Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021

2020

MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT

Texas

Report Due: 10/1/2020
Report Status: Recommend Acceptance
Report Updated On:
Report Exported on 11/18/2020

This document is exported from the Federal Highway Administration's (FHWA) web-based Performance Management Form (PMF) of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

State Contact:

Name : Peggy Thurin
Phone number : 5122943427
Email : peggy.thurin@txdot.gov

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		66.6%		66.4%	66.5%
Percentage of Pavements of the Interstate System in Poor Condition		0.1%		0.3%	0.2%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	54.5%	55.2%	52.0%	52.3%	54.1%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)					
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	14.0%	13.5%	14.3%	14.3%	14.2%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)					
Percentage of NHS Bridges Classified as in Good Condition	50.7%	50.7%	50.6%	50.4%	
Percentage of NHS Bridges Classified as in Poor Condition	0.9%	1.3%	0.8%	0.8%	1.5%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	81.2%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		83.0%		55.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.70	1.79	1.76
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		12.2%		15.0%	
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2		13.4%		16.0%	14.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	19.5%	19.5%	19.9%	20.2%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2	20.1%	19.6%	19.7%	19.5%	20.0%
Total Emission Reductions: PM2.5					
Total Emission Reductions: NOx	2864.540	6882.338	4312.390	6945.980	8833.027
Total Emission Reductions: VOC	566.574	1514.190	768.970	1280.210	2048.624
Total Emission Reductions: PM10	0.969	11.369	4.733		21.963
Total Emission Reductions: CO	580.239	490.753	434.931	891.111	841.615

Overview

OVERVIEW SECTION 1

Question 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)].	Bridges In pursuit of a steady-state level of performance, TxDOT has begun to focus more bridge funding on improving structures in fair condition. Based on the lifecycle planning analysis outlined in the TAMP, this portion of NHS bridges is the key to long-term health of the system. Pavement In the investment strategies, TxDOT requires each district to produce a Four-Year Pavement Management Plan each year that includes all aspects of pavement-related work. These are project-specific and financially-constrained plans which map out the pavement work needed, along with expected changes in pavement condition. This has been proved to provide districts the immediate benefit of planning the pavement preservation and maintenance work rather than being reactive to it. the Four-Year Pavement Management Plan also provides investment strategies on an annual basis. The planned number of lane miles treated for each work type/treatment level is reported in each of the four planning years. The practice shows that preventive maintenance is the predominant work type used to preserve the network's performance in a cost-effective manner. In the meantime, the rehabilitation work is used to maintain or reduce the lane miles in the poor condition. These strategies have been proved to be effective in a way that it has been shown that they contributed to the SOGR of TxDOT pavement network, including the NHS.
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)	See attached 2019 TxDOT Asset Management Plan.

OVERVIEW SECTION 2

Question No	Description	Field Type
O3	Who should FHWA contact with questions?	Peggy Thurin
O4	What is the phone number for this contact? *Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)*	5122943427
O5	What is the email address for this contact?	peggy.thurin@txdot.gov

Pavement

Pavement Performance Overview

Question 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)	When the initial targets were set, TxDOT had recently switched from visual pavement surveys to semi-automated pavement data collection. Three years later, more consistent semi-auto/automated pavement data can be used to develop the new targets. In addition, TxDOT continues to improve pavement management, maintenance, and rehabilitation techniques. These efforts, such as 4-year pavement management planning and peer reviews, allow TxDOT to treat additional lane miles, keeping the overall pavement network in good condition. Instead of using the hybrid of visual, semi-automated and automated data, the 2022 pavement targets were adjusted using only semi-auto/automated HPMS pavement data from the last three years. The 3-year moving average approach was used to set the 2022 targets for both IH and non-IH NHS systems.

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

Question 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)]*	66.6
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)]	66.4
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)]	Yes
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	66.5

	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)]*	
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)]	As described in P1, the adjusted 4-year target is based on the last three years of semi-auto/automated data. They were adjusted using the 3-year moving average method. This has resulted in a slight improvement in the statewide performance target for IH NHS in good condition. The adjusted target is consistent with the state's longer-range plans such as the 10-year transportation asset management plan which aims to improve the State Of Good Repair (SOGR).

