

Andrew Reovan: Good afternoon and welcome, today's webinar will begin at 1pm EDT.

Andrew Reovan: For the best audio quality, we recommend muting your speakers and dialing into the conference line above.

David Ooten: Are slides ready to print?

Andrew Reovan: A PDF copy of the presentation will be available at the end of today's webinar.

East West Gateway: Is there a way you can increase your phone volume? It sounds pretty low on our end. Our phone volume is on high. Thanks

Oregon DOT: For Interstate, are we including ramps or are we only looking at mainline?

FHWA-C: Oregon DOT... Only the mainline highways of the Interstate is applicable for the measure. Ramps are not included.

Ben Orsbon: The fifth national goal related to performance management concerns freight movement and economic vitality "To improve the National Highway Freight Network, to strengthen the ability of rural communities to access national and international trade markets, and support regional economic development." What measures does the FHWA intend to use to ensure rural areas are connected to national and international trade markets if they are not located on the Interstate System or do not have congestion or significant freight reliability concerns?

CT Blue: Is there a preferred method to separate out Interstate TMCs and non-Interstate NHS TMCs?

Robert D: to assist with the development of threshold values, in addition to the 50% suggested upper limit for reliability, will lower limits and/or ranges that FHWA would consider reasonable (for example: ranges for urban areas, CBD's, rural areas, etc.)

Robert D: to be provided

Terry: How will slow travel times during snow and ice conditions be factored?

FHWA - R: CT Blue: Details on how to use the NPMRDS are covered by our quarterly NPMRDS Technical Assistance Webinars. The next one is May 10th @ 1pm Eastern. Register here:

<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=939>

FHWA - R: CT Blue: To answer your question quickly, the NPMRDS has "functional class" as one of its data points so Interstate TMCs can be sorted out

CT Blue: Thanks

Kip Billings: How do you distinguish speed for trucks versus traffic in general?

FHWA-P: Robert D - the NPRM proposes 1 absolute threshold to determine if a reporting segment is providing for reliable travel – 50%. The NPRM does not propose different thresholds for the conditions you noted. Please comment to the docket if you feel this should be handled differently.

Dave Leucinger - WisDOT: Will measures and metrics take into account oversize vehicle speed restrictions?

NCDOT: in regards to FHWA-R answer to FC in the NPMRDS. The FC is not in the TMC static file or speed data file.

bruce lambert: do you have a filter for extreme weather events?

Paul Sittig, NMDOT: Dave - what percentage of truck traffic on the NHS in Wisconsin is oversized? Just wondering, as I'm looking into this in New Mexico, too.

Sean Ardussi: It appeared that some of the TMC segments used in the table on slide 24 represented travel times in seconds that were less than 33 seconds. Based on your example, this would imply that observed travel times for that segment are representing travel high than the posted speed limit which would have been 33 seconds in your example. Since this would be used to derive your "normal" travel time for these segments, how does your proposed methodology handle segments with observed speeds exceeding posted speed limit?

Dave Leucinger - WisDOT: Paul - not sure; perhaps one percent - but that can throw off a segment of a corridor that's near the margin.

Paul Sittig, NMDOT: Thanks, and good point.

Dave Leucinger - WisDOT: Paul - se also have some segments of Interstate that are grandfathered for overweight operation. That will also add complications to the calculations.

FHWA - R: NCDOT: My apologies - the NPMRDS currently links TMCs to route number, so that would be used to identify Interstate-based TMCs. More information from experts at the quarterly NPMRDS webinars.

Oregon DOT: HPMS data is reported at the section level, but the TTTR seems to be reported at the system level. How will TTTR be included in HPMS?

FHWA - R: Sean Ardussi: The data in the NPMRDS is actual, observed data, so if travel times equate to speeds over the speed limit, than that actual observation will be used in the metric calculation.

jdevierno@cadotag.com: 23 USC 150(d) allows a state to set different targets for urban and rural areas. The example given in the webinar assumes a uniform target for urban and rural areas. Please confirm that, through the examples, FHWA is not trying to indicate that a state could not set separate targets for urban and rural areas.

AY-WSDOT: If certain segments are missing in data often throughout the year (like more than 70% missing), and we use the proposed calculation to estimate to fill most of it? Is it acceptable?

