

Phil Winters: Will pdf version slides be available for downloading today?

Jessica Baas: Yes, they will be available for download towards the end of the presentation

Marie Dennis: What is the link where the pdf will be available for download?

NJTPA: What is the limit on number of attendees? We may run out of seats in our current room and have to log in a second time in another location.

FHWA-P: Marie - the pdf is available for download here:

[http://www.fhwa.dot.gov/tpm/rule/pm3\\_nprm.cfm](http://www.fhwa.dot.gov/tpm/rule/pm3_nprm.cfm) The official NPRM will be published in the federal register tomorrow

FHWA-P: Marie - The pdf link provided above is for the NPRM. The slides will be available at the end of the webinar and will be available for download on our website - [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)

Dean Mentjes, FHWA Illinois Division: We have a number 10+) of Illinois DOT attendees and several FHWA folks attending in our location today.

Jessica Baas: NJ: We have a full webinar today so please wait a couple minutes before logging in a second time

Mark: Is this being recorded if I need to review it later?

Abby Swaine: "data varmints"-- I love it!

Jessica Baas: Yes, the webinar is being recorded

Reza Karimvand: you are cutting out

MWVCOG: audio problems

Alex Depompolo: can't hear speaker

Thomas Noyes: The sound for the presenter is cutting out and isn't clear right now!

State of Connecticut: can't hear

CRCOG: choppy sound..

Johnny Limbaugh Lee MPO: audio issues can't hear

Reza Karimvand: i cannot hear clearly

Edward Fowler: Can't hear

Jessica Baas: Please use the dial-in number for the best audio

Alamo Area MPO: are these "miles" or "lane miles"?

Charles Airiohuodion: the audio is breaking up

Alicia]: What's the number?

Eileen Singleton: Rich should stop until the sound is fixed, we're missing most of it

Donna Luley Indiana DOT: If you can't hear, please use your phone to call in with the information in the upper left portion of your screen.

Norman Johnson: Illinois u guy's having issue with audio

FHWA-P: Alamo - the measures use directional miles.

Jessica Baas: The dial-in is 800-260-0719, access code: 390246#

mahmoud moussa: should stop till you fix the audio

Jim Doolin: Yes, Montgomery, Alabama

Deb LaCombe: Audio through the phone just ended. Nope your instruction just came through.

Mohammad Irfan: Houston has a problem too

tracy taylor: yes

Matt Miller 2: yes

Volpe Center: Audio is fine over the phone. Please dial-in.

Mohammad Irfan: Audia is back. thnx

Lauren LeJeune: Hi - This is Lauren LeJeune from FDOT. For clarification, an urbanized area with a population over 1 million that is neither non-attainment nor "maintenance" is not subject to the traffic congestion measure, correct? Assuming correct, that would mean there is no traffic congestion measure for the state or its MPOs to report if all MPOs are neither non-attainment nor "maintenance", correct?

Reza Karimvand: Reza From Arizona DOT: What are the target values for performance measure

marilee manalo: Can you tell me how many Probes are in the State of Wyoming on a typical 24 hour period?

Luke McNeel-Caird: Does the NHS include the enhanced NHS under MAP-21?

FHWA-P: Reza - State DOTs and MPOs will establish their own targets for each measure. We are not proposing target values.

Alex Depompolo: 3. We don't see anything that references the National Transit Database or the U.S. Census American Community Survey. Where are these in this rule?

FHWA-P: Luke - the NHS is as define under Title 23 so, yes, it does include the "expanded" NHS

Luke McNeel-Caird: Thanks

RIDOT: If the data in NPMRDS comes from FHWA will FHWA consider calculating the measures for State DOT's or build the tools in the system to do so?

FHWA-P: Alex - the proposed measures do not require data from the NTD or the American Community Survey.

Alex Depompolo: Thanks

TDOT - LRPD: how do we calculate the averge without the sample size in the NPMRDS data?

IN DIVISION: WILL AREAS THAT USED TO BE MAINTENANCE BE INCLUDED IN THE

Virginia DOT: Could the presenters please slow down their speaking while presenting the information?

Lauren LeJeune: Thank you!

