1. What does each performance measure tell us?

As part of the VTrans Update, several performance measures were developed to quantify congestion, reliability, accessibility, safety, capacity preservation and transportation demand management needs:

- **Congestion:** Identifies locations where speed and travel time are significantly slower than the posted speed limit or normal traffic conditions, respectively.

- **Reliability:** Pinpoints locations with high variability in travel time, locations that require extra travel time built in to ensure on-time arrival, and average on-time station arrival of Amtrak and Virginia Rail Expressway passenger trains.

- **Accessibility:** Identifies areas where improved modal accessibility is needed, including regional Activity Centers where transit access is not competitive to highway travel and Equity Emphasis Areas where transit access is needed, as well as areas where bicycle and pedestrian access is needed.

- **Safety:** Identifies roadway segments and intersections with higher-than-normal crash instances and fatalities and injuries, as well as corridors with pedestrian safety needs.

- **Urban Development Areas:** Various locally-identified needs for improving circulation within designated areas to help support traditional neighborhood design characteristics.

- **Capacity Preservation:** Identifies roadways where low-cost investments now can minimize need for costly improvements later.

- **Transportation Demand Management (TDM):** Identifies need for TDM based on roadway and area type for proactive management of demand for travel.

For detailed information, please visit VTrans.org.

2. How were performance measures used to identify transportation Needs?

For each performance measure, thresholds have been established for filtering the universe of potential congestion, reliability, accessibility, and safety data to locations with comparatively greater needs. This was done to ensure that transportation investments can be directed to the most pressing transportation challenges.

3. How are highway access Needs to Activity Centers being measured?

Highway access to Activity Centers Needs were identified using congestion and reliability measures.

4. Regional Activity Centers are categorized as freight-dependent, local-serving, and knowledge-based – how is this determined?

For the purposes of VTrans, Activity Centers are defined as areas of regional importance that have a high density of economic and social activity. The number and type of jobs within the Activity Centers was analyzed, and jobs were divided into three industry clusters:

- **Freight-Dependent:** An area where the majority of activity output is dependent on freight transportation;

- **Local-Serving:** An Activity Center that serves the local population; and

- **Knowledge-Based:** An Activity Center that relies on skilled labor and serves a broader market than Virginia.

The three industry clusters were determined by industry employment classifications as shown in the table:

| Industry Name	Cluster
Mining	**Freight Dependent**
Utilities	**Freight Dependent**
Forestry, Fishing, Related Activities & Other	**Freight Dependent**
Farm	**Freight Dependent**
Educational Services	**Local Serving**
Management of Companies and Enterprises	**Knowledge**
Arts, Entertainment, and Recreation	**Local Serving**
Wholesale Trade	**Freight Dependent**
Information	**Knowledge**
Transportation and Warehousing	**Freight Dependent**
Real Estate and Rental and Lease	**Local Serving**
Finance and Insurance	**Local Serving**
Federal Civilian Government	**Local Serving**
Federal Military	**Local Serving**
Other Services, Except Public Administration	**Local Serving**
Administrative and Waste Services	**Knowledge**
Accommodation and Food Services	**Local Serving**
Construction	**Freight Dependent**
Health Care and Social Assistance	**Local Serving**
Manufacturing	**Freight Dependent**
Professional and Technical Services	**Knowledge**
State and Local Government	**Local Serving**
Retail Trade 1	**Local Serving**

Activity Centers were then assigned to the cluster that matched the plurality of jobs in that Center. For example, an Activity Center with 20% freight-dependent, 60% local-serving, and 20% knowledge-based jobs would be assigned as a local-serving Activity Center.

5. What is the intent behind developing Needs for Industrial and Economic Development Areas (IEDAs)?

The intent behind developing Needs for IEDAs is to improve the linkage between economic development and transportation investment, thereby enhancing the Commonwealth's infrastructure and promoting the Commonwealth's competitive business environment.

6. How are the Needs for Industrial and Economic Development Areas (IEDAs) being developed?

Needs for IEDAs are based on Code of Virginia § 2.2-2238 C. which is the foundation for the Virginia Economic Development Partnership's (VEDP's) Virginia Business Ready Site Program (VBRSP). VBRSP is a discretionary program to promote development and characterization of developable sites to
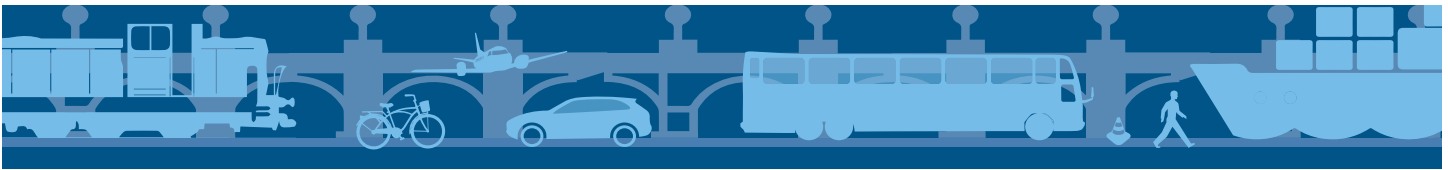
enhance the Commonwealth's infrastructure and promote the Commonwealth's competitive business environment.

Needs have been identified for sites that VEDP has determined to be Tier-3 or higher, that is, "zoned industrial/commercial, due diligence complete", "infrastructure ready", or "shovel ready." Readiness indicates that these sites are likely to benefit from the related transportation improvements.

