) Compare the actual 2-year condition to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
P14*	<p>4-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 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field
P15*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
P15a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of Pavements on the Interstate System in Poor Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P15b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of Pavements on the Interstate System in Poor Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
P16*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Interstate System in Poor Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
P17*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) Progress Report

<p>P17a</p>	<p>Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	<p>Select all that apply:</p> <ol style="list-style-type: none"> <li>1) Natural or man-made disasters that caused delay in NHPP or NHFP project delivery.</li> <li>2) Natural or man-made disasters that caused extenuating delay in data collection.</li> <li>3) Natural or man-made disasters that caused damage/loss of data system.</li> <li>4) Sudden discontinuation of Federal government furnished data due to natural and man-made disasters.</li> <li>5) Sudden discontinuation of Federal government furnished data due to lack of funding.</li> <li>6) New law or regulation directing State DOTs to change metric or measure calculation.</li> <li>7) [RESERVED]</li> </ol>
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Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
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 2-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)(2)(ii)(G)]	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 the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.  The value is reported to the nearest tenth of a percent.	Prepopulated Numeric Field
P20*	2-year Target: Percentage of Pavements on the Non-Interstate NHS 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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P21*	<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> <p>1) Compare the actual 2-year condition to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field
P23*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
P23a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P23b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
P24*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Good Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
P25*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P25a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-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) [RESERVE]
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 2-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)(2)(ii)(G)]	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 the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</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>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> <p>1) Compare the actual 2-year condition to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P31*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
P31a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)] For example, enter 86.5% as 86.5.</p>	<p>Numeric Field</p>
P31b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Text Field</p>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
P32*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Poor Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
P33*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) 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 2-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]
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 2-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)(2)(ii)(G)]	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 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 the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period. [23 CFR 490.107(b)(2)(ii)(A)]  The value is reported to the nearest tenth of a percent.	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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
B5*	<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> <p>1) Compare the actual 2-year condition to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field
B7*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
B7a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Good Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
B7b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
B8*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of deck area of Bridges on the NHS Classified as in Good Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
B9*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) 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 2-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]
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 2-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)(2)(ii)(G)]	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 the actual 2-year condition derived from the latest data collected through the midpoint of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</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>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> <p>1) Compare the actual 2-year condition to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year condition at the end of the Performance Period.</p>	Prepopulated Numeric Field
B15*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Poor Condition? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
B15a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year condition at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
B15b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
B16*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of deck area of Bridges on the NHS Classified as in Poor Condition.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward that achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
B17*	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percentage of deck area of Bridges on the NHS Classified as in Poor Condition? [23 CFR 490.107(b)(2)(ii)(G)]	Select one:  Yes  No  If “yes” is selected, the following sub questions will require a response.
B17a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-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) (RESERVE)

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
B17b	<p>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 2-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)(2)(ii)(G)]</p>	Text Field

**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 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 the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.  The value is reported to the nearest tenth of a percent.	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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
R5*	<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> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year performance at the end of the Performance Period.</p>	Prepopulated Numeric Field
R7*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
R7a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year performance at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)] For example, enter 86.5% as 86.5.</p>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
R7b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
R8*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percent of the Person-Miles Traveled on the Interstate That Are Reliable.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
R9*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the Performance Period?</p> <p>[23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) 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 2-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]
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 2-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)(2)(ii)(G)]	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 the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p> <p>The value is reported to the nearest tenth of a percent.</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>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> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response 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)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year performance at the end of the Performance Period.</p>	Prepopulated Numeric Field
R15*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
R15a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the anticipated 4-year performance at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)] For example, enter 86.5% as 86.5.</p>	Numeric Field
R15b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
R16*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
R17*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) 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 2-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]
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 2-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)(2)(ii)(G)]	Text Field

