

Michael Kay: Good afternoon and welcome! We will begin at 1:00pm Eastern time. Thanks.

FHWA-A: Please dial-in to the phone line for the best connection.

Mary Sanchez: Can you provide a link to one of the documents that talks about populations of 1 million or more for CMAQ states and MPOs.

Dave: We have lost the sound here in Ind

FHWA-A: Mary Sanchez - The document is called CMAQ Measure States and MPOs.pdf. It is available on the docket (<https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0070>) and on the TPM website (http://www.fhwa.dot.gov/tpm/rule/pm3_nprm.cfm)

FHWA-A: Dave - Please dial-in to the phone line for the best audio.

Dave: Ok just reconnected Thanks don't know what happened

Deb LaCombe: Neither of the links above work correctly.

Katherine Hensley: Deb is right - those links aren't functional.

FHWA-A: Mary - Please try these links. Docket-
<https://www.regulations.gov/#!documentDetail;D=FHWA-2013-0054-0070> - or TPM website -
http://www.fhwa.dot.gov/tpm/rule/pm3_nprm.cfm.

FHWA-A: Mary - It may work best to copy and paste the address into your browser.

Isabel Victoria: The new links are working

Katherine Hensley: I was able to get both links to work but the second link I did have to delete the extra period that was picked up and paste it into the address. Thank you.

Jim Mack: When the measure is looking network miles, is that "lane miles" or "centerline miles"

FHWA-A: Jim - It is based on directional miles.

Deb LaCombe: does the 50 mph take into account steep slopes? So will there be a sliding scale depending on topography?

Laura: Do state DOTs suffer a penalty if segments are considered unreliable or congested? Or if targets are not met?

Peter Rafferty, UW-Madison/GLRTOC: Sections of I-35 posted at 45 MPH come to mind. I think if all trucks were traveling at 45 MPH, those segments would still be considered "congested" and lower the measure, right?

Walt Raith, East Central WI RPC: Could you provide a couple of examples of the 5 minute bin travel times? What can you learn from this? Average speeds?

Oregon HPMS: What defines a segment?

Kelly Burns: Has Federal Highway considered creating a central dashboard that all fifty states and MPOs could refer to rather than having multiple individual unique algorithms?

Johnny Wong: I'm not sure that I understand the purpose of establishing targets...aren't the targets implied, given the way that the proposed measures are defined in the nprm? e.g., a ratio of <1.5 and avg truck speed of 50+ mph

Wisconsin DOT-BTO: Will all MPO's that contain NHS routes, regardless of population, report TTTR and % Uncongested on a subset of the same segments that the DOT's include in their results?

Sebastian Guerrero: Could the DOT please provide documentation about how it assigned the probe data to the network and/or vehicle truck tour model used to interpret the GPS data?

Dan Murray, ATRI: (Comment only: It seems disingenuous to decrease posted interstate speeds simply to meet congestion performance measures)

Eric Taylor, Alaska DOTPF: How will the measures using annual periods account for highway construction project delays?

Walt Raith, East Central WI RPC: Thanks, yes.

Mike Galizio: IWhen is the deadline for states to set freight performance measures? What are the ramifications if they fail to meet the deadline??

Nathaniel Heyward: When calculating the segment length is each direction measured separately or combined?

Johnny Wong: must have missed that presentation, oops! thanks for clarifying

NCDOT: It was mentioned in a previous webinar that HPMS is the tool that would be used to report the metrics on an annual basis to FHWA. FHWA noted that they previously posted a document on the NPRM site that shows the proposed revisions to the HPMS for this reporting, however, only the current HPMS manual is posted and not the HPMS manual with the proposed revisions.

FHWA-R: Sebastian: http://www.ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/index.htm

Deb LaCombe: Will STPBG funds be required to improve freight routes on NHS first if they are failing? If so, how can we also meet the other performance measures like safety or goodness of the road surfaces. It seems our tiny little STBG \$\$ will be now prescribed by FHWA or FTA to fix our worst first. This may cause all to degrade. Has there been a hierarchy set for which performance measures to be applied and where does freight fit into the hierarchy?

Eric Taylor, Alaska DOTPF: delays to the traveling public

FHWA-R: Previous Freight Webinar with more details on Target Setting Reporting is at <https://connectdot.connectsolutions.com/p3hvl1sx81o/?launcher=false&fcsContent=true&pbMode=normal>

Dan Murray, ATRI: anyone else lose the audio?

Michael Kay: if you lose audio through your computers please dial-in over the phone

Dan Murray, ATRI: got it, thanks

Erik Johnson: Peter, if you are using a speaker phone, it would be helpful if you were a little closer to the mic. We're losing you when you get quieter.

Mike Galizio: Is it correct that the rule will establish the measures and then the States/MPOs will set the targets?

Laura: Someone spoke about road segments defined in data. But don't the DOTs and MPOs define segments?

Kim Tran: Is the freight target measure of each state the same or different?

Kim Tran: Thank You.