

Performance Management Form (PMF) Input Fields: Mid Performance Period (MPP) Progress Report Due October 1, 2020

April 13, 2020

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



U.S. Department of Transportation
Federal Highway Administration

Change Log

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

Page/Field	Revision

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Introduction

This document represents Federal Highway Administration's (FHWA's) web-based Performance Management Form (PMF), which will be open for use September 1, 2020. This document includes all the required contents for the 2020 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 2020 submission season, FHWA will update the PMF to accommodate the requirements of the future State Biennial Performance Reports. The PMF will be open on September 1 each year that a State Biennial Performance Report is due.

The PMF is a component of the Policy Information Data Portal (PIDP), which is an application of the FHWA User Profile and Access Control System (UPACS). UPACS and the PMF require the use of Internet Explorer 10 or Internet Explorer 11 web browsers.

Access to the PMF requires an active UPACS account. The instructions for requesting PMF access were sent to the FHWA Division Offices' official mailboxes April 2020 with the subject: "ACTIONS Due by May 15 and June 26: Division Offices and State access to Performance Management Form."

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

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

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

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

PIDP Home Page

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

Performance Management Form (PMF) for Transportation Performance Management. Departments of Transportation (DOTs) from all States, including the District of Columbia and Puerto Rico, can input, edit, and submit State Biennial Performance Report information per 23 CFR 490 for the Federal Highway Administration's review and acceptance, including:

- a. Baseline Performance Period Report,
- b. Mid Performance Period Progress Report, and
- c. Full Performance Period Progress Report.

The purpose of this PMF is to meet the reporting requirements of 23 U.S.C 150 and 23 CFR part 490. The PMF is the electronic template by which States shall report biennial performance information. [23 CFR 490.107(a)(3) and 23 CFR 490.107(b)] This reporting form supports the requirements in 23 CFR 490. It does not change any requirements or provide any guidance.

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

The FHWA has created an online [State Performance Dashboard and Reports](#) to display State DOT performance. The State dashboard does include States' performance data, trends, targets, and the basis for the targets, and may include any additional information provided to FHWA to help describe performance in your State.

Please refer to the PMF Biennial Reporting Guide for assistance, which is located under Help.

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 only select 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.
<p>Performance Period</p> <p>The performance periods for the CMAQ emissions reduction measure is on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. [23 CFR 490.105(e)(4)(i)]</p> <p>The first full performance period is calendar years 2018-2021 and Federal Fiscal Years Oct. 1, 2017 through Sep. 31, 2021.</p>	2018-2021 [Prepopulated based on initial selections]
Performance Report Due Date	10/01/2020 [Prepopulated based on initial selections]

Overview Tab

OVERVIEW SECTION 1

Tab No.	Description	Field Type
O1*	Please provide a discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the National Highway System (NHS) required under [23 CFR 490.107(b)(2)(ii)(C)].	Text Field
O2	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. This text may be shared verbatim online. (Optional)	Text Field

OVERVIEW SECTION 2

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

Attachment Tab

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

The Attachment Tab will accept all file types. Each attached file cannot exceed 50 MB in size. Each State DOT is required to upload a Freight Bottleneck Report [23 CFR 490.107(b)(2)(ii)(D)] and MPO CMAQ Performance Plans, where applicable. [23 CFR 490.107(b)(2)(ii)(I)] Along with the required attachment, the form gives State DOTs the ability to provide a weblink to the document.

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

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

Pavement Performance Overview

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

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

Tab No.	Description	Field Type
P2*	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)] For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]	Prepopulated Numeric Field
P3*	The 4-year target for the statewide percentage of pavements on the Interstate System in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report

P4*	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
P4a	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 expected condition by the end of Calendar Year 2021. 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)] 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)]	Numeric Field This field is dependent on the response to P4 and required if P4 response is Yes.
P4b	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)]	Text Field This field is dependent on the response to P4 and required if P4 response is Yes.