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

Question 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)]*	0.1
P6	The 4-year target for the statewide percentage of pavements on the Interstate System 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)]	0.3
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)]	Yes
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)]*	0.2
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	As described in P1, the adjusted 4-year target is based on the last three years of semi-auto/automated data. They were adjusted using the 3-year moving

	long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	average method. This has resulted in a slight improvement in the statewide performance target for IH NHS in poor condition. Reducing the percentage of pavements in poor condition increases the percentage in good and fair condition accordingly. This will contribute to the longer-range plans aiming to improve the SOGR.

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

Question 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 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). [23 CFR 490.313(e)]*	54.5
P9	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)] *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)]*	55.2
P10	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)] *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)]*	
P11	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)]	52.0
P12	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)	In this category, the achieved 2-year percentage of pavements in good condition has exceeded the target. TxDOT has continued to improve pavement management, maintenance, and rehabilitation techniques in the last 2 years. These efforts (such as the 4-year pavement management plan and

	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. *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)]* *-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).*	District peer reviews) have allowed TxDOT to treat additional lane miles and reach the statewide 2-year target for Non-Interstate NHS pavements in Good condition. In particular, the preservation treatment strategy of "keeping good roads good" has contributed to a higher percentage of pavements in Good condition than the 2-year target.
P13	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)]	52.3
P14	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)]	Yes
P14a	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)] *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)]*	54.1
P14b	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)]	As described in P1, the adjusted 4-year target is based on the last three years of semi-automated/automated data. They are adjusted using the 3-year moving average method. This has resulted in an improvement in the statewide performance target for Non-IH NHS in good condition. The adjusted target is consistent with the state longer-range plans such as the 10-year transportation asset management plan, which aims to improve the State Of Good Repair (SOGR).
P15	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)]	TxDOT is committed to achieving the 4-year target. TxDOT has continued to improve pavement management, maintenance, and rehabilitation techniques through core programs such as the 4-year pavement management plan, and

		peer reviews. TxDOT will continue these efforts to achieve the 4-year target for Non-IH NHS in good condition.
P16	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)]	No
P16a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
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)]	

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

Question 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). [23 CFR 490.313(e)]*	14.0
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 calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	13.5
P19	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)] *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)]*	
P20	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	14.3

	Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
P21	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)] *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.* *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)]* *-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).*	The actual 2-year percentage of pavements in Poor condition was lower than the 2-year target. TxDOT has continued to improve pavement management, maintenance, and rehabilitation techniques. These efforts (such as the 4-year pavement management plan and District peer reviews) have enabled TxDOT to treat additional lane miles and keep the percentage of Non-Interstate NHS pavements in Poor condition below the limit defined in the 2-year targets. In particular, the pavement rehabilitation strategy has lowered the percentage of pavements in Poor condition to a level below that outlined in the 2-year goal.
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)]	14.3
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)]	Yes
P23a	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)] *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)]*	14.2
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 transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	As described in P1, the adjusted 4-year target is based on the last three years of semi-auto/automated data and adjusted using the 3-year moving average method. This has resulted in an improvement in the statewide performance target for Non-IH NHS in poor condition. Reducing

		the percentage of poor pavements increases the percentage of good and fair pavements accordingly. This will contribute to the longer-range plans aiming to improve the SOGR.
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)]	TxDOT is committed to achieving the 4-year target. TxDOT has continued to improve pavement management, maintenance, and rehabilitation techniques through core programs such as 4-year pavement management plan and peer reviews. TxDOT will continue these efforts to achieve the 4-year target for Non-IH NHS in poor condition.
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)]	No
P25a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
P25b	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)]	

Bridge

Bridge Performance Overview

Question 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)	For many years, Texas has simultaneously boasted the nation's largest inventory of highway bridges and lowest percent of bridges in poor condition. TxDOT prides itself on these two facts, but they pose unique challenges as our inventory continues to age. TxDOT is proactively improving the state's asset management practices and intends on sustaining a high level of performance over the years to come.

