

VTrans Webinar: Draft Mid-term Needs

Transcript

Video Recording file can be found at www.VTrans.org

Slide 1: Chris Wichman: So now I'd like to go ahead and turn it over to our presenter, Jitender Ramchandani. Jitender?

Jitender Ramchandani: Thank you Chris. My name is Jitender Ramchandani. I am Transportation Planning Program Manager at OIPI, which is the Office of Intermodal Planning and Investment. I am responsible for development of the state's transportation plan, known as VTrans, for the Commonwealth Transportation Board. I work with Chris Wichman and Katie Schwing on this effort.

Slide 2: The purpose of this webinar is to focus on three key items. The first is I'd like to take a step back and provide a quick overview of the process. Just to serve as a reminder and a refresher for everyone.

Then I will go over the resources available to view and utilize the VTrans Mid-term Needs.

We will take time to do a brief demonstration of InteractVTrans, which is an online mapping tool for viewing and downloading the Needs that we have on our website in draft form for review and comment.

And finally we plan to have a question and answer period at the end. Some of you have already submitted comments along with registration. Those are shown in the grey box (on slide 2). I'm hoping that the presentation will address some of these questions and if it does not, we will address them during the question and answer session.

Please feel free to use the chat pod as Chris mentioned. We may stop after each section if questions come up.

Slide 3: Before we get started, I'd like to make everyone aware of several resources available to anyone interested in learning more about the VTrans process. In addition to today's webinar, we have hosted two webinars earlier this year. The recordings for these webinars are available on our website, vtrans.org and at the links provided on the slide. The recordings for these webinars are also available to provide explanation for VTrans specific terms. For today's webinar, I will not be explaining those again and instead I will rely on the resources that have been made available on the website.

For a quick review, I will show a couple of good resources on the VTrans website. So as you go to the VTrans website, you can go to Mid-term Planning and then Mid-Term Needs to find all the terms and the travel markets as well as the inputs and the feedback we have received and the draft mid-term needs that are available for public comment.

You can also see if one or more of your questions are addressed as you go to Get Involved and go to Frequently Asked Questions. We have taken a considerable amount of time to develop some responses and have them readily available as questions arise. So these too are very good resources. Additionally, we have several links on this website that can be helpful.

Finally, we will be hosting a webinar on November 8th that will focus primarily on question and answer. We realize that for some of you this is the first view of these mid-term needs, so we are hoping that in a week's time that if you have any questions we are able to address those during that webinar.

As I mentioned, today we will focus on sharing the mid-term needs and how to access them.

Slide 4: We will take a quick look at the process for identifying mid-term needs before we do that.

Slide 5: I would like to share that today we are focusing on transportation needs that can be addressed by capital or operational improvements, strategies or policies in the next seven to ten years. So in other words, the mid-term needs apply to a planning horizon of seven to ten years. We also have a long-term planning component as part of VTrans that we plan on developing starting next year.

Slide 6: As you are aware, VTrans is updated every four years. The graphic on this slide and the next few slides, show the work that has been done since the completion of the last iteration of VTrans, which was called VTrans2040.

The first phase was the preparation phase, which included review of the documents that were produced for the last update. We also conducted interviews with state staff, regional entities and CTB members to get feedback on the improvements that could be made.

Slide 7: Starting October 2018, which is when the CTB kicked off this VTrans Update, we started the analysis phase. As part of this we collected all the datasets and analyzed which performance measures could be used for the identification of needs. It also involved getting feedback from stakeholders such as yourself. As you can see as part of step 7, we held 13 regional workshops around the state and presented initial results based on data driven method.

As a note this presentation will also be available on the website, so feel free to click on these links as they have useful materials as well.

Slide 8: The third phase, which is where we are now, draft Needs are being made available for review. Once we receive comments and make additional changes, these draft Needs will go to the Commonwealth Transportation Board and we plan on requesting Board action in December this year (2019).

