

Performance Management Form (PMF)

Input Fields: Mid Performance Period

(MPP) Progress Report

Due October 1, 2024

June 7, 2024

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Federal Highway Administration

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Change Log

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

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Introduction

This document represents the Federal Highway Administration (FHWA) web-based Performance Management Form (PMF), which will be open for use on September 1, 2024. This document includes all the required contents for the 2024 Mid Performance Period (MPP) Progress Report described in 23 CFR 490.107, and illustrates the input options and general functionality of the web-based form. After the 2024 submission season, FHWA will update the PMF to accommodate the requirements of the future State Biennial Performance Reports.

The PMF is a component of the Policy Information Data Portal (PIDP), which is an application of the FHWA User Profile and Access Control System (UPACS). The UPACS and PMF require the use of the Microsoft Edge web browser.

Access to the PMF requires an active UPACS account. The instructions for requesting PMF access were sent to the FHWA Division Offices' official mailboxes in May 7, 2024 with the subject: "ACTIONS Due by May 23 and June 27: Division Offices and State access to Performance Management Form."

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

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

The FHWA has a User Guide on the mechanics of assigning user permission levels, inputting data into the form, and submitting or returning a form. The User Guide can be found on the PMF website under Help. The FHWA has a Reporting Guide that provides more detail on the required inputs and the process that will be used to review and finalize the PMF. The Reporting Guide can be found at <https://www.fhwa.dot.gov/tpm/guidance>.

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

PIDP Home Page

[After login, the Home Page will display the follow 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 any requirements or provide any guidance. 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.

The FHWA has created an online [State Performance Dashboard and Reports \(State dashboard\)](#) to display State DOT performance. The State dashboard includes States' performance data, trends, targets, and 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 PMF Biennial Reporting Guide, 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	Field Type
*Select the State for which this performance report is applicable.	Select from dropdown.
*Select the year of this performance report.	Select from dropdown.
Performance Period The 2022-2025 Performance Period is: January 1, 2022 – December 31, 2025, for the Pavement, Bridge, Reliability, Freight, PHED, and Non-SOV measures. The performance period for these measures is on a calendar year basis. October 1, 2021 – September 30, 2025, for the emissions reduction measure. The performance period for this measure is on a Federal fiscal year basis. [23 CFR 490.105(e)(4)(i)]	2022-2025 Performance Period [Prepopulated]
Performance Report Due Date	10/01/2024 [Prepopulated based on initial selections]

Overview Tab

Overview Section 1

Tab No.	Description	Field Type
O1	Overview General Comments: Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
O2	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 coordinated 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)] (Optional)	Text Field
O3*	Investment Strategy Discussion: Please assess the effectiveness of implementing the investment strategies for the National Highway System (NHS) documented in your State's Asset Management Plan (AMP). Discuss the factors that contributed to the effectiveness. [23 CFR 490.107(b)(2)(ii)(C)]	Text Field
O4	Significant Progress Additional Reporting: As of July 31, 2024, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. [23 CFR 490.109(f)(2)] Did you upload the additional reporting for target(s) achievement to the PMF on the Attachment tab?	Dropdown with single selection: Yes No This will appear only for States that didn't make significant progress on one or more performance measures and have not submitted the required report(s).

Tab No.	Description	Field Type
O4a	Please explain why additional reporting for target(s) achievement was not uploaded to the PMF as required. [23 CFR 490.109(f)(2)]	Text Field This field is dependent on the response to O4 and required if O4 response is No.

Overview Section 2

Tab No.	Description	Field Type
O5*	Who should FHWA contact with questions?	Text Field
O6*	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	Numeric Field
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.

Any required MPO CMAQ Performance Plans listed on the Emissions tab must be uploaded here. [23 CFR 490.107(b)(2)(ii)(I)] If the Overview tab notes that the State DOT is required to provide additional reporting related to significant progress, that must be uploaded here. [23 CFR 490.109(f)(2)] The form gives State DOTs the option to provide a weblink to the required uploaded document as well.