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

Question 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)]*	50.7
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)]*	50.7
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)]	50.6
B5	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 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)]*	As of Texas' 2020 NBI submittal, the percent of NHS bridge deck area in good condition is 50.7—the same as the baseline year of 2018. TxDOT projected a slight decrease from the baseline in the percentage of bridge deck in good condition from 50.7 to 50.6% for it's 2020 target. The actual reported value for 2020 exceeded this target. TxDOT and other facility owners are consistently improving our inventory of vehicular bridges and doing what we can to keep bridges in good condition. Since 2016, we have experienced an average increase in good deck area of roughly 2.25 million square

		feet per year.
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)]	50.4
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)]	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)]*	
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 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)]	
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)]	TxDOT is participating in a number of efforts to keep bridges in good condition. In recent years, much of TxDOT's focus has been on improving the infrastructure and lines of communication which link inspections with maintenance activities. This includes new forms, workflows, and roles within TxDOT's bridge inspection system which help capture and make accessible any maintenance recommendations from routine bridge inspections. Several districts are in the pilot testing phase of these solutions, and we anticipate statewide deployment before the end of this performance period. Additionally, TxDOT has been improving its internal data infrastructure while developing bridge performance dashboards so that districts can more easily identify structures which have remained in poor condition for long periods of time.
B9	Are there any extenuating circumstance(s) beyond the State	No

	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)]	
B9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
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)]	

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

Question 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)]*	0.9
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)]*	1.3
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)]	0.8
B13	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)]*	Texas bridges are growing older. While TxDOT has excelled at minimizing the number of bridges in poor condition, the reality of an aging inventory is that we are seeing an increased frequency of bridges transitioning from fair to poor. Between the 2019 and 2020 NBI submittals, this occurred on several very large bridges, resulting in an unanticipated increase in the percentage of deck area rated poor. Those bridges have been rehabilitated and are no longer rated poor, but the rehab work occurred after the NBI submittal. A consequence of having such a low percentage of poor condition deck area is that a

		small number of large bridges can significantly alter the overall percentage. That was the case for the most recent submittal and resulted in an increase in percent poor from 0.9% in 2018 to 1.3% in 2020. TxDOT had projected a slight improvement in the percentage of bridge deck in poor condition from the baseline from 0.9 to 0.8% for its 2020 target. The actual reported value for 2020 did not meet this target.
B14	The 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	0.8
B15	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)]	Yes
B15a	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)]* *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)]*	1.5
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)]	For many years, Texas' bridge inventory has been at essentially the lowest practical limit for bridges in poor condition. TxDOT intends on sustaining this level of performance and will continue to minimize the number of bridges in poor condition. However, we are adjusting this target in the interest of risk-based planning. Accounting for the volume of bridges in fair condition, we anticipate some will transition into poor over the next two years. Increasing our target from 0.8% to 1.5% acknowledges the uncertain risks that can cause this measure to vary from year-to-year, including the possibility that a small number of very large bridges could fall into the poor condition category. With such a small percentage of bridge deck area in poor condition, a single large bridge being rated poor can have a significant impact on the overall

		percentage.
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)]	Similar to TxDOT's strategies with improving the percent of bridges in good condition, we are focusing on improving the link between inventory data, improvement projects, and maintenance activities. Over the next two years, TxDOT will be taking a more proactive role in ensuring that performance improvements projects are reflected in Texas' bridge inventory data. TxDOT will ensure its bridge condition data more accurately reflect the actions TxDOT is taking to maintain bridges in a state of good repair by capturing maintenance recommendations within our bridge inspection system, and through following-up with districts as improvement projects are completed.
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)]	No
B17a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
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)]	

Reliability

Travel Time Reliability Performance Overview

Question 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)	