Kip Billings: Who decides and how what "expectations" are and what is "excessuve" delay?

DVRPC: How will reporing be handled for urban areas that cross state boundaries and are included in a common non-attainment area?

Rick Jones: The NPMRDS includes outliers. Is there a standard method for removing these outliers or a statistical macro we can run in excel/spss to remove these outliers? Any guides out there?

MWCOG/NCRTPB: The Average Truck Speed calculation is based on Arithmetic Mean of speeds (not Harmonic Mean of speeds), and this will lead to inconsistent Average Speed and Average Travel Time. Has FHWA considered using Harmonic Mean? THanks!

CRCOG: Freight data is so sparce that it is will be inaccurate to develop metric/measure from NPMRDS data.

Charles Airiohuodion: Is the PowePoint presentations available for download?

Walt Raith, East Central WI RPC: I would like to see a distinction in each measure for MPO, MPO TMA>200,000 and MPO>1,000,000? Talk about that? What applies to who?

Benjamin Smith: Prior to setting thresholds did FHWA use the national speed database to calculate the extent of the interstate system which would

FHWA-P: IN - can you elaborate on your question regarding maintenance areas?

FHWA-P: Kip - Rich will be going over how "expectations" and "excessive delay" are defined

David Heller: How do you define "expectations."

FHWA-E: IN Division: The nonattainment and maintenance areas are based on the effective date of EPA's designations at the time the baseline performance report is due to FHWA

Oklahoma DOT: what year of Urbanized Area population applies for determining whether MPOs meet the 1 Million level criteria?

FHWA-A: DVRPC – A multi-state example will be provided later in the presentation.

FHWA-P: DVRPC - we will be discussing how targets are established for multi-state areas and MPOs later in the presentation.

Alex Depompolo: The rule states: "As with delay metrics, FHWA acknowledges that travel time indices do not capture system attributes in terms of shorter trips or better access to destinations and mode options, which may occur at the expense of greater delay." We both agree that this rule focuses on measuring delay. Can you speak to the work that USDOT has done to incorporate other modes?

Deb LaCombe: I am also not a TMA, I would like to see a distinction in each measure for MPO, MPO TMA>200,000 and MPO>1,000,000? Talk about that? What applies to who?

KYTC & FHWA - KY: Slides hanging?

Karin Landsberg (WSDOT): It looks like slides are not advancing

NDDOT: Will FHWA be providing the NPMRDS for the duration of the FAST Act?

Thomas Chase, NCSU: Using the LOTTR it is possible to improve the median performance more than the 80th percentile, leading to a capacity improvement possibly being identified as a negative impact on LOTTR. Is this considered?

E Drake: slides are not matching the discussion?

Reza Karimvand: Reza From Arizona DOT: what is the base line and how do you drive "expectation"

Joshua Mack: can you actually go back a slide? It was difficult to follow the presenter?

Charles Airiohuodion: Lost network connectivity

Karen Miller, MoDOT: Can we have teh slides prior to future webinars to allow for us to follow along in case of future technical difficulties?

Deb LaCombe: when you lost connectivity our screens went dark and so please do not move forward until connected again, thanks.

Susan Gorskim Michigan DOT: Are we using route miles or lane miles in these proposed measures?

Rebekah Hernandez: Is there any consideration for VMT or urbanized vs. non urbanized areas in the calculations?

Jody Binnix, Genesee Transportation Council: Will MPOs be required to report targets for their MPA and/or the entire planning region (our planning region is much larger compared to our MPA)?

Charles Airiohuodion: Thanks

Mike Bruff (NCDOT): The presenter mentioned that the MPOs would calculate the measures on the MPA (Metropolitan Planning Area) instead of the FHWA approved urbanized area (is this correct?)

FHWA-C: Oklahoma DOT: 1 million population threshold would be determined by the latest Decennial Census.

FHWA-P: Rick Jones - with the exception of the "excessive delay" measure the data will not be filtered in the NPMRDS. The "excessive delay" does include a step to remove travel times from very slow and fast speeds.

TOM BATZ: IS THIS FOR EACH 5 MIN PERIOD? A ROADWAY COULD BE LESS THAN 1.5 FOR ONE TIME PERIOD AND GREATER THAN 1.5 FOR ANOTHER.