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

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

Pavement Performance Overview

Tab No.	Description	Field Type
P1	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 your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field

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

Tab No.	Description	Field Type
P2*	Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P3*	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Good Condition. 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)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
P4*	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P5*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Good Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
P6*	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P7*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P7a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment 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>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</p>	<p>Numeric Field</p> <p>This field is dependent on the response to P7 and required if P7 response is Yes.</p>
P7b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P7 and required if P7 response is Yes.</p>
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 statewide 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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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>	<p>Text Field</p>

Tab No.	Description	Field Type
P9*	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 statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
P9a	Please 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

Tab No.	Description	Field Type
		<p>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> <p>This field is dependent on the response to P9 and required if P9 response is Yes.</p>
P9b	<p>Please 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 statewide Percentage of Pavements on the Interstate System in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P9 and required if P9 response is Yes.</p>

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

Tab No.	Description	Field Type
P10*	Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P11*	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Poor Condition. 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)]	Prepopulated Numeric Field
P12*	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P13*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field

Tab No.	Description	Field Type
P14*	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P15*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
P15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]	Numeric Field This field is dependent on the response to P15 and required if P15 response is Yes.
P15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to P15 and required if P15 response is Yes.

Tab No.	Description	Field Type
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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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 statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period?</p> <p>[23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
P17a	<p>Please 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> <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</p>

Tab No.	Description	Field Type
		<p>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> <p>This field is dependent on the response to P17 and required if P17 response is Yes.</p>
P17b	<p>Please 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 statewide Percentage of Pavements on the Interstate System in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P17 and required if P17 response is Yes.</p>

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

Tab No.	Description	Field Type
P18*	Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P19*	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. 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)]	Prepopulated Numeric Field
P20*	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P21*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field

Tab No.	Description	Field Type
P22*	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P23*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
P23a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]	Numeric Field This field is dependent on the response to P23 and required if P23 response is Yes.
P23b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to P23 and required if P23 response is Yes.

Tab No.	Description	Field Type
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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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 statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
P25a	<p>Please 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> <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</p>

Tab No.	Description	Field Type
		<p>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) [RESERVE]</p> <p>This field is dependent on the response to P25 and required if P25 response is</p>

Tab No.	Description	Field Type
		Yes.
P25b	Please 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 statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	Text Field This field is dependent on the response to P25 and required if P25 response is Yes.

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

Tab No.	Description	Field Type
P26*	Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2022 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P27*	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. 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)]	Prepopulated Numeric Field

Tab No.	Description	Field Type
P28*	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report.
P29*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
P30*	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
P31*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
P31a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment 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 adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to P31 and required if P31 response is Yes.</p>
P31b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P31 and required if P31 response is Yes.</p>
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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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>	<p>Text Field</p>

Tab No.	Description	Field Type
P33*	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 statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
P33a	Please 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

Tab No.	Description	Field Type
		<p>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> <p>This field is dependent on the response to P33 and required if P33 response is Yes.</p>
P33b	<p>Please 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 statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P33 and required if P33 response is Yes.</p>

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

Bridge Performance Overview

Tab No.	Description	Field Type
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 your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field

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

Tab No.	Description	Field Type
B2*	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
B3*	2-year Actual Condition: The statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. 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)]	Prepopulated Numeric Field
B4*	2-year Target: The 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
B5*	<p>Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition, and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and</p> <p>2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
B6*	4-year Target: The 4-year target statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
B7*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.105(e)(6)]	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
B7a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment 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 adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to B7 and required if B7 response is Yes.</p>

Tab No.	Description	Field Type
B7b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to B7 and required if B7 response is Yes.
B8*	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please 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. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
B9*	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 statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
B9a	Please 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

Tab No.	Description	Field Type
		<p>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</p>

Tab No.	Description	Field Type
		DOTs to change metric or measure calculation. 7) [RESERVED] This field is dependent on the response to B9 and required if B9 response is Yes.
B9b	Please 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 statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)	Text Field This field is dependent on the response to B9 and required if B9 response is Yes.

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

Tab No.	Description	Field Type
B10*	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
B11*	2-year Actual Condition: The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. 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)]	Prepopulated Numeric Field
B12*	2-year Target: The 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
B13*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field

Tab No.	Description	Field Type
B14*	4-year Target: The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
B15*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
B15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]	Numeric Input Field This field is dependent on the response to B15 and required if B15 response is Yes.
B15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to B15 and required if B15 response is Yes.

