

Ed Fritz: background music is still playing

mahmoud moussa: audio problem

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

Ashley Renshaw: Will this webinar be available after?

Jessica Baas: Yes, it will be posted here [https://www.fhwa.dot.gov/tpm/rule/pm3\\_nprm.cfm](https://www.fhwa.dot.gov/tpm/rule/pm3_nprm.cfm)

Peter Rafferty, UW-Madison: • For reporting segments, assuming the use of NPMRDS, why would anybody aggregate TMCs? It appears to be unnecessary (for this rule), it's extra work, and if you allow it, it may lead to a sort of gerrymandering where poorly performing TMCs can be bundled with better TMCs so measures meet targets.

guest 7: Regarding 490.509 Data Requirements, are the Travel Time Data Set only source of travel time data or can State DOTs use other data sources, like their own travel time systems?

FHWA-C: guest 7 ... The proposed provides State DOTs the option to use alternate data set. Please refer to section 490.103(e) for proposed requirements for using alternative data set.

guest 13: How does the peak hour travel time achieve the FHWA's priority for providing for a national focus?—focus the performance requirements on outcomes that can be reported at a national level

guest 13: Why doesn't NPMRDS catch probe data for non-vehicle users? Was this tested in the data development?

guest 13: Re: the first question, each area over 1M would set their own preferred peak hour travel time, which would limit the ability to actually have a nationally consistent measure

FHWA-P: Peter Rafferty - we will get to your question on reporting segments over the phone.

Sudhir Joshi & Others, NJDOT: Are we required to analyze for all traffic, meaning Passenger Vehicles and Truck traffic combined?

FHWA-P: Sudhir - the measures we are discussing today use travel times from all vehicles which include both passenger and trucks.

Sudhir Joshi & Others, NJDOT: Thank you.

planner: Focus isw on vehicle throughput, not people throughput

Lauren LeJeune: For clarification - In metropolitan areas less than 1 million, are only the MPO planning boundaries used? Then for metropolitan areas that are over 1 million, are both MPO planning boundaries and urbanized boundaries are used?

FHWA-P: Guest 13 - we will address your questions over the phone regarding probes and the peak hour travel time measure

FHWA-P: Planner - we encourage you to provide your comment to the docket regarding the use of people throughput.

MnDOT: Why not use the same peak period for both reliability and peak TT measures?

FHWA-P: MnDOT - we will address your Q over the phone.

FHWA-C: Lauren LeJeune... The peak-hour travel time measures are applicable to the interstates and non-Interstate NHS highways within the urbanized area with a population >1 million for both State DOTs and MPOs.

Keith Miller, NJTPA: Are holidays that fall on weekdays considered weekdays, or weekends?

Lauren LeJeune: Are planning areas relevant in this calculation at all? If so, when are they?

FHWA-P: Keith - holidays are not considered in the reliability measure. The travel time is used for all weekdays and all weekends.

FHWA-P: Keith - clarification - the reliability metric does not exclude holidays

guest 13: tough to see how multimodal NHS facilities would be measured via the LOTTR or PHTTR— thinking 16th or Penn Ave in DC. 45 percent of peak hour traffic on 16th travels by bus

FHWA-C: Lauren LeJeune... Metropolitan Planning Area boundaries are not relevant for the peak-hour travel time measures.

Scott Weber: To be clear, for reliability and peak hour measures, are we grouping all vehicles (freight and passenger) together?

Keith Miller, NJTPA: The NPRM states that 5-minute volumes would be necessary to weight the reliability measure by traffic volumes, but since the reliability metric is calculated over the entire year, across the majority of the day, wouldn't it be simple to report the Percent VMT of reliable travel, by using the AADT for each segment?

FHWA-P: guest 13 - regarding your point about multimodal facilities, we encourage you to provide this as a comment to the docket so we can consider it in the final rule.

Lauren LeJeune: Are planning area boundaries relevant in any measure?

FHWA-P: Scott Weber - both the reliability and peak hour travel time measures we are discussing today use both passenger and truck travel times grouped together as an average travel time

Nathan Masek: I need clarification of how the population-threshold of 1 million is applied. I am in a non-urban area/MPO that is under 1 million; do these measures apply to us?