FHWA-P: Deb - you are correct. The NPRM does not distinguish between MPOs by size other than the measures that are only applicable to populations > 1M. Please provide any suggestions regarding MPO size as a comment.

FHWA-N: MWCOG - We considered variations of the average truck speed and tested out how to calculate it. We plan to provide guidance on how to deal with outliers related to the data, but we decided to go with the arithmetic average since we are using the full year of data. We welcome comments on this in the docket. Thank you.

Reza Karimvand: Would you go over how to establish target?

NJTPA: The NPRM expects that, for the peak hour travel time and congestion performance measures, a single target will be established for an entire urbanized area with population over 1 million, even if that urbanized area crosses into several states and is covered by several MPOs. (The example given in the NPRM is the Philadelphia urbanized area, which involves four states and four--by my count five--MPOs.) I have two questions related to this. 1) Will all of the involved states and MPOs have to agree on how the "expected peak hour travel times" are determined across the urbanized area? 2) Will the determination of "significant progress" be done at the urbanized area level? What if one of the states involved is meeting the target within its boundary?

Wally Blain: so the desired travel time could be based on the congested conditions? In other words, it would be expected that congestion exists during peak periods?

Luke McNeil-Caird: what happens if the state does not meet targets, will that be discussed on this webinar or a future webinar?

FHWA-A: Jody – MPOs would establish targets for their MPA, or applicable urbanized area. The 20 year planning region is not part of target establishment for the proposed measures.

Jody Binnix, Genesee Transportation Council: thank you

Fresno COG: We're trying to determine whether or not Fresno County meets the population criteria: Our Countywide population is about 1 million, but our metropolitan area is less than that -- perhaps 650K or so. Would "urbanized area" refer to our countywide population, or the population of the metro area? Thank you for clarifying.

Ravi: Are these TTR annual measures? if not what is the time frame?

Alex Depompolo: In what scenario would downtown DC be able to meet a 50mph throughout threshold for freight? Or downtown Indianapolis? What would have to happen and what does that look like?

FHWA-P: NDDOT - We hope to provide the NPMRDS. We have estimated the cost burden to States under both scenarios where FHWA provides travel time data and where States will be required to acquire the data. These costs are provided in the Regulatory Impact Analysis which is posted on the docket.

Li Jin: The TTTR looks like a buffer index idea.

FHWA-A: Fresno COG – the proposed population thresholds are based on the population of the Census defined urbanized area as reported in the most recent Decennial Census.

Cristina Scarlat: What is the definition of a segment? Is a TMC considered the segment for which the calculation is done?

FHWA-P: From Benjamin Smith: This is my 3rd attempt due to connectivity issues. Did FHWA use the national speed database to do a sensitivity analysis on the thresholds which are proposed? Such a sensitivity analysis would show the current percentage of the Interstate System which would not meet threshold levels.

Ravi: Will this presentation be available after the webinar?

SPC: Are segments of the Interstate System having a posted speed limit of less than 45 mph (for all vehicles and/or for trucks only) be exempted from the assessment then?

marshall elizer: some roadways on the NHS are more about safety and accessibility of all modes and not focused on vehicle congestion, travel time reliability, etc. Will transportation performance management measures/metrics also be developed for roadway that are not fully vehicle focused?

Doug Smith: What about Interstate segments that have posted speed limits at 50mph or below?

Oregon DOT: What about grade issues? Trucks don't do well on grades.

Joshua Mack: Or workzones

Kaveh Farokhi (UMD CATT): Aggregations used to report systemwide measures seem to be based on segment mileage alone. How about the number of vehicles that are being impacted by performance on each segment?

John Tipaldo: construction also

Susan Gorskim Michigan DOT: Are segments under construction exempt from a given measure during that construction season?

Deb LaCombe: We are a maintenance area for less than 10 more years. We are not >1mil so not a TMA. Do any of these metrics, thresholds, or measures apply to us? Even though we receive CMAQ funds?

Reza Karimvand: How and who is going to answer my questions? Thanks.