Slide 9: I want to highlight some of the outreach and engagement activities that have been part of this process. Several of you have been actively involved and we appreciate your involvement and participation.

The VTrans Steering Committee meetings that we have here, refers to a group with Port of Virginia, VDOT and DRPT divisions. We also have newsletters and VTrans website, along with several presentations that have been made to MPOs and PDCs. Not to mention the 13 regional workshops that we hosted in summer this year.

Slide 10: As I mentioned, the workshops were one of the more significant undertaking. We requested four to five hours of your time, and for those of you who attended one of our regional workshops I would like to first of all thank you for your attendance and for your feedback. It has been very helpful for this process.

You may recognize some of the materials, but there have been several changes. I will share more on those in a minute.

Slide 11: Overall, we felt that the regional workshops were very well attended. More importantly the feedback was very informative in guiding the methodology that we are working with. You can access the summaries of these regional workshops at the link included in this slide.

Slide 12: This maps shows participation from jurisdictions at these regional workshops. Almost all areas of the Commonwealth were represented by a local entity or a regional body. In many instances, an area was represented by multiple agencies or departments.

Slide 13: As these workshops we received two types of comments. The first was location specific comments. For instance, participants included comments specific to an intersection or an activity centers. Comments that referred to a particular location were recorded and were geocoded and they are available on InteractVTrans tool that I will share in a minute.

The second category was comments that focused on methods and approaches. In other words, they were not location specific but were systematic in nature and would affect the way we were measuring or calculating data.

Slide 14: So what we did was reviewed all the comments from the workshops and made several changes to our methods and approaches. On this slide I have included a sample, for example, those of you who attended these regional workshops may recall that we did an informal poll and asked - "How would you define congestion?", "Is it when you are traveling at 90% of the posted speed or is it at 75% of the posted speed or is at when you traveling at 60% of the posted speed". The Federal target is based on 60% of the posted speed, but based on the feedback that we received, we lowered the threshold to 75% of the posted speed for the purpose of Needs identification. You will see that as item number 1. The columns show where the comment was received, was action taken and the change that was made.

I will not be able to go through the complete list. We made over 30 changes to the VTrans measures and thresholds, but again do look at the list using the link included on this slide.

For the location specific comments, they have been very valuable points of reference for us. We are doing additional analysis based on these and may make additional refinements based on those.

Slide 15: I will take a minute to go over the significant changes that we have made since the regional workshops. As you may recall we introduced a new category, called Industrial and Economic Development Areas (IEDAs) that are based on Virginia Economic Development Partnerships or VEDPs Business Ready Site Program. We introduced that as a concept, and received overwhelming support.

Prior to the Regional Workshops, our idea was to target VTrans mid-term needs only to sites in Tiers 4 and 5, sites that are infrastructure ready and shovel ready. Based on the feedback we heard from several localities, we heard that getting to Tier 4 was too high a bar particularly for communities lacking resources or who can utilize additional resources. Based on the suggestion we lowered the threshold to Tier 3 and above, where the locality had taken the steps to zone the property and complete some due diligence.

Slide 16: As a result, our approach reflects these changes. This graphic shows all the sites in the database, not necessarily Tier 3 or above. You will see that in this case the need in this case is to connect or improve access to and from those sites to the nearest CoSS, which could be a railroad, a port facility, or a major roadway such as Route 29, 64 or one of the other interstates.

Slide 17: As part of the workshops we also heard that non-motorized, bicycle and pedestrian safety is important and that they may not have been well captured in the measures that we presented at the Regional Workshops. As a result, we worked with VDOT to include Pedestrian Safety Needs based on VDOT's Pedestrian Safety Action Plan. And in this case we have included several corridors that have been identified to have potential for safety improvement.