MI DOT, Susan Gorski & Brad Sharlow: How flexible will states and MPOs have in defining their peak periods, as the time frames expressed don't match the peak periods as defined in our urban areas?

FHWA-P: MI DOT - the NPRM proposes absolute peak periods - States and MPOs would not have the flexibility to adjust these periods. Please comment to the docket if you have an alternative proposal we can consider.

Keith Miller, NJTPA: You propose removing travel times that represent speeds lower than 2 mph. But what if those speeds are realistic (e.g., travel approaching a congested toll plaza)?

Logan Kipp: For removing outliers, I agree that 2 mph and 100 mph are good cutoffs, but shouldn't there be a more standard statistical procedure such as removing values that are 3 standard deviations from the median?

Peter Rafferty, UW-Madison: In NPRMDS, TMC distances can change with each static file version, so comparing travel times based on different distances will introduce errors, especially an artificial increase in dispersion, hence apparent poorer reliability. The NPRM doesn't address this, but has it come up for you, or can you comment on it? Maybe a small issue, but I assume we must account for these changes, perhaps by converting to a distance-neutral value like travel rate (e.g., minutes/mile). Or speed, but that inverts the math, so using rate may be easier to correspond to the guidance docs.

FHWA-P: Keith Miller and Logan Kipp - we will address your question over the phone

FHWA - A: Lauren & Nathan - For the two Reliable Travel Times measures, MPOs would establish targets for their MPA, and use that MPA in determining the area to be used in calculating target achievement. For the two Peak Hour Travel Times measures, MPOs without urbanized areas over 1 million in population would not establish targets. Those MPOs with urbanized areas over 1 million, would establish and evaluate targets based on the applicable urbanized area boundary.

Logan Kipp: 706-225-3920 - Thank you!

guest 7: Examples are really helpful. Thanks.

FHWA-P: Peter Rafferty - the NPRM does not specifically discuss how to deal with changes in TMC lengths over the year. This is an issue that we have experienced and encourage any suggestions you may have in how to handle by providing a comment to the docket.

Ryan Hicks: Are there any methods (such as a confidence score) being developed for this dataset that will rate each 5 minute data record based on the data quality? This might make it easier to filter out outliers.

guest 7: Please confirm that these Travel Time reliability measures do not factor in traffic volumes

Lauren LeJeune: A maximum length of 0.5 miles in the urbanized area seems short when evaluating interstate facilities when interchanges are frequently greater than 1 mile. Please clarify.

FHWA-P: guest 7 - yes, traffic volumes are not factored into the reliability or peak hour travel time metrics and measures. We provide discussion in the preamble on the consideration of traffic volumes at the beginning of the Section-By-Section discussions of the regulation.

FHWA-P: Lauren - we will discuss your Q on segment length over the phones.

Lauren LeJeune: Thank you!

Simon Nwachukwu - NJDOT: Some States have established Urbanized areas in HPMS in coordination with their respective MPOs and concurred with FHWA, can the urbanized area be used to establish the performance measures in urbanized areas?

SCDOT: How are desired travel times for segments to be calculated - Posted Speed Travel Time per segment??

Guest 3: Are these performance measures required for each segment or just for the whole system? Please clarify. Thanks.

guest 7: Why different reporting targets for StateDOT (with adjustment) and MPOs (no adjustment)

FHWA-P: Guest 3 - we will address your Q over the phone

Peter Rafferty, UW-Madison: I was hoping you'd address filling in with TT@PSL since it introduces extra work, complexity, and risk of error. Have you found it to add meaningful (vs arbitrary) accuracy? Tracking down PSLs can be difficult, then joining them to TMCs isn't trivial. Any thoughts on good PSL sources or methodology approaches to this? Also, PSLs sometimes change, which will affect results; and depending on where the TT@PSL falls relative to the 50th and 80th percentiles, it will have different effects on LOTTR.

FHWA-P: Guest 7 - we will address your Q over the phone

FHWA - A: Simon -The NPRM proposes that adjusted urbanized areas can be used. But they need to have been approved by FHWA, submitted to HPMS and available by October 1, 2018, which is when the

Baseline Performance Period Report is due to FHWA. Section 490.103(b) of the NPRM discusses this issue.

FHWA-P: Peter Rafferty - we will address your Q over the phone

Sam S (PAG): Where TMC endpoints do not coincide with reporting area boundaries (MPO planning area, or UZA) are we to only use complete TMC segments? This may come into play more often with UZA boundaries.