FHWA-P: MWCOG/NCRTPB - please provide your suggestions regarding the use of harmonic means as a comment to the docket.

Alex Depompolo: Has USDOT considered how applying different standards for freight and people will impact the Secretary's and President's priorities for livable communities (including transit, biking, walking, and land use changes)? If so, how?

FHWA-N: CRCOG - The NPMRDS uses actual truck probe data provided by the American Transportation Research Institute. FHWA has worked with ATRI since 2002 to grow the number of probes available. Since the freight measure was required only on the interstate, FHWA has evaluated the data available to find that it provides decent coverage for the interstates throughout the nation. FHWA continues to work with partners to grow the probes that contribute to the data.

FHWA-A: Reza –Target establishment will be discussed later in the presentation.

Reza Karimvand: Thanks

FHWA-P: Alex - We are conducting research now to determine effective methods to measure multimodal system performance. Rich Taylor is leading this project.

Edward Fowler: How does performance measures affect the annual reporting requirement? Will the DOT now have two separate calculations to report??

Edward Fowler: Referring to CMAQ

Jim Ponticello: The current CMAQ draft guidance allows the use of CMAQ funding in former nonattainment/maintenance areas. Do the Subpart G&H CMAQ requirements apply to these areas?

FHWA-N: Alex - It is important to note that the freight measures are required only on the Interstates by MAP-21, so the use of a different reliability standard provides a different lens of congestion than the all traffic measures. When the metrics that contribute to the measures are calculated, the different standards help identify where the most significant bottlenecks, or segments not meeting the threshold, are occurring at the yearly average level. This helps those States and MPOs that are calculating the

metrics have value added information on bottlenecks they can then use in freight planning and to meet national freight goals as defined in MAP-21 and FAST.

Thomas Chase, NCSU: I'm not sure if I missed an answer to my question on capacity improvements impacting median performance and not 80th or 95th percentile performance and therefore making the reliability measures worse due to capacity improvement.

Whitney Morgan (MARC): I'm sure its already been asked, but will you all be sending this powerpoint out ?

DVRPC: How will this Q and A be made available

FHWA-P: NJTPA - response to 1) - Each State will establish their own "desired travel times " for each road segment within their portion of the area. MPOs will need to agree to these times. response to 2) significant progress will be based on performance of the entire urbanized area regardless of the progress made by each State or MPO

FHWA-A: Deb – The docket will include documents that will help each State and MPO determine applicability of the CMAQ measures.

FHWA-E: Edward: The annual reporting still requires projects reported in kg/day while the performance measures are the cumulative emissions in short tons per year.

Mike Bruff (NCDOT): When will HPMS be updated to accept the new performance metrics?

Alex Depompolo: Thank you but that doesn't quite get to the point of my question: Has USDOT considered how applying different standards for freight and people will impact the Secretary's and President's priorities for livable communities (including transit, biking, walking, and land use changes)? If so, how?

Atlanta Regional Commission: How do the CMAQ performance requirements and measures relate to non-road projects (e.g., bus purchase, diesel retrofits, etc...)? Having difficulty relating CMAQ funding eligibility to road-based measures.

FDOT D4 Planning: How should states measure performance for segments with managed lanes?

Ed Fritz: Regarding the freight congestion threshold of 50 mph, did you consider that the effects of steep grades might cause 50 mph to be unattainable for trucks and therefore not be congestion caused delay?

FDOT D4 Planning: What is the time frame for development of the multimodal measure?

NJTPA: It seemed that one measure excluded holidays, where another didn't. Was this intentional?

Curt Hutchings: Dixie MPO: We are an MPO under 200 k at this time. We will probably hit the 200k threshold sometime between 2020 and 2024. We think it is good to be as up to speed on these measures as possible before that time. Is it probable that these requirements would change by that time. In other words is my time well spent with this information now?

Alex Depompolo: This rule includes a requirement to measure mobile source emissions (i.e. pollution from vehicles). Yet states and metro areas would only have to measure the impact of the few projects funded by the relatively small Congestion Mitigation and Air Quality (CMAQ) program, which is akin to not being required to reduce highway deaths on a road because that road was built with highway dollars instead of safety improvement dollars. Why is USDOT not including a requirement to measure mobile source emissions for all projects that receive federal funding?