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

Question 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 condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	79.5
R3	The 2-year statewide percent of the person-miles traveled on the Interstate that are reliable. *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)]*	81.2
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)]	61.2
R5	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. *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)]*	The anticipated actual Travel Time Reliability (2020 values) for both IH and non-IH NHS systems appear to be improving greatly. The initial 2020 targets were 61.2% and 61.8% respectively. While TxDOT has added 71.52-lane miles of IH and 1015.28-lane miles of non-IH NHS that have added capacity to the system, there are also data issues at play that are likely more impactful on the "improvements" indicated. First, we are now just beginning to get enough timeseries data to adequately project from. There are also changes that have occurred in the INRIX data dealing with fleet mix and network segmentation that have a significant impact on the targets. And finally, at the state level, our volume data is also changing

		yearly, sometimes significantly. Because of all the variables in play, while we are improving our target for FY 2022, it is not necessarily a result of the significant construction of additional lanes being done at the state level.
R6	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)]	56.6
R7	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)]	Yes
R7a	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 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 490.513(b)]*	70.0
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)]	In addition to the data issues at play, there will also be changes associated with the impacts of Covid-19, i.e. a reduction in the amount of commuter travel. This significant drop in travel may linger for some time. Also, based on the findings of the “Texas Transportation Plan 2050”, technology may greatly impact the actual capacity per lane-mile we presume today. As such, we feel that the updated target will be more representative to what the data will show for 2022.
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)]	Again, TxDOT has added 71.52-lane miles of IH and 1015.28-lane miles of non-IH NHS that have added capacity to the system, there are also data issues at play that are likely more impactful on the "improvements" indicated. First, we are now just beginning to get enough time-series data to adequately project from. There are also changes that have occurred in the INRIX data dealing with fleet mix and network segmentation that have a significant impact on the targets. And finally, at the state level, our volume data is also

		changing yearly, sometimes significantly. Because of all the variables in play, while we are improving our target for FY 2022, it is not necessarily a result of the significant construction of additional lane-miles being done at the state level.
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)]	No
R9a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
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)]	

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

Question 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)]*	83.0
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)]	55.0
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)]	Yes
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*	70.0

	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)]*	
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)]	Again, in addition to the data issues at play, there will also be changes associated with the impacts of Covid-19, i.e. a reduction in the amount of commuter travel. This significant drop in travel may linger for some time. Also, based on the findings of the "Texas Transportation Plan 2050", technology may greatly impact the actual capacity per lane-mile we presume today. As such, we feel that the updated target will be more representative to what the data will show for 2022.

Freight

Freight Reliability (Movement) Performance Overview

Question 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)	Texas's Truck Travel Time Reliability (TTTR) continues to be below the targets set in this four-year report. The four-year target was adjusted to 1.76 from 1.79 as Texas has invested in both significant freight planning and performance analytics that have helped to strategically invest in projects and Transportation System Management and Operations activities that make freight movement more efficient. TxDOT's target of 1.76 is much higher than the TTTR results have been, and it is important to note that this target was chosen after considerable analysis of truck travel time performance and looking at urban versus rural areas, truck volumes, and freight fluctuations. Texas moves a significant amount of the nation's freight and at any given time, regional results that drive the statewide result may fluctuate. TxDOT tracks this information, especially in relation to emerging freight markets such as the Permian Basin and cross-border goods movement. Despite these fluctuations, TxDOT's planning and project efforts for freight are helping to realize freight efficiencies across the network, which are reflected in the state's TTTR performance, as well as the other freight measures TxDOT tracks. More in-depth information about Texas' activities for freight are attached.
F2	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. *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*	Texas uses several important resources to identify and address bottlenecks in the State and those in the National Freight Strategic Plan. First, Texas published the Texas Freight Mobility Plan (TFMP) in 2018. While this plan is approximately two years old, the bottlenecks identified in the plan are still relevant. TxDOT monitors bottlenecks using its Texas' 100 Most Congested Roadways analysis results that rank bottlenecks by delay per mile. These bottlenecks are addressed

	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)] *Please upload related document(s) in the "Attachment" tab.*	by using a number of strategies including planning and project development and operational strategies. The TFMP includes 515 projects that are fully-funded at a cost of $7.5 billion. 508 are highway projects. The TFMP plan is attached via weblink.

