



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Jamey Tesler, MassDOT Secretary and CEO and MPO Chair
Tegin L. Teich, Executive Director, MPO Staff

TECHNICAL MEMORANDUM

DATE: January 5, 2023
TO: Boston Region Metropolitan Planning Organization
FROM: Michelle Scott, Boston Region MPO Staff
RE: Travel Time Reliability Performance Targets—2023 Update

The United States Department of Transportation requires states and metropolitan planning organizations (MPO) to establish two-year and four-year targets for travel time reliability performances measures pertaining to the National Highway System (NHS) for each four-year federal performance period. In October 2018, the Boston Region MPO voted to support statewide targets set by the Massachusetts Department of Transportation (MassDOT) to establish travel time reliability targets reflecting conditions as of the end of 2019 and of 2021.

In December 2022, MassDOT set targets for conditions as of the end of 2023 and 2025 for these travel time reliability measures, which are shown in Table 1. When setting these targets, MassDOT staff considered past travel time reliability measure values, as well as uncertain future travel demand following the COVID-19 pandemic and related public and private sector responses. Per federal requirements, the MPO must either agree to support these statewide targets or set targets specific to the Boston region. By adopting the Commonwealth's travel time reliability targets, the MPO agrees to plan and program projects that help the Commonwealth achieve these targets. MPO staff recommends that the MPO vote to support MassDOT's two-year and four-year targets for these measures and requests that the MPO take action to do so at its January 5, 2023, meeting.

Civil Rights, nondiscrimination, and accessibility information is on the last page.

Table 1
Travel Time Reliability Values and Massachusetts Performance Targets (2022–25)

Performance Measure	Desired Direction	MA Baseline Value (2021)	Boston Region Value (2021)	MA Two-Year Target (2023)	MA Four-Year Target (2025)
Percent of person-miles on the Interstate Highway System that are reliable ^a	Increase	84.2%	71.4%	74.0%	76.0%
Percent of person-miles on the non-Interstate NHS that are reliable ^a	Increase	87.9%	81.7%	85.0%	87.0%
Truck Travel Time Reliability Index (for Interstates) ^b	Decrease	1.61	2.03	1.80	1.75

^a States and MPOs determine these values by calculating a Level of Travel Time Reliability (LOTTR) metric for NHS roadway segments, which is the ratio of 80th percentile travel time to 50th percentile travel time, for four designated day and time periods. If a roadway segment has a LOTTR value of less than 1.5 for all four periods, that segment is considered reliable. States and MPOs then identify the person-miles of travel for each roadway segment using vehicle volumes and occupancy factors. They then divide the total person-miles on the roadway network that are reliable by the total person-miles on the roadway network.

^b The Truck Travel Time Reliability (TTTR) Index is a ratio of 95th percentile truck travel time to 50th percentile truck travel time. States and MPOs calculate TTTR Index values for each interstate segment for five designated day and time periods and then multiply the largest ratio value of the five periods by the segment length. States or MPOs then sum these weighted segment lengths for all segments on the Interstate Highway System and divide that value by the length of the full Interstate Highway System.

CY = calendar year. LOTTR = Level of Travel Time Reliability. MA = Massachusetts. MPO = metropolitan planning organization. N/A = not applicable. NHS = National Highway System. RITIS = Regional Integrated Transportation Information System. TTTR = Truck Travel Time Reliability Index.

Sources: National Performance Management Research Data Set, RITIS, Massachusetts Department of Transportation, and the Boston Region MPO staff.

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Title VI Specialist
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