MDT: is the on road emission applicable to areas less than 1 million that are maintenance areas?

Guest 11: What is the definition of "Truck"? Big rigs? 2-axle box? Drays?

Simon Nwachukwu - NJDOT: NJDOT: If an MPO is in two states that have different Measures/Targets, how will the MPO determine its measure/target?

FHWA-A: MDT - The applicability of the On-Road Mobile Source Emissions Measure is not based on population.

Deb LaCombe: If a MPO determines they have a unique from the state DOT target, does the State DOT drop the MPO segments from their target?

FHWA-E: MDT: The on-road mobile source emissions measure is applicable to all nonattainment and maintenance areas, regardless of the size of the area.

Curt Hutchings: Would like a copy of the powerpoint sent to chutchings@fivecounty.utah.gov

Alex Depompolo: Metro areas across the country are setting ambitious new goals and accompanying performance measures for improving health, improving access to jobs for more people or expanding transit to connect more people to opportunity. USDOT has held working groups for several years since passage of MAP-21. Which examples did you rely on in the creation of this rule?

Deb LaCombe: The non-motorized or public transportation measures don't necessarily have the same relationship to the road segment as pavement solutions. I don't think you answered how does this measure and threshold related to the CMAQ funding support non-pavement solutions??

FHWA-P: Kaveh - regarding your Q on the impact of the number of vehicles on the measure. The excessive delay measure is weighted by traffic volume however the remaining travel time derived measures do not. We provide some discussion on this consideration on Page 117 of the pdf version of the NPRM. Please provide comments if you have suggestions as to how traffic volumes can be considered.

Mark: could you repost the link to the pdf of this presentation, its no longer in the chat pod,

Vivian Underwood: This map does not include Alaska and Hawaii

Reza Karimvand: Would like a copy of the powerpoint sent to rkarimvand@azdot.gov

Jessica Baas: The presentation will be available for download at the end of the webinar

FHWA-C: Deb – if an MPO commits to a quantifiable target for a performance measure for its metropolitan planning area, then the MPO portion in the State DOT target would not drop out.

Jerry Luor: Any special requirements and/or consideration on data collection on signalized arterials vs. freeway segments regarding travel time/delay measures for CMAQ – Traffic Congestion?

Reza Karimvand: Do you Target values for FDOT

Jackie Eastwood: So it sounds like bi-state MPOs will have to develop their own targets so that they can have one unified measure for the entire urbanized area/MPA, yes? From a previous webinar, it was stated that bi-state MPOs could agree to support the targets from their states and not create their own.

Deb LaCombe: How do MPOs ensure then that by having a unique target, we may harm the state DOTs target even though we manage to show vast improvement in our urban area? The same Interstate and non-Interstate NHS segments are then trying to satisfy potentially two separate targets. My autonomous decision hurts my State DOT?

Marie Dennis: How does lack of significant progress effect allocation of funds?

Alex Depompolo: There appear to be contradictory goals between this rule and the safety rule (measuring vehicles vs. measuring people). Can you speak to how this rule supports already final rules? And the process you went through to ensure their complimentary nature?

FHWA - R 2: Jerry Luor: No special consideration on arterial data collection, although 2 year delay in developing target for CMAQ Traffic Congestion is to allow more complete data for calculating delay.

Lauren LeJeune: Was the date for slide 55 with the date of 2016 correct?

FHWA-C: Mike Bruff (NCDOT) – FHWA will have HPMS ready for accepting required data per the final rule at the time of the effective date of this rule. Please note that the metrics presented today are proposed metrics.

Wenjuan Zhao: What is MPOs' role in freight performance measure reporting and target setting?

FHWA-P: Curt - all MPOs regardless of size (in terms of population) will be required to establish targets for all measures with the exception of the peak hour travel time and excessive delay measures which are only applicable to MPOs that serve areas with populations of 1M or greater. The NPRM does not propose unique requirements for MPOs that support areas under 200k in population.

RIDOT: What if the MPO Urbanized area is over a million but the State DOT urbanized area is less than a million?