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

Question 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 beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	1.40
F4	The 2-year statewide Truck Travel Time Reliability Index. *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)]*	1.44
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)]	1.70
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)]*	Texas' two-year target was 1.70, and this was achieved as the TruckTravel Time Reliability Index (TTTR) was 1.44 for the 2-year period. As stated earlier in this report, TxDOT has embarked on a number of freight planning, project development and operational strategies, all influenced by robust freight performance measurement. The Texas' 100 Most Congested Roadways information shows freight performance across the state and helps to identify where the state needs to focus resources to improve freight movement. TxDOT also works to use innovative practices to understand the multimodal trips goods make, (i.e., freight fluidity) to work with freight stakeholders on implementation. The TFMP was an important update to TxDOT's continued freight planning efforts in that it was comprehensive of all modes and recognized the important connection of freight trips and transportation's role in supply chains. The TFMP identified a number of strategies for different stakeholders. TxDOT has been implementing the recommendations and planned

		projects since its publication in 2018. These include focusing on truck parking, regional freight planning, technology and operations, border plans and more. These efforts are helping TxDOT to continue to meet its targets for freight.
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)]	1.79
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)]	Yes
F8a	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)]* *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)]*	1.76
F8b	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)]	The state does wish to adjust the TTTR target to 1.76. TxDOT routinely works with the Texas A&M Transportation Institute (TTI) to evaluate the data and to assess performance and targets. Growth rates and performance are monitored to determine the targets, as well as regional differences. Trends are calculated and determinations are made for the targets. TxDOT originally set a conservative target because Texas' rural and urban areas have fluctuating freight volume and seasonal changes, as well as rapidly emerging freight activity that can drastically change results. Some of Texas' regions have higher TTTRs that exceed the statewide target, while other areas are much lower. Depending on the type of freight movement at the time of year or changes in supply chains, especially as Texas freight is so significant and influences the national economy, the TTTR can change quickly. While a conservative target was originally set at 1.79, it has been reduced to 1.76 based on evaluating regional

		performance since 2014 and considering the volumes of trucks observed throughout the state, which fluctuates. This change aligns with expectations documented in TxDOT's plans, particularly the TFMP and following plans for freight since then, as well as TxDOT's continued monitoring of freight performance year to year. The data support this change, and TxDOT's prioritization on bottlenecks in its planning, project development, and operations will help to drive the state to meet this target as it has continued to do.
F9	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)]	See attachment F9.
F10	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)]	No
F10a	Please select the extenuating circumstance(s) that apply. [23 CFR 490.109(e)(5)]	
F10b	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)]	

Peak Hour Excess Delay (PHED)

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

Question 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)	The The Houston urbanized area MPO acted on PHED targets after October 1, 2018 and these numbers were not captured in the Transportation Performance Management (TPM) dashboard and the Performance Management Form. Their adopted 4 year target is 14.0.
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2

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

Question No	Description	Field Type
D3	Urbanized Area:	Dallas--Fort Worth--Arlington, TX
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)]*	12.2
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)]	15.0
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)]	No
D6a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. *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)]* *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)]* *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)]	
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)]	

Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D7	Urbanized Area:	Houston, TX
D8	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)]*	13.4
D9	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)]	16.0
D10	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)]	Yes
D10a	Please provide the adjusted 4-year target for the annual hours of peak hour excessive delay per capita in this UZA. *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)]* *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)]* *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)]*	14.0
D10b	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	This adjustment is being made to correct the PHED of 16 annual hours that was incorrectly reported in the 2018 Baseline Performance Report. The correct 4-year target approved by the Houston

	490.107(b)(2)(ii)(E)]	urbanized area MPO for PHED is 14.0.

Percent of Non-SOV Travel

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

Question 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)	The Houston urbanized area MPO acted on Non-SOV targets after October 1, 2018 and these numbers were not captured in the Transportation Performance Management (TPM) dashboard and the Performance Management Form. Their adopted 2-year target is 21.1 and their 4-year target was 22.1.
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2