Slide 18: The third change is related to Safety as well. For our safety analysis, we heard several comments that fatal and injury crashes should be prioritized. So it's not just the frequency of crashes, but also the severity should be considered as well. Our approach allowed us to align VTrans Needs with SMART SCALE scoring as well, which includes fatal and injury as part of the evaluation method. The draft Needs are based on a combination of the Potential for Safety Improvement, which is risk-based and Fatal/Injury Crash occurrences, which is frequency and severity based.

Slide 19: The fourth major change, we heard several comments related to capturing opportunities to prevent what may not be a problem today but can become in the near future. To address this we developed a new category that will allow localities and regional entities to be more nimble and proactive, and to be in a better position to align design of transportation

infrastructure with land development. This category is based on VDOT's Arterial Preservation Program. This was also one of the comments we heard as part of the spring meetings that we conducted earlier this year. So in this case, the capacity preservation refers to preserving capacity, improving access management, reducing signals or signal phases and implementing innovative intersections.

Slide 20: Finally, we heard consistent remarks around the state that we did not have a measure for Transportation Demand Management, or TDM.

There were several comments related to need for new park-and-ride lots, need for non-motorized infrastructure beyond the Activity Centers.

With this feedback and to be more consistent with the CTB adopted VTrans Guiding Principle, we have added Needs for TDM. In order to be as consistent as possible and in this case the data limitations for non-motorized and transportation demand related measures, the TDM Needs are being applied based on the type of facility, where certain modes and users are allowed.

Slide 21: In summary, several changes that we made were based on the feedback that we received at the workshop. As I mentioned we have documented all of those changes and posted that document on our website. The next few slides summarize where we ended up in terms of VTrans goals and the final selected performance measures used for the draft Needs.

Slide 22: So rather than going one by one, I will just focus on some of the more significant ones. As I mentioned the access to industrial and economic development areas.

On Goal B, we also had needs related to Equity Emphasis areas. For those of you who attended regional workshops you may recall a measure called Access for Disadvantaged Populations. One of the things that we heard was that the way it was being measured, and whether the term and the method captured the intent. So we overhauled that, and now it is based on equity emphasis areas. You can find more description in the documentation that is available on our website.

Slide 23: Finally I mentioned the need for pedestrian safety improvement that have been added as well as capacity preservation and transportation demand management. These did not exist before the regional workshops.

Slide 24: Before moving to the Draft Needs. Let me pause here and see if any questions have come through. Chris are there any questions that we need to answer before moving on?

Chris Wichman: Yes, we have one question so far and if folks want to enter any additional questions related to the measures information we have just gone through.

We had one question related to Industrial and Economic Development Areas, when you talked about and mentioned the term readiness. The question was, how are we defining readiness?

Jitender Ramchandani - In this case readiness, for this Need category is relying on Virginia Economic Development Partnership program which is in Code of Virginia. The program is called the Business Ready Sites Program. This program identifies several factors and one of those factors is how ready the site is. I will pause for a moment to go back to slide 15 to show what readiness refers to. In this case, they categorize each site that is submitted by locality - this is a locality driven program - they put them in five buckets. The readiness refers to the description that is included. You can also find more information at the link below. In this case, VTrans focuses on the sites that are at least zoned and have some due diligence, sites that are infrastructure ready and sites that are shovel ready.

Chris Wichman: Great, that is the only question we have so far. We can stop again for questions as we move forward.

Slide 25: Jitender Ramchandani: Great, thank you. I will take a couple of minutes to talk about the key differences between VTrans2040, which was the previous iteration of VTrans, and the current 2019 Update of VTrans. It is one of the most frequently asked questions when I interact with policymakers - they are interested in what is different, what has changed.

One of the most significant differences is the reliance on performance based planning. This essentially boils down to two factors. First the Needs are much better aligned with VTrans Goals and Objectives. Secondly, while we are relying on data driven methods, we have been informed and guided by the feedback we have received from our transportation partners, that include Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, regional entities and local jurisdictions, transit agencies, transportation demand management agencies and others.