Tab No.	Description	Field Type
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 statewide 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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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
B17*	<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 statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
B17a	<p>Please 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> <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</p>

Tab No.	Description	Field Type
		<p>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) (RESERVE)</p> <p>This field is dependent on the response to B17 and required if B17</p>

Tab No.	Description	Field Type
		response is Yes.
B17b	Please 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 statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	Text Field This field is dependent on the response to B17 and required if B17 response is Yes.

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

Travel Time Reliability Performance Overview

Tab No.	Description	Field Type
R1	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 your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field

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

Tab No.	Description	Field Type
R2*	Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report.
R3*	2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field
R4*	2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
R5*	<p>Progress Discussion: Please discuss the decisions and investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This discussion 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. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
R6*	<p>4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
R7*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable? [23 CFR 490.105(e)(6)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
R7a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment 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 adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to R7 and required if R7 response is Yes.</p>

Tab No.	Description	Field Type
R7b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to R7 and required if R7 response is Yes.
R8*	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please 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. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
R9*	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 statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
R9a	Please 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

Tab No.	Description	Field Type
		<p>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</p>

Tab No.	Description	Field Type
		measure calculation. 7) [RESERVED] This field is dependent on the response to R9 and required if R9 response is Yes.
R9b	Please 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 statewide 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 This field is dependent on the response to R9 and required if R9 response is Yes.

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

Tab No.	Description	Field Type
R10*	Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
R11*	2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field
R12*	2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
R13*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field

Tab No.	Description	Field Type
R14*	4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
R15*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
R15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. The adjusted target should reflect the expected performance by the end of the calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]	Numeric Input Field This field is dependent on the response to R15 and required if R15 response is Yes.
R15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to R15 and required if R15 response is Yes.

Tab No.	Description	Field Type
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 statewide 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 why the State DOT expects to make significant progress or not.</p> <p>3) Please 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 statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
R17a	<p>Please 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> <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</p>

Tab No.	Description	Field Type
		<p>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> <p>This field is dependent on the response to R17 and required if R17</p>

Tab No.	Description	Field Type
		response is Yes.
R17b	Please 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 statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	Text Field This field is dependent on the response to R17 and required if R17 response is Yes.

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

Freight Reliability (Movement) Performance Overview

Tab No.	Description	Field Type
F1	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 your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
F2*	<p>Progress on truck freight bottlenecks: Please 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>Please upload related document(s) in the Attachment tab.</p>	Text Field

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

Tab No.	Description	Field Type
F3*	Baseline: The baseline for the statewide Truck Travel Time Reliability Index. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
F4*	2-year Actual Performance: The 2-year statewide Truck Travel Time Reliability Index. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field
F5*	2-year Target: The 2-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
F6*	<p>Progress Discussion: Please discuss the decisions and investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Truck Travel Time Reliability Index. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)] 	Text Field

Tab No.	Description	Field Type
F7*	4-year Target: The 4-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
F8*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
F8a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]	Numeric Input Field This field is dependent on the response to F8 and required if F8 response is Yes.
F8b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to F8 and required if F8 response is Yes.

Tab No.	Description	Field Type
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 statewide Truck Travel Time Reliability Index measure.</p> <p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please 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 statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
F10a	<p>Please 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> <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</p>

Tab No.	Description	Field Type
		<p>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> <p>This field is dependent on the response to F10 and</p>

Tab No.	Description	Field Type
		required if F10 response is Yes.
F10b	Please 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 statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)	Text Field This field is dependent on the response to F10 and required if F10 response is Yes.