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

Tab No.	Description	Field Type
P5*	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)] For the 2018-2021 Performance Period, this 2-year condition value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]	Prepopulated Numeric Field
P6*	The 4-year target for the statewide percentage of pavements on the Interstate System in Poor condition for the 2018-2021	Prepopulated

	Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
P7*	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
P7a	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 expected condition by the end of Calendar Year 2021. 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 P7 and required if P7 response is Yes.
P7b	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 P7 and required if P7 response is Yes.

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

Tab No.	Description	Field Type
P8*	The baseline statewide percentage of pavements on the Non-Interstate NHS in Good condition. This value is from the 2018	Prepopulated Numeric Field.

	<p>Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</p>	Value carried over from the 2018 Baseline Performance Period Report
P9*	<p>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)]</p> <p>For the first performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]</p>	Prepopulated Numeric Field
P10	<p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition based on “Full Distress + IRI” data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using “Full Distress + IRI” data. [23 CFR 490.313 (c) and (d)]</p> <p>When a State DOT reported the 2-year target based on “Full Distress + IRI” data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</p>	Prepopulated Numeric Field
P11*	<p>The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	Prepopulated Numeric Field Value carried over from the 2018 Baseline Performance Period Report

<p>P12*</p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p>For State DOTs that established a 2-year target using IRI only, the baseline value (P8), actual condition calculated with IRI only (P9), and the 2-year target (P11) all use the same metrics and can be compared to each other.</p> <p>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P9 and P10. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</p> <ul style="list-style-type: none"> -The actual condition calculated with IRI only (P9) is ONLY comparable to the baseline value calculated with IRI only (P8). -The actual condition calculated with “Full Distress + IRI” (P10) is ONLY comparable to the State DOT’s 2-year target established based on “Full distress + IRI” (P11). 	<p>Text Field</p>
<p>P13*</p>	<p>The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>
<p>P14*</p>	<p>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)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>

P14a	<p>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 expected condition by the end of Calendar Year 2021. 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)(4)]</p>	<p>Numeric Field</p> <p>This field is dependent on the response to P14 and required if P14 response is Yes.</p>
P14b	<p>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)]</p>	<p>Text Field</p> <p>This field is dependent on the response to P14 and required if P14 response is Yes.</p>
P15*	<p>Please provide a summary of prior accomplishments and 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 statewide percentage of pavements on the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>Text Field</p>
P16*	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Good condition? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
P16a	<p>Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]</p>	<p>Dropdown select all that apply:</p> <p>1. Natural or man-made disasters</p>

		<p>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 and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is dependent on the</p>
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		response to P16 and required if P16 response is Yes.
P16b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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 P16 and required if P16 response is Yes.

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

Tab No.	Description	Field Type
P17*	The baseline statewide percentage of pavements on the Non-Interstate NHS in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph).	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
P18*	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)] For the first performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	Prepopulated Numeric Field

<p>P19</p>	<p>If the State DOT reported its 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition based on “Full Distress + IRI” data in the 2018 Baseline Performance Period Report, FHWA has calculated an actual condition level using “Full Distress + IRI” data. [23 CFR 490.313 (c) and (d)]</p> <p>When a State DOT reported the 2-year target based on “Full Distress + IRI” data, FHWA will use this value to determine whether the actual condition level is equal to or better than the established 2-year target as part of the 2-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]</p>	<p>Prepopulated Numeric Field</p>
<p>P20*</p>	<p>The 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report.</p>
<p>P21</p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p> <p>For State DOTs that established a 2-year target using IRI only, the baseline value (P17), actual condition calculated with IRI only (P18), and the 2-year target (P20) all use the same metrics and can be compared to each other.</p> <p>State DOTs that established a 2-year target using “Full Distress + IRI” will see an actual condition value in both P18 and P19. These values must be used correctly in order to provide a meaningful discussion of progress. [23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Text Field</p>

	<p>-The actual condition calculated with IRI only (P18) is ONLY comparable to the baseline value calculated with IRI only (P17).</p> <p>-The actual condition calculated with “Full Distress + IRI” (P19) is ONLY comparable to the State DOT’s 2-year target established based on “Full distress + IRI” (P20).</p>	
P22*	The 4-year target for the statewide percentage of pavements on the Non-Interstate NHS in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>
P23*	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)]	<p>Dropdown with single selection:</p> <p>Yes</p> <p>No</p>
P23a	<p>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 expected condition by the end of Calendar Year 2021. 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 P23 and required if P23 response is Yes.</p>
P23b	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	<p>Text Field</p> <p>This field is dependent on the response to P23 and required if</p>

	transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	P23 response is Yes.
P24*	Please provide a summary of prior accomplishments and 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 statewide percentage of pavements on the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
P25*	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it 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 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
P25a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of

