JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

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MEMORANDUM

TO: Technical Coordinating Committee

FROM: Deanna Trebil – MPO Administrator

DATE: July 6, 2018

RE: TCC Meeting – July 12, 2018

The Technical Coordinating Committee will meet at **10:30 AM** on **Thursday, July 12** at the **Emergency Operations Center, Center for Public Safety** (200 Marine Boulevard). Discussion topics for this meeting include the pavement condition and travel time performance targets, Build NC, LRTP update, among others.

Your attendance, or that of your alternate, at this meeting is very important. Conference call participation is available upon request.

Please contact me at (910) 938-5073 with any questions or concerns.

JACKSONVILLE URBAN AREA
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AGENDA

TECHNICAL COORDINATING COMMITTEE

July 12, 2018 – 10:30 AM

Emergency Operations Center – Center for Public Safety - 200 Marine Boulevard

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I.	Call to Order	Ben Warren
II.	Welcome and Introductions	Ben Warren
III.	Public Comment	Ben Warren

Action Items

IV.	May 10, 2018 Meeting Minutes (Attachment 1) *Recommended Action: Approval of meeting minutes*	Ben Warren
V.	Performance Targets – PM 2 and PM 3 (Attachment 2) *Recommended Action: Recommend TAC adoption of NCDOT performance targets*	Anthony Prinz

Discussion Items

VI.	Build NC	Anthony Prinz
VII.	LRTP Update	Deanna Trebil
VIII.	CTP Update	Deanna Trebil
IX.	P5.0 Status Update	Anthony Prinz

Reports/Comments

X.	Report from MPO	Anthony Prinz
XI.	Report from NCDOT Division 3	Justin Lins
XII.	Report from NCDOT Transportation Planning Division	Zack O'Keefe
XIII.	Report from FHWA Field Officer	Kristina Solberg
XIV.	Questions, Closing Comments	Ben Warren

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Attachment: 1

Technical Coordinating Committee

Action Required

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: May 10, 2018 Meeting Minutes

7/12/2018

Recommended Action: Approval of meeting minutes

Attachments: May 10, 2018 meeting minutes

JACKSONVILLE METROPOLITIAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
REGULAR MEETING
May 10, 2018 10:30 a.m.

Community Training Room – Center for Public Safety – 200 Marine Boulevard

Present: Mr. Ben Warren, Mr. Wally Hansen, Ms. Beth Campbell (for Ms. Carol Long), Mr. Ron Massey, Mr. Behshad Norowzi, Mr. Ryan King, Mr. Bill Marley (for Ms. Kristina Solberg) FHWA and Mr. Jeremy Schmidt

Others Present: Mr. Anthony Prinz, Mr. Chris White , Ms. Debbie Jefferson, Mr. Roy Bredahl, Mr. Patrick Riddle, Ms. Lillie Gray, Mr. Patrick Flanagan, Ms. Teresa Gresham with Kimley-Horn, Ms. Kerry Morrow with NCDOT-TPD, and Lt. Sean Magill

I. Call to Order

Mr. Ben Warren called the TCC meeting to order at 10:30am, Thursday, May 10, 2018, at the Community Training Room – Center for Public Safety – 200 Marine Boulevard, Jacksonville, NC.

II. Welcome and Introductions

Mr. Warren welcomed everyone to the meeting and asked for a round table introduction. Mr. Warren made a notice of change for the Discussion items. Item VIII will be added.

III. Public Comment

Mr. Warren asked if there were any public comments. No public comments were made.

Action Items

IV. February 8, 2018 Meeting Minutes

Mr. Ben Warren asked for a motion to approve the February 8, 2018 Meeting Minutes.

Mr. Jeremy Schmidt moved to approve the February 8, 2018 Meeting Minutes. Mr. Patrick Riddle seconded the motion.

The motion to approve the February 8, 2018 Meeting Minutes was unanimously approved by the Committee Members present.