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

General note: 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)]

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

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

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

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

Tab No.	Description	Field Type
D3*	Urbanized Area:	Prepopulated Text Field
D4*	Baseline: The baseline for Annual Hours of Peak Hour Excessive Delay Per Capita. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
D5*	2-year Actual Performance: The 2-year Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	Prepopulated Numeric Field
D6*	2-year Target: The 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
D7*	Progress Discussion: Please discuss the decisions and investments that contributed to the actual performance, and if they were effective in achieving the intended performance for the statewide Annual Hours of Peak Hour Excessive Delay Per Capita. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
D8*	4-year Target: The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
D9*	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? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
D9a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA.</p> <p>The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to D9 and required if D9 response is Yes.</p>
D9b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	<p>Text Field</p> <p>This field is dependent on D9 and required if D9 response is Yes.</p>

Tab No.	Description	Field Type
D10	<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, please 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. (Optional)</p> <p>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)

General note: 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)]

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

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

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

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

Tab No.	Description	Field Type
T3*	Urbanized Area:	Prepopulated Text Field
T4*	Baseline: The baseline for Percent of Non-SOV Travel. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
T5*	<p>2-year Actual Performance: The 2-year Percent of Non-SOV Travel. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. 23 CFR 490.107(b)(2)(ii)(A)</p> <p>Since the baseline performance submitted in the 2022 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]</p>	Prepopulated Numeric Field
T6*	<p>2-year Target: The 2-year target for the Percent of Non-SOV Travel for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
T7*	<p>Progress Discussion: Please 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> <ul style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

Tab No.	Description	Field Type
T8*	4-year Target: The 4-year target for the Percent of Non-SOV travel established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
T9*	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)]	Dropdown with single selection: Yes No
T9a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the Percent of Non-SOV Travel. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]	Numeric Input Field This field is dependent on the response to T9 and required if T9 response is Yes.
T9b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Percent of Non-SOV Travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Text Field This field is dependent on the response to T9 and required if T9 response is Yes.

Tab No.	Description	Field Type
T10	<p>If the State DOT adjusted the unified 4-year target for the Percent of Non-SOV Travel target for this urbanized area, please 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. (Optional)</p> <p>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)

The Total Emissions Reduction Measure is the 2-year and 4-year cumulative reported emission reductions, for all CMAQ funded projects, of each criteria pollutant and applicable precursor [carbon monoxide (CO), particulate matter (PM_{2.5} and PM₁₀), volatile organic compounds (VOC) and oxides of nitrogen (NO_x)] under the CMAQ program for which the area is designated nonattainment or maintenance. (23 CFR § 490.807)

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

Emissions Reduction Performance Overview

Tab No.	Description	Field Type
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 your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Text Field
E2*	Does the State include any areas designated as nonattainment or maintenance for PM _{2.5} ?	Prepopulated with either: Yes or No

Tab No.	Description	Field Type
E3*	<p>If the State includes any areas designated as nonattainment or maintenance for PM_{2.5}, are either NO_x or VOC or both a significant contributor to PM_{2.5} emissions anywhere in the State?</p> <p>A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]</p>	<p>Prepopulated with one of the following:</p> <p>No Significant contributor,</p> <p>– Yes - NO_x only,</p> <p>– Yes - VOC only, or</p> <p>– Yes - NO_x and VOC.</p>
E4*	Does the State include any areas designated as nonattainment or maintenance for PM ₁₀ ?	<p>Prepopulated with either:</p> <p>Yes or No</p>
E5*	If the State includes any areas designated as nonattainment or maintenance for PM ₁₀ , are either NO _x or VOC or both a significant contributor to PM ₁₀ emissions anywhere in the State?	<p>Prepopulated with one of the following:</p> <p>No Significant contributor,</p> <p>– Yes - NO_x only,</p> <p>– Yes - VOC only, or</p> <p>– Yes - NO_x and VOC.</p>
E6*	Does the State include any areas designated as nonattainment or maintenance for CO?	<p>Prepopulated with either:</p> <p>Yes or No</p>

Tab No.	Description	Field Type
E7*	Does the State include any areas designated as nonattainment or maintenance for ozone?	Prepopulated with either: Yes or No
E8*	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: This plan needs to address the requirements of 23 CFR 490.107(c)(3)(ii), and include the targets for the PHED, Non-SOV, and Emissions measures. [23 CFR 490.107(b)(2)(ii)(I)]	Prepopulated Numeric Field This cell will prepopulate with the number of MPOs for the specific State.
E9*	MPO required to submit a CMAQ Performance Plan to the State DOT:	Prepopulated Text Field This field will prepopulate with the name of an MPO. This field will update based on each MPO.
E10*	Did you upload the plan to the PMF on the Attachment tab?	Dropdown with single selection: Yes or No
E10a	Please explain why the plan was not uploaded to the PMF.	Text Field This field is dependent on the response for E10 and required if E10 response is No.