7. The readiness status or some other information for an Industrial and Economic Development Area (IEDA) site in my locality is outdated. How can I update it?

Readiness status is determined and updated by Virginia Economic Development Partnership (VEDP) as they receive new information. If you would like to update the Readiness status or some other information for an IEDA, please reach out to VEDP.

8. How was the feedback provided during the thirteen Regional Workshops with transportation planning stakeholders held in July and August used to inform the Mid-term Needs?

Feedback provided during the Regional Workshops were utilized in refining the Needs Assessment methodology and developing the Draft Needs. Comments associated with performance measure maps were synthesized and uploaded onto the online InteractVTrans map. A table can be found here that summarizes how measures were changed due to comments received during the Regional Workshops.

9. How were public and transportation agencies involved in VTrans Mid-term Needs Identification process?

See the VTrans process graphic, below.

10. Where can I find a complete list of the draft and final Mid-term Needs for my jurisdiction?

The Draft Mid-Term Needs are available through the online mapping application called InteractVTrans beginning around October 15th, 2019, and in documentation provided via the website. A final list of Mid-term Needs will be available following Commonwealth Transportation Board approval on InteractVTrans as well. An e-blast email notification will announce the availability of the final list of Mid-term Needs. VTrans Mid-term Needs can be provided in alternative formats upon request.

11. Is it too late to designate an Urban Development Area (UDA)?

UDAs that meet Virginia Code §15.2-2223.1 can be designated at any time. However, planned UDAs that anticipate having Needs included in VTrans and eligibility for the next round (Round 4) of SMART SCALE must be designated by April 1, 2020.

12. Will the VTrans Mid-term Needs be utilized for SMART SCALE?

Yes, the Office of Intermodal Planning and Investment intends on utilizing Commonwealth Transportation Board adopted VTrans Mid-term Needs for screening applications during the next round (Round 4) of SMART SCALE.

13. How does VTrans take into account changes in technology and other external factors?

In addition to Mid-term Needs with a 7- to 10-year time horizon, VTrans will also identify Long-term Needs with a 10-year or more time horizon. Development of the Long-term Needs will rely on the assessment of trends and their impact on the Commonwealth's transportation network including advancement in technology, vulnerability of multimodal infrastructure, anticipated population growth and land use patterns, and anticipated economic conditions. These Long-term Needs will be used to inform policy, planning and project recommendations to prepare for this long-term horizon. Long-term Needs development will initiate in 2020.

14. Is there a deadline for providing input on measures or Needs?

The Commonwealth Transportation Board will be requested to take action on the draft VTrans Mid-term Needs in December 2019. Comments and feedback on the draft Mid-term Needs will be accepted until the Board takes action to adopt the draft Needs. However, we request comment and feedback as early as possible to ensure that we are able to provide due consideration to all requests and suggestions.

15. How can I provide my comments on the Draft Needs?

- Attend a Commonwealth Transportation Board's Fall Transportation Meeting in your area where the VTrans Team will be present;
- Visit the Online Meetings page at VTrans.org where a printable version of the Needs are available, and provide comments via email to Comment@vtrans.org;
- Visit InteractVTrans, an online tool that allows for search and download of your jurisdiction-specific VTrans Mid-term Needs and provide location-specific comments;
- Attend an upcoming webinar presentation on the Draft Needs, scheduled for Tuesday, October 22nd, 2019, from 10 am – 12:00 pm. Check out the VTrans.org Online Meetings page for more information.

STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10
VTRANS 2040 COMPLETED IN JANUARY 2018	VTRANS LESSONS LEARNED EXERCISE FEBRUARY–MAY 2018	DEVELOP AN APPROACH FOR VTRANS UPDATE JUNE-AUGUST 2018	DEFINE PERFORMANCE MEASURES RELATED TO THE VTRANS GOALS AND OBJECTIVES OCTOBER 2018 – APRIL 2019	COLLECT AND REVIEW DATA FOR EACH PERFORMANCE MEASURE OCTOBER 2018 – APRIL 2019	ANALYZE PERFORMANCE OCTOBER 2018 – APRIL 2019	REVIEW PERFORMANCE WITH REGIONAL STAKEHOLDERS AND RECEIVE FEEDBACK JULY – AUGUST 2019	ESTABLISH NEEDS THRESHOLDS AND PRODUCE DRAFT NEEDS SEPTEMBER 2019	VALIDATE WITH STAKEHOLDERS AND MAKE FINAL REVISIONS OCTOBER 2019	PRESENT TO CTB FOR APPROVAL
PREPARATION			ANALYSIS					APPLICATION	
• CTB resolution	• Interviews with 19 state agency staff • Review of 15 other state and regional long-range transportation plans	• One-on-one meetings with CTB members	• What transportation future is VTrans meant to encourage? • How should existing conditions be measured? • What travel, infrastructure, and modes should be included? • Do the measures identify meaningful variations in performance?	• What are the best data sources for each measure? • How complete, precise, up-to-date, and accurate are the data?	• What are appropriate performance levels and categories? • What are the best units of analysis and geographical scale?	• Does the performance make sense in light of local and regional knowledge? • Are there gaps in the analysis? • How can the measures be improved?	• What level of performance generates a "Need"? • Would resolution of the needs help Virginia achieve the VTrans goals and objectives?	• Are Virginia's most important transportation issues flagged as Needs? • Are there gaps?	• The CTB takes action.

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For more information, please visit www.VTrans.org or email Comment@VTrans.org.