**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 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)(2)(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 the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p> <p>The value is reported to the nearest hundredth.</p>	Prepopulated Numeric Field
F5*	<p>2-year Target: Truck Travel Time Reliability Index for the Performance Period. [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>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> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
F7*	<p>4-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 4-year performance at the end of the Performance Period.</p>	Prepopulated Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
F8*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	Select one:  Yes  No  If “yes” is selected, the following sub questions will require a response.
F8a	Adjusted 4-year Target: Provide the adjusted 4-year target for the Truck Travel Time Reliability Index. Adjustment of the 4-year target is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(e)(6)]  This value should reflect the anticipated 4-year performance at the end of the Performance Period.  The adjusted target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)] For example, enter 2.54.	Numeric Field
F8b	Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Truck Travel Time Reliability Index. This discussion shall:  1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.  2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programing documents.  [23 CFR 490.107(b)(2)(ii)(E)]	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
F9*	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for the Truck Travel Time Reliability Index measure.</p> <p>2) Summarize the accomplishments achieved during the Performance Period thus far that demonstrate whether the State DOT expects to make significant progress or not.</p> <p>3) Provide a summary of the planned activities that will be conducted during the remainder of the Performance Period to make significant progress toward achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
F10*	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the Truck Travel Time Reliability Index? [23 CFR 490.107(b)(2)(ii)(G)]</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>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
F10a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-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]
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 2-year target for the Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	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)**

**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 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. [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

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
D5*	<p>2-year Actual Performance: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Performance Period.</p> <p>The value is reported to the nearest tenth.</p>	Prepopulated Numeric 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>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> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
D8*	<p>4-year Target: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)] This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year performance at the end of the Performance Period.</p>	Prepopulated Numeric Field
D9*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA? Any adjustment made to the 4-year target shall be agreed upon and collectively made by all Sate DOTs and MPOs that include any portion of the NHS in the UZA. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, sub questions a and b will require a response. Sub question c will be optional.</p>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
D9a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. Adjustment of the 4-year target is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(e)(6)]</p> <p>This value should reflect the anticipated 4-year performance at the end of the Performance Period.</p> <p>The adjusted target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	Numeric Field
D9b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programing documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
D9c	<p>If the State DOT adjusted the unified 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area, report the applicable MPOs that also adjusted the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Response Optional)</p> <p>Note: Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]</p>	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)**

**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 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. [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 of the Performance Period.	Prepopulated Numeric Field

Input Field Document for the Mid Performance Period (MPP) 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. [23 CFR 490.107(b)(2)(ii)(A)]</p> <p>This value is the actual 2-year performance derived from the latest data collected through the midpoint 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>
T7*	<p>2-year Target: Percent of Non-SOV Travel. [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>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
T8*	<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. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
T9*	<p>4-year Target: Percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(A)]</p> <p>This value is carried over from the Baseline Performance Period Report and reflects the anticipated 4-year performance at the end of the Performance Period.</p>	Prepopulated Numeric Field
T10*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of Non-SOV travel? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, sub questions a and b will require a response. Sub question c will be optional.</p>
T10a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for the Percent of Non-SOV Travel. Adjustment of the 4-year target is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(e)(6)]</p> <p>This value should reflect the anticipated 4-year performance at the end of the Performance Period.</p> <p>The adjusted target 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>	Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
T10b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for the Percent of Non-SOV Travel. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field
T10c	<p>If the State DOT adjusted the unified 4-year target for the Percent of Non-SOV Travel target for this urbanized area, report the applicable MPOs that also adjusted the unified Percent of Non-SOV Travel target for this urbanized area. Use a semicolon to separate multiple agencies. (Response Optional)</p> <p>Note: Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]</p>	Text Field

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 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 when 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 contributor,  Yes - NOx only,  Yes - VOC only,  Yes - NOx and VOC.