Statewide Total Emission Reductions PM2.5 Target #1

Tab No.	Description	Field Type
E11*	<p>Baseline: The baseline for the emissions reductions (total daily kilograms) of PM2.5. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E12*	<p>2-year Actual Performance: Please provide the current estimated 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>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	<p>Prepopulated Numeric Field</p>

Tab No.	Description	Field Type
E13*	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
E14*	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance. For the cumulative emissions reduction (total daily kilograms) of PM2.5, this discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
E15*	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
E16*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
E16a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment 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 adjusted target must be reported to the “nearest one thousandth. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to E16 and required if E16 response is Yes.</p>
E16b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Text Field</p> <p>This field is dependent on the response to E16 and required if E16 response is Yes.</p>

Statewide Total Emission Reductions NOx Target #2

Tab No.	Description	Field Type
E17*	<p>Baseline: The baseline for the emissions reductions (total daily kilograms) of NOx. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E18*	<p>2-year Actual Performance: Please provide the current estimated 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>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the State DOT feels that a difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	<p>Prepopulated Numeric Field</p>
E19*	<p>2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>

Tab No.	Description	Field Type
E20*	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance. For the cumulative emissions reduction (total daily kilograms) of NO_x, 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. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
E21*	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of NO_x established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E22*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NO_x? [23 CFR 490.105(e)(6)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
E22a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NO_x. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment 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 adjusted target must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to E22 and required if E22 response is Yes.</p>

Tab No.	Description	Field Type
E22b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of NO _x established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]	Text Field This field is dependent on the response to E22 and required if E22 response is Yes.

Statewide Total Emission Reductions VOC Target #3

Tab No.	Description	Field Type
E23*	Baseline: The baseline for the emissions reductions (total daily kilograms) of VOC. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
E24*	<p>2-year Actual Performance: Please provide the current estimated 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>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the State DOT feels that a difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	Prepopulated Numeric Field
E25*	<p>2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
E26*	<p>Progress Discussion: Please discuss the decisions and/or 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. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
E27*	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E28*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
E28a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment 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 adjusted target must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to E28 and required if E28 response is Yes.</p>

Tab No.	Description	Field Type
E28b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)]	Text Field This field is dependent on the response to E28 and required if E28 response is Yes.

Statewide Total Emission Reductions PM10 Target #4

Tab No.	Description	Field Type
E29*	Baseline: The baseline for the emissions reductions (total daily kilograms) of PM10. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
E30*	<p>2-year Actual Performance: Please provide the current 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>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the State DOT feels that a difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	Prepopulated Numeric Field
E31*	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report

Tab No.	Description	Field Type
E32*	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the for cumulative emissions reduction (total daily kilograms) of PM10, 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. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
E33*	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E34*	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10?</p> <p>[23 CFR 490.105(e)(6)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
E34a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment 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 adjusted target must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to E34 and required if E34 response is Yes.</p>

Tab No.	Description	Field Type
E34b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]	Text Field This field is dependent on the response to E34 and required if E34 response is Yes.

Statewide Total Emission Reductions CO Target #5

Tab No.	Description	Field Type
E35*	<p>Baseline: The baseline for the emissions reductions (total daily kilograms) of CO. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	<p>Prepopulated Numeric Field</p> <p>Value carried over from the 2022 Baseline Performance Period Report</p>
E36*	<p>2-year Actual Performance: Please provide the current estimated 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>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the State DOT feels that a difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	<p>Prepopulated Numeric Field</p>

Tab No.	Description	Field Type
E37*	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
E38*	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the cumulative emissions reduction (total daily kilograms) of CO, this discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
E39*	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field Value carried over from the 2022 Baseline Performance Period Report
E40*	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No

Tab No.	Description	Field Type
E40a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment 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 adjusted target must be reported to the “nearest one thousandths”. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to E40 and required if E40 response is Yes.</p>
E40b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Text Field</p> <p>This field is dependent on the response to E40 and required if E40 response is Yes.</p>