Discussion Items

V. P5.0 status Update/Regional Impact Local Points

Mr. Anthony Prinz provided an update on Prioritization 5.0. He noted that public comment is currently being solicited for projects that were scored at the Regional Impact tier. The committee will be recommending how local points should be attributed to the Regional Impact projects. These recommendations will go to the TAC and will ultimately be submitted into the SPOT Online system. He mentioned that this process will be repeated when we score the Division Needs projects.

Mr. Prinz noted that we were able to fund one project at the State wide level. That project is the intersection of McDaniel Drive and Hwy 17N. Mr. Prinz discussed the highway projects that were ranked at the Regional Impact level with the committee. Mr. Chris White reviewed the aviation projects with the committee that were ranked at the Regional Impact level.

Mr. Prinz proposed allotting 100 points to each of the thirteen projects ranked at the Regional Impact level, this utilizes the 1300 points given to the MPO to assign projects.

Mr. Ben Warren asked for approval of Regional Impact Local Input Point assignment to the TAC.

Mr. Ron Massey made a motion to approve the recommendations for P5.0 Status Update/Regional Impact Local Points for approval to the TAC for final approval. Mr. Jeremy Schmidt seconded the motion.

The motion to approve the recommendation for P5.0 Status Update/Regional Impact Local Points for approval to the TAC for final approval.

VI. Project Update

Mr. Prinz provided updates on several projects currently underway. Those projects included the realignment of Ridge Road and Blue Creek Road (U-5719), which is waiting for pavement markings to be complete before the signal is turned on. He also discussed U-5319, the intersection improvement project at Gum Branch Rd and Western Blvd, which will be let in July. Additionally, Mr. Prinz discussed U-5728 the intersection improvements at Marine Blvd and Gum Branch Rd, U-5789, the intersection improvement project at Western Blvd and Jacksonville Pkwy. U-5878 the extension of Commerce Drive and W-5703D the superstreet on Hwy 24 at Midway Park. Mr. Patrick Riddle noted the widening of NC172 and mentioned it had a let date of December 2018. Mr. Prinz also discussed the alternatives for the interchange addition at US 17 and Marine Blvd.

VII. Camp Lejeune Rail Update

Mr. Prinz gave a brief update on the Camp Lejeune Rail Study. He noted the discussions are ongoing but a break through hasn't occurred yet regarding access to the rail.

VIII. NC Strategic Transportation Corridors Master Plans

Ms. Kerry Morrow provided an introductory overview of the Strategic Transportation Corridors Master Plans. She discussed the differences between the prior Strategic Highway Corridors and the multimodal inclusive Strategic Transportation Corridors. Additionally, she noted that they would be studying five corridors to start, Corridors P, X, S, U and D.

Ms. Teresa Gresham discussed Corridor X in greater detail. Corridor X runs from Jacksonville to Greenville and utilizes US 258, NC 11 and US 13. She noted that the project is a phased approach and that phase two will include greater data collection. She discussed existing uses of the corridor as a whole. Additionally, she discussed what data will be collected, agency, stakeholder and public engagement that will occur, deliverables, potential elements to be included and next steps, as well as, future steps.

Reports/Comments

IX. Report from MPO

Mr. Prinz gave a brief update regarding the third phase of the BlueToad system and the proposed amendment to the FY18 UPWP to adjust the money to be able to purchase the additional BlueToad units.

X. Report from NCDOT Division 3

Mr. Patrick Riddle provided a project update. He noted the issues on NC 53 and noted the detour issues should be resolved. He also mentioned the superstreet on NC 17N at Wolf Swamp Road.

XI. Report from NCDOT Transportation Planning Division

Mr. Behshad Norowzi presented the committee with the NCDOT-TPD newsletter. He noted delays on the Onslow County CTP but stated that the process was ongoing. Additionally, he noted performance measures were to be accepted from FHWA on or before May 20, 2018.