		<p>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 and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is dependent on the response to P25 and required if P25 response is Yes.</p>
P25b	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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 P25 and required if P25 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	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. This text may be shared verbatim online. (Optional)	Text Field

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

Tab No.	Description	Field Type
B2*	The baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
B3*	The 2-year 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*	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
B5*	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of	Text Field

	bridges on the NHS classified as in Good condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020, and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	
B6*	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
B7*	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)]	Dropdown with single selection: Yes No
B7a	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 expected condition by the end of Calendar Year 2021. 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)(1)]	Numeric Input Field This field is dependent on the response to B7 and required if B7 response is Yes.
B7b	Please provide the basis for adjustment of the 4-year target for the statewide percentage of deck area of bridges on the NHS classified	Text Field This field is

	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)]	dependent on the response to B7 and required if B7 response is Yes.
B8*	Please provide a summary of prior accomplishments and 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 statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
B9*	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it 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 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
B9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating

		<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 and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is dependent on the response to B9 and required if B9</p>
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		response is Yes.
B9b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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*	The baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
B11*	The 2-year statewide percentage of deck area of bridges on the NHS classified as in Poor condition. 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*	The 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report

<p>B13*</p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year condition achieved (based on data contained within the National Bridge Inventory as of June 15, 2020 and made available by FHWA) with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Text Field</p>
<p>B14*</p>	<p>The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report</p>
<p>B15*</p>	<p>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)]</p>	<p>Dropdown with single selection: Yes No</p>
<p>B15a</p>	<p>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 expected condition by the end of Calendar Year 2021. 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)(2)]</p>	<p>Numeric Input Field This field is dependent on the response to B15 and required if B15 response is Yes.</p>

B15b	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.
B16*	Please provide a summary of prior accomplishments and 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 statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
B17*	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it 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 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
B17a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made

		<p>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 and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is dependent on</p>
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		the response to B17 and required if B17 response is Yes.
B17b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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	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. This text may be shared verbatim online. (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*	The baseline statewide percent of the person-miles traveled on the Interstate that are reliable. This value is from the 2018 Baseline Performance Period Report, and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report.
R3*	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*	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance

		Period Report
R5*	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable.</p> <p>At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
R6*	<p>The 4-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>
R7*	<p>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>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 expected performance by the end of Calendar Year 2021. 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>

R7b	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*	Please provide a summary of prior accomplishments and 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 statewide percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(2)(ii)(F)]	Text Field
R9*	Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it 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 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(G)]	Dropdown with single selection: Yes No
R9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	Dropdown select all that apply: 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused

		<p>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 and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is</p>
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		dependent on the response to R9 and required if R9 response is Yes.
R9b	Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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*	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)] For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure per the phase-in of new requirements for this measure. [23 CFR 490.105(e)(7)(iii)]	Prepopulated Numeric Field
R11*	The 4-year target for the statewide percent of the person-miles traveled on the non-Interstate NHS that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline

		Performance Period Report
R12*	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
R12a	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 expected performance by the end of the Calendar Year 2021. 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 R12 and required if R12 response is Yes.
R12b	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 R12 and required if R12 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	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. This text may be shared verbatim online. (Optional)	Text Field
F2*	<p>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 completed. [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*	The baseline statewide Truck Travel Time Reliability Index. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the	Prepopulated Numeric Field.

	beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Value Carried over from the 2018 Baseline Performance Period Report
F4*	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*	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
F6*	Please provide a discussion of the progress made toward achieving the 2-year target for the statewide Truck Travel Time Reliability Index. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
F7*	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
F8*	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	<p>Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index. The adjusted target should reflect expected performance by the end of Calendar Year 2021. 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 hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to F8 and required if F8 response is Yes.</p>
F8b	<p>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)]</p>	<p>Text Field</p> <p>This field is dependent on the response to F8 and required if F8 response is Yes.</p>
F9*	<p>Please provide a summary of prior accomplishments and 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 statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(2)(ii)(F)]</p>	Text Field
F10*	<p>Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	<p>Dropdown with single selection:</p> <p>Yes No</p>

F10a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	<p>Dropdown select all that apply:</p> <ol style="list-style-type: none"> 1. Natural or man-made disasters that caused delay in NHPP or NHFP project delivery. 2. Natural or man-made disasters that caused extenuating delay in data collection. 3. Natural or man-made disasters that caused damage/loss of data system. 4. Sudden discontinuation of Federal government furnished data due to natural and man-made disasters. 5. Sudden discontinuation of Federal government furnished data

		<p>due to lack of funding.</p> <p>6. New law and/or regulation directing State DOTs to change metric and/or measure calculation.</p> <p>This field is dependent on the response to F10 and required if F10 response is Yes.</p>
F10b	<p>Please explain the extenuating circumstance(s) beyond the State DOT's control that prevented it 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)]</p>	<p>Text Field</p> <p>This field is dependent on the response to F10 and required if F10 response is Yes.</p>

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

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

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

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

Tab No.	Description	Field Type
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (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*	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)] For the 2018-2021 Performance Period, this 2-year performance value will be used as the baseline value for this measure for this UZA per the phase-in of new requirements. [23 CFR 490.105(e)(8)(vi)(C) and 23 CFR 490.105(f)(5)(vi)(B)]	Prepopulated Numeric Field

D5*	The 4-year target for the annual hours of peak hour excessive delay per capita in this UZA for the 2018- 2021 Performance Period that was reported in the 2018 Baseline Performance 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 2018 Baseline Performance Period Report
D6*	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
D6a	<p>Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA.</p> <p>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</p> <p>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.105(f)(8)]</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>	Numeric Input Field This field is dependent on the response to D6 and required if D6 response is Yes.
D6b	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)]	Text Field This field is dependent on D6a and required if D6 response is Yes.

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

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

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

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

Tab No.	Description	Field Type
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (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*	The baseline percent of Non-SOV travel. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance

		Period Report
T5*	<p>The 2-year percent of Non-SOV travel. This value is the actual 2-year performance. [23 CFR 490.107(b)(2)(ii)(A) and [23 CFR 490.107(c)(3)(iii)(A)]</p> <p>Since the baseline performance submitted in the 2018 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]</p>	Prepopulated Numeric Field
T6*	<p>The 2-year target for the percent of Non-SOV travel for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>
T7*	<p>Please provide a discussion of the progress made toward achieving the 2-year target for the percent of Non-SOV travel. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field
T8*	<p>The 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period</p>

		Report
T9*	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	<p>Please provide the adjusted 4-year target for the percent of Non-SOV travel.</p> <p>Any adjustments made to 4-year targets established for this measure must be agreed upon and made collectively by all relevant State DOTs and MPOs. [23 CFR 490.105(e)(6)]</p> <p>The adjusted target should reflect expected performance by the end of Calendar Year 2021. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.105(f)(8) 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 490.713(d)]</p>	<p>Numeric Input Field</p> <p>This field is dependent on the response to T9 and required if T9 response is Yes.</p>
T9b	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)]	<p>Text Field</p> <p>This field is dependent on the response to T9 and required if T9 response is Yes.</p>

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)

Emissions Reduction Performance Overview

Tab No.	Description	Field Type
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	Text Field
E2*	Does the State include any areas designated as nonattainment or maintenance for PM _{2.5} ?	Dropdown with single selection: Yes No
E3*	If the State includes any areas designated as nonattainment or maintenance for PM _{2.5} , are NO _x and/or VOC a significant contributor to PM _{2.5} emissions anywhere in the State? A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]	Dropdown with single selection: No Significant contributors Yes - NO _x only Yes - VOC only Yes - NO _x and VOC
E4*	Does the State include any areas designated as nonattainment or maintenance for PM ₁₀ ?	Dropdown with single selection: Yes No