Slide 26: The second one is the inclusion of Industrial and Economic Development Areas. This is a completely new sub-category that was not there in VTrans2040. During the preparation phase that I shared earlier, you will find something called VTrans lessons learned. You will see that we interviewed several individuals from around the Commonwealth. For some of the jurisdictions, economic development is the number one goal and we wanted to be as supportive as possible from the transportation perspective. We added that category based on that.

Slide 27: The third one is, especially for those who work on SMART SCALE and have looked at VTrans2040 documents, is the method of analysis and presentation. I will share more on that in a minute. Generally Needs are location specific. They either are related to points which could be roadway intersections, rail stations, Activity Centers, or Industrial and Economic Development Areas.

Or, they are roadway segment specific.

Slide 28: Similarly, needs are binary in nature. In other words, a Need is either there or not there. Our goal has been to reduce the need for interpretation.

As a planner, one of the key differences I find more valuable is that now you can view Needs more comprehensively. We know that transportation issues are interlinked. For example, a safety problem also leads to travel time reliability problem. Now you can locate roadways whether both problems exist so that you can develop a more robust solution.

Slide 29: These were the key differences between the last iteration of VTrans, 2040, and the current iteration. I would like to share some key points before we view the draft Mid-term Needs.

The first one is that we are looking at a draft that is subject to change based on the guidance from CTB members, agencies, and public.

We also want to do additional quality checks to ensure completeness and accuracy. And we also want to rely on you to share any comments you may have.

In other words, these Needs are in draft form and can change.

Slide 30: The second noteworthy item, and we also shared this at the regional workshop, to keep in mind is that a congestion need can be solved by widening the roadway, running a bus or rail service, changing policies, etc.

In other words, the intent is to be specific where a Need exists without being prescriptive about what the solution might be.

Slide 31: Similar to what I just shared, the solution to a problem may lie upstream or downstream or even on a parallel corridor. In other words, you may find via a study or alternatives analysis that to address a need shown in green here, you may have to do a project somewhere north of it, south of it, or even on a parallel roadway.

Slide 32: And, finally, the fourth and last point, something that I had briefly alluded to during the Regional Workshops, is – instead of focusing on one issue at a time, there is exponentially greater value in taking a more comprehensive look.

It has taken a lot of time and effort for us to develop a dataset that allows for that. We hope that you will take full advantage of that to develop stronger applications for SMART SCALE.

Before I share the Mid-term Needs, Chris, are there any questions that need to be addressed at this time?

Chris Wichman: We have one question, but I think we can hold it for the next section as it may be more related to method of delivery of the Needs. So no questions at this point on the topic just discussed.

Slide 33: Jitender Ramchandani: Finally, the most important question for this webinar, how to access the draft VTrans Mid-Term Needs.

We realize that our audience varies from planners who are well versed in ArcGIS to those who prefer hard copies.

You can obtain and review VTrans Mid-term Needs using three methods.

The first one is print-ready documents. These documents can be downloaded from our website. They are all 11X17 documents and are organized by VDOT Construction District.

Slide 34: The second method is targeted at users who have access to ArcGIS and prefer reviewing, developing queries and preparing their jurisdiction-specific maps for Boards and Committees

You can download a zip file that contains an ArcMAP with a point shapefile and a polyline shapefile. There are also documents that explain fields included in the shapefiles.

Slide 35: We also want to make these needs available to the public and those who are somewhere in between the two users I mentioned earlier.

We have developed an online application called InteractVTrans. It is in test mode, so if you find any bugs please share those with us. We will be adding many more functionalities by the end of December. Today, I would like to walk you through it. I will take a few moments to share those on the slides and then I will do a live demonstration.

Slide 36: InteractVTrans include three key functions. The first one is "Find. You can find your jurisdiction-specific Needs,

Slide 37: For example, you can say,

In Salem District or City of Roanoke. Find roadway segments where there is a need for congestion mitigation. And those segments must also have Need for Travel Time Reliability Improvement. And, these segments must also have Need for Safety Improvements And, these segments must also have Need for Corridor Preservation. In other words, you are trying to find roadway segments where four different types of Needs simultaneously exist. You can build that query on InteractVTrans.