XII. Report from FHWA Field Officer

Mr. Bill Marley did not have additional updates to provide.

XIII. Questions, Closing Comments

Mr. Ben Warren thanked everyone for attending the meeting.

The meeting was adjourned at 12:00 p.m.

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Attachment: 2

Technical Coordinating Committee

Action Required

To: Technical Coordinating Committee
From: Anthony Prinz, TAC Secretary
Subject: Performance Targets – PM2 and PM3

7/12/2018

Current federal transportation legislation (FAST Act) requires states and MPOs adopt performance measures and targets to monitor their progress over time toward achieving USDOT transportation goals. From the date of final rule making by FHWA, states were given 12 months to adopt associated measures and targets. MPOs were given six months from the date of adoption by their respective state to do the same.

The safety performance measures (PM1) were adopted on January 11, 2018. The remaining areas include FHWA Highway Assets (PM2) and System Performance (PM3), which focused on interstate and non-interstate National Highway System pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction.

NCDOT adopted associated performance measures in May 2018. As such, the Jacksonville MPO is required to adopt performance measures by the end of October 2018. While the FAST Act allows MPOs to adopt measures and targets independently of their state, NCDOT has encouraged MPOs to follow their lead by adopting the established statewide performance measures.

Recommended Action: Recommend TAC adoption of NCDOT performance targets

Attachments
Draft Resolution
PM2 and PM3 Performance Measures Handout

JACKSONVILLE URBAN AREA
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ENDORSEMENT OF TARGETS FOR PERFORMANCE MEASURES ESTABLISHED BY NCDOT

WHEREAS, the Jacksonville Urban Area MPO is responsible for comprehensive, continuing, and cooperative transportation planning for the Jacksonville metropolitan area, and;

WHEREAS, Federal regulations (23 CFR Part 490) require States and MPOs to set performance targets for certain areas of emphasis including: interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established performance targets for each area of emphasis, and;

WHEREAS, the Jacksonville MPO may establish safety targets by agreeing to plan and program projects that contribute toward the State's targets, or establish its own targets, and;

WHEREAS, the Jacksonville MPO must establish performance targets within 180 days of the State establishing performance targets, and;

WHEREAS, performance targets established by the State are listed for each area of emphasis below:

Areas of Emphasis	**2 Year Target** 1/1/2018 – 12/31/2019	**4 Year Target** 1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee agrees to plan and program projects that contribute toward the State's targets as noted above. On this, the 9th day of August 2018.

_____
Robert Warden, Chairman

Subscribed and sworn to me this _____ day of _____ 2018.

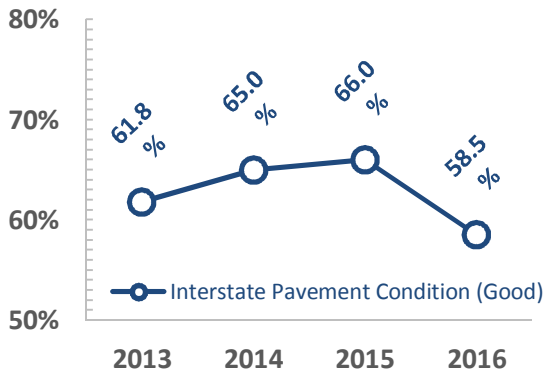
_____ Commission expires _____
Notary Public

Interstate Pavement Condition (Good)

PM2 Measure:

Percentage of Interstate pavement in "Good" condition:
Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.