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
E4*	Does the State include any areas designated as nonattainment or maintenance for PM10?	Prepopulated with either:  Yes or No
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 contributor,  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*	<p>Number of MPOs within the State that are required to submit a CMAQ Performance Plan to the State DOT:</p> <p>The CMAQ Performance Plan needs to address the requirements of 23 CFR 490.107(c)(3)(ii), and include the targets for the PHED, Non-SOV, and Emission Reduction measures.</p> <p>[23 CFR 490.107(b)(2)(ii)(I)]</p>	<p>Prepopulated Numeric Field</p> <p>This cell will prepopulate with the number of MPOs for the specific State.</p>

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response Field
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

**Statewide Total Emission Reduction PM2.5 Target #1**

Question No.	Description	Response Field
E11*	Baseline: Estimated cumulative emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B)]  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.	Prepopulated Numeric Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response 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) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 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
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>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 cumulative emissions reductions (total daily kilograms) of PM2.5. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text 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(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 4 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field

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Question No.	Description	Response Field
E16*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reductions (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	Select one: Yes No If “yes” is selected, the following sub questions will require a response.
E16a	Adjusted 4-year Target: Provide the adjusted 4-year target for cumulative emissions reductions (total daily kilograms) of PM2.5. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]  This value should reflect the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period.  The adjusted target must be reported to the “nearest one thousandths”. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	Numeric Field
E16b	Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for cumulative emissions reductions (total daily kilograms) of PM2.5. discussion shall:  1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.  2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programing documents.  [23 CFR 490.107(b)(2)(ii)(E)]	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) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 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
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>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 cumulative emissions reductions (total daily kilograms) of NOx. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> <li>1) Compare the actual 2-year performance to the 2-year target, and</li> <li>2) document the reasons the target was or was not met.</li> </ol> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

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Question No.	Description	Response 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(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 4 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E22*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reductions (total daily kilograms) of NOx? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>
E22a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for cumulative emissions reductions (total daily kilograms) of NOx. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period.</p> <p>The adjusted target must be reported to the “nearest one thousandths”. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	Numeric Field
E22b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for cumulative emissions reductions (total daily kilograms) of NOx. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</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) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 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
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>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 cumulative reductions in emissions (total daily kilograms) of VOC. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

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Question No.	Description	Response 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(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 4 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E28*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reductions (total daily kilograms) of VOC? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</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>
E28a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for cumulative emissions reductions (total daily kilograms) of VOC. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period.</p> <p>The adjusted target must be reported to the “nearest one thousandths”. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	Numeric Field
E28b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for cumulative emissions reductions (total daily kilograms) of VOC. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programing documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field

**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 emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 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
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>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 cumulative emissions reductions (total daily kilograms) of PM10. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> <li>1) Compare the actual 2-year performance to the 2-year target, and</li> <li>2) document the reasons the target was or was not met.</li> </ol> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response 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(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 4 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E34*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reductions (total daily kilograms) of PM10? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>
E34a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for cumulative emissions reductions (total daily kilograms) of PM10. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period.</p> <p>The adjusted target must be reported to the “nearest one thousandths”. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	Numeric Field
E34b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for cumulative emissions reductions (total daily kilograms) of PM10. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</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 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) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>This value is the estimated cumulative reductions in emissions (total daily kilograms) for the first 2 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
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>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 cumulative emissions reductions (total daily kilograms) of CO. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target, and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

Input Field Document for the Mid Performance Period (MPP) Progress Report

Question No.	Description	Response 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(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 4 Federal fiscal years of the Performance Period.</p>	Prepopulated Numeric Field
E40*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reductions (total daily kilograms) of CO? [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]	<p>Select one:</p> <p>Yes</p> <p>No</p> <p>If “yes” is selected, the following sub questions will require a response.</p>
E40a	<p>Adjusted 4-year Target: Provide the adjusted 4-year target for cumulative emissions reductions (total daily kilograms) of CO. Adjustment of the 4-year target is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This value should reflect the cumulative reductions in emissions (total daily kilograms) anticipated for the 4 Federal fiscal years of the Performance Period.</p> <p>The adjusted target must be reported to the “nearest one thousandths”. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	Numeric Field
E40b	<p>Basis for Adjusted 4-year Target: Provide the basis for adjustment of the 4-year target for cumulative emissions reductions (total daily kilograms) of CO. This discussion shall:</p> <p>1) Explain any data, method(s), or process(s) used individually or in combination to identify the target.</p> <p>2) Discuss how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan, the long-range statewide transportation plan, and other relevant planning and programming documents.</p> <p>[23 CFR 490.107(b)(2)(ii)(E)]</p>	Text Field