Slide 38: Once you run that query, you will see the results. You can also download them in table format or in shapefile format. The intent is to make it easier for you to get what you need as quickly as possible.

Slide 39: The second function is "Layers" – you can turn different layers on and off. For example, you may want to see overlay crashes with safety Needs, etc. This tool makes it available for people without ArcGIS software to do that comparison.

Slide 40: The third one is ability to comment – if you would like to leave a comment, you can just drop a point. When you get here, the “InteractVTrans Comments” layer will automatically turn on. You can turn it off by going to “Layers” if you don’t want to view it. Additionally, you have the ability to “Like” a comment that is already there.

Slide 41: I will take a few minutes to do a live demonstration of InteractVTrans, and before I do that, Chris are there any questions that we can address at this point?

Chris Wichman: Yes, this question relates to the section, has to do with the differentiation between needs and solutions. The question is, who proposes the solution and when are they proposed? So how does this sync up with the steps that come after.

Jitender Ramchandi: Yes, that is a great question. Our goal has been to be specific about where the problem is without being prescriptive of the solution. The solutions are governed by localities. A locality can come in and say to address a need that is identified, we would propose a roadway widening, or a bus service, or something else. As far as when they are proposed, there are different funding programs that are available. One of the largest funding programs for capacity and safety improvements is called SMART SCALE. So once these needs are adopted by the Board, they become a screening criteria for that program, a locality will be able to submit projects based on these Needs

Chris Wichman: On a similar question, if I’m a user and I want to submit a project. Should I rely on the data version or the report version, can you elaborate on that just briefly?

Jitender Ramchandani: The report version is made via the data version on the website. It should be one in the same. If you find any errors or inconsistencies please let us know. One caveat that I mentioned earlier, these needs are in draft form. So as you download datasets and shapefiles, I would urge some level of version control so that the projects you submit for SMART SCALE next year is based on version that the CTB adopts come December.

Chris Wichman: Great, I think we are ready to move into the demonstration.

Slide 41: Live demonstration of <http://vtrans.org/mid-term-planning/InteractVTrans>

I will take a minute to demonstrate three functions of InteractVTrans. To navigate go to Vtrans website > Mid-term Planning > InteractVTrans.

As you land on the InteractVTrans page, you notice blue lines and dots. You can find out more about them when you click on the “Legend” button in the bottom-right corner. On this map, blue lines are “Mid-term Need Segments” and “Nodes” include rail stations, activity centers, industrial and economic development areas, and roadway intersections. A “Y” means that there is a need; a “N” means the data do not show a need.

In the top-right corner, you “About InteractVTrans” button provides basic information about this web application.

In the top-left corner, you can zoom to your jurisdiction, mpo boundary, pdc boundary, etc.

You notice three functions “Find”, “Layers”, and “Comment”.

On “Find” you can build a query. For example, I am interested in Richmond MPO area. You can search for different types of transportation items – Segments with Needs, Nodes with Needs, crashes, roadway characteristics such as AADT, speed, etc.,

In this case, I want to look for segments with congestion need, reliability needs and safety needs. In this case, I am interested in CoSS.

When you hit find, the results will show the query you ran, then individual segments. You can click on this “I” button for more information, description of Needs, data, and known limitations of the datasets. You can click on the “I” next to the search results to know what other needs exist. You can also click to zoom to a particular segment. In this case we can look at attributes for this section of US 250. You can see Needs across categories in order to find locations where multiple needs exist.

On “Layers”, you can just see different layers. For example, you may not be interested in running queries. You just want to know if a segment has a particular need. You can go directly to that segment and look for it. You can turn on and off different layers and directly zoom in. For example, you may want to overlay safety Needs with crashes to find out more.