4-Year Target (1/1/2018 – 12/31/2021)

37.0% % of Interstate pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. fair

Accountable

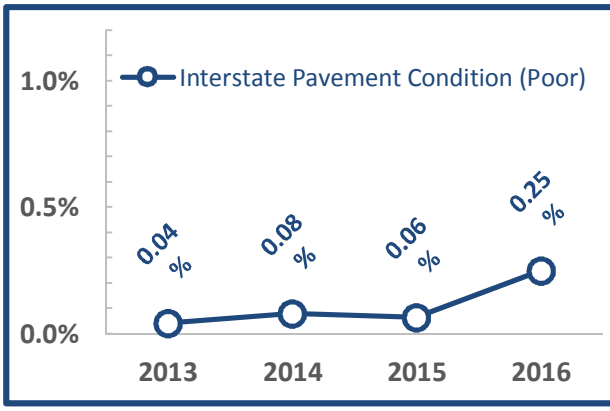
- Pavement Management Unit, Division of Highways
- Note, the actual 2-year condition (2018 and 2019) will become the baseline condition for the first performance period for this measure.

Interstate Pavement Condition (Poor)

PM2 Measure:

Percentage of Interstate pavement in "Poor" condition:
Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Target set below minimum 5% federal threshold for "poor" condition. Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.

4-Year Target (1/1/2018 – 12/31/2021)

2.2% % of Interstate pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. poor

Accountable

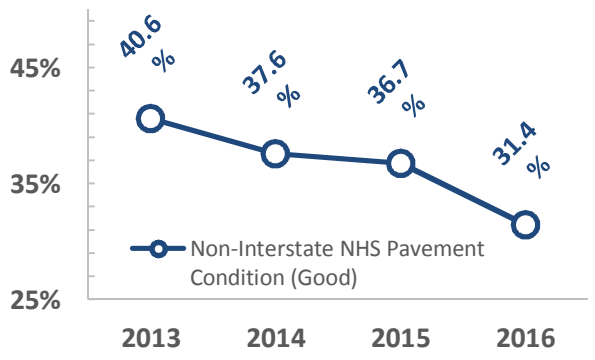
- Pavement Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 5% of Interstate pavement is rated in Poor condition for any year, the State must obligate NHPP funds and transfer STP funds to improve pavement.

Non-Interstate NHS Pavement Condition (Good)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Good" condition: Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).

2-Year Target (1/1/2018 – 12/31/2019)	4-Year Target (1/1/2018 – 12/31/2021)
27.0% % of non-Interstate NHS pavement in Good condition	**21.0%** % of non-Interstate NHS pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Difficult to keep good facilities "good" and to accurately track
- Timing and gaps of data collection and reporting

Accountable

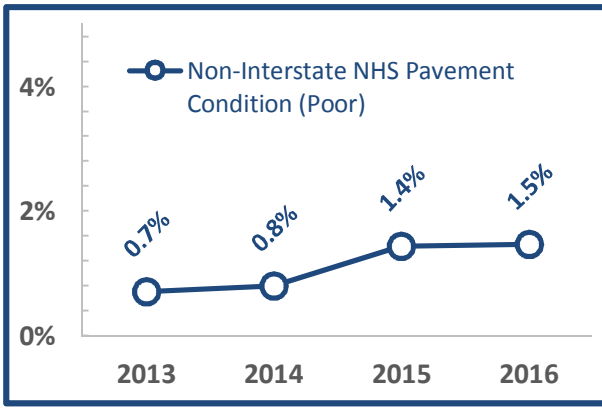
- Pavement Management Unit, Division of Highways
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

Non-Interstate NHS Pavement Condition (Poor)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Poor" condition: Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).

2-Year Target (1/1/2018 – 12/31/2019)		4-Year Target (1/1/2018 – 12/31/2021)	
4.2%	% of non-Interstate NHS pavement in Poor condition	**4.7%**	% of non-Interstate NHS pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Timing and gaps of data collection and reporting

Accountable

- Pavement Management Unit, Division of Highways
- No minimum threshold requirement.
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