KYTC: How can a DOT determine when to interpolate for missing freight travel time data, as opposed to a epoch when there are zero trucks?

Wenjuan Zhao (WSDOT): What do you propose for removing bad travel time data? We have seen excessive long travel time in NPMRDS dataset for some epochs, and when converted to travel speed, lower than 1 kph. Those are anomalies and do not represent average traffic condition.

PPACG: How do you factor in construction?

Dave Leucinger - WisDOT: PPACG - Good point!

NCDOT: In an earlier slide, it showed using the travel time based on speed limit to fill in for missing epochs, instead of interpolating. Is this correct. Also, NPMRDS includes some very high travel times (re:WSDOT's comment). Can these epochs be removed or be replaced with the speed limit travel time?

Paul Sittig, NMDOT: For the NPMRDS data set, do you know if there are any heavy haulers included in the freight probe data set?

AY-WSDOT: We have conflated NPMRDS geometry to WA HPMS roadways. Do we report performance measures based on our conflated geometry or original NPMRDS geometry? Does it matter to you? Conflated geometry segment lengths may slightly different from the original. Might affect when converted to MPH.

FHWA-C: jdevierno@cadotag.com: 23 USC 150(d) allows ... This NPRM provides State DOT's option to establish optional urbanized and non-urbanized targets for freight performance measures. Please note that the optional targets do not substitute statewide target. Please see section 490.105(e)(3) for more details.

MDT: Can you provide the code citation for the Oct. 2016 report requirement?

Matt Hardy: How should roadway segments that are under construction be addressed? For large-scale reconstruction projects, travel times could be affected. AASHTO had similar concerns with the pavement measures where the construction was causing short-term negative impacts but long-term were going to improve overall travel conditions.

Donna Luley INDOT Freight: Would areas under construction be exempt from the data sets until construction is completed?

FHWA-N: Matt - we would welcome ideas as to how to handle disruptions and work zones consistently. Please provide comments to the docket if you have some ideas on ways we can do that. Thanks.

FHWA-N: Donna, that is certainly something you should comment in the docket. Thank you.

FHWA - A: MDT- The requirement to submit a report by October 2015 is in 23 USC 150(e'). Within the NPRM, this is discussed in section 490.107(a)(4)

FHWA - R: Matt Hardy: The metrics in the NPRM are intended to reflect actual performance of the system, so road segments under construction would report whatever travel times are occurring on that segment during construction. This is an example of a situation that State DOTs and MPOs should take into consideration when setting targets.

FHWA-N: Paul - the ATRI probe data has a mix of vehicles, but it is typically class 6-9 trucks. However, ATRI reports a mix. ATRI does not provide the exact mix of vehicle types or sources.

FHWA - A: MDT - I meant the October 2016 report, not 2015. Thank you.

Matt Hardy: Will there be a separate webinar on the GHG measures/questions? It is not part of the subparts or anything. Will that be discussed in the CMAQ webinar?

Brian Shea - ITD: What if we have interstate sections where the current truck speeds are less than 50 MPH due to steep grades?

AY-WSDOT: Could you please send us a link to the white paper?

FHWA - F: MDT: The section of MAP-21 for the October 2016 report is Section 150(e).

VDOT: Will you have a format for the October 1st, 2016 submittal?

FHWA - R: Docket location for White Paper on missing data and outliers "NPMRDS Missing Data and Outlier Analysis": <https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0103>

FHWA - F: VDOT: yes, we will provide a format. The guidance for this report will be provided this summer. It is not intended to be an extensive report to be completed.

NDDOT: Will MPOs be required to report to subject departments of transportation if they choose to adopt individual states targets?

Donna Luley INDOT Freight: Will the chat comments be provided as well as the slides?

FHWA - F: NDDOT: reporting of MPOs targets will be as you agree to with your respective DOT(s)

Paul Sittig, NMDOT: Donna - you can select all this text, then copy it and paste it into a Word document to save it, but I believe they will also provide a full Q&A from this.

Donna Luley INDOT Freight: Thank you.

Andrew Reovan: Hi Donna and Paul - also, a copy of the chat pod will be posted along with the recording.

Paul Sittig, NMDOT: Great, thanks!