

# NYS TARGET SETTING METHODS FOR FREIGHT PERFORMANCE ON THE INTERSTATE SYSTEM

NYS Department of Transportation (NYSDOT)

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## Overview

The measure for Freight Performance on the Interstate System is found in 23 CFR Part 490, Subpart F. This section defines the Truck Travel Time Reliability (TTTR) Index. The measure applies only to truck travel on the Interstate system.

This measure compares the longer truck travel time (95<sup>th</sup> percentile) to the average truck travel time (50<sup>th</sup> percentile) for each reporting segment on the interstate highway system. Segments are weighted by mileage. The highest value during the year in each defined time period is used for each segment.

Mileage weighted segments are summed and divided by the total interstate centerline miles.

No threshold is established.

## Date Sources

Speed Data: National Performance Management Research Data Set (NPMRDS)

## Timeline

- ❑ State DOTs establish targets by May 20, 2018.
- ❑ MPOs must agree to support state targets or establish their own within 180 days of the State establishing and reporting Highway Performance and Freight targets.
- ❑ FHWA assesses performance in 2020.
- ❑ If 2020 target is not met, a state must undertake extensive data reporting and analysis on its freight system.
- ❑ 2022 targets may be adjusted in 2020.

## NYSDOT's Target Setting Process

1. Establish trend:
  - ❑ Estimate the linear trend for TTTR using data from 2014 to 2016. (Note: 2014 is the first full year of NPMRDS data; in 2017, NPMRDS data was provided by a different vendor with different data specifications.)
2. Determine Baseline:
  - ❑ Calculate LOTTR based on actual 2017 data. This is the 2018 baseline.
3. Consider data challenges, including:
  - ❑ 2017 is the only available full year of data using the new vendor and revised data specifications.
  - ❑ There is no existing framework for forecasting future trends for these measures.
  - ❑ The NPMRDS data, particularly truck data, is improving each year, which could affect future results.
  - ❑ Future guidance on specific calculation methods could affect future results.
  - ❑ It is unclear if the linear trend developed using 2014-2016 NPMRDS data will be representative of future data trends.
  - ❑ Performance is expected to be judged on the data reported in 2020 and 2022.
4. Establish Targets:
  - ❑ Use the 2014-2016 linear trend to determine baseline data for 2020 and 2022.
  - ❑ Adjust trend by decreasing the resulting values by 40%.
  - ❑ Reconsider targets in 2020 based on additional data, guidance, and analysis.

**Historic Data**

Year	TTTR
2014	1.61
2015	1.60
2016	1.65
2017*	1.38

\* Data vendor for NPMRDS changed in 2017.

**Initial Targets  
TTTR (Interstate)**

Year	TTTR
2018 (Baseline)	1.38
2020	2.00
2022	2.11

**Important Notes on Targets:**

- The increasing targets are **NOT** reflective of an analysis of future performance. The targets have been intentionally set to reflect the unknown and emerging nature of this data as noted in Step 3 above.
- 2017 is the only available full year of data. Targets are speculative pending a reliable data trend.
- Targets will be revisited in 2020.