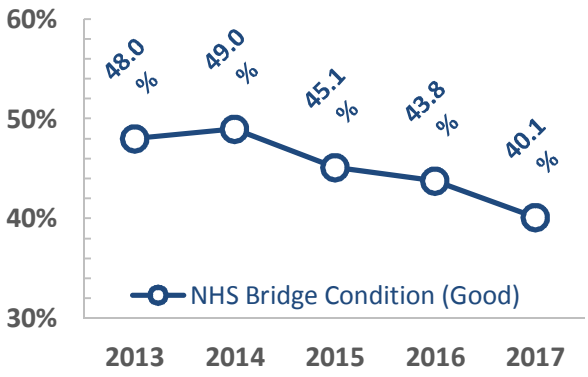
NHS Bridge Condition (Good)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Good" condition:

Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of "Good" or better based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in good condition has steadily decreased since 2013. Federal approach is different and more stringent compared to NCDOT Bridge Health Index, which tracks by structure and average condition (and shows an improving trend since 2013).

2-Year Target (1/1/2018 – 12/31/2019)	4-Year Target (1/1/2018 – 12/31/2021)
33.0% % of NHS bridges by deck area in Good condition	**30.0%** % of NHS bridges by deck area in Good condition

Approach

- Understand measure definition and underlying data, including differences with NCDOT Bridge Health Index (BHI).
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings of Transportation Asset Management Plan (TAMP) analysis and evaluation of bridges consistent with Federal measure.

Accountable

- Structures Management Unit, Division of Highways
- Takes into account the number of NHS bridge replacements expected over next 10 years.
- No minimum threshold requirement.

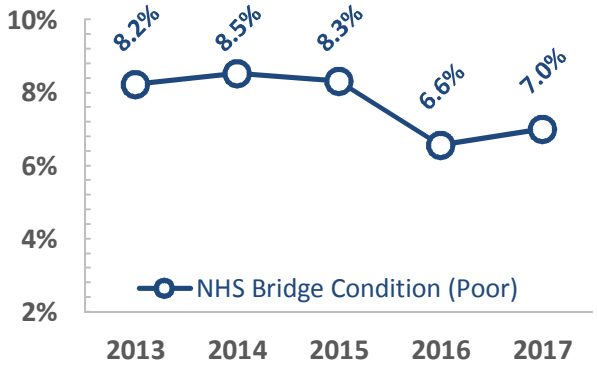
NHS Bridge Condition (Poor)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Poor" condition:

Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of "Poor" based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in poor condition has decreased since 2013. The Federal approach is comparable to the NCDOT percent Structurally Deficient bridges measure, enabling a comparison in performance trends.

2-Year Target (1/1/2018 – 12/31/2019)		4-Year Target (1/1/2018 – 12/31/2021)	
8.0%	% of NHS bridges by deck area in Poor condition	**9.0%**	% of NHS bridges by deck area in Poor condition

Approach

- Understand measure definition and underlying data, including alignment with NCDOT % Structurally Deficient Bridges measure.
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings TAMP analysis and evaluation of bridges consistent with Federal measure.
- Target influenced by NCDOT 2030 goal and BMIP strategy

Accountable

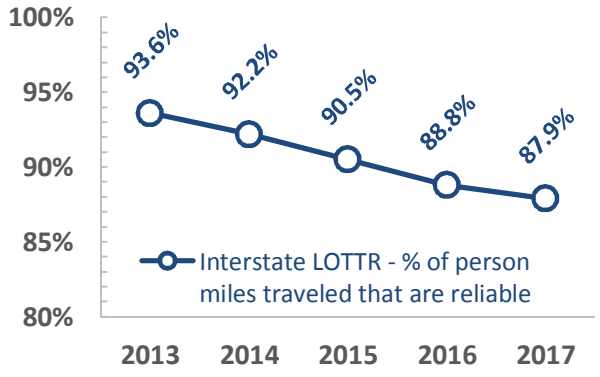
- Structures Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 10% of NHS bridge deck area is rated in Poor condition for three consecutive years, the State must obligate NHPP funds for eligible bridge projects on the NHS.