Under the other category, you can view the comments. Under “Comment”, you can drop a pin to share your comment. Alternatively, if you see a comment that you agree with, you can give it a thumbs up, instead of dropping another pin.

Please note that the comment layer automatically turns on when you get to this tab. You can turn off that layer.

That is the InteractVTrans in a nutshell. There is much more to it that we do not have time to get into today. But as you have questions or need assistance please feel free to reach out to us.

Slide 42: We worked with large datasets and while doing that we encountered several challenges. We will continue to focus on accuracy and completeness related items and encourage you to get in touch with us if you see notice anything.

Slide 43: As I mentioned, we are currently taking this information out to the public and stakeholders at the Fall Transportation Meetings held in each Construction District.

Our plan is to request CTB action at the December Board Meeting. The updated Needs can then be used in the upcoming round of SMART SCALE funding program which will start application intake in spring 2020.

Slide 44: If you have any questions, our team is available to assist you. Katie Schwing and Chris Wichman, members of the VTrans team, have served as points of contact for regions and localities. Katie is going to be away for a few weeks so Chris will be available in her absence.

You can always reach me as well.

Their contact information as well as mine is shown on this slide. Additionally, our website VTrans.org serves as the best resource for accessing information -- particularly the Events and What's Happening sections are routinely updated to keep visitors up to date on project progress and opportunities to attend agency and public meetings.

This webinar is being recorded and will be made available on the VTrans website. You will also find similar recordings on the website.

Slide 45: Thank you very much for your attention and participation. That concludes the formal presentation. We will now take the remainder of the time to answer any questions from the audience.

And now I will turn the audio over to Chris Wichman to see if he has received any additional questions. Chris -

Chris: Yes, I've prompted folks in the chat pod to enter any final questions that we can get through.

We do have one question related to Industrial and Economic Development Areas, and the question is what is the frequency that VEDP updates their sites in terms of readiness? And also getting into that, what process should a locality go through to help us understand the Needs of a particular site. You touched on the Needs for IEDAs, maybe if you want to go back through that and talk a little bit about VEDPs process.

Jitender Ramchandani: Sure, at this point I am sharing our Frequently Asked Questions on our website. There are similar questions related to that, at regional workshops we heard questions about data and the frequency of updates, etc. VEDP is currently reviewing and updating readiness status of sites. If you would like to update the readiness of your site, please get in touch with VEDP. We realize that this is an ongoing work, so the Needs that will be eligible for the next round of SMART SCALE are not going to be based on the readiness status that exists today. They are going to be based on the readiness status you are able to achieve by the time of SMART SCALE application intake. In other words, you still have time to fix any errors and work with VEDP to get your readiness status updated. What was the second part of the question, Chris?

Chris Wichman: The second part had to do with the Need is. In the slidedeck you showed that the Need is to improve access and to connect to Corridors of Statewide Significance, is that the same for all or applies to only some?

Jitender Ramchandani: In this case, we wanted to be mindful of the fact that there are approximately 535 sites across the Commonwealth. There are approximately 50 sites that have readiness status of 3 or above, last time I checked. We realized that we will not be able to determine site specific needs for each location. So in this case we wanted to give as much flexibility to localities as possible. For example, if a locality is working with a developer on a warehouse facility, the Needs are going to look very different compared to a locality working on a data server farm or something to that effect. So we realized that some of these especially if they are at readiness status three, the Needs can change. In this case what we have said is that access to and from the nearest Corridor of Statewide Significance. If you are not familiar with this term. I will show these corridors briefly on the InteractVTrans tool. So CoSS are interstates and major routes that traverse from one end of the state to the next. Additional detail is also in our FAQ page. The Need for IEDA will be focused on access to IEDAs. And note that could be a rail line or a port facility that are also part of these corridors in addition to the highway.

Chris Wichman: The next question has to do with the metrics used, the performance measures used for congestion. The question is, was the primary metric used the Travel Time Index from INRIX?