E5*	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	Dropdown with single selection: No Significant contributors Yes - NOx only Yes - VOC only Yes NOx and VOC
E6*	Does the State include any areas designated as nonattainment or maintenance for CO?	Dropdown with single selection: Yes No
E7*	Does the State include any areas designated as nonattainment or maintenance for ozone?	Dropdown with single selection: Yes No
E8*	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: [23 CFR 490.107(b)(1)(ii)(G)] 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.	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 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>The baseline emissions reductions (total daily kilograms) of PM2.5. This value is from the 2018 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>This value is carried over from the 2018 Baseline Performance Period Report</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>

<p>E12*</p>	<p>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 2018 and 2019.</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 difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	<p>Prepopulated Numeric Field.</p>
<p>E13*</p>	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>
<p>E14*</p>	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Text Field</p>

E15*	The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E16*	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
E16a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. 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 nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	Numeric Input Field This field is dependent on the response to E16 and required if E16 response is Yes.
E16b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2018-2021 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 E16 and required if E16 response is Yes.

Statewide Total Emission Reductions NOx Target #2

Tab No.	Description	Field Type
E17*	<p>The baseline emissions reductions (total daily kilograms) of NOx. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative 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 2018 Baseline Performance Period Report</p>
E18*	<p>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 2018 and 2019.</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 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>The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline Performance Period Report</p>

E20*	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of NOx. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
E21*	The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E22*	Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	Dropdown with single selection: Yes No
E22a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. 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 nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	Numeric Input Field This field is dependent on the response to E22 and required if E22 response is Yes.

E22b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2018-2021 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.
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Statewide Total Emission Reductions VOC Target #3

Tab No.	Description	Field Type
E23*	The baseline emissions reductions (total daily kilograms) of VOC. This value is from the 2018 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 2018 Baseline Performance Period Report
E24*	<p>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 2018 and 2019.</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 difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	Prepopulated Numeric Field

E25*	The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E26*	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
E27*	The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E28*	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)]	Dropdown with single selection: Yes

		No
E28a	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. 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 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>
E28b	<p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2018-2021 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 E28 and required if E28 response is Yes.</p>

Statewide Total Emission Reductions PM10 Target #4

Tab No.	Description	Field Type
E29*	<p>The baseline emissions reductions (total daily kilograms) of PM10. This value is from the 2018 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 2018 Baseline Performance Period Report</p>

E30*	<p>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 2018 and 2019.</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 difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	Prepopulated Numeric Field
E31*	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E32*	<p>Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of PM10. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]</p>	Text Field

E33*	<p>The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report</p>
E34*	<p>Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10? [23 CFR 490.105(e)(6)]</p>	<p>Dropdown with single selection: Yes No</p>
E34a	<p>Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. 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 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 This field is dependent on the response to E34 and required if E34 response is Yes.</p>
E34b	<p>Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].</p>	<p>Text Field This field is dependent on the response to E34 and required if E34 response is Yes.</p>

Statewide Total Emission Reductions CO Target #5

Tab No.	Description	Field Type
E35*	<p>The baseline emissions reductions (total daily kilograms) of CO. This value is from the 2018 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 2018 Baseline Performance Period Report</p>
E36*	<p>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 2018 and 2019.</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 difference value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	<p>Prepopulated Numeric Field</p>
E37*	<p>The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	<p>Prepopulated Numeric Field.</p> <p>Value carried over from the 2018 Baseline</p>

		Performance Period Report
E38*	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of CO. At a minimum, this discussion should address overall progress as of the midpoint of the performance period, and shall include a comparison of the actual 2-year performance with the 2-year target and any reasons for differences in the actual and target values. [23 CFR 490.107(b)(2)(ii)(B)]	Text Field
E39*	The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	Prepopulated Numeric Field. Value carried over from the 2018 Baseline Performance Period Report
E40*	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
E40a	Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. The adjusted target should reflect expected performance by the end of Federal Fiscal Year 2021. 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)]	Numeric Input Field This field is dependent on the response to E40 and

	This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	required if E40 response is Yes.
E40b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2018-2021 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 E40 and required if E40 response is Yes.