Interstate Travel Time Reliability

PM3 Measure:

Interstate LOTTR (Level of Travel Time Reliability):
Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Interstate LOTTR in North Carolina has steadily decreased by 1.0% to 1.5% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by work zones.

2-Year Target (1/1/2018 – 12/31/2019)		4-Year Target (1/1/2018 – 12/31/2021)	
80.0%	Interstate percent of person miles traveled that are reliable	**75.0%**	Interstate percent of person miles traveled that are reliable

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- Targets consistent with average annual 5-year trend of 1.5% per year decline through 2019, and steeper decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

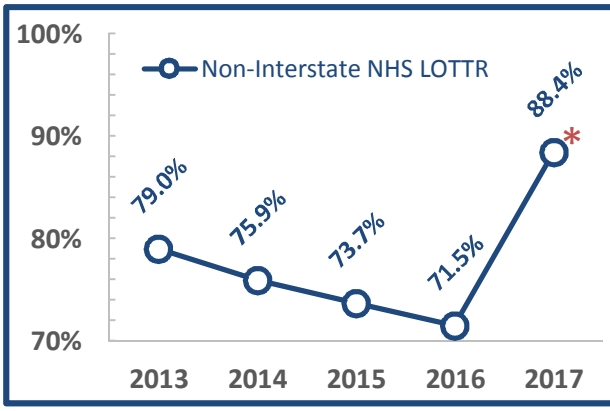
- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

Non-Interstate NHS Travel Time Reliability

PM3 Measure:

Non-Interstate NHS LOTTR (Level of Travel Time Reliability): Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Non-Interstate NHS LOTTR in North Carolina has steadily decreased by 2.9% to 3.9% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by land use decisions and weekend travel.

4-Year Target (1/1/2018 – 12/31/2021)

70.0% Non-Interstate NHS percent of person miles traveled that are reliable

* **Note:** 2016 to 2017 data shift a result of FHWA vendor change and data expansion, not change in performance.

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Note the data vendor, collection, and process shift in 2017.

Assumptions

- Targets consistent with maximum past 5-year trend of 3.9% per year decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

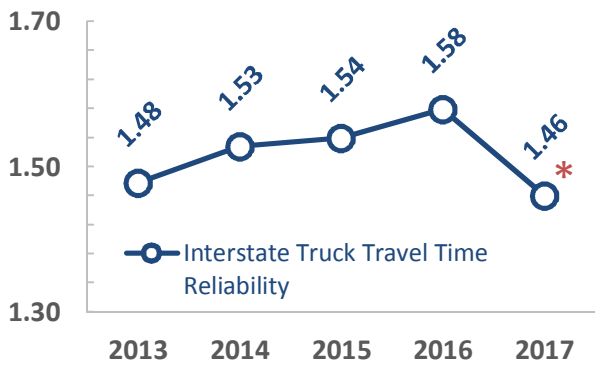
- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

Truck Travel Time Reliability (Interstate)

PM3 Measure:

Interstate TTTR (Truck Travel Time Reliability):
Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet date) is averaged across the length of all Interstate segments.

Performance Trend:



Since 2013, Interstate TTTR in North Carolina has steadily increased by 1.7% annually. This trend is primarily impacted by continuing truck VMT growth and traffic incidents, and can also be impacted by work zones.

**2016 to 2017 data shift a result of FHWA vendor change.*

2-Year Target (1/1/2018 – 12/31/2019)	4-Year Target (1/1/2018 – 12/31/2021)
1.65 Interstate truck travel time reliability index	**1.70** Interstate truck travel time reliability index

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including work zones and project completions, weigh station locations, incident management, and truck volumes.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Increased data coverage in 2017 is primary driver for performance change

Assumptions

- Targets consistent with maximum past 5-year trend of 3.4% per year increase through 2019 and increasing trend through 2021.
- Related to decrease in LOTTR performance (TTTR focuses on the ratio, not the percent of travel).
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.