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

Question No	Description	Field Type
T3	Urbanized Area:	Dallas--Fort Worth--Arlington, TX
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 date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	19.5
T5	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)]* *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)]*	19.5
T6	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)]	19.9
T7	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)]*	NCTCOG has incorporated this measure into its MTP, TIP, and other planning documents, and is recommending and programming many policies, programs, and projects related to transit, bicycle-pedestrian, and other modes that will increase the mode share diversity of travel in North Central Texas. While the two year target (19.9%) was not met, this measure has held steady over the past three

		years that data is available, and staff anticipates that both short-term and long-term changes in travel patterns related to the ongoing COVID-19 pandemic will strongly impact this measure.
T8	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)]	20.2
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)]	No
T9a	Please provide the adjusted 4-year target for the percent of Non-SOV travel. *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)]* *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)]* *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)]*	
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)]	

Urbanized Area Target #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T10	Urbanized Area:	Houston, TX
T11	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 date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]*	20.1
T12	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)]* *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)*	19.6

	and (3)]	
T13	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)]	19.7
T14	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)]*	While the Non-SOV 2-year target was not met, it was missed by only 0.1 percentage point. The Commute Solutions Program implemented in the Houston MPO region has contributed to the Non-SOV travel measures. Programming and construction of transportation projects that include pedestrian and bicycle infrastructure have also contributed to the progress made toward the 2-year target for Non-SOV.
T15	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)]	19.5
T16	Does the State DOT wish to adjust the 4-year target for the percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	Yes
T16a	Please provide the adjusted 4-year target for the percent of Non-SOV travel. *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)]* *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)]* *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)]*	20.0
T16b	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)]	The adjustment of the 4-year target is based on existing conditions and on the impacts of the Coronavirus (COVID-19) pandemic. The adjusted 4-year target supports expectations documented in the Houston urbanized area MPO's regional transportation plan, as it was developed with a performance based planning approach. Goals in the long-range plan have an emphasis on projects that support an increase in multioccupant vehicle use.

Emissions

Emissions Reduction Performance Overview

Question 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)	
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? *Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5.*	No
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? *A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]*	
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? *Note: Based on the response to E4, the State is required to provide a statewide target for annual emissions reductions for PM10.*	Yes
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?	No significant contributors
E6	Does the State include any areas designated as nonattainment or maintenance for CO? *Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.*	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone? *Note: Based on the response to E7, the State is required to provide statewide targets for annual emissions reductions for NOx and VOC.*	Yes
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)]	2

E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Houston-Galveston Area Council
E10.1	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	
E9.2	MPO required to submit a CMAQ Performance Plan to the State DOT:	North Central Texas COG
E10.2	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.2a	Please explain why the plan was not uploaded to the PMF.	

Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	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)]* *This value is carried over from the 2018 Baseline Performance Period Report.*	
E12	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)] *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.* *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).* *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)]* *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.*	
E13	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)]	
E14	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)]*	
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)]	
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)]	
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)]*	
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)]	

Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	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)]*	2864.540
E18	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)]	6882.338

	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. *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).* *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)]* *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.*	
E19	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)]	4312.390
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)]	Texas met the 2-year target established in 2018 for NOx. The Houston urbanized area made significantly less progress on the initial 2-year target than was anticipated due to several factors that reduced the anticipated emissions reductions. These factors can be attributed to several things including unexpected variance in project letting date, changes in funding categories, project delays, and project cancellations. The Dallas urbanized area, however, was able to exceed their individual target enough to exceed the State's 2-year target.
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)]	6945.980
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)]	Yes
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)]*	8833.027

	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)]	
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)].	Texas is adjusting the 4-year target established in 2018 for NOx. The target was 6945.974 and the new 4-year target is 8833.027. The Dallas MPO incorporated observed 2018 and 2019 reported emissions data. Based on this, the 4-year original target was met and exceeded so the adjustment is being made. The Houston MPO (due to lower than expected progress towards meeting the 2-year target) is revising their 4-year target downwards to better represent future conditions.