Jitender Ramchandani: That's a great question. I will point you to the resources. I will go to the Mid-Term Needs page, it has description for which measure was used for each travel market. For Congestion, we relied on two measures including the Travel Time Index (TTI). TTI was applied predominantly to non-limited access facilities. The results that you are seeing for Congestion are a combination of those two.

Chris Wichman: I would add that another resource, as we showed the InteractVTrans application in the metadata, that goes into some detail on the measures that were used.

We do have one question about links provided, and where is the map package available on the website for download?

Jitender Ramchandani: Sure, it is available in two places. We can send out an email to everyone on this call. There is also a link available in the slidedeck for this webinar. It is a large file, 277 MB, it includes map package and metadata.

Chris Wichman: We had one question, related to one we had earlier on how to access the Needs. This clarifying question has to do with the report, in addition to the maps in the report we include an Appendix E - which is our UDA Needs. The question is, do those apply as well as the maps?

Jitender Ramchandani: Yes, the short answer is yes. And on the maps for UDAs you will see a note that refers to the appendix. The reason we had to do that was to keep the document to a manageable size.

Chris Wichman: Can you differentiate what is shown on the measures maps and the Needs maps when someone looks at the report? How should one look at the measures maps in the appendix in relation to the Needs maps?

Jitender Ramchandani: The Needs are the final outcome of the measure maps. The Measure maps are there for background. Right now I am looking at the report for Richmond District. And I am showing a key table on page 15, please note that this page number may change depending on what district you are looking at. This table tells you the relationship between the measure maps and the Needs maps. In some cases, more than one measure was used to assess a Need, with congestion mitigation as an example.

Chris Wichman: We have a few more minutes for other questions, we have one person typing now.

We also had the questions that we had received prior to the call with the registration. Just to make sure we have covered these.

The first, why is congestion identified as a need on some segments but not others? So we talked about the connection between the performance based planning and the measures really driving the identification of Needs, and that the Needs are segment based.

A question on, how are data from smaller areas being treated to be overshadowed by data from larger areas. Jitender, can you elaborate on that question?

Jitender Ramchandani: Sure, this was a recurring question and remark at the regional workshop. We realize this is an important subject. We made several changes based on that. I am looking at Appendix A and C which shows the changes made since the regional workshops. For example, we have adjusting things like congestion to focus in on where the problem may be an hour long problem instead of say a day long problem. We have tried to be as mindful as we can and have adjusted our thresholds based on the feedback received. But if you have additional feedback, there is still an opportunity to provide that.

Chris Wichman: It looks like we had one more question come through. For Travel Time Reliability, is this being calculated for autos only or other modes of travel? How about non-recurrent congestion?

Jitender Ramchandani: For reliability, we are measuring reliability for highways and we also have a measure for reliability of rail services. We would like to be at a point to measure reliability of transit services however the data does not exist to allow us to do that in a consistent manner. As for non-recurrent congestion, that was a recurring subject at regional workshop. We confirmed that our method does take nonrecurrent congestion into account, however, it does not focus solely on that. We are working on developing a measure to test for our future work to focus on it for the next round.

Chris Wichman: We are running up against the 11 o'clock hour. We have no more questions coming through. I would like to remind everyone that we have another webinar scheduled for Friday November 8th from 10 to 11 am. And that webinar will be focused primarily on question and answers. Take a look at the information provided today and we look forward to seeing some of the same participants on November 8th. Jitender, do you have anything else to add before we wrap up?

Jitender Ramchandani: Sure, we do realize that for some of you, this is the first time you are looking at the documents for Needs. We are hoping that you are able to dig deep into these documents and provide questions, not only during the webinar but throughout this period before the CTB adoption. Our request is that if you find an issue or error that you share that with us as soon as you can because that gives us more time to make changes. Having said that, I really appreciate your time and participation in today's webinar. Thank you.