Julio SBCAG: Will this presentation be available for download?

FHWA - A: Julio - the presentation will be available for download at the end of the webinar.

FHWA-P: Sam S - we will address your Q over the phone

Guest 12: Where may I find information on how the raw data is processed for the NPMRDS... e.g., multiple probes within a vehicle , sampling coverage...?

Andrew Ray: For MPO's that cover more than one state, is there any guidance for handling differing schedules for state? Can our 180 turnaround time start when all states have set a measure? E.G.>If one state sets a measure after only 180 days (hypothetical, i know) would the MPO have to set their measure before hearing from the second state?

Mike Bruff (NCDOT): which is the first year that HPMS will be used. Will it be 2017 data that has to be submitted in May 2018 or 2018 data submitted in May 2019.

Michigan Division: who makes the progress assessment for FHWA - Division office or HQ?

FHWA - R: For information on the NPMRDS, I invite you to attend the next NPMRDS Quarterly Technical Assistance Webinar on Tuesday, May 10 from 1-3 p.m. Eastern. Registration can be found here: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=939>

Lauren LeJeune: Suppose a state and an MPO coordinates but can not agree to a single target, what happens?

FHWA - A: Andrew Ray - Please submit this question to the docket so we can consider how to handle this issue in the final rule.

FHWA-C: Mike Bruff (NCDOT): The first year that HPMS would be the 2017 data that has to be submitted in May 2018.

Karen Miller, MoDOT: Who is responsible to issue a report when the Peak Travel Time does not show sig progress since it is set by multiple DOTs / MPOs? Does each state and MPO have to submit a separate report on this?

Simon Nwachukwu - NJDOT: Can MPOs and a State DOT where applicable work together to establish common targets and system performance measures for the State?

Lauren LeJeune: In a large MPO with a projected significant increase in population growth, travel time reliability will likely not improve over time. Is a target reflecting that concept appropriate?

Peter Rafferty, UW-Madison: What about tollways, toll roads, turnpikes, etc.? The NPRM appears to be silent on this. Are state DOTs to include those interstates in their reporting (though they may have little or no influence on their performance)?

guest 13: I'll plan to join the NPMRDS call, but I do think NPMRDS is very important to this rule as it is the dataset that the majority of these measures rely upon, and is why I find it's vehicle only focus all the more odd

victor: How does this rule apply on multimodal corridors? Were there any thoughts on this?

Lynda Temples: Where can you access the docket?

FHWA - R: You can see the outliers/missing data white paper on the docket. "NPMRDS Missing Data and Outlier Analysis" - <https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0103>

Ricardo Gotla: How if at all are the movement of people through or within urbanized areas via busses, lightrail other tranist and non-moterized trasporation taken into account?

Keith Miller, NJTPA: My question regarding the use of volumes in a modified version of the reliability measure was more of a question about the statement in the NPRM itself that the reason that volumes weren't used was that it would require 5-minute traffic volumes, and I don't understand why that would be. If it's easier, I can pose this question to the TPM email address, but I would think that others have the same confusion.

Sudhir Joshi & Others, NJDOT: If the MPO is part of two different states, should all states and MPO use the same data set?

Matt Hardy: Following upto P Rafferty's comments, for NHS roads located in a State that are not under the control of the State (e.g., BW Parkway in DC-MD), did you discuss how targets should be addressed in terms of working with the asset owner?

C Danza: Are there any penalties for not completing a plan on time or for not meeting a stated target?

M.Kaddoumi (Charlotte-NC): Should the reporting on managed lanes be separate than the general purpose lanes?

C Danza: both

M.Kaddoumi (Charlotte-NC): Will data from the managed lanes (higher speeds) impact speeds on the GPL

FHWA-ID: Recommendations of important next steps towards establishing targets?

VDOT: What about managed lanes that switch directions? AM vs. PM

Nathan Masek: Sorry, I'm juggling 2 separate webinars now - is there a listing of the applicable requirements for MPOs under 1 million?

Kevin Price: Have noticed managed lanes are separate TMC segments than GPL in the data set. So may not impact calculation.

FHWA - R: Any comments on how managed lanes should be addressed should be added to the docket.

mahmoud moussa 2: thank you