David Heller: We are about to issue our next MTP in May. While we have a system performance section, will the "Final Rule" as described here?

David Heller: Following up from above, will the "Final Rule requirements," apply for this?

Kip Billings: What happens if you don't meet your targets?

FHWA-C: Deb LaCombe's question "How do MPOs ensure then that by having a unique target...". MAP-21 requires the State DOT/MPO selection of targets to be coordinated. Please see section 490.105 of the proposed rule.

Michael Escalante, Gainesville, FL MPO: with travel/mode choice/VMT affected by local/regional/national economic conditions, is there allowance/criteria for resetting baseline conditions?

FHWA - R 2: Jackie: the peak hour travel time and excessive delay measures require one unified target for each applicable urban area - one target that would be reported by all State DOTs and MPOs that are part of the urbanized area.

FHWA-A: RIDOT – The population thresholds for measure applicability is based on the population of an entire urbanized area as defined in the US Decennial Census.

FHWA-C: Wenjuan Zhao – please see sections 490.105 and 490.107 of the proposed rule for information on MPO's role in target establishment and reporting.

mahmoud moussa: Yes GHG should be a measure.

Kip Billings: What is cost for an MPO to comply? Is this one or more additional FTEs?

Dan: Slide 55 (Initial State DOT Reporting): Could you please confirm the due date of 10/1/2016? Could you please clarify expectations of the four reporting areas. Who/where do we submit the report? Are there any penalties for late reporting / failure to submit initial report?

Chris Upchurch: These measures cover the NHS, and are based on NPMRDS data. In our area the current NPMRDS network is not consistent with what we as the MPO would consider the NHS based on our functional classifications. Will there be any FHWA effort to ensure that the NPMRDS network truly matches the NHS?

State of Connecticut: Would you please explain how comments submitted to the federal docket will be reviewed, considered and weighed by FHWA?

Alex Depompolo: Will there be follow-up after the webinar regarding responses to unanswered questions?

NJTPA: For the reliability measures, did you consider the percent of users (or VMT or PMT) on the system experiencing reliable travel times or expected travel times, rather than percent of roadway miles?

Reza Karimvand: would this be including the baseline

Oregon DOT (Region 1): Portland (OR)- Vancouver (WA) MSA includes two MPOs in addition to two DOTs. Please describe how this affects each measure (pop. is > 1M)

Lisa Colmenares: Will the presentation be available? And if available where/how can we obtain a copy?

Alex Depompolo: There appear to be contradictory goals between this rule and the safety rule (measuring vehicles vs. measuring people). Can you speak to how this rule supports already final rules? And the process you went through to ensure their complimentary nature?

Oregon DOT (Region 1): Clarification: do the two MPOs share a target?

Alex Depompolo: Metro areas across the country are setting ambitious new goals and accompanying performance measures for improving health, improving access to jobs for more people or expanding transit to connect more people to opportunity. USDOT has held working groups for several years since passage of MAP-21. Which examples did you rely on in the creation of this rule?

Alex Depompolo: Has USDOT considered how applying different standards for freight and people will impact the Secretary's and President's priorities for livable communities (including transit, biking, walking, and land use changes)? If so, how?

mahmoud moussa: how can we get the slides?

Lauren LeJeune: How will the MPO's submit the metrics to HPMS?

Alex Depompolo: Some would say that this rule measures vehicle speed and delay seven different ways, while ignoring millions of people who opt out of congestion entirely by taking transit, telecommuting, walking or biking, and even penalizes places where people get to take shorter trips. How would you respond to their concerns that USDOT is prioritizing one group of people (vehicle drivers) over others (those who walk, bike take transit)? What has USDOT done to address equity in this rulemaking?

Keith Killough: Can you please review the actions expected from State DOTs and MPOs relative to the October 1, 2016 deadline?

RPM Transportation: Are NHS Intermodal Connectors to be included in the analysis?

MDT: Are the states responsible for the report - or the secretary

RPM Transportation: In the reporting?

mahmoud moussa: Thank you

mahmoud moussa: Great presentation

David Heller: Thank you very much

mahmoud moussa: are there any PDH hours for this webinar?