Statewide Total Emission Reductions VOC Target #3

Question 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)]*	566.574
E24	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)] *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.* *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).* *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)]* *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.*	1514.190
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)]	768.970
E26	Please provide a discussion of the progress made toward achieving the 2-year target for cumulative emissions reduction (total daily kilograms) of VOC.	Texas met the 2-year target established in 2018 for VOC. The Houston urbanized area made significantly less progress on the

	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)]	initial 2-year target than was anticipated due to several factors that reduced the anticipated emissions reductions. These factors can be attributed to several factors including unexpected variance in project letting date, changes in funding categories, project delays, and project cancellations. The Dallas urbanized area was able to exceed their individual target enough to exceed the State's 2-year target.
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)]	1280.210
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)]	Yes
E28a	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)]* *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)]*	2048.624
E28b	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)].	Texas is adjusting the 4-year target established in 2018 for VOC. The target was 1280.209 and the new 4-year target is 2048.624. The Dallas MPO incorporated observed 2018 and 2019 reported emissions data. Based on this, the 4-year original target was met and exceeded so the adjustment is being made. The Houston MPO increased the 4-year VOC target based on predicted outcomes.

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	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)]*	0.969

E30	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)] *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.* *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).* *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)]* *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.*	11.369
E31	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)]	4.733
E32	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)]*	Texas met the 2-year target established in 2018 for PM10. Due to more reliable UPACS/PAS data in 2018 and 2019 for PM-10 for comparison to the original 2-year target that was based on historical data one can see that there was an under estimation of the original 2-year PM-10 target.
E33	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)]	13.707
E34	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)]	Yes
E34a	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)]* *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)]*	21.963
E34b	Please provide the basis for adjustments of the 4-year target for cumulative emissions reduction (total daily	Texas is adjusting the 4-year target established in 2018 for PM10. The

	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)].	target was 13.710 and the new 4-year target is 21.963. Due to more reliable UPACS/PAS data in 2018 and 2019 for PM-10 comparison to the original 4-year target that was based on historical data the El Paso MPO was able to develop an adjustment factor to update the 4-year PM-10 target.

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	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)]*	580.239
E36	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)] *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.* *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).* *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)]* *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.*	490.753
E37	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)]	434.931
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)]*	Texas met the 2-year target established in 2018 for CO. Due to more reliable UPACS/PAS data in 2018 and 2019 for CO for comparison to the original 2-year target that was based on historical data one can see that there was an under estimation of the original 2-year CO target.
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	891.111

	Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
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)]	Yes
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)]* *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)]*	841.615
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)].	Texas is adjusting the 4-year target established in 2018 for CO. The target was 891.110 and the new 4-year target is 841.615. Due to more reliable UPACS/PAS data in 2018 and 2019 for CO for comparison to the original 4-year target that was based on historical data the El Paso MPO was able to develop an adjustment factor to update the 4-year CO target.

Attachments

S.No	Section	Attachment Detail
1	Freight	**Filename:** 2020_TX_Freight_Attachment F1.docx **Notes:** Attachment for F1 **Attachment Url:**
2	Freight	**Filename:** 2020_TX_Freight_Mid_Perform_F9_Freight.docx **Notes:** Answer for F9 **Attachment Url:**
3	Freight	**Filename:** 2020_TX_Freight_Attachment F2.docx **Notes:** Attachment for F2 **Attachment Url:** https://www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm
4	Overview	**Filename:** 2020_TX_Overview_AttachmentO2TxDOTAMP.pdf **Notes:** TxDOT 2019 Asset Management Plan **Attachment Url:**
5	Emissions	**Filename:** 2020_TX_Emissions_CMAQ-Performance-Plan-Report-2018.pdf **Notes:** Houston-Galveston CMAQ Performance Plan **Attachment Url:**
6	Emissions	**Filename:** 2020_TX_Emissions_NCTCOG-FInal-CMAQ-Performance-Plan.pdf **Notes:** North Central Texas Council of Governments CMAQ Performance Plan **Attachment Url:**
7	Emissions	**Filename:** 2020_TX_Emissions_NCTCOG Mid-Performance Report_NCTCOG.pdf **Notes:** CMAQ Performance Plan - Mid Cycle Dallas **Attachment Url:**
8	Emissions	**Filename:** 2020_TX_Emissions_2020_TX_Emissions_FINAL 2020 CMAQ Perf Plan MidReport-Sept 2020.pdf **Notes:** CMAQ Performance Plan - Mid Cycle Houston **Attachment Url:**